

SHIPPING IN  
THE PORT OF  
ANNAPOLIS  
1748 - 1775

4-2443



*"... Certeyne places for  
the unladeing & selling of all goods ..."*

Charles Calvert

**Sea Power Monograph Number 1**

Copyright © 1965  
by United States Naval Institute  
Annapolis, Maryland.  
Library of Congress  
Catalogue Card Number 64-25867.  
Printed in U.S.A.



by Vaughan W. Brown

—  
*SHIPPING IN*  
*THE PORT OF*  
*ANNAPOLIS*  
*1748 - 1775*  
—

This monograph is a summary of intensive research into documentary and secondary source materials pertinent to the history of maritime trade and commerce in the port of Annapolis, Maryland, during the third quarter of the eighteenth century. The research project was a part of the general study of the historic port area of the city of Annapolis, sponsored by The Old Dominion Foundation through a grant made in 1960 to Historic Annapolis Inc.

Early in the study period, the staff of Historic Annapolis Inc. was made aware of the wealth of documentary source materials that exists in the collections of the Maryland Hall of Records. In spite of the existence of unusually complete and informative manuscript sources, relatively little was available in published form that could be called "definitive" in terms of maritime activity in the historic port. Annapolis was a colonial seaport of some repute. Generally, it was held that the city's importance as a seaport was largely based on trade in tobacco. But the details of the tobacco trade, the variety of import and export items that passed through the Port of Entry, the volume of shipping that Annapolis had enjoyed in the eighteenth century, and the routes and ports of call of vessels trading out of the port had never been correlated.

The unique manuscript Port of Entry Books for the period 1748 to 1775 in the collections of the Maryland Hall of Records and the Maryland Historical Society contained information of general value to the historian and of specific interest to a particular study of the history of the port of Annapolis. Initial tabulations of export items proved the richness of material contained in these volumes, not only casting new light on the character of maritime commerce in Annapolis, but also explaining why the city saw such an unprecedented period of growth in the years 1760 to 1775. Further, they began to indicate some of the reasons why Annapolis lost its commercial supremacy in Maryland waters after the War for Independence.

Following complete tabulations of the quantity of each major item exported from the port in the years 1748 to 1775, research into trade areas and imported items as recorded in the Port of Entry Books was undertaken. Concurrently, analysis of the characteristics of the carriers, investigation of customs controls, and comparison of volume of trade with other Bay and Colonial ports were also carried out.



Inevitably, the human element entered into the study as names of owners and masters became familiar. Much interesting anecdote pertinent to maritime activity in the port was gleaned from advertisements and reports in the pages of the *Maryland Gazette*, that lively and readable Annapolis newspaper of the eighteenth century.

Although the research material was initially organized on index cards and in graphs and tables, it soon became obvious that the story told by the documentary sources required narrative interpretation. As the narrative was written, certain questions were posed that required research and comparison further afield than had been anticipated. Many of these questions have been answered; many more need further investigation and explanation. For example, the exact importance of Baltimore as a pre-revolutionary port in comparison to Annapolis is still not completely known. Further study of the history of Baltimore and particularly of the Colonial customs system may well define this important relationship.

The author is particularly indebted to Dr. Morris L. Radoff (State Archivist) and his able staff at the Maryland Hall of Records for their assistance in locating manuscript materials and in making these materials available for study. Valuable editorial assistance was rendered by Mr. H. K. Rigg, editor of *Skipper* magazine; Mr. Frank D. Brown, Jr.; Dr. Radoff; and Mr. Robert J. Kerr, II, former Executive Director of Historic Annapolis Inc.

To Mr. Charles Brooks, General Manager of Mystic Seaport; Mr. Edouard A. Stackpole, Curator at Mystic; Mr. William T. Stone, former President of Historic Annapolis Inc.; and Colonel Howard I. Chapelle, Curator of Transportation, Smithsonian Institution, go the author's grateful thanks for their individual help and encouragement.

Professor Lawrence A. Harper of the University of California at Berkeley and Professor Robert Albion of Harvard University provided valuable insight into primary and secondary source materials and general bibliography in maritime history.

Finally, the author wishes to express his thanks for continuing help and assistance during the research and writing of this monograph to his colleagues on the staff of Historic Annapolis Inc., particularly Miss Constance W. Werner, former Assistant to the Director for Architectural Research, and Mr. Lloyd A. Brown, former Director of Research.

## PREFACE



Portion of a map prepared in 1751 by Joshua Fry and Peter Jefferson, who surveyed the state of Virginia and the Chesapeake Bay for the tobacco trade. The broken lines denote the area of the port of Annapolis.

"The land on the western side of the Bay from *Patuxent* to *Annapolis-River* is something high, with several Bays, such as *Hemming* and *West-River-Bays*, where soundings are gradual on both sides. You will have, in running from *Poplar-Island* to *Annapolis* or *Talley's-Point* (which is the southern point of *Annapolis-River*) from 7 to 15 fathoms water. Give *Thomas'* and *Talley's-Point* a good birth, as there are long spits off both places. If you go into *Annapolis-River*, give *Talley's Point* a good birth and haul into the westward for the mouth of the River, taking your soundings of the south side in 3 or 4 fathoms water, and pass in between *Talley's* and *Green-Bush-Point*, which you leave on your starboard hand, giving said point a birth of an equal width, and run just above them, where you may anchor in 3 or 4 fathoms and be secure from all winds."<sup>1</sup> So read the sailing directions for making Annapolis in 1796, in the first *American Coast Pilot*.

In 1796, Annapolis had been a seaport for over 100 years, and had already begun to lapse into obscurity, as Baltimore was developing into the great commercial maritime center of the Chesapeake Bay. Although foreign travelers bound for Washington, the new federal capital, disembarked in Annapolis and finished their journeys by coach, thus evading a tedious beat up the Potomac River, the cargo vessels passed the city by, continuing on up the bay to the Patapsco River and the port of Baltimore.

In the years before the Revolution, however, the city of Annapolis experienced her golden era, a period of commercial, cultural, and political prominence.

During the period of colonization of North America, water-borne transportation was the dominant means of communication between colonies, as well as the only method of travel to and from the mother countries of Europe. As a consequence, the major cities

of the period grew up along navigable waterways. It was not until the Colonial period had neared its end that settlers began pushing their way westward into the continent beyond the fall line of the rivers to the Allegheny Mountains. Then goods and produce had to be freighted overland; but until that time, it was much easier to float cargoes from one place to another, depending on the buoyancy of the carrier and the motive power of wind, paddles, or current.

The eighteenth century was characterized by a struggle between England and France, both for colonial territories in America, Africa, and India and for power at home. Spain and Portugal had lost the lead they had enjoyed in the sixteenth century; England and France now were the major colonizing nations and world powers. By the end of the seventeenth century, English settlements existed in North America around Hudson Bay, Newfoundland, and along the Atlantic coast from Maine to South Carolina. The French had settled along the St. Lawrence River, and claimed the Mississippi River Basin. English and French claims overlapped, and each nation was hungry for land and the commodities such land could supply.

King William's War, first of the clashes between the French and English in North America, was an indecisive struggle during which the French enlisted the Indians to join them in their fight against the British. After eight years of war, the Peace of Ryswick restored the situation to that of 1689, when the war had begun.

Not surprisingly then, war began again, in 1702, and was called Queen Anne's War. This was the American offshoot of the War of the Spanish Succession, in which the French again sent Indians to burn out English settlements. It turned into a disaster for France, for among other events, the English took Port Royal in Nova Scotia, defeated the

---

## SHIPPING IN THE PORT OF ANNAPOLIS 1748 - 1775

---



French fleet, and drove France's privateers from the sea. This war was ended by the Treaty of Utrecht, in 1713, in which France gave up her claim to Newfoundland, Nova Scotia, and Hudson Bay, which previously were controlled by that country, even though English settlements existed therein.

King George's War, lasting from 1744 to 1748, was, like King William's War, a wasted effort. The Treaty of Aix-la-Chapelle returned everything to the status it had been in prior to 1744.

The long conflict reopened quietly enough in 1753 as a struggle for possession of the Ohio Valley. Spreading across the Atlantic three years later, and to India (where another unofficial war was in progress), this contest, called by Europeans the Seven Years' War and by Americans the French and Indian War, was decisive in North America. After Braddock's Defeat (near Pittsburgh) in 1755, and other early losses, England captured Quebec and Montreal, and, leaving the French without bases for operations, won Canada. When the war ended in 1763, the British retained their gains.

Just as was to occur in the years immediately after the Revolution and the War of 1812, the periods of peace between these wars afforded the Colonial American merchant marine an opportunity to capitalize on the need for shipping. European merchant fleets were depleted through the actions of privateers and naval vessels, leaving the residents of Europe who desired foreign and colonial trade without the means of carrying it on. Annapolis shipowners and merchants, like those of the other American seaports, found themselves in a position to fill the void.

Annapolis, situated on the Severn River three miles from Chesapeake Bay, was ideally located to serve the surrounding area and inland regions as a port. And it was as a

port that it thrived. Beginning in the latter part of the seventeenth century and until the end of the Colonial period, Annapolis enjoyed a growing maritime trade. Along with the economic growth of the city brought about by this commerce, life in Annapolis was characterized by a high level of political and cultural activity. By the end of the Colonial period, the city had been Maryland's capital for nearly one hundred years. It served as the capital for the Confederation in 1783, when the Continental Congress met. The Treaty of Paris, ending the Revolutionary War, was ratified there by the Continental Congress; and Annapolis was a strong contender to become the permanent capital of the nation.

At the end of the Revolution, a contest developed among several localities regarding where the Congress should meet. Even before the Treaty of 1783 was signed, it was felt that the capital city should represent all of the colonies, rather than have the Continental Congress depend upon the hospitality of a single state. New York offered Kingston and three hundred acres; Maryland suggested Annapolis with its State House, State Circle, and thirty thousand pounds (Maryland currency); Virginia offered Williamsburg or twenty-five square miles anywhere in the state.<sup>2</sup> Pennsylvania and New Jersey urged Philadelphia and Princeton, the former being a particularly strong contender. However, a site on the Potomac was finally decided upon; such a location, it was thought, provided some protection against attack by sea, and would be neutral in a power struggle between the North and the South.

The area now occupied by Annapolis was first declared a port of entry into the Province of Maryland, in 1668, by Charles Calvert, governor of the Province from 1662 to 1676, under the Proprietary, Lord Baltimore. In this declaration, entitled

The declaracōn of lievtenn<sup>t</sup> General & Councell concerning the appointing of certeyne places for the unladeing and selling of all goods and m<sup>r</sup>chandizes brought into this province sett forth by Speciall comand from the R<sup>t</sup> hon<sup>ble</sup> the lord Proprietary of this Province.<sup>3</sup>

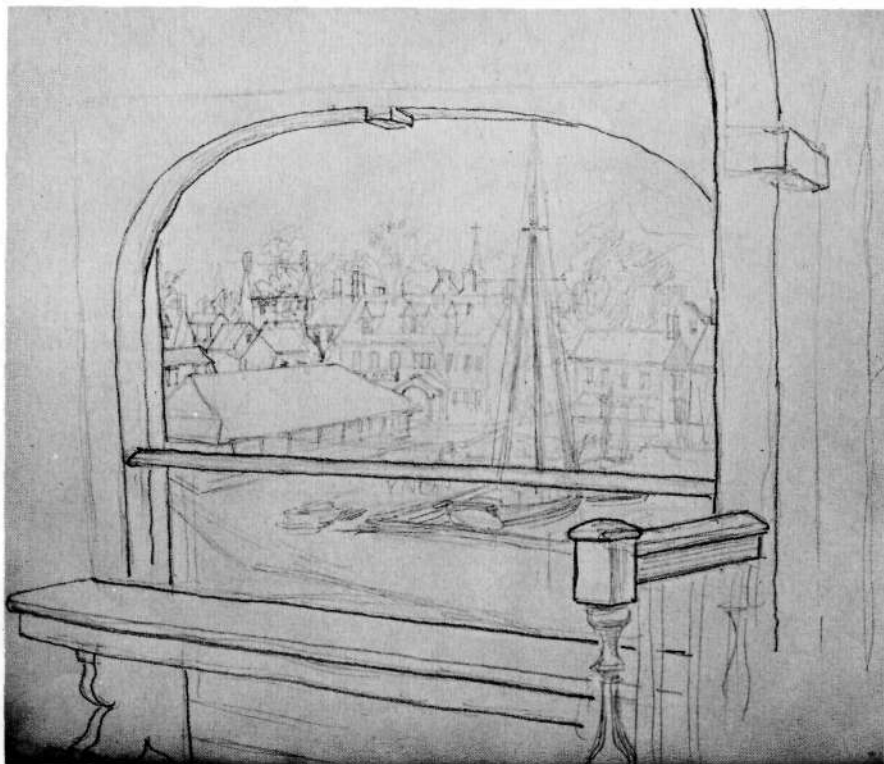
he designated several "seaports, Harbours, Creekes, and other places for discharge and unladeing" of cargoes brought into the Province; he further stipulated ". . . And th<sup>t</sup> noe shippes boates or other vessels shall discharge or unlade any goods and m<sup>r</sup>chandizes in any other place or places w<sup>th</sup>in this province. . . ." Among the designated places was "Richard Actons Land in Arundell County," which land was situated on "Acton's or Todd's Creek,"<sup>4</sup> now Spa Creek, in Annapolis. Since there is no evidence of Richard Acton's having owned any other land in that county, it seems clear that his land on Spa Creek was the seaport designated by Calvert.

Again, in 1683, in "An Act for the Advancement of Trade,"<sup>5</sup> Annapolis (at that time called Proctors) was designated a port of entry, this time by the General Assembly of Maryland. The act required that all goods coming into the Province and all exports must be brought to the places specified for trade in the act. Cargoes could be loaded

. . . in the County of Ann Arundell Att the Towne Land att Proctors<sup>6</sup> and att South River on Coll. Berges Land and att Herring Creeke on the Towne Land. . . .

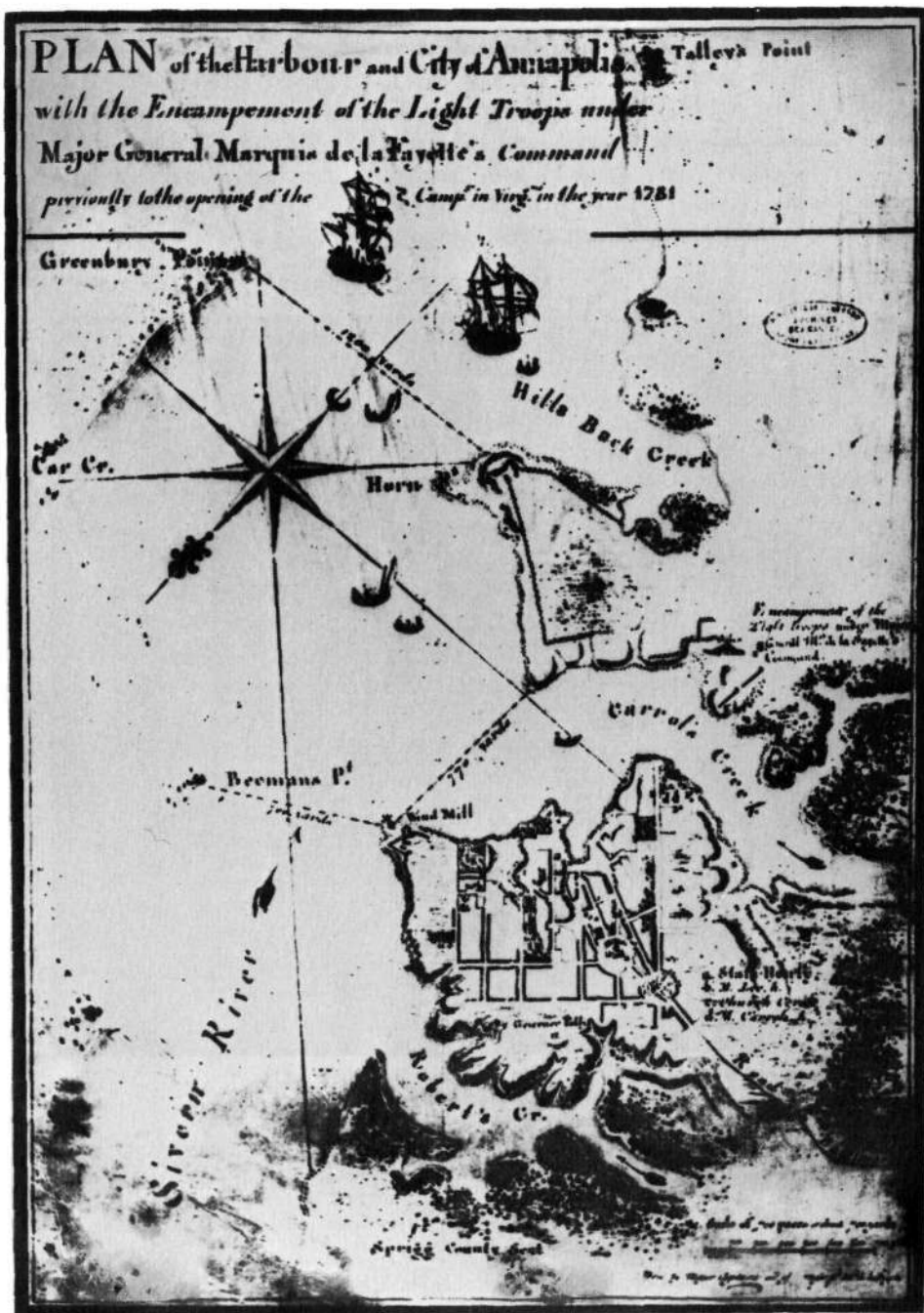
The provisions of this act were to go into effect on the last day of August, 1685.

In 1694 the General Assembly enacted legislation requiring that both a customs officer and a "naval officer" (a civilian appointee whose duties were similar to those of the customs officer) reside at Annapolis as well as in Oxford, across the Chesapeake Bay. This act, entitled "An Act for Erecting Ann Arundell and Oxford Towns into Ports and Towns,"<sup>7</sup> read in part:



City Dock, Annapolis, circa 1870. Painting by Frank B. Mayer, 1874. Its appearance was much the same one hundred years earlier.

*Courtesy of Maryland State Library*



Annapolis in 1781. The three creeks shown on this map are now known, top to bottom, as Back, Spa, and Dorseys Creeks.

*Courtesy of William L. Clements Library, University of Michigan*

Be it enacted by the King and Queens most Excellent māties by and with the Advice and Consent of this General Assembly and the Authority of the same that from and after the Publication hereof the Land Called the Town Land att Seavern in Ann Arundell County where the Town was formerly . . . shall from hence forth be Towns and Ports and Places of Trade where all Ships and Vessels may come to for Entering and Clearing to which end the Collector of that District or his Lawfull Deputys shall Constantly Reside att the said Towns and Ports and also Navall Officer or Officers or their Deputys shall also Constantly Reside there. . . .

The place "where the Town was formerly" seems to have been on the shore of Spa Creek, where the town still is. Be that as it may, it was this act of legislation with its control over trade, rather than the location or characteristics of the area, that was primarily responsible for the development of Annapolis as a major seaport in the Colonial period.

When considering Annapolis as a seaport after 1694, it must be kept in mind that the port of Annapolis extended beyond the limits of the town itself. Vessels loaded cargo in the South and West rivers, the Severn River, and Herring Bay, as well as in the harbor proper. The map shows this to be a large area, including the lower half of the shore line of Anne Arundel County. There were many good anchorages throughout the area where seagoing vessels could lie safely, sometimes for months, while cargoes were lightered to and fro in small craft. The collector of customs and the district naval officer, by law, had their offices in the town, and most of the businesses in support of maritime commerce, such as ropewalks, ship chandleries, and sail lofts, were also located in town.

It might be well here to review the customs organization for the Province of Maryland during this period. In 1673, two years after the appointment of the Board of Customs Commissioners in London, the Patuxent Customs District, the first in Maryland,

was established. Originally, the collector of Patuxent, residing in St. Mary's City, was responsible for all cargoes entering and leaving the Province. Two new districts were added in 1686: North Potomac covered all maritime trade on that side of the Potomac River, and the Pocomoke District had jurisdiction over the Pocomoke, Wicomico, and Nanticoke rivers, and the Atlantic coast of Maryland. This division left the collector of Patuxent responsible for receiving all duties from vessels loading or unloading in Chesapeake Bay north of Point Lookout at the mouth of the Potomac River, around the head of the bay, and down the Eastern Shore as far as, but not including, the Nanticoke River.

As a result of the act passed in 1694, requiring that customs officers reside in Annapolis and Oxford, a further expansion of the customs organization was made at that time. Deputy collectors, under the Patuxent District, were ensconced in those towns. Although acting for the collector of Patuxent, these men kept their own records of ships entering and clearing port. In 1752, still another district was established, for the Chester and Patapsco rivers and the shore between them. The Chester and Patapsco District was set up mainly for the monetary benefit of the Reverend James Sterling, who was appointed collector, and not because of any great amount of trade there at that time.<sup>8</sup>

On the death of Sterling in 1763, William Geddes, his deputy, assumed the collectorship.<sup>9</sup> His deputation, dated 1766, named him as the collector of Chester but omitted Patapsco. Whether by design or accident, the omission resulted in confusion about who had jurisdiction over the Patapsco River and the growing port of Baltimore. Geddes loudly claimed that the responsibilities and privileges of his predecessor devolved on him. Benedict Calvert, collector of Patuxent, was equally adamant that the Patapsco River should re-

vert to his district. Since the collectors' salaries were paid as a percentage of the fees imposed, such a change would have had considerable effect on the financial position of the man who had the right to these extra duties. The American Board of Customs, appointed in 1767 to sit in Boston, assigned a "preventive officer" at Baltimore to insure the collection of duties until the Commissioners of the Royal Treasury resolved the controversy.<sup>10</sup> Robert Moreton, one incumbent in that office, advertised in the *Maryland Gazette* of the fourth of February, 1773, "The Honourable Commissioners of Customs have appointed me Land-Waiter, Weigher and Gauger, and preventive Officer of His Majesty's Customs to reside at Baltimore: the Masters of vessels are hereby requested to produce their papers to me on arrival, and that masters of coasting vessels within the province coming to this place apply for the necessary papers for cargoes they take on board, or they will render their vessels and Cargoes liable to Forfeiture." Despite voluminous correspondence, nearly ten years elapsed and no solution was reached. In 1777, the State of Maryland replaced His Majesty's men with its own. Prior to that date, vessels loading in the Patapsco River cleared at Annapolis, Chester, and with the preventive officer at Baltimore. It is not known how many cleared at each port.

More confusion was caused by Collector Benedict Calvert's decision, in 1763, to move his headquarters from the Patuxent River to Annapolis. As Calvert administered all his offices through deputies,<sup>11</sup> this was a simple matter. Thereafter, all vessels owned in Annapolis were registered "Patuxent." They were not re-registered if they had been previously registered in Annapolis. The date of registration remained the same; the name of Patuxent was simply substituted for Annapolis. This situation caused John Williams, the inspector general for the "Boston Board," to

report erroneously, in 1770, that no seagoing ships were owned in Annapolis.<sup>12</sup>

The responsibilities of a collector of customs were the entering and clearing of all vessels in his district, the collection of duties, fees, and fines, and the issuing of certificates. He was assisted by a surveyor and searcher, and, often, a riding surveyor. The surveyor and searcher resided in the port and was authorized to board vessels and enter warehouses, open packages and trunks, and seize goods. This office in Annapolis was held by Benjamin Tasker, Sr., a resident of Annapolis, from 1746 to 1768. He was succeeded by William Eddis, who was surveyor and searcher until his return to England in 1777. The riding surveyor patrolled the remote areas of the district, looking for vessels loading or unloading illicitly. After 1764, the district was watched over by a comptroller of customs. His responsibility was to keep the collector honest. Apparently, the ministers of the Royal Treasury felt still another check was necessary to ensure the collection of all fees and duties.

In addition to the customs districts, naval districts were also established. The naval districts were bounded by the same limits as the customs districts, and were presided over by a "naval officer." The naval officer was appointed by the governor, and the naval districts were so closely related to the customs districts that, in fact, in the North Potomac District, where navigable water extended many miles inland, the collector lived at one end, and the naval officer at the other, each acting as the deputy of the other.<sup>13</sup> In this way, the official at the mouth of the Potomac need not concern himself with vessels loading at the other end of the river's tidewater region. Captains loading at either end could receive all clearance papers at one place. In Annapolis and in Oxford, the naval officer was the deputy collector. Benjamin Tasker, Jr., of Annapolis, held the post of naval

officer for that port from 1742 to 1755. Stephen Bordley, also of Annapolis, succeeded Tasker; and he was followed, in 1762, by Tasker's nephew, John Ridout, who was removed in 1777.

Still in the Maryland Hall of Records are the complete lists of entries and clearances of the deputy collectors of the port of Annapolis from June 25, 1748 to July 22, 1775. These papers not only record the vessels and their cargo, but also the owners and masters, port of origin, or destination of the cargo, and tell where and when the ship was built. From these records, the maritime commerce of Annapolis can be documented through the most prosperous years of the city's Colonial history.

Annapolis never equalled Boston, New York, or Philadelphia in volume of shipping, but the customs records indicate a significant maritime trade in the little Chesapeake Bay port. A conspicuous surge of trade is shown in the years just preceding the Revolution, apparently because of the increased exportation of grain and flour from the tidewater region, as well as the newly developed grain lands in Frederick County. In the year 1750, Philadelphia reported 320 arrivals, New York had 302, and 562 vessels entered Boston.<sup>14</sup> In the same year, 64 vessels came in through Annapolis customs.<sup>15</sup> Later, between 1771 and 1773, arrivals at Philadelphia averaged nearly 400 per year.<sup>16</sup> Two hundred vessels entered Annapolis in 1773.<sup>17</sup> It is interesting to compare the growth of the volume of shipping in Annapolis to that in Philadelphia during these years. While the number of vessels arriving at Philadelphia increased less than 25 per cent, Annapolis customs recorded an increase of 212 per cent.

The only customs records for a Maryland port similar to the Annapolis Port of Entry Books are those of Samuel Chamberlaine, Jr., deputy collector and naval officer for the port of Oxford. These records cover a 13-

year period from 1760 through 1772. During these years, Chamberlaine cleared 583 vessels, averaging about 74.4 tons per vessel. The trade at Oxford appears to have been quite similar to that of Annapolis in commodities imported and exported, but somewhat less in volume. Oxford, too, became a seaport through legislation, and her maritime history is much like that of Annapolis, except that she declined earlier because of her isolation across the Chesapeake from the producing areas of the west and from the market cities that served them.

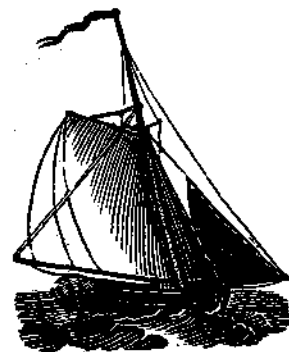
Unfortunately, no customs records have been found which shed light on the development of the port of Baltimore during the eighteenth century. The Chester and Patapsco District customs papers have apparently disappeared, with the exception of a few scattered entries among the Annapolis clearances that are labeled as vessels clearing Chester. Perhaps these craft loaded at Baltimore; otherwise, it is hard to explain why they should be among the Annapolis records when the Chester River made up a separate customs district. At any rate, these Chester River entries are not satisfactory for comparative purposes since they show only part of the Chester, and maybe the Patapsco, River traffic.

Virginia ports of the period are better represented in the archives. In 1752, Port Hampton, now the Norfolk area, cleared 156 sails, totaling 8,008 tons burden.<sup>18</sup> Some 121 of these vessels were engaged in coastal service, 90 of them going to the Caribbean. Only 20 went to the British Isles. The Upper James River District, covering that river between the Norfolk area and the fall line, loaded 79 vessels, averaging 101.7 tons. Judging by the tonnage of these craft, about twice that of Port Hampton's 51.3 ton average, most, if not all, cargoes leaving the Upper James River were bound across the Atlantic. South Potomac, Port York, and the Rappahannock,

clearing 48, 70, and 67 vessels, respectively, probably also exported to the British Isles, for average tonnages ran between 90 and 100. The Eastern Shore port of Accomack, on the other hand, seems to have been engaged in coastal shipping almost entirely, with 50 clearances of vessels averaging 22.8 tons.<sup>19</sup> Using average tonnage as an indication of the area to which these Virginia ports traded, we can consider Port Hampton and Accomack, then, as being involved primarily in coastal and Caribbean traffic, and South Potomac, Port York, and Rappahannock shipping as going to Europe.

In the same year, 1752, 82 vessels, aggregating 6,133 tons, cleared Annapolis; 23 bound for the Caribbean; 31 for the British Isles; 4 for Africa, Europe, and Madeira; and 24 for British North America. Annapolis, then, seems to have had a more general type of trade than the Virginia ports; and in the year 1752 was second in the Chesapeake only to Port Hampton in the number of vessels clearing, though fifth in total tonnage.

Between January, 1749, and July, 1775, 2,981 vessels cleared customs outward bound from Annapolis, with a total tonnage of 233,510 tons.<sup>20</sup> The mean tonnage per ship increased somewhat toward the latter part of the period. Between 1749 and 1759, the average was 72.3 tons per vessel; between 1760 and 1775, the average increased to 80 tons. The leanest year for shipping in this period was 1758. After that year, the number of vessels clearing Annapolis customs increased, with some fluctuation, until the total reached 250 in 1774. Finally, 155 clearances were recorded during the first 6 months of the next year, which would indicate a possible 300 clearances for 1775, had war not interrupted the maritime trade. Cargoes were cleared for other North American and Caribbean ports, the British Isles, the Wine Islands, France, Spain, and Portugal.



A decided drop in shipping occurred in 1757 and 1758, coinciding with the Seven Years' War. During 1759, clearances from Annapolis were again on the increase. By this time, Amherst had captured Louisburg, and Quebec was taken by Wolfe in that year. Montreal and all Canada fell in 1760, and shipping in Annapolis reached a new peak as the number of armed French vessels in American waters declined.

Vessels calling at the port ranged considerably in size. The largest vessels to enter the port between 1748 and 1775 were the five-hundred-ton ships *Winchelsea*, owned by John Major and Company of London, Thomas Cornish, master; and *Winchester*, in ballast from Gibraltar, owned by William Black, also of London, Elias LeGross, master.<sup>21</sup> These ships cleared for London, the former on the nineteenth of September, 1748, and the latter on the thirtieth of November of the same year, each vessel carrying a cargo of tobacco, iron, and lumber. Both vessels appear to have had letters of marque, judging from their armament. *Winchelsea* mounted 18 guns; *Winchester* carried 24. Merchantmen calling at Annapolis seldom carried such batteries. The smallest vessel to clear customs was the five-ton schooner *Buxom Joan*, built in Virginia in 1731, and registered in Annapolis in 1749 by her owner, Thomas Barclay.<sup>22</sup> Commanded by William Thomas, the *Buxom Joan* traded to Virginia.

Vessels of all contemporary types visited the port. Schooners had a slight edge in numbers, followed closely by ships, sloops, brigantines, and snows, in that order. Sloops and schooners predominated in the trade to Virginia, the Carolinas, the Caribbean, and coastal ports, while ships, snows, and brigantines appeared more frequently among the transatlantic vessels. However, vessels of every type were used in each area of trade. A snow was a two-masted vessel similar to a brig, with

square sails on each mast, but with an extra mast close abaft the mainmast. The extra mast, upon which the spanker was set, was joined by trestletrees to the main. The terms "brigantine" and "brig" were used interchangeably in the eighteenth century; however, the rig thus described was generally what we consider a brigantine or a hermaphrodite brig, rather than the brig of the nineteenth century.

Between the years 1749 and 1775, 30.5 per cent of all the vessels that called at Annapolis were registered in the British Isles; 36.1 per cent were registered in Annapolis and, after 1764, Patuxent; and 33.4 per cent were from other American colonial ports, including the West Indies. These percentages also tend to indicate that there was no area to which vessels from Annapolis traded in particular, as in the case of the Virginia ports; and the records show that vessels clearing customs in Annapolis were fairly evenly divided among the coastal, Caribbean, and transatlantic trades.

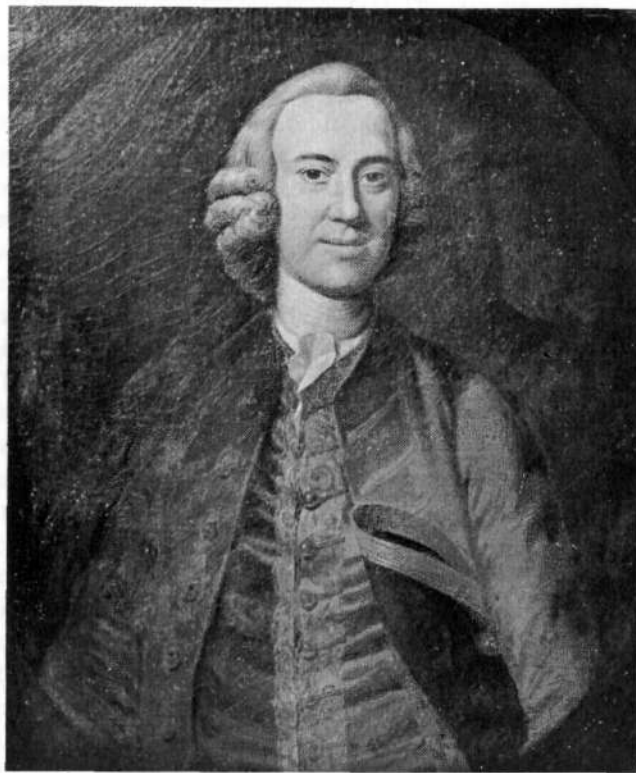
Among the shipowners of Annapolis in the eighteenth century, Samuel Galloway must be considered the dean. At one time or another, he had an interest in, or owned outright, twenty-seven different vessels. Although a capable sailing master, he rarely commanded his own vessels. His captains visited all areas to which Annapolis merchants traded, carrying iron and tobacco to England, and foodstuffs to the north, the Caribbean, and Madeira. His vessels returned to Annapolis with English and European goods, wine, rum, sugar, molasses, salt, slaves, convict laborers, and indentured servants.

Another prominent shipowner of the period was Patrick Creagh. Creagh, too, owned vessels in all areas of trade, but maritime commerce was only a part of his activities. Joy Gary, in her article in the *Maryland Historical Magazine*, "Patrick Creagh of Annapolis," refers to him as a "painter, mer-

chant, shipbuilder, farmer, mariner, contractor for the maintenance of His Majesty's forces, and, ultimately, gentleman."<sup>23</sup> He built the "Old Treasury Building,"<sup>24</sup> and, if he did not build it, supplied the materials for "Bladen's Folly," now McDowell Hall, on St. John's College campus.<sup>25</sup> Governor Bladen ordered from Creagh in January, 1743, bricks, lime and timber for the construction of a governor's mansion. Bladen's tastes in architecture, however, were considerably more expensive than the General Assembly was willing to finance, and the building was not completed in his time. The records are not clear in regard to whether Creagh was the building contractor, or whether he merely furnished the materials.

Apparently, Patrick Creagh did not command his own vessels, at least after 1748. Although, in July 1755, he had advertised the snow *Endeavour*, himself as master,<sup>26</sup> loading tobacco, this vessel sailed for London on the fifteenth of November of that year with a cargo of tobacco, iron, staves and headings, and walnut plank, under the command of Captain James Mackie.<sup>27</sup>

Others whose names appear frequently in the customs records were Lux and Bowley; Bryan Philpot; Jacob Giles; Judson Coolidge; Thomas and Edmund Ringgold; and James Dick and Company. William Lux and Daniel Bowley, with offices in both Annapolis and Baltimore, later became owners of privateers and acted as agents for the Maryland State Navy's ship *Defence*, a successful commerce raider during the Revolution.<sup>28</sup> James Dick, part owner with Anthony Stewart and two others of the brigantine *Peggy Stewart*,<sup>29</sup> and agent for the London merchant John Buchanan,<sup>30</sup> found himself in trouble more than once with the local populace. In 1770, nearly five years before the burning of the *Peggy Stewart*, and four years before the Boston Tea Party, Dick and Stewart, along



Samuel Galloway, "dean" of eighteenth century Annapolis shipowners.

*Courtesy of Churchill Murray*



with Judson Coolidge and some others, aroused the ire of Maryland merchants by importing English goods aboard the brigantine *Good Intent* in defiance of a boycott of British manufactures brought about through colonial resentment toward the Townshend Acts. A committee of merchants, after a thorough investigation, ordered the *Good Intent* to return to London without breaking cargo.<sup>31</sup>

The residents of the American colonies were in an intemperate and suspicious state of mind at this time, resulting from first, the Stamp Act, and then, the Townshend Acts. In 1765, the British Parliament passed an act, proposed by Prime Minister George Grenville, which required stamped paper to be used for, or stamps to be affixed to, all legal documents, bills of lading, marriage certificates, and diplomas, as well as playing cards, newspapers and other publications. The idea of double taxation, paying English and American taxes, disturbed the colonials as much as the increased burden. Nonimportation associations were organized, and an unofficial embargo was placed on English goods.

In 1766, much to the joy of Americans, Parliament repealed the Stamp Act. However, the next year, Charles Townshend persuaded that body to pass the Townshend Acts, which placed import duties on numerous articles, most importantly, glass, white lead, paper, and tea. The nonimportation associations were again organized, and a new embargo set up, this time on the taxable items.

The *Good Intent* affair was a result of this resentment, which culminated, in Annapolis, in the burning of the *Peggy Stewart* in 1774, and the *Totness* in 1775. The *Peggy Stewart* entered Annapolis on October 14, 1774, with tea in her cargo. Anthony Stewart entered the vessel through customs, paying the required duty on the tea. A town meeting was held, and the resulting decision was that the tea should be burned. However,

on October 19, Stewart himself boarded the vessel, drove her aground, and burned her, probably as much in the interest of his own safety as out of patriotism.<sup>32</sup>

The *Totness* incident involved an English-owned ship, and proved to be an affair of a more malicious nature. The *Totness*, 130 tons, Liverpool to Baltimore, was owned by James Gildart of Liverpool, and commanded on that voyage by Captain Warren. She ran aground on a shoal near the islands called the Three Sisters, off the mouth of West River, during the night of the ninth or tenth of July, 1775, and lay there several days, during which time members of the Nonimportation Association of Annapolis boarded her. These gentlemen were satisfied that Captain Warren did not intend to off-load cargo in that port, and gave their permission for the ship to proceed to Baltimore. Some days later, with the *Totness* still aground, some young hotheads of the area boarded her, ordered her master and crew off with their personal possessions, and burned the ship and her cargo.

Benedict Calvert, collector of Patuxent, John Ridout, naval officer of Annapolis, and William Eddis, the surveyor, were requested by Governor Eden to investigate this incident. They reported to the governor on the affair, adding that, in all probability, had the *Totness* not run aground, she would not have been allowed to unload in Baltimore, but would have been sent back to Liverpool without breaking cargo. They also felt that the ship would not have been in danger in Baltimore or Annapolis if she had not attempted to discharge cargo in either port. However, if she had attempted to defy the embargo, they felt she would not have been safe anywhere in Maryland or the neighboring provinces.<sup>33</sup>

Maritime trade in the American colonies was limited by the provisions of the English Navigation Laws and the English Corn Laws. These laws, reflecting English

mercantile policy, had two prime objectives: to maintain a favorable balance in the flow of gold into England, and to maintain or increase the strength of the British naval and mercantile fleets. These objectives were attained by restricting the areas to which colonial produce could legally be shipped; and by offering concessions, in the form of lower customs duties and special trades to English vessels, manned by a majority of English seamen. Vessels built and owned in the colonies were normally considered English.<sup>34</sup>

The export trade item most commonly connected with colonial Annapolis was, of course, tobacco. The staple crop of the early days of Maryland and Virginia, tobacco was grown throughout the tidewater area on both shores of the Chesapeake Bay. Barred by law, in 1660, from being shipped anywhere except to England or another colony,<sup>35</sup> most of this product cleared Annapolis for England, with small quantities going to the West Indies and the northern colonies.<sup>36</sup> As early as 1660, the English market had become glutted with tobacco,<sup>37</sup> and English merchants re-exported a large percentage of the crop to the Continent. After 1723, the duty on tobacco imported into England was refunded upon re-exportation. In 1750, 75 per cent was re-exported; and by 1775, English merchants were reselling 90 per cent of the tobacco imports to foreign markets.<sup>38</sup> When peace existed between England and her neighbors on the Continent, the tobacco trade was profitable. However, in time of war, re-exportation was interrupted, the market fell, and depression followed.<sup>39</sup>

Although there were fluctuations in the amount of tobacco exported from the port of Annapolis from year to year, there was no significant upward or downward trend in the years between 1748 and 1775. In 1771, 11,035 hogsheads of tobacco were exported, the largest volume in the entire period.

During these twenty-seven years, an average of slightly over 7,300 hogsheads cleared Annapolis customs each year. Although the price of tobacco fell during the Seven Years' War, exportation to England was not interrupted. The planters had to sell their crops, and the tobacco ships crossed the Atlantic in convoys protected by naval vessels.

On the other hand, the amounts of grain and flour exported skyrocketed in the last few years before the Revolution, causing a boom in Annapolis shipping. In 1769, 288,529 bushels of grain went out of the port of Annapolis, more by far than had ever gone out in any one year previously. In 1774, 472,783 bushels of grain were exported; and by the middle of July of the next year, 409,666 had already been checked through customs. Flour exports jumped likewise. In 1769, 31,583 barrels of flour were cleared, again a rise over any year thus far. The year 1774 saw 70,164 barrels exported; and 53,594 barrels had gone out by the middle of July, 1775.

After 1750, grain exports from England declined.<sup>40</sup> This was partly a consequence of the Industrial Revolution and the resulting migration of farm workers to factory jobs in the cities. Also, England experienced a series of bad crop years from 1766 to 1774, with the exceptions of 1768 and 1769.<sup>41</sup> The American colonies filled the gap, shipping grain to former English customers in the West Indies (which was a profitable market and source of coin and bills of exchange<sup>42</sup>), and to Ireland, Madeira, France, Spain, and Portugal. Moreover, in order to reduce a scarcity in England itself during this period, American grain was imported into that country duty free.

By 1750, many Maryland planters had switched from tobacco to grain. The market for grain was steadier and, therefore, more profitable; and, unlike tobacco, grain did not deplete the soil. New lands were being opened in the west which were ideally suited to the



growing of wheat, corn, rye, oats, and barley. Frederick County, in western Maryland, was created largely through the efforts of Daniel Dulany,<sup>43</sup> who had patented between 15,000 and 20,000 acres in the Monocacy and Antietam region. Dulany, once attorney general of Maryland, and then commissary general or judge of probate, had been selling farmsteads to German, Scottish, and Welsh settlers in the area around Frederick.<sup>44</sup> He further advertised his western lands through agents in Germany in order to divert the German immigrants entering Philadelphia, south to the Chesapeake Bay and Maryland farm-lands.<sup>45</sup> The success of this propaganda in Germany is shown by numerous references in the Annapolis Port of Entry records to the baggage of Palatine passengers.

The effect of these settlers and their production was felt in Annapolis in the increased shipping in the port. Eventually, this grain would speed the development of the port of Baltimore; but before the Revolution, Annapolis merchants and shipowners thrived on the exportation of grain from western Maryland; and the Dulany family and other wealthy inhabitants of the city became wealthier yet from the returns of their speculations in land in Frederick County.

Barreled pork and beef, peas, beans, and bread were also exported from the port of Annapolis. There were fluctuations here, too, in the amount that went out, but again there was no lasting rise or drop in volume over a period of years. These foods were sent to the West Indies in the greatest quantities; but the New England colonies, Madeira, and Western Europe also imported them from Annapolis.

Quantities of lumber and other wood products were sent out through the port. Much of this was brought in shallow-draft boats from the rivers, sounds, and inlets of Virginia and North Carolina to be reloaded into

seagoing vessels in Annapolis. North Carolina had little shipping and few port facilities of its own;<sup>46</sup> and Virginia shipping was concentrated in trade with specific areas, as we have seen, so Annapolis exported to the North and to the East a substantial amount of wood and naval stores from the South as well as native Maryland timber. Barrel staves and headings went to the British Isles, the West Indies, the Wine Islands, Spain, and New England in great quantities. Shingles went to the Caribbean. Billets of wood and trenails were shipped to England, along with logs, timbers, and planks of walnut, cherry, and oak. Pine planking was exported to the northern and Island colonies in quantity, and mahogany and lignum vitae, brought from the Caribbean in coasters, were transhipped to England, Philadelphia, Boston, and Rhode Island.

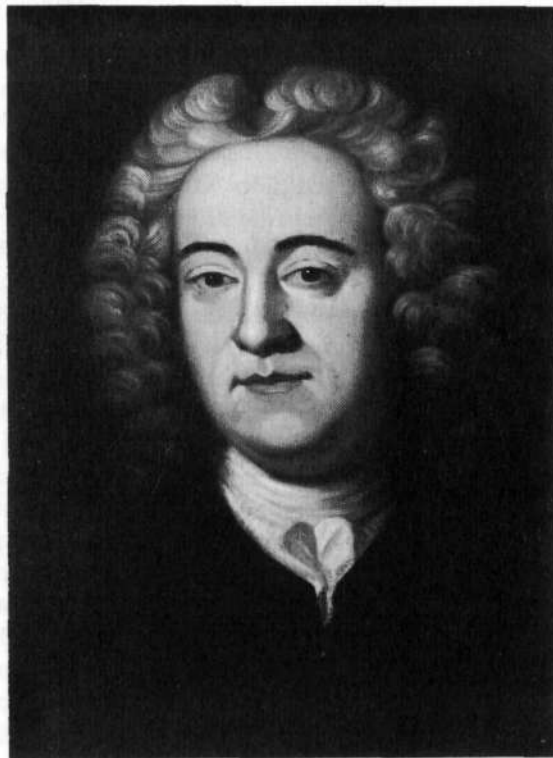
Annapolis had earned a reputation early as a port for refitting and repairs. In his book, *Tobacco Coast*, Arthur Pierce Middleton mentions two vessels that went considerably out of their way to Annapolis for repairs. A pilot at Cape Henry recommended Annapolis to the master of the snow *Endeavor*, in 1749, as the best place to go after that vessel had sprung a leak in a voyage from Cape Fear to England. Evidently, the captain preferred to sail a leaking vessel 125 miles to Annapolis rather than accept the inferior work he expected at Norfolk. In 1754 the ship *Greyhound* anchored off Point Comfort on her way from Annapolis to England and lost all of her anchors in a gale. Because the captain considered Annapolis the best place for ship chandlery,<sup>47</sup> he sailed her back to Annapolis to replace her anchors, instead of proceeding to nearby Norfolk.

All ship chandlery was not sold within the port, however. The customs records contain frequent entries showing cordage, marine hardware, sailcloth, and similar items

going out as part of cargoes bound for colonial and foreign ports. On the nineteenth of November, 1750, the schooner *Peggy* sailed for Virginia with "5 pss. canvass, 3 anchors, and other Utensils for a Ship of about 180 tun"<sup>48</sup> as well as twenty-four tons of iron as her cargo. On the twenty-fourth of August, 1761, the schooner *Experiment*, ten tons, of New Providence in the Bahamas, cleared for her home port with twenty coils of cordage, six dozen ship's blocks, and twelve pieces of sail duck.<sup>49</sup> The thirty-seven-ton schooner *Success* out of Patuxent for Halifax, carried a suit of sails and rigging for a schooner, on July 25, 1763;<sup>50</sup> and twenty anchor stocks, one keel piece, and six masts went to Whitehaven, on the west coast of England, aboard the ship *Nancy* in December, 1764.<sup>51</sup> Another cargo, a unique one, went to London aboard the Maryland-built ship *Samuel*, in 1766, containing "9 great guns."<sup>52</sup>

Iron, another steady export from Annapolis, was shipped out at an average of 805.6 tons per year.<sup>53</sup> This metal was mined in several places in Maryland, and by 1773, there were eight furnaces for pig iron and ten forges for bar iron in the province.<sup>54</sup> One company producing iron, the Baltimore Company, owned by Daniel Dulany, Benjamin Tasker, Dr. Charles Carroll, Charles Carroll of Annapolis, and Daniel Carroll,<sup>55</sup> was located on the Patapsco River. Another iron works, located on Principio Creek in Cecil County, was owned by a Quaker, Joshua Gee, and managed by Stephen Onion,<sup>56</sup> an Annapolis shipowner in later years.

Much of this metal went to England and Scotland as raw material for the growing manufactories; however, large quantities were sent to Virginia, and small amounts went to New England and the Caribbean. Pig iron and bar iron, both, were exported; and after 1761, small amounts of steel went to Europe along with some iron ore and a small quan-



Portrait entitled "Daniel Dulany, the Elder," painted by Justus Engelhardt Kuhn. Daniel Dulany was instrumental in developing western Maryland grain production, thus temporarily increasing Annapolis shipping, but eventually dooming it.

Courtesy of Peabody Institute Library

tity of copper ore. There were good "shows" of copper in Maryland; but, although there were several attempts to mine it, no mines met the costs of production.<sup>57</sup>

Altogether there were sixty-eight items that appeared frequently in the customs records as exports from Annapolis. We can see from the graph on page 27 what effect trends in each of four major exports had on over-all shipping in the port. Even though the highest year for both iron and tobacco was 1771, there was a slight drop in the number of vessels clearing. The solid line, *e*, denoting hundreds of vessels clearing, reacts to *c* and *d*, flour and grain, much more directly than to *a* or *b*, tobacco and iron. Grain and flour were the commodities that dictated the volume of shipping in the last years of the Colonial period.

A similar study of the imports into the port of Annapolis reveals that the cargoes coming in were comparable in volume to those going out. Although more vessels entered in ballast in the later years, presumably to load grain for Western Europe, the customs records show a steady rise in imports akin to that in exports.

The list of items imported, on pages 34 and 35, shows the variety of goods and products that came in from the other colonies, the Wine Islands, and the Caribbean. Unfortunately, cargoes entering from England were not enumerated in the customs records. Instead, the collector noted "sundry European goods on *x* cockets" (customs clearance certificates); or, sometimes, the number of bales, bundles, trunks, and parcels of goods of English manufacture. However, many of these English and European goods were advertised as being for sale in the *Maryland Gazette*, and from these notices we can form some idea about what European products were entering the port toward the end of the Colonial period.

The Port of Entry Books show that rum was by far the dominant import of the pe-

riod. These spirits came in from the Windward and Leeward Islands, Curacao, Jamaica, the Bahamas, and Bermuda. Rum was also brought in from New England and Philadelphia. In fact, all the American colonies, save New Jersey, Delaware, and North Carolina, supplied Annapolis with rum. In 1755, over 83,000 gallons of rum came through Annapolis customs. Very little went back out; so a great deal must have gone overland to western Maryland, Virginia, and Pennsylvania, for it is hard to believe that the residents of Annapolis could have consumed all the rum imported there. In 1749 there were thirteen hundred residents of Annapolis, one-third of whom were slaves. Assuming that the population increased to fifteen hundred by 1755, and everyone drank rum, this would mean that each man, woman, and child consumed over fifty-five gallons that year, or better than a gallon a week.

From the same sources came sugar and molasses, also major imports of the period. Most, if not all, of the sugar produced for the use of the British colonies was grown in the islands of the Caribbean, and brought to the American mainland in varying degrees of refinement as trade material. The Navigation Law of 1660 outlawed the exporting of sugar, as well as tobacco, from any English plantation to ports other than English or English colonial.<sup>58</sup> The products of the sugar cane were brought into Annapolis directly from the islands, or from North American continental ports, as rum, molasses, and either refined or raw sugar. Some sugar products came in from Spanish and French possessions, too; but these had to be smuggled in and naturally we have no record of them.

One method of importing illegal sugar required two ships, one with a letter of marque. The first would load sugar in a French or Spanish colonial port, while the vessel with the letter of marque waited off the coast.

When the loaded vessel sailed, presumably for Europe, the other would "capture" her and bring her in to a North American port where her cargo would be sold as prize goods.<sup>59</sup>

Other imports from the islands were raisins, salt, mahogany, and lignum vitae. The principal ports from which this produce came were Antigua, Anguilla, and St. Kitts, in the Leeward Islands; Barbados, in the Windward Islands; and Jamaica, Bermuda, and the Bahamas. St. Eustatius, Nevis, Montserrat, and the Virgin Islands also furnished cargoes of these typical Caribbean products.

Perhaps the most vital import into the Province of Maryland during the eighteenth century was labor. Land was plentiful, but men were in short supply. As settlements spread inland, and virgin land was opened up for planting, more and more laborers were required. Labor of the period was divided into three classes: the indentured servant, the convict servant, and the Negro slave. Indentured servants came to the colonies voluntarily. Lacking passage money, they bound themselves for a period of time, usually four years, to a master who paid their fare. When his term was up, a servant was given a suit of clothes and his freedom, and he practiced his trade on his own.

Although not the rule, some men, notably Daniel Dulany, rose to prominence after starting on this continent as indentured servants. Dulany, with his two brothers, arrived at Port Tobacco in the spring of 1703, and bound himself to Colonel George Plater, a lawyer and planter of southern Maryland.<sup>60</sup> The two brothers drifted into obscurity; but Daniel, after serving his time as a law clerk, went on to a brilliant law career, becoming attorney general of Maryland, and finally commissary general. He acquired a huge fortune through land speculation and the lending of money; and, as we have seen, was

instrumental in developing Frederick County grain production.

Convict servants, sometimes referred to as "the King's seven year passengers," were sent over by the authorities as punishment for offenses committed in England. In 1717, Parliament passed a law to the effect that condemned criminals could avoid the gallows if they agreed to being transported to America and staying there for fourteen years. Criminals convicted of lesser offenses were sent for seven years.<sup>61</sup> They were sold in America by the captain of the vessel that brought them over, or by an agent of the contractor. A number of firms, such as Jonathan Forward and Company, of London, acquired government contracts for transporting convicts to the Chesapeake.<sup>62</sup> Understandably, the citizens of the colonies were not happy about the dumping of convicted criminals among them. The *Maryland Gazette* is salted with reports of murders, rapes, and other crimes committed by convict servants.

In 1754, two such servants and a Negro slave mutinied aboard Patrick Creagh's sloop *Hopewell*; killed the captain, William Curtis; and ran off with the vessel.<sup>63</sup> A few days later they kidnapped two men and stole a boatload of bread from a James Dick and Company schooner off the mouth of the Patuxent River.<sup>64</sup> They were finally captured off Charleston, South Carolina, three months later,<sup>65</sup> and brought back to Annapolis in chains. One of the men informed against the other two, and was pardoned. The others were executed on the gallows, and afterward their bodies were hung in chains to rot on Hackett Point near Annapolis, as a warning of the consequences of mutiny and piracy.<sup>66</sup>

The largest numbers of Negroes came directly from Africa, although small numbers were brought in from the Caribbean area and Virginia; and the ship *Eastern Branch* entered from England on the twenty-



ninth of September, 1749, with 249 blacks.<sup>67</sup> The real slavers calling at Annapolis had little or nothing else in the way of cargo aboard. Among these vessels were the 10-ton schooner *Betsy*, from Virginia; the 60-ton brigantine *Fanny*, of Bristol; the 50-ton snow *Fox*, of New London; and the 100-ton snow *Elijah*, of Cowes. Other vessels, carrying general cargo, such as the ship *Two Sisters*, of Annapolis; the sloop *Elizabeth*, of St. Kitts; the sloop *Achsab*, of Annapolis; and the schooner *Charles*, of Virginia, arrived with two to eight blacks as only a part of the cargo.<sup>68</sup> Partial cargoes of slaves came in usually from the West Indies or Virginia, whereas full cargoes of slaves normally made the transatlantic crossing, although the *Betsy* brought her 40 Negroes from Virginia.

What was, perhaps, Colonial America's worst maritime tragedy involved a slaver bound for Annapolis in 1762. The ship *Phoenix*, Captain William McGachen, sailed from Africa on the fifth of July, with 346 blacks aboard. She called at St. Thomas, in the Virgin Islands, for water and food, and then proceeded on her way toward the Chesapeake. On the twentieth of October, about 700 miles from the Virginia Capes, she was caught in a violent gale. A couple of hours after midnight, she was knocked down, and the crew was forced to cut away her masts to right her.

With eight feet of water in the hold, the pump wells stove in, and the pumps themselves clogged with provisions that had gone adrift, the crew set up pumps in the hatches and bailed to keep the ship from sinking. There was no food unspoiled by sea water, and only five bottles of vinegar with which the crew and the passengers could moisten their lips. The Negroes had nothing.

On the twenty-fifth of October, the slaves mutinied. The insurrection was put down with the shooting of between 50 and

60 men. The next day, the derelict was sighted by the *King George*, Captain Mackie, from Londonderry to the Delaware Bay. Although the *King George* was quite low on provisions and had 198 passengers aboard, Captain Mackie took off Captain McGachen, his crew of 33, and two passengers. The slaves were left to go down with the *Phoenix*.<sup>69</sup>

Goods of colonial manufacture came to Annapolis from Boston, Newport, and Philadelphia. All three of these cities sent furniture, tools, ironware, earthenware, and textiles to Annapolis; and, in addition, Philadelphia sent clothes and shoes. Virginia, too, provided manufactured goods including brassware, glass, earthenware, tools, and gunpowder. The first mention of steel in the Annapolis customs records involves a shipment from Virginia. On the fifteenth of July, 1748, the schooner *Peggy*, of Williamsburg, entered with a box of glass, 112 pounds of steel, 100 pounds of brass, and tools, along with some rice, tin boxes, and earthenware.<sup>70</sup>

Lumber came in from North Carolina, as well as Virginia. Cyprus shingles, particularly, were a product of North Carolina; from there, too, came tar, pitch, turpentine, cotton, indigo, skins, and furs.

In the fifteen years prior to the Revolutionary War, Annapolis reached its zenith in maritime commerce. As we have seen, this boom was brought about through great increases in the export of breadstuffs. This exportation was linked with the opening of Frederick County and the spreading of tilled land to the west of the fall line. With immigration into the province, the normal increase in population in the tidewater region, and the consequent westward expansion, the market for both European and colonial imported goods kept pace with the ability to export. Annapolitan merchants more than capitalized on this boom in trade and commerce.

Evidence of the prosperity that Annapolis enjoyed in these years is seen today in the numerous mansions and public buildings of the period still extant. There are several buildings, both public and private, in which the elegance of design and sophisticated detail stand as handsome witnesses of the fruits of the active maritime commerce in Annapolis before the Revolutionary War.

However, two assets possessed by near-by Baltimore, water power and a location closer to the new grain lands, meant doom to Annapolis' international maritime commerce. It was difficult to transport wagonloads of grain over the rough roads available, so the closer the terminal to the producing lands, the more practical the operation. In addition to her proximity to the grain lands, Baltimore was the only Bay town near deep water with the power to drive the wheels to mill the grain. In the light of these advantages, the reason for Baltimore's rise to supremacy over the other Bay ports is apparent.

After the Revolution, the Baltimore Board of Port Wardens sent to Amsterdam for plans for a dredge, with which the channels and basin could be deepened so that the larger vessels could dock at the wharves instead of anchoring off Fells Point.<sup>71</sup> And Baltimore was well on her way to becoming "The Port That Built a City."

Consequently, Annapolis, too close to Baltimore to maintain her identity as a port, lost the freight trade completely, and saw only limited passenger service as a port of debarkation for Washington. This situation continued only until the War of 1812. After that, with the advent of the steamboat and the cutting of better roads between Baltimore and Washington, Annapolis lost even this trade. Only fishermen and small craft frequented the port. As a result of these factors, the nineteenth century industrial development bypassed Annapolis, leaving a twentieth century seaport which retains the flavor as well as many landmarks from the earlier days of sail.

## Notes

1. Furlong, Captain Lawrence, *American Coast Pilot* (1st edition; Newburyport: Blunt and March, 1796). In the possession of the U. S. Naval Academy Library.
2. Peets, Elbert, "Famous Town Planners III--L'Enfant," *The Town Planning Review* (University Press of Liverpool, Ltd., July, 1928), pages 30-32.
3. *Archives of Maryland*, Volume V, "Proceedings of the Council of Maryland, 1667-1687" (Baltimore: Maryland Historical Society, 1887), page 31.
4. Map, "Original Land Grants, South Side of Severn River in Maryland," Maryland Hall of Records.
5. *Archives*, Volume VII, "Proceedings and Acts of the General Assembly of Maryland, October, 1678-November, 1683" (Baltimore: Maryland Historical Society, 1889), page 609.
6. An early name for Annapolis.
7. *Archives*, Volume XIX, "Proceedings and Acts of the General Assembly of Maryland, 1693-1697" (Baltimore: Maryland Historical Society, 1899), page 110.
8. For a full account of the customs establishment in Colonial Maryland, see Owings, D. MacC., *His Lordship's Patronage, Offices of Profit in Colonial Maryland* (Baltimore: Maryland Historical Society, 1953), pages 92-101.
9. *Ibid.*, page 182.
10. "Papers Relating to Officers of the Customs in North America," *Maryland Historical Magazine*, Volume XXVII, pages 231-239. *The Maryland Gazette*, 4 February 1773.
11. "Papers Relating to Officers of the Customs in North America," *Op. cit.*, page 232.
12. *Ibid.*



13. Owings, *Op. cit.*, pages 65-67.
14. Cutler, Carl C., *Queens of the Western Ocean* (Annapolis: United States Naval Institute, 1961), page 43.
15. "Port of Entry Books." The Port of Entry Records of the port of Annapolis for the years 1748 to 1775 are in the Maryland Hall of Records. One volume contains the Annapolis records for 1748-1759 and Oxford records for 1742-1746. Later years for Annapolis are on microfilm.
16. Cutler, *Op. cit.*, page 48.
17. Port of Entry Records, *Op. cit.*
18. Huntley, Francis Carroll, "The Seaborne Trade of Virginia in Middle Eighteenth Century: Port Hampton," *Virginia Magazine of History and Biography*, Volume LIX (1957), pages 297-308.
19. *Ibid.*
20. Port of Entry Records, *Op. cit.*
21. *Ibid.*
22. *Ibid.*
23. Gary, Joy, "Patrick Creagh of Annapolis," *Maryland Historical Magazine*, Volume XLVIII (1953), page 310.
24. *Ibid.* Radoff, Morris L., *Buildings of the State of Maryland at Annapolis* (Publication No. 9; Annapolis: The Hall of Records Commission, State of Maryland, 1954), pages 66-67.
25. Gary, *Ibid.*, pages 310-311. Radoff, *Ibid.*, page 77.
26. Gary, *Ibid.*, page 322.
27. Port of Entry Records, *Op. cit.*
28. "Revolutionary Papers," Box 10, Folder 3, Maryland Hall of Records.
29. Port of Entry Records, *Op. cit.*
30. "The Case of the Good Intent," *Maryland Historical Magazine*, Volume III (1908), page 356.
31. *Ibid.*, pages 141-157, 240-256, 342-363.
32. Land, Aubrey C., *The Dulany's of Maryland* (Baltimore: Maryland Historical Society, 1955), pages 313-314.
33. "Correspondence of Governor Eden," *Maryland Historical Magazine*, Volume II (1907), pages 6-9.
34. For a full account of the English Navigation Laws, see Harper, Lawrence A., *The English Navigation Laws* (New York: Columbia University Press, 1939).
35. *Ibid.*, page 57.
36. Port of Entry Records, *Op. cit.*
37. Middleton, Arthur Pierce, *Tobacco Coast: A Maritime History of Chesapeake Bay in the Colonial Era* (Newport News: Mariners' Museum, 1953), page 112.
38. *Ibid.*, page 111.
39. *Ibid.*, pages 126-132.
40. Barnes, D. G., *A History of the English Corn Laws* (New York: F. S. Crofts & Co., 1930), page 42.
41. *Ibid.*, page 31.
42. Middleton, *Op. cit.*, page 108.
43. Land, *Op. cit.*, page 197.
44. *Ibid.*, page 175.
45. *Ibid.*, page 180.
46. Middleton, *Op. cit.*, page 115.
47. *Ibid.*, pages 237-238.
48. Port of Entry Records, *Op. cit.*
49. *Ibid.*
50. *Ibid.* On the return trip, the schooner *Success* put in to Newport, Rhode Island; with a partial cargo of mackerel and codfish. There, John Eales, half owner of the vessel, fired the captain and made off with the schooner. A long advertisement by Edmund Rutland, Eales' partner, in the *Maryland Gazette* of 3 January 1765, describes the incident.
51. Port of Entry Records, *Op. cit.*
52. *Ibid.*
53. *Ibid.*
54. "Maryland in 1773," *Maryland Historical Magazine*, Volume II (1907), page 358.
55. Land, *Op. cit.*, pages 108-109.
56. *Ibid.*, page 107.
57. "Maryland in 1773," *Op. cit.*, page 358.
58. Harper, *Op. cit.*, page 57.
59. Middleton, *Op. cit.*, page 349.
60. Land, *Op. cit.*, page 3.
61. Sollers, Basil, "Transported Convict Laborers in Maryland during the Colonial Period," *Maryland Historical Magazine*, Volume II (1907), pages 27-28.
62. Land, *Op. cit.*, page 87.
63. *The Maryland Gazette*, 28 March 1754.
64. *Ibid.*, 4 April 1754.
65. *Ibid.*, 20 June 1754.
66. *Ibid.*, 8 August 1754.
67. Port of Entry Records, *Op. cit.*
68. *Ibid.*
69. *The Maryland Gazette*, 11 November 1762.
70. *Ibid.*
71. Brewington, M. V., *Chesapeake Bay: A Pictorial Maritime History* (Cambridge, Maryland: Cornell Maritime Press, 1956), page 114.



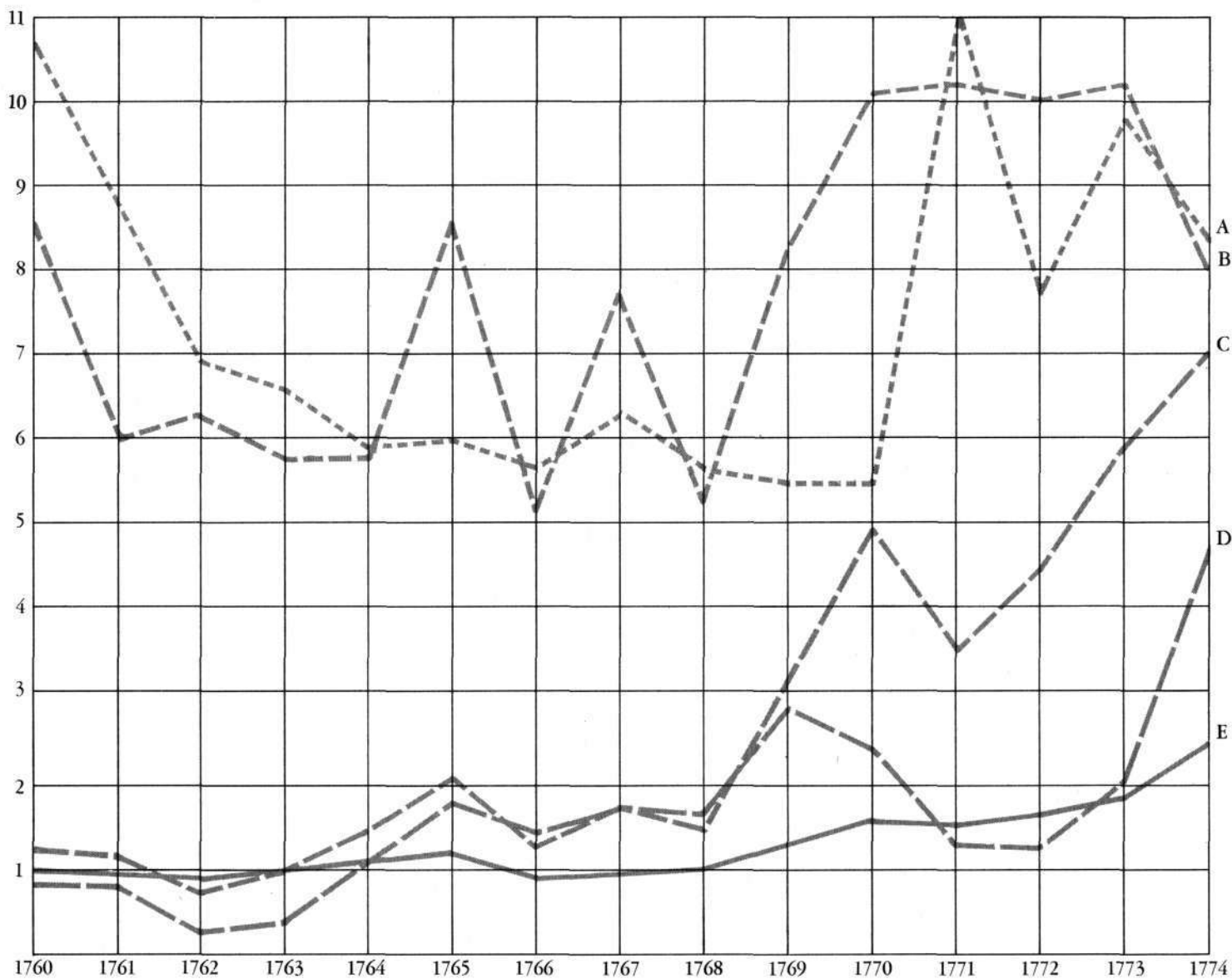
#### THE ESTABLISHMENT OF CUSTOMS DISTRICTS

Patuxent	1673
North Potomac	1686
Pocomoke	1686
Deputy Collector in Annapolis	1694
Deputy Collector in Oxford	1694
Chester and Patapsco	1752

26

#### THE ESTABLISHMENT OF NAVAL OFFICES

Patuxent	1676
North Potomac	1676
Pocomoke	1676
Annapolis	1694
Oxford	1694
Chester and Patapsco	1752



Exports from Annapolis, 1760 to 1774. A. Tobacco, in thousands of hogsheads. B. Iron, in hundreds of tons. C. Flour, in ten-thousands of barrels. D. Grain, in hundred-thousands of bushels. E. Vessels clearing the port, in hundreds.

TABLE I

*Number and Tonnage of Vessels Clearing Oxford, 1760-1772 (compiled from the Oxford Port of Entry Records).*

1760	58 vessels	3,709 tons
1761	71	4,261
1762	39	2,510
1763	63	4,550
1764	36	2,906
1765	44	3,370
1766	33	2,091
1767	31	2,312
1768	43	3,074
1769	45	4,240
1770	45	3,939
1771	41	3,281
1772	34	3,121

TABLE II

*Number and Tonnage of Vessels Clearing Annapolis, 1749-1774 (compiled from Port of Entry Records, Annapolis).*

1749	82 vessels	5,694 tons
1750	87	5,907
1751	71	5,033
1752	82	6,133
1753	79	5,774
1754	79	5,962
1755	80	5,757
1756	73	3,953
1757	57	3,756
1758	53	4,291
1759	69	4,291
1760	102	7,950
1761	95	7,292
1762	88	6,409
1763	101	7,160
1764	118	7,880
1765	122	9,397
1766	92	7,412
1767	97	9,039
1768	97	8,511
1769	130	11,251
1770	157	14,488
1771	134	12,314
1772	162	12,702
1773	185	15,011
1774	250	20,130



TABLE III

*Tobacco Exported through Annapolis, 1749-1774 (compiled from the Port of Entry Records, Annapolis).*

1749	5,348	hogsheads
1750	8,236	+ 1,200 lbs. loose
1751	7,794	
1752	8,332	
1753	7,197	+ 2 bbl. + 3,090 lbs.
1754	8,251	+ 3,790 lbs.
1755	6,165	
1756	3,622	+ 801 lbs.
1757	5,724	
1758	5,958	
1759	5,083	
1760	10,814	
1761	8,735	
1762	6,905	
1763	6,337	
1764	5,905	
1765	5,977	
1766	5,599	
1767	6,251	
1768	5,599	
1769	5,540	
1770	5,596	
1771	11,035	
1772	7,704	
1773	9,809	
1774	8,252	

TABLE IV

*Grain and Flour Exported through Annapolis, 1749-1774 (compiled from the Port of Entry Records, Annapolis).*

	GRAIN	FLOUR
1749	82,684 bushels	1,598 barrels
1750	70,850	2,050
1751	41,109	3,598
1752	69,653	3,351
1753	91,527	3,296
1754	61,956	2,545
1755	74,506	2,478
1756	89,367	1,957
1757	49,323	3,534
1758	27,412	3,669
1759	47,614	5,514
1760	83,780	12,091
1761	81,970	13,044
1762	19,925	9,142
1763	34,027	12,438
1764	112,221	15,484
1765	194,477	21,222
1766	133,550	12,078
1767	169,209	17,461
1768	155,892	13,050
1769	288,529	31,583
1770	235,419	49,388
1771	138,775	35,335
1772	127,773	45,659
1773	195,723	59,645
1774	472,783	70,164

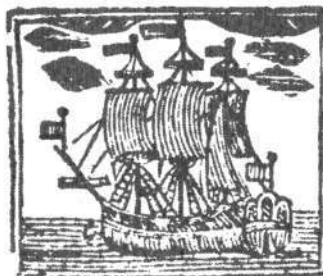
North  
Annapolis

TABLE V

*Lumber and Wood Exported*

	STAVES & HEADINGS	SHINGLES	BOARDS & PLANKS	FEET OF PLANKING	LOGS & TIMBERS	BILLETS
1749	248,240	5,400	92 + 12 tons	89,402	285	850
1750	268,244		2,728 + 2 tons	34,579	60	1,600
1751	247,579	99,510		26,110	14,000	1,102
1752	408,900	18,740	16	5,186	4 1/2 tons	1,700
1753	360,048	28,759	554	18,909	10	800
1754	602,909	20,970	220	44,858	9 tons	2,000
1755	658,221	33,000		51,401	1,385 + 69 tons	3,700
1756	196,220	8,100		18,263	43 tons	100
1757	148,952	8,500	83	2,434		6,100
1758	321,144	8,600	6	1,500	1	1,000
1759	180,563	39,350	80	12,700		2,000
1760	363,765	60,500		17,422		
1761	341,990	76,900	42	11,566		192,800
1762	170,053	72,800	245	19,044	7 tons	78,289
1763	639,077	61,545	200	34,000		15,650
1764	593,739	313,350	196	45,534	155	1,000
1765	466,363	254,572	135	42,373	113	100
1766	542,950	233,486	1,191	264,070	30	
1767	750,717	102,500		62,879	54	600
1768	750,576	137,240	137	167,151	104	
1769	655,309	125,600	788	22,928	320	
1770	1,163,542	67,920	7,693	54,923	184 tons	1,000
1771	1,315,134	96,590	17,616	30,919		
1772	1,494,672	67,179	8,079	209,562	10	800
1773	1,113,646	87,000	675	201,133		
1774	1,432,999	212,400	794	191,730		

For **LONDON** directly,



The good Ship **HANBURY**,  
**JAMES CREAGH**,  
Commander ;

A new Vessel, built at Annapolis, staunch, strong, and well fitted, and now lying in the Ferry Branch of Patapsco River,

**WILL** load **TOBACCO** on

Freight, to be consign'd to any of the London Merchants, without Exception, on the following Terms: At Five Pounds Sterling *per* Ton, of 4 Hogsheads, if brought to the Ship's Side ; or at Six Pounds Sterling *per* Ton, if fetch'd from any Landing whatever, at the Ship's Charge

There is no doubt but this Vessel will be early in her Departure, having near one Third of her Cargo provided for her.

For Freight or Passage apply as follows, *viz.*

*Patrick Creagh*, in Annapolis,  
*Daniel Chamier*, at Elk Ridge Landing,  
*John Carnan*, in Baltimore Town,  
*James Creagh*, on board the said Vessel.

The Subscriber, as Owner of the above named Vessel, begs Leave to observe to all the Gentlemen Shippers to Messieurs *John Hanbury* and Company, that this Vessel was intended for their Service, and that he was at an extraordinary Expence to get her finish'd in Time to have loaded last Fall, but could not succeed ; he hopes, nevertheless, that the Goodness of the Vessel, her being the Built of this Country, the Lowness of the Freight (a Consideration to be much regarded now Tobacco is so low) and the Certainty of her being an early Vessel, will induce them, and other Gentlemen Shippers to their Merchants, to give her the Preference of their Favours, which shall be gratefully acknowledged, by

*Their very humble and obliged Servant,*  
**Patrick Creagh.**

TABLE VI

*Iron Exported*

	TONS	BARS	TONS ORE
1749	555	239	40
1750	777	2,500	
1751	741		
1752	774	512	
1753	545		
1754	604		
1755	800		
1756	542		
1757	704		
1758	634		
1759	457		
1760	872		
1761	602		
1762	625		
1763	579		
1764	582		
1765	849		
1766	510		
1767	767		
1768	516		
1769	815		
1770	1,139		
1771	1,212		
1772	1,019		
1773	1,208		
1774	789		



ITEMS EXPORTED FROM THE PORT OF ANNAPOLIS, 1748-1775

---

anchors	hammers	pitch
anvils	hams	pork
apples	hazelnuts	rum
bacon	hoes	rye
barrel heads, staves & hoops	hops	saddles
beans	horses	sails
beer	iron ore	salt
beeswax	lard	sassafras
bread	linen	ships' chandlery
bricks	linseed oil	skins & furs
butter & cheese	livestock	snuff
candles	lumber	soap
canvas	malt	spurs
cart wheels	millstones	steel
cider	molasses	sugar
copper ore	negroes	tanners' bark
cordage	oars	tar
corn	oats	tobacco
fish	peas	turpentine
flax seed	pepper	wheat
flour	pickles	wine
furniture	pig iron & bar iron	wood
ginseng		

32

ITEMS IMPORTED INTO THE PORT OF ANNAPOLIS, 1748-1775

---

anchors	furniture	molasses	shot
barrel staves	ginger	nails	skins & furs
blubber	glass	negroes	snuff
brassware	gunpowder	oats	soap
bread	hams	onions	steel
bricks	hay	oysters	stills
butter	hops	pails	stoneware
candles	indigo	paper	sugar
chalk	iron	pepper	tar
cheese	ironware	pipes	tea
chocolate	joiners' ware	pitch	tinware
cider	lampblack	pork	tobacco
claret	leather	potatoes	tongues
clothes	lemons	raisins	tools
cocoa	licorice	rice	train oil
coffee	lignum vitae	rum	turpentine
convicts	limes	saddlery	twine
cotton	linen	sails	vinegar
cranberries	liquors	salt	woodenware
cutlery	lumber	sieves	wooden heels
earthenware	Madeira	servants ( <i>indentured</i> )	woolens
fish	mahogany	shingles	wrought marble
flour	medicines	shoes	

STERLING for both, or TEN POUNDS STERLING for either;  
which shall be paid on Demand by W. M. FITZHUGH.

---

JUST IMPORTED,

*And to be SOLD at the Sign of the Ship, in South-East Street,  
Annapolis, by ELIZABETH MARRIOTT, for Ready Money,  
or Bills of Exchange,*

**B** Ear skins, druggets, kerseys, half thicks, Welch cotton,  
German serge, camblets, thalloons, worsted damask, flo-  
rettoes, sterrets, callimancoes, tammies, fine tandums, Irish lin-  
nen fine and coarse, sheeting linnen, fustians, Manchester checks,  
linnen and cotton checks, strip'd cottons, coarse and fine calli-  
coes, silk and cotton handkerchiefs, womens short cloaks, fans,  
cambricks fine and coarse, osnabrigs and hempen roll, thread  
of all sorts, sewing silk, tape and bobbin, needles and pins, ca-  
limanco shoes, men and womens thread and worsted stockings,  
hoop petticoats, shoemakers thread, buttons and mohair, bind-  
ings silk and worsted, ribbons and gartering, playing cards, ink-  
powder, paper, school books, case knives and forks, pocket  
knives and forks, penknives and scissars, buckles and buttons of  
all sorts, necklaces, ivory combs, thimbles, men and womens  
kid and lamb gloves, silk and cotton laces, sifters, Castile soap,  
wool and cotton cards, chocolate at 3 s. per pound, and choice  
Bohea tea at 11 s. pepper, salt, loaf-sugar, nutmegs, cinnamon,  
cloves, mace, nails of all sorts, and many other goods too tedious  
to mention.

IMPORTS TO ANNAPOLIS AND THEIR SOURCES FROM THE PORT OF ENTRY BOOKS, 1748-1759, 1756-1775.

<b>AFRICA</b>			<b>DELAWARE</b>		
cotton	gold	negroes	salt		
European goods	ivory				
<b>ANGUILLA</b>			<b>GEORGIA</b>		
cotton	negroes	salt	leather		
liquors	pipes	sugar	<b>GRENADINES</b>		
molasses	rum		coffee	hides	oranges
<b>ANTIGUA</b>			European goods	negroes	
clock cases	raisins	sheeting linen	<b>HALIFAX</b>		
molasses	rum	sugar	cheese	ironware	salt
negroes	salt	twine	European goods	rum	wine
<b>BARBADOS</b>			fish		
cotton	negroes	sugar	<b>HISPANIOLA</b>		
lime juice	rum	wine	molasses	rum	salt
molasses	salt		<b>ISLE OF MAY</b>		
<b>BASSETERRE</b>			salt	wine	
molasses	rum		<b>JAMAICA</b>		
negroes	salt		coffee	molasses	rum
<b>BERMUDA</b>			ginger	negroes	sugar
coffee	molasses	ship timber	mahogany		
gunpowder	rum	sugar	<b>MADEIRA</b>		
indigo	salt	wine	citron	European goods	salt
lumber			convicts	prize goods	wine
<b>BOSTON</b>			<b>MONTSERRAT</b>		
ale	ginger	saddlery	cocoa	limes	
anchors	gunpowder	sails	coffee	rum	
blubber	hay	salt	<b>NANTUCKET</b>		
brassware	hops	sieves	cheese	molasses	sieves
bricks	ironware	shot	chocolate	pails	sugar
cheese	joiners' ware	soap	<b>NEVIS</b>		
chocolate	lampblack	stills	molasses	rum	sugar
cider	lumber	sugar	negroes	salt	
cranberries	molasses	tinware	<b>NEWFOUNDLAND</b>		
cutlery	pails and buckets	tools	molasses	rum	sugar
earthenware	pepper	train oil	<b>NEW JERSEY</b>		
European goods	raisins	wine	cheese	sugar	
fish	rum	woodenware	<b>NEW PROVIDENCE</b>		
furniture			coffee	molasses	rum
<b>BRITISH ISLES</b>			lignum vitae	oranges	sugar
convicts	hats	salt	limes	pineapples	turtles
earthenware	indentured servants	stoneware			
European goods	negroes	tea			
hardware	sail cloth	wine			



### NEW YORK

ale	log wood
beeswax	military stores
coffee	molasses
indigo	rum
linen	

### NORTH CAROLINA

beef	furs	shingles
cotton	indigo	tallow
deer skins	lumber	tar
dry goods	pitch	tools
European goods	pork	turpentine
fish	salt	

### PHILADELPHIA

barrel staves	furniture	rice
beer	ginger	rum
bread	glass	sails
butter	hams	salt
calf skins	hay	shoes
candles	iron	soap
cheese	ironware	stoneware
chocolate	leather	sugar
cider	limes	tea
clothes	medicines	tongues
coffee	molasses	vinegar
earthenware	oil	wine
European goods	oysters	wooden heels
fish	paper	wrought marble
flour	potatoes	

### PISCATAQUA

English goods	sugar
---------------	-------

### RHODE ISLAND

apples	fish	onions
axes	furniture	pails
blubber	grindstones	potatoes
chalk	iron	raisins
cheese	ironware	rum
chocolate	lumber	snuff
cider	mahogany	sugar
earthenware	molasses	train oil
European goods	negroes	twine

### ST. EUSTATIUS

rum	sugar
-----	-------

### ST. KITTS

coffee	molasses	rum
European goods	negroes	sugar
gunpowder		

### ST. MARTINS

salt

### SALEM

blubber	joiners' ware	saddlery
cider	leather	salt
cheese	limes	sugar
cranberries	linseed oil	tools
earthenware	lumber	train oil
fish	molasses	wine
gingerbread	raisins	woodenware
ironware	rum	

### SOUTH CAROLINA

hats	nails	rum
household goods	rice	sugar
linen		

### TENERIFE

wine

### TORTOLA

rum

### TURKS ISLAND

salt

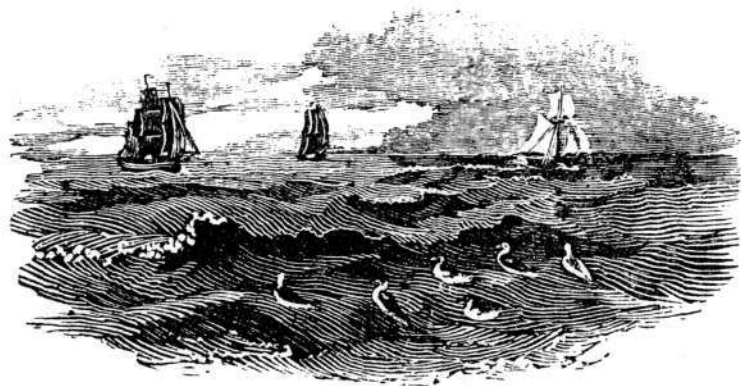
### VIRGINIA

barrel staves	glass	pork
beef	grindstones	rice
brass	gunpowder	rum
bread	ironware	salt
brushes	lignum vitae	steel
chocolate	limes	sugar
cider	licorice	tar
coffee	log wood	tea
convicts	mahogany	tin boxes
earthenware	molasses	tobacco
European goods	negroes	tools
furs	oats	wine
ginger	pitch	

### VIRGIN ISLANDS

cotton	rum	sugar
molasses	salt	





---

*The following is a list of every vessel that cleared customs at Annapolis between 25 June, 1748, and 19 July, 1775, compiled from the Port of Entry Records. As far as possible, all duplicates have been extracted; however, some vessels may have been sold and the names changed between voyages from the Patuxent District. Vessels of the same name have been compared as to tonnage, type of stern, place and date of construction, place and date of registration, master, and owner. The rigs of several vessels were changed between one voyage and another. In cases where confusion still existed, dates of clearances and destinations were compared.*

---

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Abigail</i>	Sloop	67	Square	Rhode Island, 1761	Newport, 4 July, 1769	Nathan West	George Gibbs & Samuel Fowler
<i>Abigail</i>	Schooner	25	Square	New England, 1766	Boston, 5 Nov, 1766	Elkenah Bartlett	William Hall Jackson & 2 others
<i>Abinton</i>	Brigantine	60	Square	Virginia, 1746	Williamsburg, 20 May, 1746	James Mudic	John Perrin
<i>Absent Friend</i>	Sloop	35	Square	Maryland, 1768	Patuxent, 5 Apr, 1770	Lewis Farquarson	John Patterson & James Murray
<i>Achilles</i>	Sloop	30	Square	New England, 1758	New York, 12 Feb, 1759	Richard Courtney	Thomas Barnes
<i>Achсах</i>	Brigantine	150	Hackboat	Maryland, 1763	Annapolis, 18 Apr, 1764	Septimus Noel	John Ridgely
<i>Achсах</i>	Sloop	50	Square	Maryland, 1753	Annapolis, 3 Nov, 1753	Thomas Hammond	John Carman
<i>Active</i>	Ship	200	Square	Maryland, 1775	Patuxent, 29 Apr, 1775	John Bruce	Jonathan Hudson
<i>Aderton</i>	Snow	230	Hackboat	Great Britain, 1762	Newcastle, 6 Sept, 1768	Thomas Pearson	Francis Peacock, Daniel Ostle & Jeremiah Aderton
<i>Adventure</i>	Ship	130	Square	New England, 1765	London, 18 Dec, 1770	Samuel Maynard	Samuel Maynard & Stephen West
<i>Adventure</i>	Snow	120	Square	Great Britain, 1773	London, 30 May, 1774	Charles Henzell	Robert Furnass & 3 others
<i>Adventure</i>	Snow	117	Square	Great Britain, 1765	Newcastle, 18 Feb, 1773	Wharton Wilson	Wharton Wilson & 2 others
<i>Adventure</i>	Brigantine	70	Square	Maryland, 1774	Patuxent, 9 Sept, 1774	George Leyburn	Thomas Place
<i>Adventure</i>	Schooner	60	Square	New England, 1767	Boston, 2 May, 1770	Abraham Bartlet	Isaac Smith
<i>Adventure</i>	Schooner	60	Square	Maryland, 1773	Patuxent, 30 Oct, 1773	Benjamin Jones	Thomas Worthington
<i>Adventure</i>	Sloop	40	Square	Bermuda, 1758	Bermuda, 6 Nov, 1758	Nathaniel Cooper	Nathaniel Cooper & Co.
<i>Adventure</i>	Schooner	25	Square	Prize, 1763	Newport, 20 Aug, 1764	John Westgate	George Champlin & Co.
<i>Adventure</i>	Sloop	20	Square	New England, 1762	Rhode Island, 23 Nov, 1762	Nathaniel Blethin	John McWhorton & Co.
<i>Africa</i>	Brigantine	20	Square	New York, 1760	Philadelphia, 5 Feb, 1764	James Beal	Francis Moore & Jacob Muller
<i>Agatha</i>	Sloop	25	Square	Virginia, 1772	Hampton, 23 Nov, 1772	Thomas Edgar	John Sheddou & 2 others
<i>Agnes</i>	Brigantine	85	Square	Maryland, 1762	Patuxent, 4 Mar, 1769	Robert Saunders	Daniel Bowley, William Lux & Alexander Stewart
<i>Albion</i>	Ship	180	Square	Maryland, 1774	Patuxent, 14 Sept, 1774	Henry Liddell	Allen Pierson, William Dickson, John Dawson & Henry Thompson
<i>Albion</i>	Ship	150	Square	Bristol, 1763	Bristol, 18 Apr, 1763	John Cole	Samuel Sedgely & William Hillhouse
<i>Aldbrough</i>	Brigantine	90	Square	Great Britain, 1759	London, 6 June, 1769	Larkin Hammond	William Major & William Clark
<i>Alexander</i>	Ship	200	Square	Rhode Island, 1741	London, 10 Mar, 1752	James Hall	John Karr & Co.
<i>Alexander</i>	Ship	190	Square	Philadelphia, 1764	Philadelphia, 19 Mar, 1764	Lawrence Brown	William Alexander & Co.
<i>Alexander</i>	Snow	100	Square	New England, 1751	Bristol, 2 Oct, 1760	John Nielson	John Fowler & Co.
<i>Alexander</i>	Snow	70	Square	Maryland, 1756	Annapolis, 1 Mar, 1756	James Hamilton	Henry Baker & Co.
<i>Alexandria</i>	Snow	130	Pink	Virginia, 1755	South Potomac, 13 Sept, 1757	James Mackie	Henry Piper & Co.
<i>Allan</i>	Ship	180	Square	New England, 1737	Stockton, in New England, 6 May, 1745	Thomas Belcy	Sober Allan & Co.
<i>Allen</i>	Brigantine	90	Square	Maryland, 1751	Annapolis, 17 May, 1751	Joseph Snowden	Samuel Galloway & William Tippel
<i>Alliance</i>	Snow	100	Square	England, 1751		George Fortune	George Fortune & Co.
<i>Amelia</i>	Schooner	35	Square	New England, 1767	Virginia, 26 Dec, 1770	Samuel Chown	Samuel Inglis & Peter Long
<i>America</i>	Ship	90	Square	New England, 1734	Boston, 21 Nov, 1734	John Francis	William Reid & Co.
<i>America</i>	Sloop	90	Square	New England, 1764	Boston, 28 Feb, 1765	Perkins Allen	John Soley & 3 others
<i>America</i>	Brigantine	75	Square	New England, 1774	Piscataqua, 10 Mar, 1775	Richard Stacey	Richard Stacey & Stephen Hooper
<i>Amity</i>	Snow	80	Square	New England, 1742	Bideford, 28 Sept, 1748	John Lavinger	John Luxon & Thomas King
<i>Amity's Advice</i>	Ship	180	Round	Great Britain, 1751	London, 3 June, 1763	Alexander Haigh	Thomas Maling & Alexander Haigh
<i>Amy</i>	Brigantine	120	Square	Great Britain, 1773	Barnstable, 2 July, 1773	Thomas Salmon	Thomas Hogg & Thomas Salmon
<i>Ann</i>	Ship	236	Square	Stockton, 1752	London, 3 Apr, 1762	Robert Love	Richard Sollitt
<i>Ann</i>	Ship	100	Square	New England, 1742	London, 16 Mar, 1744	Thomas Arbuthnot	James Ferguson
<i>Ann</i>	Brigantine	101	Hackboat	Great Britain, 1765	Whitehaven, 20 Oct, 1766	Henry Jaques	Henry Jaques & Co.
<i>Ann</i>	Ship	90	Square	Philadelphia, 1762	Londonderry, 8 Oct, 1764	Patrick Miller	William Alexander
<i>Ann</i>	Brigantine	80	Square	Great Britain, 1761	Plymouth, 16 Mar, 1765	Anthony Stewart	John Thresher
<i>Ann</i>	Snow	60	Square	New England, 1766	Patuxent, 21 Dec, 1769	Thomas Dean	Thomas Parr, John Bulkley & Jonathan Plowman
<i>Ann</i>	Brigantine	60	Square	New England, 1759	New York, 14 Apr, 1760	James Smith	Joseph Haines

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Ann</i>	Schooner	60	Square	Virginia, 1750	Williamsburg, 23 Oct, 1750	George Mitchelson	Lemuel Riddish
<i>Ann</i>	Sloop	30	Square	Bermuda, 1754	Bermuda, 13 June, 1754	Jonathan Birch	William Mitchell
<i>Ann</i>	Sloop	15	Square	New York, 1752	New York, 30 Apr, 1752	Peter Dobson	Luke Kiersted
<i>Ann</i>	Schooner	10	Square	North Carolina, 1744	Port Beaufort, 12 Apr, 1745	John Richardson	Henry Baker
<i>Anna</i>	Snow	50	Square	Philadelphia, 1764	Philadelphia, 6 Nov, 1764	John Livingston	Thomas Clifford & John Harper
<i>Anna</i>	Schooner	20	Square	Maryland, 1774	Patuxent, 11 Apr, 1775	John Steward	Stephen Steward & Samuel Galloway
<i>Ann &amp; Elizabeth</i>	Schooner	50	Square	New England, 1762	Patuxent, 7 Nov, 1771	Thomas Walker	James Gahagan & William Whetcroft
<i>Ann &amp; Margaret</i>	Brigantine	80	Square	New England, 1767	Boston, 16 Mar, 1767	William Maybury	Jonathan Clarke Lewis
<i>Annapolis</i>	Ship	380	Square	Great Britain	London, 1772	Thomas Eden	Thomas Eden
<i>Annapolis</i>	Snow	120	Square	Maryland, 1759	Annapolis, 14 June, 1760	Alexander Scougall	James Dick & Co.
<i>Annapolis</i>	Sloop	25	Square	Maryland, 1770	Patuxent, 21 June, 1770	Edward Thompson	William Rooke
<i>Annapolis Galley</i>	Ship	120	Square	Maryland, 1753	Annapolis, 7 May, 1753	William Hamilton	James Russel & Co.
<i>Annapolis Packet</i>	Sloop	25	Square	Maryland, 1763	Annapolis, 2 July, 1763	Solomon Smith	Henry Ward
<i>Anne</i>	Sloop	40	Square	New England, 1747	Boston, 8 June, 1761	Theophilus Topham	Christopher Prince & Co.
<i>Ann Mary</i>	Ship	320	Square	Great Britain, 1750	London, 19 Mar, 1755	Thomas Jordan	Samuel Heaton & William Dodsworth
<i>Ann Mary</i>	Schooner	40	Square	New England, 1743	Annapolis, 12 Mar, 1764	Richard Simms	Richard Simms
<i>Anson</i>	Brigantine	50	Square	New England, 1758	Newport, 16 Nov, 1758	Henry Costin	Henry Costin & Co.
<i>Anson</i>	Schooner	35	Square	Maryland, 1755	Annapolis, 27 Mar, 1756	Henry Costin	Joseph Ensor
<i>Antelope</i>	Snow	130	Square	New England, 1759	Greenoch, 20 May, 1760	Robert Heastic	Robert Dunlop & Co.
<i>Antelope</i>	Snow	85	Round	New England, 1744	Bideford, 28 Sept, 1748	John Copleston	Luxon & Kenney
<i>Antelope</i>	Brigantine	60	Square	New England, 1762	Portsmouth, 13 Jan, 1762	William Stickney	Tristram Dalton & Michael Dalton
<i>Anthony</i>	Sloop	20	Square	New England, 1752	New York, 3 Feb, 1757	John Anderson	Anthony Sarly & Co.
<i>Apollo</i>	Ship	120	Square	New England, 1748	London, 4 Apr, 1752	Joseph Richardson	Jonathan Sydenham & Thomas Hodgson
<i>Aston Hall</i>	Ship	200	Square	Maryland, 1773	London, 30 Apr, 1774	John Parker	John Parker & others
<i>Atlas (formerly Frisby)</i>	Ship	130	Square	Maryland, 1751	Bristol, 5 Dec, 1757	John Cole	Samuel Sedgely & William Hillhouse
<i>Aurora</i>	Sloop	25	Square	Maryland, 1750	Annapolis, 29 May, 1751	Alexander Malcolm	James Wardrop
<i>Autumn</i>	Brigantine	118	Square	Great Britain, 1770	Bristol, 28 Nov, 1774	James Campbell	James Campbell & 6 others
<i>Back River</i>	Sloop	30	Square	Maryland, 1764	Patuxent, 15 Feb, 1765	Michael Webster	William Mackubbin & Clara Rhodes
<i>Baltic Merchant</i>	Ship	200	Square	Great Britain, 1750	London, 4 Feb, 1757	Thomas Penny	Charles Hales & Co.
<i>Baltimore</i>	Ship	300	Square	Prize	London, 4 Mar, 1747	John Anter	Stephen Theodore Janssen
<i>Baltimore</i>	Ship	300	Round	Virginia, 1748	London, 19 Apr, 1749	Nathaniel Chew	John Hanbury
<i>Baltimore</i>	Ship	195	Square	Maryland, 1770	London, 12 Mar, 1774	James Hanrick	Thomas Eden & Christopher Court
<i>Baltimore</i>	Ship	170	Square	Prize	London, 21 Mar, 1760	Halbert Hanson	William Perkins
<i>Baltimore</i>	Ship	150	Square	Maryland, 1771	Patuxent, 6 Nov, 1771	James Longmuir	Messrs Speirs, French & Co. & Ebenezer Mackie
<i>Baltimore</i>	Ship	130	Square	New England, 1758	London, 6 Apr, 1763	John Cockey	James Christie
<i>Baltimore</i>	Snow	110	Square	Maryland, 1754	Annapolis, 19 Mar, 1754	Robert Wilson	Samuel Galloway
<i>Baltimore</i>	Snow	100	Square	Maryland, 1754	Annapolis, 7 Dec, 1754	Henry McLachlan	Dullam & Philips
<i>Baltimore</i>	Brigantine	80	Square	Prize	Guadeloupe, 23 Oct, 1762	Zachariah Buchmore	Charles Shaw & Co.
<i>Baltimore</i>	Snow	70	Square	Maryland, 1765	Patuxent, 3 Apr, 1771	James Phillips	Samuel & Robert Purviance
<i>Baltimore</i>	Sloop	50	Square	Maryland, 1765	Patuxent, 24 Sept, 1765	Robert Saunders	William Lux
<i>Baltimore</i>	Schooner	30	Square	Rhode Island, 1773	Patuxent, 21 Sept, 1773	Jonathan Clarke	Solomon Allen
<i>Baltimore</i>	Schooner	25	Square	Bermuda, 1771	Patuxent, 28 Sept, 1772	Alexander Frazer	Alexander Frazer
<i>Baltimore Packet</i>	Ship	100	Square	Maryland, 1772	Patuxent, 9 June, 1772	Alexander Kennedy	George Woolsey & Hercules Courtenay
<i>Baltimore Packet</i>	Brigantine	100	Square	New England, 1759	Patuxent, 23 Feb, 1767	John Hewitt	Bryan Philpot
<i>Baltimore Packet</i>	Sloop	20	Square	Virginia, 1768	James River, 25 Oct, 1773	John Gwynn	William Holt & John Gwynn
<i>Baltimore Town</i>	Sloop	35	Square	Maryland, 1746	Annapolis, 9 May, 1750	James Sanders	Darby Lux



VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Barclay</i>	Ship	120	Square	Philadelphia, 1752	Philadelphia, 5 Nov, 1752	John Brown	John Brown & Co.
<i>Basil</i>	Ship	45	Square	Dumfries, 1733	Whitehaven, 18 Feb, 1848	John Simpson	John Simpson & Co.
<i>Batchelor</i>	Snow	100	Square	Philadelphia, 1750	Philadelphia, 9 July, 1750	Nicholas Murphy	George Noarth & Co.
<i>Batchelor</i>	Snow	80	Square	Virginia, 1762	Falmouth, 18 May, 1765	Richard Bulkely	James Potts & Co.
<i>Batchelor</i>	Sloop	20	Pink	Maryland, 1744	Annapolis, 5 May, 1752	Enos Storey	Stephen Onion
<i>Beaumont</i>	Snow	160	Round	England, 1748	London, 19 Feb, 1751	James Hovell	Robert Rowning & Co.
<i>Beaver</i>	Schooner	40	Square	New England, 1748	Boston & Salem, 24 Aug, 1748	Elizer Grover	John Ward
<i>Becky</i>	Brigantine	80	Square	Philadelphia, 1772	Philadelphia, 3 Mar, 1772	John Harper	William Hartshorn & John Harper
<i>Bedford</i>	Snow	40	Square	Philadelphia, 1760	Philadelphia, 14 Feb, 1760	George Kid	James Cannon & Co.
<i>Belvidera</i>	Schooner	40	Square	Maryland, 1773	Patuxent, 2 Dec, 1773	John Waters	David Weems & Thomas Morton
<i>Benedict</i>	Sloop	25	Square	Maryland, 1759	Annapolis, 16 June, 1759	Richard Bryan	Elijah Robison
<i>Benedict</i>	Sloop	20	Square	Maryland, 1747	Annapolis, 29 Apr, 1747	Thomas Hammond	William Govane
<i>Benedict</i>	Schooner	20	Square	Maryland, 1749	Annapolis, 10 May, 1750	Joseph Garret	Joseph & Moses Garret
<i>Benjamin</i>	Sloop	40	Square	Maryland, 1764	Patuxent, 1 Mar, 1765	Joseph Young	William Roberts
<i>Benning</i>	Brigantine	70	Square	New England, 1764	Boston, 7 May, 1766	David Orrok	John Erving
<i>Betsy</i>	Ship	195	Square	Maryland, 1770	Patuxent, 6 Sept, 1770	James Hanrick	John Buchanan & Judson Coolidge
<i>Betsy</i>	Ship	160	Square	New England, 1741	London, 9 Nov, 1748	James Hall	John Buchanan
<i>Betsy</i>	Ship	150	Square	Maryland, 1759	Whitehaven, 8 Jan, 1760	John Waite	William Hick
<i>Betsy</i>	Ship	140	Square	Maryland, 1763	Patuxent, 14 Mar, 1764	James Hanrick	John Buchanan & Judson Coolidge
<i>Betsy</i>	Ship	130	Square	Maryland, 1753	Annapolis, 19 July, 1754	Edward Scott	Joseph Nicholson
<i>Betsy</i>	Ship	130	Square	New England, 1760	York, Virginia, 5 May, 1772	James Bartholomew	Robert Christie & 2 others
<i>Betsy</i>	Ship	120	Square	Bristol, 1754	London, 9 Jan, 1755	John White	John Buchanan
<i>Betsy</i>	Ship	100	Square	England, 1752	London, 18 Jan, 1752	John White	John Ward & Co.
<i>Betsy</i>	Snow	100	Square	Maryland, 1763	Patuxent, 14 Feb, 1774	Francis Richardson	John Smith
<i>Betsy</i>	Brigantine	100	Square	Prize, 1761	Bristol, 3 Sept, 1761	Nicholas Andrew	Samuel Sedgely & Co.
<i>Betsy</i>	Brigantine	100	Square	Virginia, 1768	Hampton, 20 Dec, 1768	Solomon Edey	John Greenwood & 2 others
<i>Betsy</i>	Brigantine	100	Hackboat	Plantation	Guernsey, 3 Jan, 1775	Thomas Rolland	Thomas Rolland & 4 others
<i>Betsy</i>	Snow	90	Square	New England, 1760	Bristol, 24 Dec, 1770	William Thomas	Abraham Clibborn & James Harford
<i>Betsy</i>	Ship	80	Square	New England, 1768	London, 12 May, 1769	Andrew Bryson	James Walker
<i>Betsy</i>	Snow	80	Square	New England, 1750	Anguilla, 31 July, 1752	Walter Steward	William Newton & Giles Mordenbrough
<i>Betsy</i>	Brigantine	80	Square	Maryland, 1766	Patuxent, 25 Oct, 1766	Edward White	Edward Mitchell
<i>Betsy</i>	Schooner	60	Square	New England, 1766	Newbury, 26 Nov, 1766	George Wright	John Rand & Co.
<i>Betsy</i>	Schooner	60	Square	New England, 1771	Newbury, 28 June, 1773	Silas Nowell	Robert & Nathaniel Tracy
<i>Betsy</i>	Brigantine	50	Square	Maryland, 1761	Annapolis, 25 Sept, 1761	Benjamin Hayward	James Christie, Jr.
<i>Betsy</i>	Brigantine	50	Square	Bermuda	Philadelphia, 22 Oct, 1773	John Patton	David Beveridge
<i>Betsy</i>	Schooner	50	Square	Virginia, 1761	Annapolis, 17 Dec, 1762	Benjamin Binney	Samuel Galloway & Co.
<i>Betsy</i>	Schooner	50	Square	New England, 1769	Boston, 9 Nov, 1772	John Dunn	John Erving, Jr.
<i>Betsy</i>	Sloop	50	Square	Maryland, 1743	Annapolis, 25 Aug, 1749	Edward Thornton	William Thornton
<i>Betsy</i>	Sloop	48	Square	Virginia, 1769	Rappahannock, 13 Nov, 1772	Lewis Jones	Thomas Hodge & Co.
<i>Betsy</i>	Brigantine	45	Square	New England, 1763	Philadelphia, 13 Sept, 1769	Jacob Walters	Alexander Sears Hill & Leonard Hammond
<i>Betsy</i>	Schooner	45	Square	Nova Scotia, 1764	Patuxent, 31 Oct, 1765	Adam Williamson	Elizabeth Rutland
<i>Betsy</i>	Schooner	45	Square	Maryland, 1766	Patuxent, 9 Apr, 1773	Ambrose Bartlett	Isaac Harris
<i>Betsy</i>	Brigantine	40	Square	Maryland, 1772	Patuxent, 14 Oct, 1772	Richard Davis	Richard Davis & 2 others
<i>Betsy</i>	Schooner	40	Square	Maryland, 1760	Patuxent, 12 Jan, 1767	Norris Copper	George Ganston
<i>Betsy</i>	Schooner	40	Square	North Carolina, 1774	Beaufort, 26 July, 1774	Thomas Slater	Robert & Thomas Slater
<i>Betsy</i>	Sloop	40	Square	Bermuda, 1763	Grenadines, 20 Feb, 1769	Zachariah Buchmore	Peter Lamolie & John Baptist Larmarque
<i>Betsy</i>	Sloop	40	Square	New England, 1766	Boston, 3 May, 1766	Crowell Hatch	Crowell Hatch & Co.
<i>Betsy</i>	Schooner	38	Square	New England, 1773	Boston, 4 Nov, 1773	Isaac Snow	Isaac Snow & 4 others
<i>Betsy</i>	Schooner	36	Square	Maryland, 1754	Annapolis, 4 Mar, 1754	David Tyler	David Tyler
<i>Betsy</i>	Schooner	35	Square	Virginia, 1765	Hampton, 28 Sept, 1765	James Armistead	James Wallace & Co.
<i>Betsy</i>	Sloop	35	Square	New England, 1751	Annapolis, 29 Mar, 1758	Benjamin North	John McCaull & Co.

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Betsy</i>	Sloop	35	Square	Rhode Island, 1763	Patuxent, 1 Feb, 1771	Benjamin James	Mark Alexander
<i>Betsy</i>	Sloop	35	Square	Maryland, 1764	Patuxent, 19 Apr, 1765	Anthony Mosely	Emory Sudler
<i>Betsy</i>	Sloop	35	Square	Virginia, 1773	Hampton, 16 Mar, 1773	James Avery	Roger Stewart
<i>Betsy</i>	Schooner	30	Square	New England, 1773	Edenton, 27 Apr, 1775	John Smith	John Smith
<i>Betsy</i>	Sloop	30	Square	Maryland, 1750	Annapolis, 9 Sept, 1750	William Husbands	Jacob Giles & Co.
<i>Betsy</i>	Sloop	25	Square	Maryland, 1764	Patuxent, 17 Oct, 1764	Benjamin Fleetwood	Jacob Giles & others
<i>Betsy</i>	Schooner	20	Square	Maryland, 1759	Patuxent, 5 Mar, 1759	George Perkins	John Bolton
<i>Betsy</i>	Schooner	20	Square	New England, 1766	Rhode Island, 12 Oct, 1773	Mark Anthony De Wolfe	Mark Anthony De Wolfe
<i>Betsy</i>	Schooner	20	Square	New England, 1768	Boston, 21 May, 1771	James Genn	James Genn & Co.
<i>Betsy</i>	Sloop	20	Square	Maryland, 1755	Annapolis, 10 May, 1755	William Sargeant	Patrick Creagh
<i>Betsy</i>	Sloop	20	Square	New England, 1758	Salem, 12 Oct, 1761	George Glover	Joseph Grafton, Jr.
<i>Betsy</i>	Sloop	20	Square	Bermuda, 1758	Bermuda, 28 Nov, 1758	Isaac Morgan	Isaac Morgan & Bernard Alborey
<i>Betsy</i>	Sloop	20	Square	New England, 1760	Annapolis, 15 May, 1764	John Coursey	John Ruth
<i>Betsy</i>	Sloop	20	Square	Maryland, 1771	Patuxent, 29 Aug, 1774	John Hague	John Hague
<i>Betsy</i>	Schooner	18	Square	Maryland, 1772	Patuxent, 3 July, 1775	John Preston	James Preston & others
<i>Betsy</i>	Schooner	15	Square	New Providence, 1771	Annapolis, 30 May, 1772	Thomas Ellis	Thomas Dunscomb
<i>Betsy</i>	Brigantine	14	Square	Maryland, 1772	Patuxent, 14 Oct, 1772	Richard Davies	Richard Davies, John Ashburner & Thomas Place
<i>Betsy</i>	Schooner	10	Square	North Carolina, 1769	Pensacola, 2 Apr, 1774	Nicholas Bonamy	Thomas Ellis
<i>Betsy &amp; Nancy</i>	Sloop	15	Square	Wilmington, Del, 1760	New Castle, 13 Sept, 1760	William Warner	John Hobson
<i>Betsy &amp; Rosey</i>	Schooner	30	Square	South Carolina, 1765	Charles Town, 8 May, 1765	Isaac Kelley	Thomas Adam & Co.
<i>Betsy &amp; Sally</i>	Sloop	10	Square	Virginia, 1752	Roanoke, 1757	John Savells	John Savells
<i>Betsy Ann</i>	Schooner	30	Square	Scituate, 1760	Boston, 21 Sept, 1762	John Alleyne	John Alleyne
<i>Betsy Richmond</i>	Ship	80	Square	New York, 1765	London, 23 Nov, 1773	William Nicholl	Thomas Pearson
<i>Betsy Russell</i>	Brigantine	60	Square	New Jersey, 1754	Annapolis, 15 Mar, 1758	Thomas Hammond	Joseph Smith
<i>Betty</i>	Ship	100	Square	New England, 1763	Londonderry, 18 Mar, 1773	Richard Hunter	Nathaniel Hunter & 2 others
<i>Betty</i>	Snow	95	Round	England, 1749	Swansea, 9 Mar, 1749	George Davis	William Mill & Co.
<i>Betty</i>	Brigantine	90	Square	New England, 1766	New York, 15 Dec, 1770	Abraham Woodside	Abraham Woodside & 2 others
<i>Betty</i>	Brigantine	50	Square	Philadelphia, 1761	Philadelphia, 23 Nov, 1761	James McCay	Samuel Carson & others
<i>Betty</i>	Schooner	30	Square	New England, 1741	Boston, 9 Apr, 1746	Robert Hanours	William Parsons
<i>Betty</i>	Sloop	30	Square	Maryland, 1750	Annapolis, 19 Sept, 1750	Daniel Robinson	Jacob Giles
<i>Betty</i>	Schooner	17	Square	Rhode Island, 1754	Rhode Island,	Solomon Thornton	James & Samuel Aborn
<i>Betty</i>	Sloop	15	Square	Virginia, 1748	Williamsburg, 12 Aug, 1748	James McArthur	James Graham
<i>Betty</i>	Schooner	12	Square	Maryland, 1751	Annapolis, 30 Apr, 1751	John Mills	Henry Baker
<i>Betty &amp; Peggy</i>	Brigantine	50	Square	Liverpool, 1751	Liverpool, 11 Dec, 1756	Patrick McEntigart	Patrick McEntigart & Co.
<i>Betty Greg</i>	Snow	120	Square	Liverpool, 1763	Liverpool, 4 Jan, 1764	William Scott	Robert Meakin & Thomas Greg
<i>Bideford</i>	Ship	100	Pink	England, 1722	Bristol, 28 Mar, 1748	Richard Williams	Samuel Sedgely & Co.
<i>Bilboa</i>	Ship	105	Square	New England, 1774	Newbury, 25 Apr, 1774	Richard Stacy	Stephen Hooper
<i>Binks</i>	Snow	100	Round	New England, 1739	London, 15 Nov, 1749	John Sellers	Robert Brown
<i>Bird</i>	Schooner	10	Square	Maryland, 1771	Patuxent, 21 May, 1774	Jeremiah Cosden	Peregrine Beedle
<i>Blackbird</i>	Sloop	15	Square	Bermuda, 1763	Sandy Point, St. Kitts, 29 Apr, 1765	William Stone	Anthony Somersell & Co.
<i>Blessings Success</i>	Brigantine	200	Square	Great Britain, 1759	Scarborough, 12 Nov, 1763	John Williamson	John Young & John Baker
<i>Bogle</i>	Ship	180	Square	New England, 1742	Boston, 15 Oct, 1742	James Montgomery	Dunlop & Christie
<i>Bohemia</i>	Sloop	30	Square	Maryland, 1746	Annapolis, 28 June, 1746	Joseph Couch	Peter Bayard
<i>Bohemia</i>	Sloop	30	Square	Maryland, 1749	Annapolis 17 Mar, 1749	John Robinson	Struyter Bouchell
<i>Bohemia</i>	Sloop	30	Square	Maryland, 1749	Annapolis, 26 Aug, 1749	Joseph Blyth	Joseph Bouchell
<i>Bolling</i>	Ship	190	Round	New England, 1749	Portsmouth, 2 Sept, 1749	James Portions	Alexander Campbel & Co.
<i>Bon Accord</i>	Sloop	50	Square	Virginia, 1752	Virginia, 21 Mar, 1752	William White	Peter Copland & Co.
<i>Boscawen</i>	Brigantine	60	Square	Philadelphia, 1759	Londonderry, 2 July, 1764	George Marshall	Thomas Marshall & 3 others
<i>Boston Galley</i>	Ship	140	Square	New England, 1768	Waterford, 8 May, 1770	John Simmons	Samuel Newport & William Hobbs
<i>Boyne</i>	Ship	70	Square	Philadelphia, 1764	Philadelphia, 20 Sept, 1764	Henry Dougherty	Redmond Conyngham & others

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Boyne</i>	Brigantine	70	Square	Pennsylvania, 1766	Philadelphia, 27 Oct, 1766	Caldwell Howard	John Maxwell Nesbit & Co.
<i>Brandon</i>	Ship	220	Square	Maryland, 1765	Patuxent, 22 June, 1765	Henry McLochlan	Robert & James Christie
<i>Brayton</i>	Brigantine	158	Hackboat	Great Britain, 1757	Whitehaven, 14 Oct, 1757	John Harrison	Joseph Taylor & John Lewthwaite
<i>Bridget &amp; Lydia</i>	Schooner	15	Square	North Carolina, 1762	New York, 18 June, 1764	John Baker	John Baker & Co.
<i>Brilliant</i>	Ship	290	Square	Great Britain, 1765	Newcastle, 14 Feb, 1767	James Hume	James Hume & Co.
<i>Britania</i>	Ship	120	Square	New England, 1747	Boston, 6 June, 1747	Archibald Orr	John Rae & Co.
<i>Britania</i>	Ship	100	Square	Prize	London, 1 Mar, 1744	John Lacey	Thomas Benson
<i>Britania</i>	Snow	80	Pink	New England, 1730	Bideford, 19 Jan, 1748	Jonathan Strange	Jonathan Strange
<i>Britania</i>	Ship	70	Square	New England, 1765	New York, 10 Jan, 1766	John Bryan	Samuel Loudon
<i>Britannia</i>	Ship	230	Square	New England, 1758	Portsmouth, 10 July, 1764	Thomas Arnott	Thomas Arnott & Co.
<i>Britannia</i>	Ship	200	Square	Great Britain, 1765	London, 31 Jan, 1767	Robert Webster	Thomas Hodgson & John Wilkinson
<i>Britannia</i>	Ship	156	Square	New England, 1765	Whitehaven, 7 Jan, 1774	John Watson	John Hartley & 12 others
<i>Britannia</i>	Brigantine	120	Square	Philadelphia, 1756	Bristol, 8 Oct, 1768	Richard Fitzherbert	William Freeman & George Watson, Jr.
<i>Britannia</i>	Ship	110	Square	Philadelphia, 1765	Philadelphia, 16 Mar, 1765	Robert Clarke	Thomas Phillips & others
<i>Britannia</i>	Sloop	45	Square	New England, 1762	Boston, 9 June, 1762	William Ternigan	Jesse Wilcut & Co.
<i>Britannia</i>	Sloop	40	Square	Rhode Island, 1771	Newport, 14 Nov, 1771	Thomas Jones	Josiah Stevens & Isaac Bolts
<i>Broadalbine</i>	Schooner	15	Square	Philadelphia, 1753	Philadelphia, 15 Dec, 1753	Stephen Hains	Thomas M. Janet & Co.
<i>Brother Ben</i>	Sloop	30	Square	New England, 1758	New Providence, 27 Feb, 1761	Ezra Whipple	Benjamin Clifford & Co.
<i>Brothers</i>	Ship	250	Square	Maryland, 1773	Patuxent, 11 Oct, 1773	Matthew Craymer	William Mollison, James Minitone & Matthew Craymer
<i>Brothers</i>	Ship	200	Square	Maryland, 1775	Patuxent, 12 Apr, 1775	Jacob Walters	John Briscoe & Co.
<i>Brothers</i>	Ship	200	Square	Maryland, 1774	Patuxent, 28 July, 1774	George Buchanan	Archibald & George Buchanan
<i>Brothers</i>	Ship	130	Hackboat	Great Britain, 1765	Whitehaven, 15 Apr, 1766	Thomas Williamson	Thomas Williamson & 10 others
<i>Brothers</i>	Brigantine	80	Square	Maryland, 1755	London, 19 June, 1761	James Morrison	David Galloway & George Kerr
<i>Buchanan</i>	Ship	160	Square	Maryland, 1760	Annapolis, 9 Oct, 1760	John Slater	Robert Adair
<i>Buchanan</i>	Ship	150	Square	Maryland, 1752	London, 6 Apr, 1753	James Hall	John Buchanan
<i>Buck</i>	Sloop	35	Square	New England, 1767	Falmouth, 17 June, 1767	Thomas Sandford	Simeon & Ebenezer Mayo
<i>Buckskin</i>	Schooner	8	Square	North Carolina, 1743	Beaufort, 4 Nov, 1747	William Mills	John Mills
<i>Buxom Joan</i>	Schooner	15	Square	Maryland, 1746	Annapolis, 19 June, 1753	Michael Morgan	Bryan Philpot
<i>Buxom Joan</i>	Schooner	5	Square	Virginia, 1731	Annapolis, 26 July, 1749	William Thomas	Thomas Barclay
<i>Camden</i>	Ship	240	Square	Great Britain, 1765	London, 26 Jan, 1767	Joseph Richardson	Silvanus Grove
<i>Capel</i>	Ship	280	Square	Maryland, 1755	Annapolis, 23 Aug, 1755	John Clarkson	Jacob Giles & Co.
<i>Carlisle</i>	Brigantine	80	Square	Maryland, 1766	Patuxent, 10 Mar, 1767	John Taylor	John Smith
<i>Carolina</i>	Sloop	30	Square	North Carolina, 1767	Bath Town, 16 Feb, 1767	Nathaniel Blin	Clement Holliday
<i>Carolina Packet</i>	Schooner	25	Square	New England, 1766	Patuxent, 22 Oct, 1773	James Holland	Mark Alexander
<i>Caroline</i>	Ship	200	Square	Maryland, 1771	London, 16 Dec, 1771	Joshua Lynch	James Russel
<i>Catharine</i>	Ship	200	Square	Maryland, 1771	Patuxent, 22 July, 1771	John Mackie	George Stewart
<i>Catharine</i>	Ship	160	Square	Philadelphia, 1774	Philadelphia, 20 Dec, 1774	James McNeill	James Lecky & Joseph Wilson
<i>Catherine</i>	Snow	80	Square	New England, 1763	Youghall, 29 Aug, 1772	Nicholas Fortune	Paul Abbott & Nicholas Fortune
<i>Catherine</i>	Brigantine	104	Square	Great Britain, 1764	Waterford, 24 Mar, 1774	Edward Morrisey	Edward Morrisey
<i>Catharine</i>	Snow	100	Pink	New England, 1736	Barnstable, 25 Jan, 1747	P. Marshall	Thomas Benson
<i>Catherine</i>	Ship	70	Square	Philadelphia, 1761	Philadelphia, 30 Dec, 1761	Henry Dunn	James Mease & William Miller
<i>Catherine</i>	Sloop	36	Square	Maryland, 1750	Annapolis, 5 Dec, 1757	John Watson	John Watson
<i>Cato</i>	Ship	140	Square	New England, 1758	London, 22 Mar, 1759	Walter Montgomerie	Walter Montgomerie & Co.
<i>Cato</i>	Ship	80	Pink	New England, 1748	Boston, 20 June, 1748	William Jackson Bonfield	William Jackson Bonfield & Co.
<i>Ceres</i>	Snow	100	Square	Philadelphia, 1769	Philadelphia, 27 Oct, 1769	Nicholas Bodkin	Nicholas Bodkin & 6 others
<i>Ceres</i>	Sloop	20	Square	New England, 1753	Piscataqua, 1 Sept, 1773	Samuel Smallcorn	John Evans
<i>Cesar</i>	Ship	170	Square	New England, 1763	Cork, 25 June, 1771	John Sullivan	John Sullivan
<i>Champion</i>	Ship	170	Square	New England, 1774	Plymouth, 27 Jan, 1775	Seth Paddock	Abraham Burgess & 6 others

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Champion</i>	Brigantine	60	Square	New England, 1735	London, 9 Apr, 1752	John Colshare	John Rose & Co.
<i>Chance</i>	Ship	70	Square	New England, 1765	New York, 25 May, 1772	Robert Campbell	Richard Neave & Son
<i>Chapman</i>	Brigantine	60	Square	Boston, 1735	London, 9 Apr, 1752	John Dare	John Prosper & Co.
<i>Charles</i>	Ship	180	Square	Plantation	Patuxent, 23 May, 1774	Charles Reily	William Cook & Co.
<i>Charles</i>	Snow	100	Square	Maryland, 1765	Patuxent, 24 Sept, 1765	Thomas Pearson	Samuel Galloway & Co.
<i>Charles</i>	Ship	90	Square	Virginia, 1768	Liverpool, 11 Oct, 1773	Charles Reilly	William Cooke, Henry Ross & 3 others
<i>Charles</i>	Brigantine	90	Square	Maryland, 1751	Annapolis, 26 Feb, 1751	David Pollock	Michael Hubbard & Rowland Carnan
<i>Charles</i>	Brigantine	60	Square	Maryland, 1753	Annapolis, 16 Mar, 1753	Jacob Walters	Charles & John Ridgely
<i>Charles</i>	Schooner	20	Square	Maryland, 1752	Annapolis, 21 Feb, 1753	Thomas Palmer	Richard Graham
<i>Charles</i>	Sloop	20	Square	Virginia, 1745	Williamsburg, 26 Oct, 1745	John Geran	Andrew Sprowl
<i>Charles Town</i>	Schooner	45	Square	Maryland, 1749	Annapolis, 8 June, 1750	Sweetnam Burn	John Seager & Co.
<i>Charles Town</i>	Schooner	40	Square	Maryland, 1749	Annapolis, 21 Jan, 1749	Edward Rooke	John Seager & Co.
<i>Charlestown Packet</i>	Schooner	26	Square	Maryland, 1769	Patuxent, 8 Apr, 1769	James Campbell	Patrick & John Hamilton
<i>Charlotte</i>	Ship	170	Square	Prize, 1762	Cowes, 30 June, 1764	James Deacon	James McKenzie & Co.
<i>Charlotte</i>	Brigantine	120	Hackboat	Great Britain	Milford, 11 Feb, 1763	James Burrow	Abraham Clibborn
<i>Charlotte</i>	Ship	80	Square	New Jersey, 1766	Bristol, 24 Apr, 1771	Valentine Baker	James Read
<i>Charlotte</i>	Brigantine	40	Square	New England, 1767	Rhode Island, 8 Dec, 1772	Mark Anthony DeWolfe	Mark Anthony De Wolfe
<i>Charlotte</i>	Sloop	35	Square	Maryland, 1762	Annapolis, 28 Feb, 1763	Thomas Pierson	Samuel Chew
<i>Charlotte</i>	Sloop	30	Square	North America, 1753	Patuxent, 16 Oct, 1769	William Bond	David Stewart
<i>Charlotte</i>	Schooner	26	Square	Maryland, 1762	Annapolis, 15 June, 1763	John Wright	George Lawrence
<i>Charlotte</i>	Sloop	20	Square	North Carolina, 1769	Edenton, 13 June, 1771	John Wardale	Frederick Schutzer & John Wardale
<i>Charming Betsy</i>	Sloop	45	Square	New England, 1748	Boston, 26 July, 1748	Nathaniel Newman	Jacob Bagley & Co.
<i>Charming Betsy</i>	Sloop	15	Square	Philadelphia, 1751	Philadelphia, 2 Aug, 1752	Samuel Loyd	Samuel Loyd & Charles Willing
<i>Charming Betsy</i>	Sloop	5	Square	Maryland, 1765	Patuxent, 31 Oct, 1765	John Ross	John Ross
<i>Charming Betty</i>	Sloop	35	Square	Maryland, 1747	Annapolis, 20 Apr, 1749	Dennis Rike	John Fisher
<i>Charming Mary</i>	Schooner	45	Square	New England	Philadelphia, 30 Aug, 1762	William Murphy	James Ross & John Bell
<i>Charming Molly</i>	Brigantine	80	Square	New York, 1765	Belfast, 6 July, 1772	Joseph Mathew	John Ewing & 4 others
<i>Charming Molly</i>	Schooner	35	Round	Maryland, 1761	Patuxent, 7 July, 1761	John Cox	Richard Barnaby & Co.
<i>Charming Molly</i>	Schooner	15	Square	Delaware, 1766	Currituck, 25 June, 1771	Fenwick Stretcher	David Gray & Fenwick Stretcher
<i>Charming Molly</i>	Sloop	13	Square	Maryland, 1746	Annapolis, 14 Mar, 1746	Thomas Tyler	Thomas Tyler
<i>Charming Nancy</i>	Ship	200	Square	Maryland, 1756	London, 20 Mar, 1759	Charles Ridgely	James Russell
<i>Charming Nancy</i>	Sloop	50	Square	Maryland, 1759	Annapolis, 1 Feb, 1760	John Pitt	Thomas Rutland
<i>Charming Nancy</i>	Sloop	8	Square	New Jersey, 1767	New York, 27 July, 1770	John Fisher	Daniel Wilmot & Daniel Marsh
<i>Charming Patty</i>	Sloop	40	Square	New England, 1748	Boston & Salem, 14 Sept, 1748	Nathaniel Parsons	William Parsons & Co.
<i>Charming Peggy</i>	Brigantine	97	Square	Great Britain, 1759	Kingston, 16 Jan, 1771	Henry Clarke	Henry Clarke, John Hawkins & Christopher Byrne
<i>Charming Peggy</i>	Sloop	30	Square	Virginia, 1753	Annapolis, 3 Oct, 1753	George Perkins	Giles Cooke
<i>Charming Polly</i>	Snow	70	Square	New England, 1763	Newport, 21 Nov, 1763	Peter Le Roy	Peter Le Roy
<i>Charming Polly</i>	Brigantine	50	Square	Philadelphia, 1757	London, 7 Oct, 1760	George Murrin	Robert Wilson
<i>Charming Polly</i>	Schooner	30	Square	Maryland, 1747	Annapolis, 27 Jan, 1749	William Smith	William Raisin
<i>Charming Polly</i>	Schooner	16	Square	Maryland, 1773	Patuxent, 11 Nov, 1774	Thomas Grover	Matthew Pawson
<i>Charming Polly</i>	Sloop	15	Round	Pennsylvania, 1751	Annapolis, 14 Jan, 1756	John Seager	Edward Brown
<i>Charming Rachel</i>	Snow	60	Square	New England, 1766	London, 1 July, 1767	Thomas Dean	Daniel Mildred & John Roberts
<i>Charming Rebecca</i>	Sloop	25	Round	Maryland, 1761	Annapolis, 20 May, 1763	William Henderson	William Henderson & James Phillips
<i>Charming Sally</i>	Ship	160	Square	Philadelphia, 1771	Philadelphia, 7 Nov, 1771	Felix McGinnes	Hugh McCulloch & James Cooper
<i>Charming Sally</i>	Schooner	25	Square	Maryland, 1762	Annapolis, 13 Nov, 1762	John Mitchell	John Mitchell & William Webb Haddaway
<i>Charming Sally</i>	Sloop	20	Square	New England, 1751	Rhode Island, 12 Dec, 1767	Solomon Thorton	James & Anthony Osborn

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Charming Sally</i>	Sloop	13	Square	Pennsylvania, 1761	Philadelphia, 10 Oct, 1761	John Beard	John Beard & Co.
<i>Chatham</i>	Brigantine	140	Square	New England, 1766	Belfast, 16 Apr, 1767	John Griffith	James Patterson & others
<i>Chatham</i>	Schooner	40	Square	Maryland, 1763	Patuxent, 27 Dec, 1771	Benjamin Fleetwood	Jacob Giles
<i>Chester</i>	Ship	100	Square	Pennsylvania, 1729	Bristol, 21 June, 1749	John Larain	Daniel Cheston & Samuel Sedgely
<i>Chester</i>	Schooner	50	Square	Maryland, 1757	Annapolis, 7 June, 1757	George Perkins	Thomas Ringgold
<i>Chester Town</i>	Sloop	35	Square	Rhode Island, 1738	Rhode Island, 14 Oct, 1740	Thomas Kemp	John Wallace
<i>Christian</i>	Snow	95	Square	Maryland, 1754	Annapolis, 10 Dec, 1754	George Watt	John Wallace & Co.
<i>Christian</i>	Sloop	35	Square	Virginia, 1772	Hampton, 9 June, 1772	George Dames	George Dames & Josiah Granberry
<i>Christie</i>	Ship	250	Square	Maryland, 1763	Annapolis, 16 Sept, 1763	John McLawrin	James Christie, Sr. & Jr.
<i>Christy</i>	Brigantine	110	Square	New England, 1771	Greenoch, 22 June, 1772	Andrew Lee	Robert Thomas & 4 others
<i>Cicely</i>	Snow	120	Square	Virginia, 1770	Hampton, 8 Nov, 1770	William George	Thomas Place & Co.
<i>Claray</i>	Schooner	50	Square	Virginia, 1748	Williamsburg, 19 Oct, 1749	John Mecan	John Mecan
<i>Cleveland</i>	Brigantine	100	Round	New England, 1765	Bideford, 2 May, 1766	Miles Hammitt	James Hopkins & others
<i>Cleveland</i>	Snow	75	Square	New England, 1752	Bideford, 27 Mar, 1753	George Martin	George Martin & Co.
<i>Clibborn</i>	Ship	200	Square	Great Britain, 1774	Milford, 7 July, 1774	William Thomas	Abraham Clibborn
<i>Clibborn</i>	Brigantine	120	Square	Great Britain, 1766	Milford, 12 Dec, 1767	William Coldstream	Abraham Clibborn, John & William Woods & John Charlkin
<i>Collin</i>	Brigantine	70	Square	Great Britain, 1763	Leith, 12 Nov, 1763	James Brown	James Brown & William Stegg & Son
<i>Commerce</i>	Brigantine	70	Square	Great Britain, 1766	Dublin, 25 Sept, 1766	John Thompson	John Thompson & George Robinson
<i>Conch</i>	Schooner	10	Square	Nova Scotia, 1754	New Providence, 8 Feb, 1758	John Baker	John Pratt & Co.
<i>Conclusion</i>	Brigantine	90	Square	New England, 1774	Piscataqua, 3 Sept, 1774	Joseph Newman	Stephen Hooper
<i>Content</i>	Brigantine	60	Square	New England, 1744	Boston, 14 Apr, 1748	George Darrocote	Thomas Hutchinson
<i>Contrast</i>	Schooner	25	Square	Virginia, 1770	James River, 24 Sept, 1774	Christopher Miller	Nicholas Sim & 2 others
<i>Cornelia</i>	Sloop	30	Square	New York, 1755	New York, 15 Dec, 1755	Richard Coffey	Jacob Walton & Co.
<i>Coults</i>	Brigantine	120	Square	Great Britain, 1756	London, 26 Apr, 1765	John Kellie	James Hunter & Co.
<i>Countess of Sussex</i>	Ship	150	Square	Great Britain	London, 15 June, 1770	Thomas Gray	James Christie, Jr. & Thomas Gray
<i>Crawford</i>	Ship	150	Square	Great Britain, 1769	Leith, 14 Sept, 1769	James McLean	Alexander Speirs, William French & others
<i>Cumberland</i>	Sloop	30	Square	New England, 1763	Falmouth, 16 June, 1763	Ebenezer Hilton	James Gooding
<i>Curwin</i>	Brigantine	113	Pink	Great Britain, 1753	Whitehaven, 4 Mar, 1755	Charles Youngeusband	William Gale
<i>Darby</i>	Schooner	50	Square	New England, 1764	Salem, 24 Feb, 1764	John Allen	Jeremiah Lee
<i>Darlington</i>	Brigantine	200	Square	Great Britain, 1753	London 19 Apr, 1762	Henry McLachlan	Philip Weatherall & Richard Ferrand
<i>Dash</i>	Brigantine	80	Hackboat	Great Britain, 1763	Whitehaven, 27 May, 1772	Joseph Miller	Joseph Miller & 13 others
<i>Davenport</i>	Ship	150	Square	New England, 1735	London, 9 June, 1750	Charles Alden	Charles Carnan
<i>Deborah</i>	Brigantine	80	Square	Maryland, 1758	Annapolis, 1 Oct, 1758	Thomas Canby	Edward Mitchell
<i>Deborah</i>	Sloop	30	Square	Maryland, 1752	Annapolis, 20 Aug, 1752	Sweetnam Burn	Edward Mitchell
<i>Deborah's Adventure</i>	Schooner	15	Pink	Maryland, 1756	Annapolis, 23 Apr, 1756	John McCaull	Joseph Smith & Co.
<i>Defiance</i>	Brigantine	100	Square	Poole, 1749	Poole, 16 Aug, 1755	William Street	William Street & Co.
<i>Defiance</i>	Sloop	45	Square	New England, 1764	Falmouth, 14 Aug, 1764	Elias Howell	Elias Howell & Co.
<i>Delight</i>	Sloop	50	Square	New England, 1756	Boston, 6 Apr, 1759	Peter Doyle	Nicholas French & Co.
<i>Delight</i>	Sloop	30	Square	Bermuda, 1743	Bermuda, 6 Mar, 1743	Samuel Conyers	Thomas Quene
<i>Devonshire</i>	Brigantine	100	Square	Great Britain, 1758	Youghall, 3 Mar, 1774	William Fisher	Thomas & William Harvey
<i>Devonshire</i>	Schooner	60	Square	Maryland, 1754	Annapolis, 16 Mar, 1754	Alexander Cumming	C. Croxall & Co.
<i>Diamond</i>	Ship	370	Round	England, 1743	London, 12 July, 1745	James Thwaites	William Webster & Co.
<i>Diamond</i>	Ship	200	Square	Great Britain, 1749	London, 23 July, 1763	Matthew Craymer	Isaac Ross
<i>Diamond</i>	Sloop	30	Square	New England, 1760	Newport, 24 May, 1760	William Borden	William Durfey

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Diamond</i>	Sloop	30	Square	New England, 1761	Newport, 23 Apr, 1761	Israel Ambrose	Ephraim Delano & Co.
<i>Diana</i>	Brigantine	60	Square	New England, 1765	New York, 2 Oct, 1765	Robert Wilson	Hamilton Young & Co.
<i>Dick</i>	Ship	200	Square	Great Britain, 1771	Liverpool, 3 July, 1771	Thomas Pearce	James Bridge & William Gregson
<i>Diligence</i>	Brigantine	100	Square	England, 1734	Bill of sale only	George Duncan	Alexander Gordon
<i>Diligence</i>	Schooner	40	Square	Virginia, 1770	Patuxent, 13 Jan, 1772	Richard Taylor	Alexander Frazer
<i>Dispatch</i>	Snow	100	Square	New England, 1762	Milford, 29 May, 1764	William Levitt	Abraham Clibborn
<i>Dispatch</i>	Brigantine	60	Square	Virginia, 1769	Patuxent, 10 Mar, 1769	Joseph Kendall	Jonathan Hudson
<i>Dispatch</i>	Sloop	40	Square	New England, 1766	Boston, 19 Oct, 1767	John Leighton	Fortesque Vernon
<i>Dolly</i>	Ship	120	Square	Maryland, 1767	Patuxent, 7 Aug, 1767	Thomas Woodford	Samuel Galloway & Co.
<i>Dolly &amp; Betsy</i>	Ship	180	Square	New England, 1761	London, 3 May, 1768	Matthew Craymer	Peter Paumier & Matthew Craymer
<i>Dolphin</i>	Ship	230	Square	Prize	London, 8 Apr, 1761	Dougall McDougall	John Stewart & Co.
<i>Dolphin</i>	Brigantine	120	Square	New England, 1764	Boston, 18 Dec, 1766	James Scott	William Dennie
<i>Dolphin</i>	Ship	100	Square	Philadelphia, 1758	London, 24 Apr, 1765	Robert Johnstown	Thomas Walker & Co.
<i>Dolphin</i>	Brigantine	80	Square	Philadelphia, 1769	Philadelphia, 8 Mar, 1769	Robert Shewell	Stephen & Joseph Shewell
<i>Dolphin</i>	Brigantine	70	Square	New England, 1743	Guernsey, 23 Jan, 1752	Thomas Le Page	James Le Ray
<i>Dolphin</i>	Schooner	70	Square	Maryland, 1764	Patuxent, 6 Dec, 1764	John Foot	James Hunter & James Bennett
<i>Dolphin</i>	Sloop	60	Square	New England, 1759	Boston, 3 Oct, 1759	John Wynn	John Wynn & Nathaniel Donnell
<i>Dolphin</i>	Schooner	60	Square	New England, 1761	Boston, 3 Apr, 1764	Isaac Smith	Nathaniel Holmes
<i>Dolphin</i>	Sloop	50	Square	New England, 1754	Boston, 24 June, 1754	Thomas Bispham	Amos Rogers
<i>Dolphin</i>	Schooner	45	Square	New England, 1773	Salem, 2 Apr, 1774	Joseph Proctor	John Gerry
<i>Dolphin</i>	Schooner	40	Square	New England, 1764	Salem, 14 Dec, 1764	John Millit	Timothy Rogers
<i>Dolphin</i>	Sloop	40	Square	New England, 1763	Boston, 11 May, 1763	Nailer Hatch	Nailer Hatch, Seth Hatch & others
<i>Dolphin</i>	Sloop	40	Square	New England, 1768	Boston, 20 Apr, 1768	John Cushing	John Cushing & 4 others
<i>Dolphin</i>	Sloop	40	Square	New England, 1764	Boston, 20 Aug, 1764	Joseph Blanchard	Joseph Blanchard & Co.
<i>Dolphin</i>	Schooner	35	Square	New England, 1747	Salem, 17 Mar, 1747	David Masury	William Lynde
<i>Dolphin</i>	Schooner	35	Square	Maryland, 1771	Patuxent, 20 May, 1775	Thomas Kell	Archibald Buchanan
<i>Dolphin</i>	Sloop	35	Square	New England, 1746	Boston, 14 Mar, 1747	Humphrey Woodberry	Paul Binney
<i>Dolphin</i>	Sloop	35	Square	Rhode Island, 1754	Newport, 4 Feb, 1754	Thomas Tripp	John Tweedy & Co.
<i>Dolphin</i>	Sloop	30	Square	New England, 1759	Rhode Island, 13 Nov, 1759	John Gibb	Richard Gibb, James Nelson & John Gibb
<i>Dolphin</i>	Schooner	30	Square	Bermuda, 1765	Bermuda, 3 Apr, 1765	John Outerbridge	John Outerbridge & Co.
<i>Dolphin</i>	Snow	25	Square	French Prize	New Providence, 26 May, 1760	David Sears	David Sears
<i>Dolphin</i>	Schooner	25	Square	French Prize	Annapolis, 21 Apr, 1759	Benjamin Binney	Thomas & William Ringgold
<i>Dolphin</i>	Sloop	25	Square	New England, 1760	Rhode Island, 12 June, 1761	Sion Martindale	Andrew Paterson, Joseph Reed & Sion Martindale
<i>Dolphin</i>	Sloop	25	Square	New England, 1764	Rhode Island, 26 Nov, 1764	Andrew Langworthy	Joshua Amy & Co.
<i>Dolphin</i>	Sloop	20	Square	Carolina, 1756	Beaufort, 13 Aug, 1757	John Scanlan	Ebenezer Harker & Co.
<i>Dolphin</i>	Sloop	20	Square	Bermuda, 1769	Bermuda, 1 May, 1769	John Burges	Edward Dunscombe & Peter Godfrey
<i>Dolphin</i>	Schooner	17	Square	North Carolina, 1770	Currituck, 4 Apr, 1772	Daniel Wilmot	Joshua Tarkenton & William Tarkenton
<i>Dolphin</i>	Schooner	15	Square	Virginia, 1753	Annapolis, 12 May, 1759	Edmund Rutland	Cornelius Garretson
<i>Dolphin</i>	Sloop	14	Round	Maryland, 1749	Annapolis, 6 Feb, 1749	John Richardson	Joseph Gilpin
<i>Dolphin</i>	Sloop	12	Square	Maryland, 1749	Annapolis, 24 May, 1749	Richard Gresham	Richard Gresham
<i>Dolphin</i>	Sloop	10	Square	New York, 1759	Philadelphia, 27 July, 1767	Thomas Buck	Nathaniel Brownson & Co.
<i>Dolphin</i>	Sloop	10	Square	French Prize, 1761	Antigua, 1 June, 1764	James Davis	Walter Newberry Barrel
<i>Dorcas</i>	Brigantine	130	Square	Maryland, 1773	Patuxent, 30 Apr, 1774	John Southcomb	William Spear
<i>Dorothy</i>	Ship	160	Square	Maryland, 1748	Annapolis, October, 1748	James Lucas	James Johnson & Alexander Lawson

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Douglas</i>	Ship	300	Square	French Prize, 1760	London, 10 Aug, 1769	William Breckenridge	John Campbell, William Logan, Davis Mitchell & William Breckenridge
<i>Dove</i>	Schooner	40	Square	New England, 1772	Boston, 19 Mar, 1772	Eliphaz Waston	Caleb Davis & Gustavus Fellows
<i>Dove</i>	Sloop	35	Square	New England, 1762	Salem, 18 July, 1771	William B. Cotton	Miles Ward & Joseph Blaney
<i>Dove</i>	Schooner	20	Square	New England, 1748	Boston, 30 June, 1748	Gersham Spear	John Hants & Co.
<i>Dove</i>	Schooner	15	Square	New England, 1744	Boston, 20 Nov, 1744	Thomas Doty	Joseph Rider
<i>Dove</i>	Schooner	10	Square	Maryland, 1745	Annapolis, 2 June, 1750	James Broker	John Milligan
<i>Dragon</i>	Ship	130	Square	Maryland, 1759	Annapolis, 29 Oct, 1759	James Hanrick	Samuel Galloway
<i>Duchess of Leinster</i>	Brigantine	100	Square	Great Britain, 1761	Dublin, 27 May, 1774	Alexander Cathrew	John Russel
<i>Duke</i>	Brigantine	100	Hackboat	England, 1751	Whitehaven, 13 Dec, 1757	Valentine Yowart	Valentine Yowart & Co.
<i>Duke of Gloucester</i>	Brigantine	60	Square	Philadelphia, 1766	Philadelphia, 27 Nov, 1766	John Searle	John Tearte & Charles Gwavas
<i>Duke of Lancaster</i>	Schooner	40	Square	St. Kitts, 1767	Basseterre, 9 July, 1770	Richard Steed	Henry Servant & 2 others
<i>Duke of Northumberland</i>	Ship	150	Square	Philadelphia, 1750	Dublin, 29 Oct, 1766	Cuthbert Lindsay	Cuthbert Lindsay & Matthew Baily
<i>Duke of York</i>	Ship	70	Square	New York, 1762	London, 21 Jan, 1771	William Ward	James Campbell & Robert Patterson
<i>Dulany</i>	Ship	180	Square	Maryland, 1773	Patuxent, 21 June, 1773	Thomas Jarrold	Jonathan Plowman & Thomas Jarrold
<i>Dunlop</i>	Snow	120	Square	Boston, 1757	Boston, 11 Oct, 1757	Ralph Boyle	Ralph Boyle & Co.
<i>Dunlop</i>	Snow	90	Square	New England, 1746	Boston, 22 Aug, 1746	David Alexander	Paul Binney, David Alexander & Co.
<i>Dunlop</i>	Schooner	30	Square	Virginia, 1750	Williamsburg, 12 June, 1751	John Dout	Andrew Sprowl
<i>Eagle</i>	Ship	150	Square	England, 1750	London, 1 Mar, 1757	John Curling	John Wilkinson & Co.
<i>Eagle</i>	Schooner	50	Square	New England, 1749	Salem, 19 Aug, 1749	William Deadman	Samuel Ropes & Co.
<i>Eagle</i>	Schooner	35	Round	New England, 1743	Boston & Salem, 24 July, 1744	Daniel Carr	Jonathan Proctor
<i>Eagle Galley</i>	Ship	120	Square	New York, 1741	London, 1 Oct, 1751	John White	Benjamin Crile
<i>Earl of Chatham</i>	Snow	90	Square	Maryland, 1767	Patuxent, 4 Dec, 1767	George Woolsey	Hercules Courtenay
<i>Eastern Branch</i>	Ship	130	Square	New England, 1739	London, 13 Apr, 1742	Temple Chevalier	John Hanbury
<i>Echo</i>	Ship	260	Hackboat	Virginia, 1762	Harwich, 6 Apr, 1765	John Curling	Thomas Cobbold
<i>Echo</i>	Brigantine	120	Round	Great Britain, 1736	London, 11 Sept, 1766	Fairfax Bedlington	Fairfax Bedlington & James Stewart
<i>Eden</i>	Ship	200	Square	Maryland, 1770	London, 8 May, 1771	Samuel Nicholson	William Brown, William Perkins & Thomas Buchanan
<i>Edinburgh</i>	Snow	150	Square	Great Britain, 1760	London, 29 Oct, 1763	Alexander Ritchie	Alexander Ritchie & Co.
<i>Edward, Isaac &amp; John</i>	Snow	110	Square	New Jersey, 1753	Liverpool, 20 Oct, 1765	Edward Scott	Maurice Milling
<i>Eglinton</i>	Snow	70	Square	England, 1750	Irvin, 20 Apr, 1756	Archibald Fisher	Archibald Fisher & Co.
<i>Elijah</i>	Snow	100	Pink	England, 1732	Liverpool, 12 July, 1751	James Lowe	Edward Lownds & Co.
<i>Elisha</i>	Sloop	20	Square	Bermuda, 1751	Bermuda, 19 Feb, 1752	John Vickers	Thomas Jones & Co.
<i>Eliza</i>	Ship	150	Square	Maryland, 1748	Annapolis, 1 June, 1749	Alexander Scougall	James Walker & Thomas Harrison
<i>Eliza</i>	Brigantine	70	Square	New England, 1751	Boston, 20 Jan, 1752	Samuel Hebbings	John & Samuel Philips
<i>Elizabeth</i>	Ship	320	Square	Maryland, 1763	Annapolis, 19 May, 1763	John Johnston	John Buchanan & Judson Coolidge
<i>Elizabeth</i>	Ship	250	Square	British Plantation	Bristol, 11 Jan, 1772	Simon Bressett	William Randolph, James Cheston & William Stevenson
<i>Elizabeth</i>	Ship	210	Square	Great Britain, 1765	London, 26 Mar, 1766	Alexander Christie	Alexander Christie & others
<i>Elizabeth</i>	Ship	180	Square	England, 1744	London, 20 Apr, 1762	William Smith	William Smith
<i>Elizabeth</i>	Ship	150	Square	Maryland, 1765	London, 23 Sept, 1773	George Aitchison	Alexander Christie

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Elizabeth</i>	Snow	150	Square	England, 1761	Bristol, 8 May, 1770	John Maies	William Randolph, William Stevenson & James Cheston
<i>Elizabeth</i>	Snow	150	Square	New England, 1763	London, 17 Aug, 1772	James Smith	James Smith
<i>Elizabeth</i>	Ship	120	Square	New England, 1753	Bristol, 30 June, 1766	William Brown	William Brown & Co.
<i>Elizabeth</i>	Ship	110	Square	Great Britain, 1766	Londonderry, 8 Oct, 1767	David Brown	William Hogg & David Harvey
<i>Elizabeth</i>	Ship	100	Square	Philadelphia, 1764	Tortola, 1 Sept, 1774	Morto Downey	Richard Hetherington & Henry Martin
<i>Elizabeth</i>	Brigantine	80	Square	Philadelphia, 1750	Philadelphia, 3 Oct, 1750	Richard Coole	John Wilcox
<i>Elizabeth</i>	Sloop	70	Square	Prize	Annapolis, 3 Sept, 1748	William Loyal	Richard Hill & Co.
<i>Elizabeth</i>	Snow	60	Lute	New York, 1750	New York, 22 Dec, 1750	Giles Heysham	Giles Heysham
<i>Elizabeth</i>	Brigantine	60	Square	Great Britain, 1753	Londonderry, 5 Feb, 1760	William Wilson	Adam Schoales
<i>Elizabeth</i>	Sloop	50	Square	New England, 1753	Portsmouth, 24 May, 1753	Nathaniel Millberry	John Moulton & Co.
<i>Elizabeth</i>	Schooner	50	Square	New England, 1772	Patuxent, 27 May, 1775	James Clarke	James Clarke
<i>Elizabeth</i>	Sloop	48	Square	Maryland, 1753	Annapolis, 7 Mar, 1754	Edward Rooke	Thomas Rutland
<i>Elizabeth</i>	Schooner	45	Square	North Carolina, 1770	Roanoke, 19 July, 1770	Thomas Bogg	Thomas Bogg
<i>Elizabeth</i>	Sloop	45	Square	New England, 1753	St. Kitts, 6 Feb, 1755	George Guion	William Wells, Jr.
<i>Elizabeth</i>	Schooner	35	Square	New England, 1753	Boston, 20 Mar, 1753	John Laighton	Nathaniel Holmes & Archibald McNeal
<i>Elizabeth</i>	Sloop	35	Square	New England, 1760	Newport, 3 Sept, 1760	James Easton	Clothier Pierce & Co.
<i>Elizabeth</i>	Sloop	35	Square	Maryland, 1761	Annapolis, 30 Oct, 1761	William Boushier	John Bennett
<i>Elizabeth</i>	Sloop	35	Square	Bermuda, 1761	Bermuda, 5 Jan, 1762	Merit Gilbert	John Burch & Co.
<i>Elizabeth</i>	Sloop	35	Square	Maryland, 1762	Piscataway, 26 Nov, 1762	Samuel Haynes	Samuel Haynes
<i>Elizabeth</i>	Sloop	35	Square	New England, 1767	Patuxent, 28 Feb, 1771	John Gray	William Spear
<i>Elizabeth</i>	Schooner	30	Square	New England, 1728	Boston & Salem, 1 May, 1741	Elzear Grover	George Bickford & Co.
<i>Elizabeth</i>	Schooner	30	Square	New England, 1752	Salem, 22 Dec, 1764	Nathan Leech	Nathan Leech & Co.
<i>Elizabeth</i>	Sloop	25	Square	Rhode Island	Rhode Island, 29 Oct, 1744	Samuel Dyer	Jonathan Nicholls & Nathaniel Bull
<i>Elizabeth</i>	Schooner	25	Square	Salem, 1752	Salem, 29 Oct, 1753	Jonathan Cooke	Samuel Bacon
<i>Elizabeth</i>	Schooner	20	Square	Maryland, 1753	Annapolis, 7 Apr, 1755	Samuel White	Daniel Wolstenholme
<i>Elizabeth</i>	Schooner	20	Square	Maryland, 1767	Patuxent, 3 July, 1772	John Digges	John Digges & James Clarke
<i>Elizabeth</i>	Schooner	25	Square	Virginia, 1772	Patuxent, 8 May, 1773	George Ross	Henry Thompson & Allen Pierson
<i>Elizabeth</i>	Sloop	18	Square	Maryland, 1753	Annapolis, 7 Mar, 1754	Edmund Rutland	Thomas Rutland
<i>Elizabeth</i>	Sloop	18	Square	New England, 1755	Newport, 20 May, 1762	Silvester Gardner	John Miller
<i>Elizabeth &amp; Anna</i>	Ship	330	Round	England, 1731	London, 7 Feb, 1761	William Gowland	John Haggitt & Co.
<i>Elizabeth &amp; Betsy</i>	Sloop	30	Square	Maryland, 1761	Annapolis, 2 Dec, 1761	William Dunlop	William Dunlop
<i>Elizabeth &amp; Mary</i>	Ship	180	Square	Great Britain, 1748	London, 13 May, 1762	Henry McLachlan	William Dodsworth
<i>Elizabeth &amp; Mary</i>	Brigantine	110	Square	Philadelphia, 1763	Dublin, 9 Aug, 1764	John Thompson	Lesley Alexander & Alexander Ogleby
<i>Elizabeth &amp; Mary</i>	Brigantine	45	Square	Bermuda, 1774	Bermuda, 7 Mar, 1774	James Lightbourne	James Lightbourne & Philip Burrows
<i>Elizabeth &amp; Polly</i>	Sloop	15	Square	New Jersey, 1751	Perth Amboy, 6 June, 1751	James Blain	James Blain
<i>Elizabeth &amp; Sarah</i>	Sloop	35	Square	Bermuda, 1769	Bermuda, 20 Mar, 1769	Cornelius Bedlow	Michael Burrows & Isaac Bedlow
<i>Ellis</i>	Brigantine	100	Square	Rhode Island, 1752	Annapolis, 14 Nov, 1757	Edward Somerville	Edward Somerville
<i>Elsham</i>	Sloop	30	Square	Virginia	Williamsburg, 24 Mar, 1739	John Wilson	William Basset
<i>Emperor of Germany</i>	Ship	160	Square	Great Britain	Patuxent, 29 Dec, 1774	John Richards	William Lewis
<i>Emra</i>	Snow	70	Square	Maryland, 1758	Philadelphia, 2 June, 1763	Edward Welsh	Edward Welsh & Alexander Katter



VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Endeavour</i>	Snow	100	Square	Park Gate, 1727	Dublin, 20 Sept, 1748	William Palmer	William Palmer & Co.
<i>Endeavour</i>	Snow	100	Square	Maryland, 1755	Annapolis, 8 July, 1755	James Mackie	Patrick Creagh
<i>Endeavour</i>	Brigantine	60	Square	Maryland, 1752	Annapolis, 19 Dec, 1752	Richard Boone	Samuel Galloway & Thomas Norris
<i>Endeavour</i>	Brigantine	60	Square	Maryland, 1755	Annapolis, 27 Apr, 1756	John Jones	William Govane
<i>Endeavour</i>	Sloop	50	Square	Maryland, 1751	Annapolis, 13 Apr, 1753	Alexander Cumming	Charles Croxall & John Moal
<i>Endeavour</i>	Brigantine	35	Square	Maryland, 1743	Annapolis, 11 Apr, 1750	Robert Hamilton	William Govane
<i>Endeavour</i>	Sloop	30	Square	New England, 1747	Boston, 12 Apr, 1751	Enos Taylor	Samuel Sturgis & John Avery
<i>Endeavour</i>	Sloop	30	Square	New England, 1749	Boston, 7 June, 1749	Elisha Day	Isaac Taylor & Co.
<i>Endeavour</i>	Sloop	30	Square	Virginia, 1752	Rappahannock, 18 July, 1753	Thomas Casson	Thomas Casson
<i>Endeavour</i>	Sloop	20	Square	New York, 1741	Newport, 9 Jan, 1747	Benjamin Ingram	Thomas Wickham
<i>Endeavour</i>	Schooner	20	Square	Virginia, 1768	Hampton, 5 Sept, 1769	John Gwyn	Walter Gwyn
<i>Endeavour</i>	Sloop	20	Square	Bermuda, 1767	Bermuda, 27 Feb, 1767	Charles Pearman	John Pearman
<i>Endeavour</i>	Schooner	15	Square	Condemned for illicit trade, 1760	Annapolis, 1 Aug, 1763	Benjamin Stiles	Henry Ward
<i>Endeavour</i>	Sloop	15	Square	Delaware, 1761	Philadelphia, 23 June, 1770	Gideon Lamb	Jonathan Hunn & Owen Williams
<i>Enterprize</i>	Snow	100	Square	Maryland, 1754	Annapolis, 15 Oct, 1754	Thomas Jones	William Chapman & Co.
<i>Enterprize</i>	Schooner	30	Square	New England, 1760	Boston, 24 June, 1762	Hezekiah Welch	Samuel Hill & John Winslow
<i>Enterprize</i>	Schooner	12	Square	Virginia, 1765	York, Va., 1 Oct, 1768	John Buckler	John Way
<i>Escape</i>	Brigantine	70	Square	Great Britain, 1765	Milford, 15 Nov, 1774	Robert Callow	Abraham Clibborn & John Furton
<i>Essex</i>	Sloop	30	Square	Maryland, 1746	Annapolis, 14 May, 1747	Joseph Ivey	Thomas Norris
<i>Esther</i>	Ship	100	Square	Pennsylvania, 1764	Philadelphia, 11 Oct, 1764	Robert Adams	Peter & John Chevalier
<i>Esther</i>	Sloop	35	Square	Maryland, 1774	Patuxent, 15 June, 1774	Thomas Waters	Henry Lowes
<i>Esther</i>	Sloop	20	Square	New England, 1754	Hartford, 30 May, 1754	Giles Hall	Jabez Hamlin & Co.
<i>Etty</i>	Brigantine	95	Square	Virginia, 1766	Whitehaven, 23 Aug, 1771	James Dixon	John Dawson & Co.
<i>Eugene</i>	Snow	100	Square	Virginia, 1747	Bristol, 15 Jan, 1752	John Cole	Samuel Sedgely & Co.
<i>Europe</i>	Snow	50	Pink	Philadelphia, 1751	Philadelphia, 15 Apr, 1751	Peter Hatton	Peter Plumsted
<i>Exeter</i>	Brigantine	70	Square	Great Britain, 1760	London, 27 July, 1771	John Meader	Richard Heave & Co.
<i>Expedition</i>	Snow	130	Hackboat	Whitehaven, 1752	Whitehaven, 23 June, 1757	Joseph Rothery	Joseph Rothery & Co.
<i>Expedition</i>	Schooner	50	Square	New England, 1752	Boston, 3 Apr, 1758	Alexander Malcolm	Samuel Wentworth & Benjamin Faneuil
<i>Expedition</i>	Schooner	40	Square	Virginia, 1753	Williamsburg, 22 July, 1755	Samuel Gould	George White
<i>Expedition</i>	Sloop	15	Square	Virginia, 1747	Rhode Island, 2 Dec, 1754	Henry Gardner	Isaac Stelle
<i>Experiment</i>	Snow	100	Square	Maryland, 1750	Annapolis, 20 June, 1750	Albert Cummins	George Steuart
<i>Experiment</i>	Brigantine	65	Square	Maryland, 1757	Annapolis, 1 Oct, 1757	Robert Bryce	Philip Hammond
<i>Experiment</i>	Schooner	35	Square	Maryland, 1749	Annapolis, 24 June, 1749	William Williams	Samuel Galloway
<i>Experiment</i>	Schooner	10	Square	Bermuda, 1759	New Providence, 7 May, 1761	James Russell	Edward Scott
<i>Fair Trader</i>	Sloop	20	Square	Bermuda, 1747	Bermuda, 26 Sept, 1747	John Sawyer	James Cox & Co.
<i>Falcon</i>	Ship	120	Pink	New England, 1727	Bideford, 26 Apr, 1746	Thomas Spencer	John Luxon
<i>Falmouth</i>	Sloop	40	Square	New England, 1747	Boston, 14, Oct, 1747	Mark Parsons	Alexander Scars & Co.
<i>Fame</i>	Sloop	25	Square	New York, 1760	New York, 2 July, 1760	Scaycroft	Myndat Schuyler & Co.
<i>Fancy</i>	Schooner	45	Square	Maryland, 1759	Pocomoke, 20 Apr, 1759	Alexander Gordon	Nehemiah King
<i>Fanny</i>	Ship	200	Square	Maryland, 1760	London, 21 Nov, 1760	Richard Land	James Buchanan
<i>Fanny</i>	Ship	170	Square	Maryland, 1772	Patuxent, 22 July, 1772	George Buchanan	John & George Buchanan
<i>Fanny</i>	Snow	120	Square	Maryland, 1771	Patuxent, 10 Oct, 1774	Richard Dickinson	Hugh Young
<i>Fanny</i>	Ship	60	Pink	Prize	England, 4 July, 1749	Thomas Whitear	John Plummer & Co.
<i>Fanny</i>	Sloop	50	Square	New England, 1761	Patuxent, 1 June, 1767	Alexander McGregor	Robert Purviance
<i>Fanny</i>	Schooner	45	Square	Maryland, 1773	Patuxent, 10 Dec, 1773	Benjamin Dashiell	Benjamin Dashiell
<i>Fanny</i>	Sloop	30	Square	Virginia, 1760	St. Kitts, 7 June, 1762	James Yarde	Samuel Taylor & Co.
<i>Fanny</i>	Schooner	25	Square	Maryland, 1765	Patuxent, 19 Jan, 1769	James Eccleston	Richard Button
<i>Fanny</i>	Sloop	25	Square	Virginia, 1768	Hampton, 31 Mar, 1768	John Southerland	John Sharlock & others
<i>Fanny</i>	Sloop	25	Square	New York, 1768	Basseterre, 26 Oct, 1772	Jacob Johnson	Lumley Woodyear & 2 others
<i>Fanny</i>	Sloop	20	Square	Prize, 1760	New York, 15 Aug, 1761	John Wright	John Wright

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Fanny &amp; Betsy</i>	Ship	120	Square	Maryland, 1750	Annapolis, 12 Sept, 1750	Charles Hargram	William Dallam
<i>Fanny &amp; Jenny</i>	Sloop	60	Square	New England, 1762	Boston, 9 Sept, 1762	Moses Roach	William Mackay, David & Robert Given
<i>Farmer</i>	Snow	105	Square	Maryland, 1769	Patuxent, 7 Feb, 1770	Halbert Hanson	Archibald Buchanan
<i>Farmer's Daughter</i>	Schooner	35	Square	Maryland, 1772	Patuxent, 4 Jan, 1773	James Phillips	John Rogers & James Phillips
<i>Favourite</i>	Brigantine	150	Hackboat	Great Britain, 1766	Whitehaven, 21 Oct, 1766	Joseph Fletcher	John Fletcher & Co.
<i>Favourite</i>	Schooner	20	Square	Maryland, 1771	Patuxent, 5 Oct, 1771	Robert Sanders	William Lux, Daniel Bowley & Robert Sanders
<i>Favourite Polly</i>	Ship	100	Square	French Prize, 1761	London, 9 June, 1761	Thomas Campbell	Archibald MacLane
<i>Felicity</i>	Schooner	30	Square	Virginia, 1764	Hampton, 29 Oct, 1764	Adam Selanders	Hugh Sprowle Crawford
<i>Fishbourn</i>	Ship	170	Square	Maryland, 1758	Annapolis, 11 May, 1758	Halbert Hanson	William Tippell & Co.
<i>Fitzhugh</i>	Sloop	15	Square	Virginia, 1756	Hampton, 1 May, 1762	John Cheshire	John Hunter
<i>Flambrough</i>	Snow	65	Square	New England, 1755	St. Kitts, 7 July, 1760	William Martin	Richard Pearnd
<i>Florida Packet</i>	Sloop	30	Square	Virginia, 1767	James River, 22 Feb, 1768	Robert Elam	Richard James & Co.
<i>Flying Fish</i>	Schooner	15	Square	New England, 1754	Piscataway, 29 Oct, 1759	Jason Comstock	Benjamin Holt
<i>Fonseca</i>	Ship	200	Square	Maryland, 1773	Patuxent, 23 Aug, 1773	John Parker	Jonathan Plowman
<i>Fortunatus</i>	Sloop	40	Square	New England, 1750	Boston, 25 Apr, 1750	William Billings	Job Vinal & Co.
<i>Fortune</i>	Snow	80	Square	New England, 1753	London, 30 Feb, 1760	Alexander Christie	Alexander Christie & Co.
<i>Fortune</i>	Brigantine	75	Square	Maryland, 1769	Patuxent, 17 Aug, 1769	William Hogg	Robert Ewing
<i>Four Friends</i>	Ship	280	Square	Great Britain, 1761	London, 21 May, 1765	William Hamilton	James Mather & Co.
<i>Four Sisters</i>	Schooner	25	Square	Virginia, 1764	Hampton, 27 Nov, 1767	Robert Brown	Thomas Brown
<i>Fox</i>	Brigantine	50	Square	Pennsylvania, 1751	Barbados, 29 Nov, 1754	Cornelius Robertson	Henry Fisher
<i>Fox</i>	Snow	50	Square	New England, 1750	New London, 15 Oct, 1754	John Easton	Gurdon Saltonstall
<i>Fox</i>	Sloop	40	Square	New England, 1745	Boston, 24 May, 1745	Mark Parsons	James Gooding & Jabez Fox
<i>Frances</i>	Schooner	15	Square	Prize, 1760	Bermuda, 4 Sept, 1760	Samuel Stiles	Benjamin Stiles
<i>Frances &amp; Eliza</i>	Ship	100	Square	Maryland, 1747	Annapolis, 6 Apr, 1747	Anthony Beck	Patrick Creagh
<i>Francis</i>	Snow	80	Square	Maryland, 1763	Liverpool, 3 Jan, 1764	John Knox	James Gildart
<i>Francis</i>	Sloop	20	Square	Bermuda, 1769	St. Kitts, 9 Apr, 1771	Thomas Davis	William Williams
<i>Francis</i>	Sloop	16	Square	North Carolina, 1773	Beaufort, 29 Sept, 1773	John Blair	John Blair
<i>Frederick</i>	Ship	180	Square	Philadelphia, 1758	Patuxent, 2 Mar, 1770	Samuel Nicholson	John Morton Jordan
<i>Fredericksburg</i>	Sloop	29	Square	Virginia, 1764	York, 18 Apr, 1769	John Lurty	John Lurty & John Mitchell
<i>Freemason</i>	Ship	132	Hackboat	North Carolina, 1753	Annapolis, 7 Jan, 1764	Robert Bryce	Charles Wallace & Co.
<i>Freemason</i>	Brigantine	70	Square	New England, 1762	Barbados, 2 Apr, 1764	John McKirdy	Robert Bryce & others
<i>Freemason</i>	Brigantine	48	Square	New England, 1772	Falmouth, 5 Feb, 1772	John Beasey	Enoch Ilsley & Pearson Jones
<i>Freemason</i>	Sloop	40	Square	Plantation	Annapolis, 23 Mar, 1761	Philip Davis	Richard Sims & Co.
<i>Freemason</i>	Schooner	20	Square	French Prize, 1762	Rhode Island, 21 Dec, 1763	Francis Bradfield	Edmund Rutland
<i>Friendly</i>	Snow	260	Square	French Prize, 1761	London, 23 Dec, 1767	William Snow	Samuel Crosby & others
<i>Friendly Adventure</i>	Brigantine	80	Square	Great Britain, 1760	Philadelphia, 31 May, 1769	William Welch	Denis Connell, Andrew Morony & Andrew Kent
<i>Friendly Trader</i>	Brigantine	100	Square	Wales, 1765	Lanelly, 27 Aug, 1765	Edward Weeks	Thomas Thomas & 4 others
<i>Friends' Adventure</i>	Schooner	75	Square	New England, 1748	Boston & Salem, 1 July, 1748	Micheal Parsons	Mark Haskell
<i>Friends' Adventure</i>	Schooner	40	Square	New England, 1772	Patuxent, 16 Apr, 1774	John Fulford	Richard Cary, Jr.
<i>Friendship</i>	Ship	250	Square	England, 1749	London, 22 Mar, 1760	Dougall McDougall	John Stewart & Co.
<i>Friendship</i>	Ship	220	Square	Maryland, 1775	Patuxent, 15 Feb, 1775	George Gould	George Gould
<i>Friendship</i>	Ship	200	Square	Great Britain, 1750	London, 8 Jan, 1771	William Frost	John Roberts & Daniel Mildred
<i>Friendship</i>	Snow	200	Square	Foreign Built	London, 31 Mar, 1761	Joseph Richardson	William Lippel & Co.
<i>Friendship</i>	Ship	199	Square	England, 1760	London, 3 Sept, 1760	Francis Richardson	Francis Richardson & Co.
<i>Friendship</i>	Brigantine	165	Square	Great Britain, 1749	London, 2 Nov, 1769	Thomas Brown	Robert & George Brodrick
<i>Friendship</i>	Ship	160	Square	New England, 1740	Portsmouth, 4 July, 1752	John Rattray	James Lucas, John Dunlop & Co.
<i>Friendship</i>	Ship	150	Square	Prize	London, 24 Jan, 1752	Swen Gabrielsund	William Torver & Co.
<i>Friendship</i>	Ship	150	Square	Virginia, 1763	London, 17 Mar, 1764	William Frost	Daniel Mildred & John Roberts

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Friendship</i>	Brigantine	90	Square	New England, 1772	Dominica, 15 Jan, 1773	Thomas Nowel	Thomas Nowel
<i>Friendship</i>	Snow	80	Square	French Prize, 1762	Chester, 3 Oct, 1763	Thomas Lorain	Richard Gresham & Thomas Smythe
<i>Friendship</i>	Brigantine	70	Square	New England, 1765	Bridgetown, Barbados, 15 Feb, 1769	Thomas Taylor	William & Joseph Taylor & Edward Cotton
<i>Friendship</i>	Brigantine	65	Square	Maryland, 1765	Patuxent, 21 Feb, 1774	William Jones	John Lynch
<i>Friendship</i>	Snow	60	Square	North Carolina, 1765	Beaufort, 24 Apr, 1765	Peter Osborne	William Ramsey & Co.
<i>Friendship</i>	Brigantine	50	Square	New England, 1751	London, 6 Nov, 1762	Bates Glover	Thomas Mackerell
<i>Friendship</i>	Snow	50	Square	Rhode Island, 1757	Newport, 14 Apr, 1762	George Kidd	George Kidd & Co.
<i>Friendship</i>	Brigantine	45	Square	New England, 1766	St. Vincents, 30 July, 1771	James Patterson	James Patterson, Henry Tucker & William Miles
<i>Friendship</i>	Schooner	45	Square	Virginia, 1769	Hampton, 3 Apr, 1769	Samuel Davis	Samuel Davis & John Goodrich
<i>Friendship</i>	Sloop	40	Square	Maryland, 1747	Annapolis, 11 May, 1752	Richard Boone	Michael Hubbard
<i>Friendship</i>	Sloop	35	Square	New England, 1742	Boston, 23 Oct, 1747	Michael Stuart	Thomas Baxter & Co.
<i>Friendship</i>	Schooner	30	Square	Prize, 1761	St. Kitts, 14 July, 1762	John Ritchie	John Neale & Co.
<i>Friendship</i>	Sloop	30	Square	Virginia, 1772	Hampton, 4 Nov, 1773	James Cuthbert	George Wray & James Cuthbert
<i>Friendship</i>	Sloop	25	Square	Virginia, 1760	New York, 19 Jan, 1762	Thomas Jarrold	John Pell & Josiah Crane
<i>Friendship</i>	Schooner	20	Square	New England, 1763	Rhode Island, 22 Oct, 1764	Elisha Durfee	Isaac Howland & Co.
<i>Friendship</i>	Sloop	20	Square	Bermuda, 1775	Bermuda, 26 Apr, 1775	John Middleton	James Lightbourne
<i>Frismegistus</i>	Sloop	20	Square	Maryland, 1762	Annapolis, 23 Apr, 1763	Jeremiah Faunchill	Christopher Lowndes
<i>Frugality</i>	Sloop	25	Square	Bermuda, 1767	Bermuda, 16 Mar, 1768	John Dickinson	John & William Burrow
<i>Gale</i>	Ship	198	Hackboat	Great Britain, 1750	Whitehaven, 9 Sept, 1758	Joseph Nicholson	Joseph Glaister & others
<i>Garland</i>	Schooner	50	Square	Maryland, 1759	Pocomoke, 10 Sept, 1760	Thomas Hammond	Stephen Garland
<i>Generous Friend</i>	Ship	143	Pink	England, 1732	London, 2 Jan, 1752	John Sedgewick	Cooper Spanton & Co.
<i>Generous Friends</i>	Brigantine	115	Square	New England, 1771	London, 14 July, 1774	Richard Mairne	Richard Mairne & 3 others
<i>George</i>	Ship	120	Square	New England, 1740	London, 29 Nov, 1748	William Brisbane	William Brisbane & Co.
<i>George</i>	Brigantine	70	Square	Philadelphia, 1767	Philadelphia, 17 Dec, 1767	Samuel Gribble	Thomas Willing & Robert Morris
<i>George</i>	Schooner	60	Square	Maryland, 1762	Annapolis, 1 Feb, 1763	Thomas Grant	William Lux & Co.
<i>George</i>	Schooner	40	Square	Virginia, 1767	Patuxent, 5 July, 1771	Joseph Thompson	William Sydenham
<i>George</i>	Sloop	30	Round	Virginia, 1749	Williamsburg, 4 Sept, 1749	Samuel Meridith	Samuel Meridith
<i>George</i>	Schooner	20	Square	Maryland, 1763	Annapolis, 26 Jan, 1764	John Wilkerson	Samuel Galloway
<i>Georgia Packet</i>	Sloop	15	Square	New York, 1749	Georgia, 13 May, 1754	Daniel Higgins	John Couthers
<i>Ginger</i>	Sloop	30	Square	Maryland, 1763	Accomack, 20 Feb, 1765	Robert Polk	Thomas Bell & William Polk
<i>Glasgow</i>	Schooner	30	Square	Maryland, 1758	Annapolis, 28 Sept, 1758	Archibald Stewart	George Maxwell
<i>Globe</i>	Brigantine	110	Hackboat	Great Britain, 1743	Whitehaven, 11 Nov, 1766	William Parker	William Parker & others
<i>Glorious Theresae</i>	Brigantine	68	Hackboat	Maryland, 1767	Whitehaven, 1 Feb, 1768	William Bonner	William Bonner & 6 others
<i>Gloucester</i>	Sloop	15	Square	Virginia, 1720	Williamsburg, 22 Oct, 1748	John Briggs	Francis Willis & Co.
<i>Gooch</i>	Snow	100	Lute	Virginia, 1750	London, 15 Jan, 1752	Robert Brown	John Curling & Co.
<i>Good Intent</i>	Ship	160	Round	Great Britain, 1750	Portsmouth, 1 Nov, 1769	Owen Bryan	William Longstoffe
<i>Good Intent</i>	Ship	100	Square	Nova Scotia, 1751	London, 7 Mar, 1760	Benjamin Bell	Gilbert Franklin & Anthony Bacon
<i>Good Intent</i>	Sloop	50	Square	New England, 1758	Piscataway, 9 Oct, 1758	Nicholas French	Daniel Bragdon & Co.
<i>Good Intent</i>	Schooner	35	Lute	Maryland, 1750	Annapolis, 29 May, 1752	Philip Stevens	Bryan Philpot, Jr.
<i>Good Intent</i>	Sloop	20	Square	Bermuda, 1755	Bermuda, 7 Nov, 1755	Benajmin Watkins	Joseph Stovell
<i>Gordon</i>	Snow	85	Square	Prize, 1758	Philadelphia, 17 Dec, 1763	John Pym	Waddell Cunningham & others
<i>Grace</i>	Ship	200	Square	Maryland, 1775	Pocomoke, 14 Feb, 1775	James Lawson	Jonathan Hudson & James Lawson
<i>Grace</i>	Ship	100	Square	New England, 1739	Barnstable, 3 Mar, 1743	William Hammond	Thomas Benson
<i>Grace</i>	Ship	95	Square	New England, 1764	New York, 8 Jan, 1765	Charles Young	Theophilact Bache & 4 others
<i>Grampus</i>	Sloop	50	Square	New England, 1769	Boston, 7 Apr, 1769	Thomas Groos	Samuel Thaxter & 3 others
<i>Great Duke</i>	Ship	180	Square	Newfoundland, 1766	London, 9 Jan, 1770	John Williams	John Becker & 4 others
<i>Leopold</i>							
<i>Greenoch</i>	Snow	100	Square	New England, 1747	Boston, 19 Nov, 1747	David Alexander	John McCum & Co.
<i>Greyhound</i>	Ship	120	Round	Philadelphia, 1747	London, 23 Sept, 1751	William Gracie	John Stuart & James Armour
<i>Greyhound</i>	Brigantine	40	Square	New England, 1764	Patuxent, 3 Apr, 1769	Robert Forsyth	Robert Forsyth
<i>Greyhound</i>	Sloop	35	Square	New England, 1741	Boston, 11 Apr, 1748	Isaac Pine	Alexander Mackensie

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Greyhound</i>	Schooner	30	Square	New England, 1765	Piscataqua, 2 Dec, 1769	Abraham Trefathen	Abraham Trefathen, Sr. & Jr.
<i>Greyhound</i>	Sloop	25	Square	New England, 1762	Newport, 25 Apr, 1764	Moses Barlow	Moses Barlow & Co.
<i>Greyhound</i>	Sloop	10	Square	Delaware, 1768	Philadelphia, 26 Oct, 1772	Richard Mason	John Heaton
<i>Grove</i>	Ship	270	Square	Maryland, 1757	Annapolis, 21 Apr, 1757	John Anderson	Samuel Galloway & Co.
<i>Grove</i>	Brigantine	100	Square	Maryland, 1751	Annapolis, 12 Sept, 1751	Robert Wilson	Samuel Galloway
<i>Guardequi</i>	Snow	100	Square	New England, 1773	Salem, 14 Oct, 1773	George Gordon	Jeremiah Lee
<i>Guyles</i>	Sloop	30	Square	Maryland, 1750	Annapolis, 3 Dec, 1750	George Eager	Samuel Galloway & Kinsey Johns
<i>Halfmoon</i>	Schooner	30	Square	New England, 1770	Baseterre, 17 Jan, 1771	William Robertson	Henry Sewart & Co.
<i>Planter</i>							
<i>Hamilton</i>	Ship	105	Square	Philadelphia, 1760	Philadelphia, 1766	Robert Porter	Robert Morris & Thomas Welling
<i>Hanbury</i>	Ship	150	Square	Maryland, 1753	Annapolis, 16 Aug, 1753	James Creagh	Patrick Creagh
<i>Hancock</i>	Ship	120	Square	New England, 1730	Sandwich, 3 Apr, 1740	John Evers	Thomas Lithered
<i>Hannah</i>	Snow	170	Square	Great Britain, 1765	London, 17 Apr, 1766	Robert Long	Daniel Goatley
<i>Hannah</i>	Ship	130	Square	Boston, 1753	London, 19 Feb, 1755	Timothy Coates	Timothy Coates
<i>Hannah</i>	Snow	100	Square	Great Britain, 1748	Liverpool, 7 Apr, 1759	Edward Prescott	Edward Prescott & Co.
<i>Hannah</i>	Schooner	50	Square	Maryland, 1765	Patuxent, 22 Oct, 1765	Jeremiah Cosden	Hugh Wallis
<i>Hannah</i>	Schooner	50	Square	New England, 1772	Boston, 19 Dec, 1772	Joshua Paine	Samuel Paine
<i>Hannah</i>	Sloop	50	Square	New England, 1763	Salem, 28 June, 1763	William Sweetsir	William Sweetsir & Co.
<i>Hannah</i>	Sloop	40	Square	New England, 1760	Boston, 6 Mar, 1767	John Gray	John Gray
<i>Hannah</i>	Schooner	38	Square	New England, 1773	South Carolina, 30 Dec, 1773	Joseph Townner	Joseph Townner & James Gordon
<i>Hannah</i>	Sloop	30	Square	New England, 1762	Patuxent, 4 July, 1769	Levi Robinson	Jesse Merrill
<i>Hannah</i>	Schooner	25	Square	Pennsylvania, 1753	Philadelphia, 3 Jan, 1755	Jonathan Coupland	Jonathan Coupland & Co.
<i>Hannah</i>	Schooner	20	Square	French Prize	New Providence, 4 May, 1760	Thomas Reamer	Edward Scott
<i>Hannah</i>	Sloop	15	Square	Virginia, 1760	Patuxent, 2 Dec, 1763	Frederick Dorsey	Vachel Worthington & Co.
<i>Hannah &amp; Nancy</i>	Schooner	50	Square	Maryland, 1761	Chester, 5 June, 1761	Solomon Smith	Hugh Wallace
<i>Hannah &amp; Sally</i>	Ship	170	Hackboat	Maryland, 1762	Annapolis, 7 Aug, 1762	James Thompson	James Thompson, John Wilson & Jonathan Hodgson
<i>Hanover Planter</i>	Brigantine	50	Square	Maryland, 1767	Philadelphia, 6 July, 1772	William McCulloch	Hugh Lennox & 2 others
<i>Happy Janet</i>	Ship	220	Square	England, 1731	London, 17 Apr, 1751	Joseph Richardson	Robert Macklaish & Co.
<i>Happy Return</i>	Schooner	35	Square	New Jersey, 1763	Newcastle, 25 Mar, 1771	Thomas Boyle	James Latimer & 4 others
<i>Harlem</i>	Sloop	20	Square	New Jersey, 1750	Philadelphia, 5 Sept, 1751	Thomas Burrows	Oren Hassart
<i>Harlequin</i>	Brigantine	80	Square	Bermuda, 1758	Philadelphia, 18 June, 1768	James Knott	Daniel Lawrence & James Knott
<i>Harriet</i>	Brigantine	60	Square	Maryland, 1771	Patuxent, 3 July, 1771	William Thomas	Patrick Hamilton
<i>Harriet</i>	Schooner	40	Square	Virginia, 1772	So. Potomac, 7 Nov, 1772	William Lawrence	Robert Carter
<i>Harrison</i>	Sloop	50	Square	New England, 1766	Boston, 5 Dec, 1766	Francis Hooton	Job Prince & others
<i>Harwich</i>	Sloop	25	Square	New England, 1738	Boston, 16 Dec, 1748	Gideon Smith	Tully Crosby & Co.
<i>Hawk</i>	Snow	100	Square	Maryland, 1757	Annapolis, 13 June, 1757	William Few	Jacob Giles
<i>Hawk</i>	Brigantine	100	Square	Maryland, 1766	Patuxent, 1 July, 1766	Bennett Matthews	Bennett Matthews & Co.
<i>Hawk</i>	Schooner	10	Square	Condemned for illicit trade, 1769	New Providence, 30 June, 1769	John Outten	Nathaniel Harrison
<i>Hawke</i>	Schooner	50	Square	New England, 1772	Salem, 18 Sept, 1772	Philip Thrash	Joseph & Jeremiah Lee
<i>Hawke</i>	Schooner	45	Square	New England, 1755	Salem, 9 Oct, 1770	Nicholas Bartlett	Israel Forster & 3 others
<i>Hawke</i>	Schooner	40	Square	New England, 1765	Salem, 28 Oct, 1765	Benjamin West	Jonathan Gardner
<i>Hawke</i>	Sloop	40	Square	New England, 1772	Falmouth, 13 July, 1772	William Harper	Stephen Waite & 2 others
<i>Hawke</i>	Sloop	30	Square	Bermuda, 1762	Bermuda, 5 May, 1762	John Wainwright	Thomas Packwood & Co.
<i>Hawke</i>	Schooner	25	Square	New England, 1754	Boston, 17 Nov, 1755	William Holmes	Ezra Allen & William Watson
<i>Hawke</i>	Schooner	6	Square	Maryland, 1771	Patuxent, 9 Feb, 1773	Jeremiah Cosden	William Lux & Daniel Bowley
<i>Hayfield</i>	Ship	100	Square	Philadelphia, 1756	Philadelphia, 6 Dec, 1756	Robert Henderson	Redmond Conyngham & Co.
<i>Hayfield</i>	Ship	80	Square	Philadelphia, 1765	Philadelphia, 9 Oct, 1765	Robert Patterson	William Mackie & others
<i>Hazard</i>	Ship	190	Square	Great Britain, 1751	London, 30 Mar, 1764	Thomas New	Adam Coxen & 4 others
<i>Hazard</i>	Schooner	40	Round	New England, 1743	St. Kitts, 26 June, 1761	Zebedy Waterman	James Donovan & Co.
<i>Helen</i>	Brigantine	86	Square	Maryland, 1764	Patuxent, 17 July, 1764	William Richardson	Richard Moale
<i>Helena</i>	Brigantine	65	Square	Philadelphia, 1764	Antigua, 20 June, 1767	Christopher Lang	James Harvey & others
<i>Henny</i>	Ship	180	Square	Maryland, 1768	Patuxent, 16 May, 1768	George Buchanan	George Stewart

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Henrietta</i>	Ship	140	Round	Maryland, 1751	London, 8 Sept, 1760	John Clark	Thomas Dobbins & others
<i>Henrietta</i>	Brigantine	90	Square	Philadelphia, 1754	Annapolis, 2 Aug, 1758	James Cole	Philip Jones
<i>Henrietta</i>	Sloop	40	Square	Prize	Chester, 11 June, 1760	Joseph Thompson	Thomas & William Ringgold
<i>Henrietta</i>	Sloop	35	Square	New England, 1767	Patuxent, 27 May, 1774	Abner Ely	Abner Ely
<i>Henrietta</i>	Sloop	20	Square	Maryland, 1773	Patuxent, 21 May, 1774	John Carty	John Carty
<i>Henrietta &amp; Elizabeth</i>	Sloop	40	Square	Maryland, 1756	Annapolis, 30 May, 1757	Henry Hammond	Nicholas Rogers
<i>Henry</i>	Snow	110	Square	Maryland, 1760	Annapolis, 9 July, 1760	Robert Craig	John Wallace & Samuel Baker
<i>Henry</i>	Snow	80	Square	England, 1754	England, 3 May, 1760	John Cole	Sedgely & Hillhouse
<i>Henry</i>	Ship	80	Square	Maryland, 1765	Patuxent, 23 May, 1765	Matthew Earickson	Henry Ward
<i>Henry</i>	Brigantine	75	Square	Maryland, 1770	Patuxent, 1 May, 1771	George Potts	Robert King, Martin Ryan & George Potts
<i>Henry &amp; Ann</i>	Schooner	45	Round	Maryland, 1755	Annapolis, 9 Sept, 1755	Henry Traverse, Jr.	Henry Traverse
<i>Henry &amp; Joseph</i>	Brigantine	114	Hackboat	Great Britain, 1773	Whitehaven, 13 Oct, 1774	Henry Tickele	Henry Curwen & 16 others
<i>Hepzey</i>	Sloop	40	Square	New England, 1764	Boston, 6 Mar, 1769	James Knott	Benjamin Hall
<i>Hercules</i>	Ship	140	Square	Maryland, 1769	Patuxent, 30 Apr, 1770	George Woolsey	Hercules Courtenay
<i>Hereford</i>	Snow	150	Square	New England, 1748	Boston, 3 Aug, 1748	Thomas Glenworth	Jonathan Avery & Daniel Cheston
<i>Hero</i>	Ship	260	Square	Prize	London, 28 Feb, 1758	James Hall	George Burton
<i>Hero</i>	Brigantine	80	Square	French Prize	Annapolis, 20 Aug, 1760	James Mackie	James Mackie & Co.
<i>Hero</i>	Brigantine	40	Square	Virginia, 1756	Antigua, 5 Dec, 1760	Henry Lufburgh	James Mackie & Co.
<i>Herring</i>	Sloop	20	Square	Pennsylvania, 1763	Philadelphia, 16 Mar, 1769	Burnett Richards	William Richards
<i>Hester</i>	Sloop	15	Square	Maryland, 1753	Annapolis, 15 Mar, 1753	William Murphy	Anthony McCullough
<i>Hibernia</i>	Ship	130	Square	New England, 1772	Waterford, 18 May, 1772	Thomas Nowlan	Samuel Newport, Sr. & Jr.
<i>Hibernia</i>	Ship	100	Square	Philadelphia, 1756	Patuxent, 28 July, 1774	Thomas Morrison	James Thompson, Samuel & Robert Purviance
<i>Hibernia</i>	Brigantine	100	Square	New England, 1766	Galway, 20 Feb, 1771	William Hayman	James Brown & John Lynch
<i>Hibernia</i>	Brigantine	70	Square	Philadelphia, 1759	Londonderry, 3 Mar, 1764	Richard Paul	William Kennedy & William Caldwell
<i>Hibernia</i>	Snow	60	Square	Philadelphia, 1749	Philadelphia, 12 June, 1750	William Child	Peacock Bigger
<i>Hibernia</i>	Schooner	50	Square	Maryland, 1769	Patuxent, 9 Apr, 1774	John Martin	William Sadleir
<i>Hope</i>	Snow	150	Hackboat	Virginia, 1752	Guernsey, 26 Apr, 1754	Daniel Rowland	James Le Ray
<i>Hope</i>	Brigantine	105	Square	New England, 1772	Piscataqua, 23 Jan, 1773	George Robinson	Joseph Tdhunter & 3 others
<i>Hope</i>	Snow	100	Square	Virginia, 1766	Liverpool, 6 Mar, 1767	John Gilliat	Allan Pearson, John Baillie & John Gilliat
<i>Hope</i>	Snow	100	Square	Newfoundland, 1767	Poole, 7 Dec, 1771	John Hyde	John Hyde & Joseph Hyde
<i>Hope</i>	Sloop	50	Square	New England, 1762	Boston, 4 Dec, 1762	Joseph Doane	Elisha Doane
<i>Hope</i>	Schooner	40	Square	New England, 1760	Boston, 6 Nov, 1773	George Southward	John Darby
<i>Hope</i>	Schooner	40	Square	New England, 1765	Salem, 13 Feb, 1772	Benjamin Cooke	Richard Darby
<i>Hope</i>	Schooner	30	Square	Prize	St. Kitts, 26 Nov, 1759	Daniel Tatum	Joseph Guichard
<i>Hopewell</i>	Ship	100	Square	New York, 1754	New York, 25 Nov, 1754	Niel McGown	Paul Richards, Arthur Vance & William Caldwell
<i>Hopewell</i>	Sloop	36	Square	Maryland, 1750	Annapolis, 19 Sept, 1750	Sweetnam Burn	Jacob Giles & Co.
<i>Hopewell</i>	Sloop	30	Square	Maryland, 1749	Annapolis, 22 Aug, 1749	William Strahan	Patrick Creagh
<i>Hopewell</i>	Sloop	30	Square	Maryland, 1750	Antigua, 1750	William Thomas	Jacob Giles
<i>Hopewell</i>	Schooner	17	Square	Maryland, 1771	Patuxent, 18 Dec, 1772	James Campbell	James Campbell
<i>Horatio</i>	Ship	175	Square	Maryland, 1769	Patuxent, 22 Sept, 1769	Alexander Scougall	Anthony Stewart
<i>Horatio</i>	Ship	120	Square	Maryland, 1754	Annapolis, 19 Mar, 1754	William Sargeant	Kinsey Johns & Co.
<i>Horatio</i>	Sloop	20	Square	Maryland, 1757	Pocomoke, 26 May, 1760	Solomon Smith	Thomas Williams
<i>Horton</i>	Schooner	50	Square	New England, 1770	Salem, 25 Mar, 1772	John Allen	Joseph & Jeremiah Lee
<i>Hound</i>	Schooner	35	Square	New England, 1752	Halifax, 24 Nov, 1761	Isaac Buck	William Tripp & Co.
<i>Hudson</i>	Ship	200	Square	Maryland, 1769	Patuxent, 4 May, 1770	William Hogg	Jonathan Hudson
<i>Humbird</i>	Sloop	30	Square	New England, 1765	Rhode Island, 30 Apr, 1765	Josiah Hodges	Peleg John & Peleg Thurston
<i>Humming Bird</i>	Schooner	30	Square	New England, 1736	Salem, 26 Jan, 1753	Isaac Randol	Isaac Randol & Co.
<i>Hunter</i>	Sloop	20	Square	New Providence, 1771	New Providence, 30 Oct, 1771	John Turner	Nicholas Garner
<i>Industry</i>	Ship	250	Round	England, 1735	London, 10 Mar, 1747	Charles Phillips	Zachary Cockfield

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Industry</i>	Ship	220	Round	England, 1751	London, 17 Feb, 1753	Henry Coward	Henry Coward & Co.
<i>Industry</i>	Ship	220	Square	Maryland, 1775	Patuxent, 26 Apr, 1775	Arthur Barnes	Alexander Cowen & Archibald Buchanan
<i>Industry</i>	Ship	200	Hackboat	Virginia, 1764	Whitehaven, 24 Mar, 1766	James Lowes	James Lowes & others
<i>Industry</i>	Ship	140	Square	Virginia, 1759	London, 6 Dec, 1765	Archibald Greig	Dennis Sullivan, William Moleson, & Archibald Greig
<i>Industry</i>	Brigantine	100	Square	Great Britain, 1767	Montrose, 20 Aug, 1767	Charles Kenney	Charles Kenney & 4 others
<i>Industry</i>	Snow	70	Round	Portsmouth, 1752	Bideford, 27 Jan, 1756	John Hearing	John Ford
<i>Industry</i>	Brigantine	50	Square	New England, 1767	Boston, 15 Oct, 1767	Simeon Samson	Thomas Matthew & Co.
<i>Industry</i>	Schooner	50	Square	New England, 1749	St. Kitts, 23 Mar, 1759	John Atlin	Aquila Tatem & John Bryan
<i>Industry</i>	Sloop	50	Square	Virginia, 1749	Williamsburg, 14 June, 1749	John Streep	Samuel Tenent
<i>Industry</i>	Schooner	40	Square	Maryland, 1752	Annapolis, 5 June, 1752	Samuel Massey	Robert Mereen & Samuel Massey
<i>Industry</i>	Schooner	40	Square	New England, 1755	Montserrat, 27 July, 1760	Valentine Mulhany	Kennedy Mulhany
<i>Industry</i>	Sloop	40	Square	Bermuda, 1764	Bermuda, 4 Dec, 1764	Nicholas Hinson	Joseph Hinson, Nicholas Hinson & Gilbert Livingston
<i>Industry</i>	Sloop	36	Square	Maryland, 1762	Annapolis, 28 Mar, 1763	Samuel Middleton	Samuel Middleton
<i>Industry</i>	Schooner	35	Round	Maryland, 1761	Annapolis, 30 Oct, 1761	Thomas Davis	Adam Wallace
<i>Industry</i>	Schooner	35	Square	Maryland, 1765	Patuxent, 23 Sept, 1773	Francis Richardson	George Woolsey, David Stewart & Archibald Gamble
<i>Industry</i>	Schooner	30	Square	Maryland, 1772	Patuxent, 18 May, 1772	John Webb	Robert Christie & Co.
<i>Industry</i>	Sloop	30	Square	Bermuda, 1757	Bermuda, 1 Oct, 1757	John Carlin	Solomon Joell & Richard Robinson
<i>Industry</i>	Sloop	30	Square	Rhode Island, 1760	Newport, 24 Feb, 1763	John Earle	John Earle & others
<i>Industry</i>	Schooner	30	Square	Maryland, 1764	Pocomoke, 9 June, 1764	John Smith	Jonathan Vaughan & Co.
<i>Industry</i>	Sloop	20	Square	Rhode Island, 1750	Newport, 10 Oct, 1750	Uriah Davis	Edward Arnold
<i>Industry</i>	Schooner	20	Square	Virginia, 1764	Hampton, 15 Dec, 1764	James Campbell	James Campbell & others
<i>Industry</i>	Sloop	20	Square	New England, 1764	Newport, 30 Oct, 1769	James Whitney	James Whitney & Samuel Aborn
<i>Industry</i>	Sloop	15	Square	South Carolina, 1770	Currituck, 22 Oct, 1770	John Laughinghouse	William Norris & 2 others
<i>Integrity</i>	Ship	290	Square	Great Britain, 1752	London, 22 May, 1762	Luke Rippon	Robert Forster
<i>Integrity</i>	Sloop	15	Square	Bermuda, 1769	Tortola, 24 July, 1773	John Hutchinson	James Brewley
<i>Isabella</i>	Ship	200	Square	Great Britain, 1771	Bristol, 10 Nov, 1774	John Delatour	William Stevenson, John Cheston & William Randolph
<i>Isabella</i>	Ship	180	Square	New England, 1770	Newcastle, 21 Feb, 1772	Benjamin Fleming	Robert Lisle, Jasper Harrison, & Benjamin Fleming
<i>Isabella</i>	Ship	120	Square	Maryland, 1765	Bristol, 27 Mar, 1767	Samuel Nicholson	William Stevenson
<i>Isabella</i>	Ship	98	Square	Maryland, 1765	Patuxent, 31 Oct, 1765	John Cole	William Stevenson
<i>Isabella</i>	Schooner	85	Square	Maryland, 1760	Chester, 9 Aug, 1762	William Murphy	William Stevenson
<i>Isabella</i>	Brigantine	70	Square	New England, 1767	London, 26 July, 1768	John MacNabb	Francis & William Smith & John MacNabb
<i>Isabella</i>	Schooner	40	Square	Boston, 1755	Annapolis, 21 Feb, 1757	Benjamin Binney	John Bordley
<i>Isabella &amp; Ann</i>	Brigantine	60	Square	Maryland, 1774	Patuxent, 19 May, 1774	Charles Dashiell	Robert Dashiell
<i>Jackie</i>	Brigantine	80	Square	Great Britain, 1766	Leith, 9 May, 1766	Robert Erskine	Patrick & John Campbell & Charles McNeal
<i>Jacob &amp; Joanna</i>	Ship	300	Square	Maryland, 1759	Annapolis, 6 Dec, 1759	John Clarkson	Jacob Giles
<i>Jamaica Packet</i>	Sloop	25	Square	Bermuda, 1760	Charles Town, 26 July, 1765	John Hunt	William Hinkley
<i>James</i>	Brigantine	50	Square	Delaware, 1762	Philadelphia, 7 May, 1773	Robert Robinson	Hugh McCulloch
<i>James</i>	Brigantine	50	Square	New England, 1763	London, 17 Aug, 1772	John Smith	James Smith
<i>James</i>	Sloop	25	Square	Maryland, 1753	Annapolis, 14 Apr, 1758	Michael Webster	Michael Webster
<i>James &amp; John</i>	Sloop	15	Square	Bermuda, 1757	Annapolis, 22 Sept, 1759	Samuel Vickers	Samuel Vickers & Benjamin Buck
<i>Jane</i>	Ship	200	Square	Maryland, 1769	Patuxent, 20 May, 1769	Thomas Smith	George Stewart
<i>Jane</i>	Brigantine	80	Square	Maryland, 1768	London, 13 Jan, 1775	Peter Templeton	Richard Neave & Son
<i>Jannie</i>	Ship	200	Square	North Carolina, 1766	Bath Town, 1 June, 1766	William Hamilton	Robert & James Christie
<i>Jenifer</i>	Ship	130	Square	New England, 1760	Boston, 9 Aug, 1760	James Chalmers	James Chalmers & Co.
<i>Jemmy</i>	Ship	175	Square	Maryland, 1761	Annapolis, 31 Oct, 1761	Thomas Jarrold	Samuel Galloway
<i>Jenny</i>	Ship	120	Square	Prize	Liverpool, 2 Jan, 1759	John Wilkinson	James Clemens & Co.

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Jenny</i>	Ship	70	Square	Philadelphia, 1760	Londonderry, 28 Sept, 1771	John Campbell	Ninian Boggs & 3 others
<i>Jenny</i>	Brigantine	70	Square	Virginia, 1766	Liverpool, 19 Aug, 1772	Benjamin Hulme	William Buddicom
<i>Jenny</i>	Snow	60	Square	Condemned, 1773	Belfast, 12 Jan, 1775	William McNeilly	Samuel Brown & 3 others
<i>Jenny</i>	Sloop	30	Square	New England, 1769	Boston, 26 Apr, 1774	Timothy Jarvis	George Mitchell
<i>Jenny</i>	Schooner	20	Square	New England, 1767	Falmouth, 3 Jan, 1770	Benjamin Thresher	Benjamin Thresher & others
<i>Jenny</i>	Sloop	20	Square	Maryland, 1764	Patuxent, 7 Aug, 1766	Randal Mackillip	Randal Mackillip
<i>Jenny &amp; Polly</i>	Ship	100	Square	Maryland, 1770	Patuxent, 19 Oct, 1770	Daniel Lawrence	William & John Smith
<i>Jilting Frigate</i>	Brigantine	50	Square	Delaware, 1768	Patuxent, 13 Nov, 1773	Mordecai Gist	Mordecai Gist
<i>Joanna</i>	Sloop	40	Square	New England, 1761	Falmouth, 26 May, 1761	Thomas Sandford	Cornelius Durant & Benjamin Waite
<i>Joanna</i>	Sloop	35	Square	New York, 1748	Piscataqua, 8 Dec, 1753	Patrick Keating	Patrick Keating
<i>Joanna</i>	Sloop	20	Square	Virginia, 1751	Hampton, 10 Aug, 1752	Thomas Whitfield	Robert Tucker
<i>John</i>	Brigantine	145	Square	Great Britain, 1766	London, 17 Mar, 1775	John Manger	Benjamin Wood & 17 others
<i>John</i>	Ship	140	Square	New England, 1773	London, 5 Sept, 1774	Charles Poaug	John Ewing, Samuel Brown, Mussendine Ould & Charles Poaug
<i>John</i>	Brigantine	100	Square	Bermuda, 1751	Anguilla, 16 Aug, 1751	Hubbard Autbridge	William Newton
<i>John</i>	Snow	90	Square	New England, 1755	London, 2 Mar, 1758	Richard Milner	Richard Milner & Co.
<i>John</i>	Brigantine	55	Square	New England, 1767	Patuxent, 11 Dec, 1767	John Gray	William Spear
<i>John</i>	Sloop	50	Square	Virginia, 1751	Williamsburg, 16 Feb, 1751	Matthew Miller	George Webb
<i>John</i>	Schooner	40	Square	New England, 1772	Bath Town, N.C., 13 Apr, 1774	Simon Alderson	Thomas Respass & John Simpson
<i>John</i>	Sloop	40	Square	Pennsylvania, 1751	Philadelphia, 29 July, 1751	Henry Jones	John Hopkins
<i>John</i>	Sloop	20	Square	New England, 1765	Newport, 28 May, 1768	Cornelius Annable	James Van Gilst
<i>John</i>	Sloop	15	Square	Bermuda, 1767	Anguilla, 5 June, 1770	Anthony Atwood	John Smith
<i>John &amp; Francis</i>	Schooner	30	Square	New England, 1739	Salem, 21 Aug, 1744	Freeborn Groves	John Felton
<i>John &amp; Henry</i>	Ship	200	Round	Whitby, 1723	Whitby, 8 Sept, 1746	John Jackson	James Jackson & Co.
<i>John &amp; James</i>	Brigantine	50	Square	Maryland, 1751	Annapolis, 19 Nov, 1751	Moses Rankin	John Kirkpatrick & Co.
<i>John &amp; Jane</i>	Brigantine	100	Square	England, 1754	London, 20 Mar, 1759	David Lewis	John Ayerson & Thomas Philpot
<i>John &amp; Mary</i>	Snow	100	Square	Great Britain, 1764	Southampton, 5 Dec, 1764	Matthew Johnson	Matthew Johnson & Isaac Simon
<i>John &amp; Mary</i>	Schooner	40	Square	New England, 1761	Boston, 20 Mar, 1761	Nathaniel Fellows	William Stephens
<i>John &amp; Mary</i>	Sloop	35	Square	Virginia, 1760	Edenton, 14 July, 1764	John Hannay	John Hannay
<i>John &amp; Samuel</i>	Ship	200	Round	Great Britain, 1750	London, 27 Apr, 1764	John Curling	Elija Carpenter, Thomas Curteis, William Dobson
<i>John &amp; Thomas</i>	Brigantine	130	Square	Great Britain, 1764	London, 10 Apr, 1765	Dougall McDougall	Joseph Hart
<i>John &amp; William</i>	Brigantine	100	Square	New England, 1759	Patuxent, 20 Sept, 1769	John Hewitt	John Jones & William Buchanan
<i>Johnson</i>	Ship	200	Hackboat	Great Britain, 1755	Liverpool, 13 Jan, 1761	Samuel Killey	James Gildart & John Gawith
<i>Johnson</i>	Snow	80	Square	French Prize, 1762	Philadelphia, 14 Mar, 1764	Joseph Potts	Joseph Wharton
<i>Johnson</i>	Sloop	30	Square	Great Britain, 1766	Liverpool, 12 June, 1767	John Adams	David Kenyon & others
<i>Jolly Roger</i>	Sloop	30	Square	New England, 1760	Boston, 22 Jan, 1761	Robert Givan	Robert Givan & Co.
<i>Jordan</i>	Ship	236	Square	Virginia, 1766	London, 11 Feb, 1767	Thomas Woodford	Robert Maxwell, John Morton Jordan
<i>Joseph</i>	Brigantine	100	Square	New England, 1755	Poole, 2 June, 1774	Joseph Thompson	Richard Poull & 2 others
<i>Joseph</i>	Schooner	50	Square	New England, 1753	Antigua, 25 June, 1759	William Adams	Aaron Ward & William Adams
<i>Joseph &amp; James</i>	Ship	75	Square	Maryland, 1751	Philadelphia, 15 Apr, 1751	William Wardell	William McIlvane
<i>Joseph &amp; Robert</i>	Sloop	10	Square	French Prize	New York, 19 June, 1759	Francis Hickey	Thomas Moore & Co.
<i>Julia</i>	Schooner	40	Square	Nova Scotia, 1773	Boston, 7 Dec, 1773	John Meader	John Meader, Hugh Baillie & Charles Ross
<i>Juno</i>	Ship	130	Square	Maryland, 1770	Patuxent, 18 Jan, 1771	John McCunn	William McGachin
<i>Juno</i>	Brigantine	70	Square	Virginia, 1769	Patuxent, 19 Feb, 1773	James Carmichael	William McGachin
<i>Juno</i>	Sloop	40	Square	New England, 1765	Boston, 16 Aug, 1765	Paul White	Paul White & Co.
<i>Jupiter</i>	Brigantine	100	Square	Philadelphia, 1764	Belfast, 8 May, 1765	Hugh Hathorn	Robert Thompson & others
<i>Jupiter</i>	Ship	70	Square	New York, 1766	New York, 20 Dec, 1766	Robert Shutter	Hamilton Young & Robert Ross Waddell
<i>Katherine</i>	Sloop	25	Square	Bermuda, 1755	St. Kitts, 28 Apr, 1759	Joseph Grovesbury	William Smith
<i>Katy</i>	Schooner	35	Square	Maryland, 1750	Annapolis, 16 Feb, 1750	Richard Tittle	George Milligan
<i>Kensington</i>	Brigantine	40	Square	Pennsylvania, 1762	Philadelphia, 30 Nov, 1762	Jonathan Wood	William Pearson & Co.

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Kent</i>	Ship	60	Square	New England, 1740	Bideford, 6 Oct, 1746	William Walter	John Luxon & Thomas Kenny
<i>Kent</i>	Sloop	18	Square	Maryland, 1763	Annapolis, 27 Dec, 1763	John Garrett	Richard Gresham, Jr. & Co.
<i>King Bird</i>	Schooner	20	Square	North Carolina, 1761	Beaufort, 27 June, 1761	Benjamin Canby	William Wilton & Co.
<i>Kingfisher</i>	Schooner	10	Pink	New York, 1765	Philadelphia, 27 Mar, 1771	Charles Hart	Charles Hart
<i>King George</i>	Snow	100	Square	New England, 1762	Boston, 30 Sept, 1762	George Hamilton	George Hamilton & John Knox
<i>King George</i>	Ship	70	Square	Condemned, 1762	Philadelphia, 5 June, 1765	Henry Dunn	Henry Dunn & Co.
<i>King of Prussia</i>	Ship	150	Square	Philadelphia, 1772	Philadelphia, 17 Nov, 1772	William Adamson	Jacob Winey
<i>King of Prussia</i>	Ship	100	Square	New England, 1759	Dublin, 11 July, 1769	Arthur Darley	George Darley
<i>Kingstone</i>	Brigantine	80	Square	Virginia, 1748	Williamsburg, 4 Apr, 1748	John Perrin	John Perrin & Co.
<i>Kitty</i>	Ship	150	Square	Great Britain	Patuxent, 21 Apr, 1772	Joseph Mallett	James Christie, Jr. & Joseph Mallett
<i>Kitty</i>	Brigantine	80	Square	Maryland, 1769	Patuxent, 30 Apr, 1770	Philip Lacey	David Stewart
<i>Kitty</i>	Brigantine	50	Square	French Prize	St. Peters, Guernsey, 8 July, 1762	Henry Herbert	David Ocherlony
<i>Kitty</i>	Sloop	20	Square	Maryland, 1773	Patuxent, 13 Jan, 1775	Joseph Mattingly	Leigh Master
<i>Kitty</i>	Schooner	10	Square	Virginia, 1773	Patuxent, 20 June, 1774	George Ford	George Ford
<i>Kitty &amp; Nelly</i>	Ship	200	Square	Maryland, 1773	Patuxent, 23 Aug, 1773	James Buchanan	John Davidson & Charles Wallace
<i>Lady Catherine</i>	Snow	105	Square	New England, 1765	Dublin, 14 Feb, 1767	Lewis Vickers	Lewis Vickers
<i>Langfords Bay</i>	Brigantine	80	Square	Maryland, 1767	Patuxent, 19 Dec, 1768	John Thompson	Thomas & Charles Williams & Co.
<i>Lapwing</i>	Sloop	35	Square	New England, 1746	Boston, 21 Mar, 1748	Nathaniel Lewis	Henry Liddel & Co.
<i>Lark</i>	Brigantine	60	Square	Plantation Built	New York, 21 Mar, 1753	William Heyer	Jacob Walton & Co.
<i>Lark</i>	Schooner	35	Square	Maryland, 1771	Patuxent, 11 Feb, 1773	John Lockerman	James Christie, Jr.
<i>Lavender</i>	Sloop	20	Square	Bermuda, 1760	Bermuda, 19 May, 1760	Samuel Stovell	Michael Burrows & Co.
<i>Lawrell</i>	Schooner	15	Square	South Carolina, 1744	Beaufort, 6 June, 1746	Thomas Martin	Charles Harrison
<i>Lawrence</i>	Ship	140	Square	England, 1753	London, 27 Mar, 1754	Thomas Hooper	Stephen Hill & Co.
<i>Leathly</i>	Ship	70	Pink	Rhode Island, 1740	Aberdeen, July, 1749	John Luckily	Alexander Copland & Co.
<i>Lecky</i>	Ship	110	Square	Pennsylvania, 1765	Philadelphia, 5 Oct, 1765	David Brown	Samuel Carson & Co.
<i>Leeds Merchant</i>	Snow	130	Square	Maryland, 1761	Annapolis, 20 Feb, 1762	John Clarkson	John Clarkson & Bennett Matthews
<i>Lemuel</i>	Schooner	30	Square	New England, 1770	Boston, 27 Apr, 1770	James Armour	William Bartlett & Samuel Jackson
<i>Lena</i>	Sloop	40	Square	New York, 1753	New York, 22 May, 1753	Jonathan Lawrence	Jacob Walton & Co.
<i>Leopard</i>	Schooner	60	Square	New England, 1755	Cambridge, 10 Apr, 1755	Thomas Church	Thomas Church & Co.
<i>Letitia</i>	Brigantine	80	Square	Maryland, 1768	Patuxent, 23 Jan, 1773	Robert Henderson	Samuel & Robert Purviance
<i>Liberty</i>	Brigantine	115	Square	Virginia, 1771	S. Potomac, 29 Jan, 1771	William Blackwell	William Blackwell & Co.
<i>Liberty</i>	Ship	110	Square	Philadelphia	Philadelphia, 2 Dec, 1773	Charles Thomson	William & David Duncan
<i>Liberty</i>	Schooner	60	Square	Virginia, 1763	St. Kitts, 5 Aug, 1765	Samuel Lightbourne	Samuel Lightbourne & Co.
<i>Liberty</i>	Schooner	45	Square	South Carolina, 1766	New Providence, 1 Aug, 1773	William Powell	John Hunt & John Baldwin
<i>Liberty</i>	Schooner	43	Square	Maryland, 1766	Roanoke, 2 Aug, 1773	John Campbell	John & Thomas Stewart
<i>Liberty</i>	Schooner	40	Square	New England, 1767	Salem, 14 Apr, 1767	James Genn	Daniel Rogers
<i>Liberty</i>	Sloop	40	Square	Virginia, 1769	York River, 9 May, 1772	Thomas Lilly	Thomas Lilly
<i>Liberty</i>	Schooner	30	Square	Maryland, 1770	Patuxent, 13 Oct, 1770	Baxter Griffin	Isaac Harris
<i>Liberty</i>	Sloop	30	Square	Bermuda, 1762	St. Kitts, 3 Nov, 1766	Joseph Nelms	Thomas Ottley & Lumley Woodyear
<i>Liberty</i>	Schooner	20	Square	Maryland, 1770	Patuxent, 26 June, 1775	Robert Calender	James Higginson
<i>Liberty</i>	Sloop	20	Square	New England, 1766	Newport, 17 Apr, 1771	Christopher Smith	William Earle & Richard Jackson
<i>Lidia</i>	Sloop	50	Square	Virginia, 1765	Hampton, 3 June, 1765	Thomas Price	Thomas Price
<i>Little Becky</i>	Schooner	20	Square	New England, 1755	Newport, 3 May, 1762	William Bardin	Peleg Thurston
<i>Little Betsy</i>	Sloop	25	Square	New England, 1761	Rhode Island, 4 Apr, 1761	John Gould	Benjamin Hicks & John Jepson
<i>Little Charlotte</i>	Schooner	20	Square	French Prize, 1762	Hampton, 29 Oct, 1762	John Davis	James Balfour
<i>Little Fortesque</i>	Schooner	35	Square	New England	Patuxent, 3 June, 1774	John Leighton	Fortesque Vernon & Thomas Coverly Vernon
<i>Little Hester</i>	Sloop	10	Square	New York, 1765	New York, 22 July, 1774	Daniel Willmott	Daniel Willmott & Charles Wheeler
<i>Little John</i>	Schooner	18	Square	New England, 1754	Boston, 30 Aug, 1763	Henry Dawson	John Harrod
<i>Little John</i>	Schooner	15	Square	Maryland, 1760	Pocomoke, 25 Feb, 1760	James Prince	Henry Ward



VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Little Nelly</i>	Schooner	18	Square	Maryland, 1770	Patuxent, 13 Jan, 1772	Nathaniel Butterfield	Alexander Frazer
<i>Little Polly</i>	Sloop	40	Square	New England, 1768	Piscataqua, 5 Aug, 1768	Henry Dickson	Noah Parker
<i>Little Polly</i>	Schooner	15	Square	North Carolina, 1768	Patuxent, 15 July, 1772	Samuel Walker	Lemuel Cravath & 3 others
<i>Lively</i>	Sloop	25	Square	Bahama Islands, 1773	New Providence, 11 Aug, 1773	Timothy Wadham	William Bradford
<i>Lively</i>	Sloop	24	Square	Virginia, 1769	Hampton, 26 June, 1772	James Stewart	Roger Stewart
<i>Lively</i>	Schooner	16	Square	Virginia, 1772	Hampton, 7 Oct, 1772	Walter Gwyn	Walter Gwyn
<i>Live Oak</i>	Schooner	30	Square	New England, 1758	Salem, 22 Apr, 1767	Joseph Edes	Daniel Sargent & Jacob Allen
<i>London</i>	Brigantine	50	Square	Maryland, 1771	Patuxent, 8 Apr, 1771	George Ross	Jonathan Plowman
<i>Lord Baltimore</i>	Ship	120	Square	New England, 1764	London, 22 Mar, 1769	James Mitchell	John Morton Jordan
<i>Lord</i>	Brigantine	100	Square	Pennsylvania, 1766	Belfast, 19 Feb, 1767	Robert Montgomerie	John Campbell & Co.
<i>Dungannon</i>							
<i>Lord Dunluce</i>	Ship	120	Square	New England, 1771	London, 10 July, 1772	Robert Shutter	John Montgomery & 2 others
<i>Lord Ligonier</i>	Ship	70	Square	New England, 1765	London, 19 Sept, 1765	Thomas Davies	Daniel Vialars
<i>Lord North</i>	Brigantine	100	Square	New England	Patuxent, 1 Mar, 1774	Leonard Jehan	Leonard Jehan
<i>Lord North</i>	Schooner	30	Square	New England, 1762	Basseterre, 15 Mar, 1771	William Robertson	William Priddie, James Otley & Henry Sewart
<i>Louisa</i>	Ship	180	Square	Great Britain, 1764	London, 26 Jan, 1767	Joseph Richardson	Silvanus Grove
<i>Lovely Betsy</i>	Sloop	50	Square	New England, 1761	St. Kitts, 8 June, 1763	Aaron Martin	David MacFarland & John Tennant
<i>Lovely Kitty</i>	Brigantine	70	Square	Virginia, 1769	London, 30 June, 1773	Caldwell Howard	Caldwell Howard
<i>Lucia Packet</i>	Brigantine	106	Square	Philadelphia, 1764	Philadelphia, 13 Dec, 1764	Joseph Stout	Samuel Wharton & Co.
<i>Lucky Nancy</i>	Schooner	40	Square	Virginia, 1753	Rappahannock, 23 Apr, 1754	William Buchan	James Gray
<i>Lucy</i>	Ship	150	Square	New England, 1763	London, 24 Dec, 1763	John Hearing	William Weare, George Watson & George Weare
<i>Lucy</i>	Ship	100	Square	Pennsylvania, 1752	Philadelphia, 3 Oct, 1752	Charles Hargrave	Edward Pennington & Henry Gwiney
<i>Lucy</i>	Sloop	30	Square	New England, 1770	Falmouth, 26 May, 1770	Samuel McLellan	Samuel McLellan & Joseph Wallis
<i>Lucy</i>	Schooner	25	Square	New England, 1749	Boston, 17 Nov, 1749	John Horton	Christopher Strout
<i>Lux</i>	Ship	100	Square	Philadelphia, 1752	London, 4 Apr, 1755	Joseph Richardson	Sydenham & Hodgson
<i>Lyon</i>	Ship	380	Square	New England, 1747	Annapolis, 19 Sept, 1748	Richard Courtney	Paul Binney
<i>Lyon</i>	Ship	250	Square	Maryland, 1757	Annapolis, 12 July, 1757	William Strachan	William Roberts
<i>Lyon</i>	Ship	140	Square	New England, 1754	Portsmouth, 13 Dec, 1754	James Dyer	John Dennie
<i>Lyon</i>	Schooner	30	Square	New England, 1756	New London, 30 May, 1759	Shubal Norton	Shubal Norton
<i>Manchester</i>	Schooner	50	Square	New England, 1771	Salem, 4 Mar, 1771	William Jarring	William & Jeremiah Lee
<i>Manchester</i>	Brigantine	40	Square	Bermuda, 1762	Bermuda, 25 June, 1759	John Tucker	Thomas Hunt
<i>Maria</i>	Snow	100	Square	Maryland, 1760	Chester, 18 Apr, 1760	Benjamin Binney	Thomas & William Ringgold
<i>Maria</i>	Schooner	75	Square	New England, 1762	Chester, 28 Dec, 1762	Benjamin Binney	Thomas & William Ringgold
<i>Marisam</i>	Sloop	40	Square	Bermuda, 1747	Bermuda, 5 June, 1747	John Smith	Henry Tucker & Co.
<i>Marlboro</i>	Brigantine	70	Square	Philadelphia, 1749	Philadelphia, 28 Mar, 1750	Edward Dowers	James Pemberton & Co.
<i>Marquis of Rockingham</i>	Brigantine	65	Square	Great Britain, 1750	Liverpool, 12 June, 1750	George Evans	John Perkett & Co.
<i>Martha</i>	Snow	100	Square	Maryland, 1763	Annapolis, 19 July, 1763	Philip Davis	Thomas Smith & Emory Snellers
<i>Martha</i>	Brigantine	85	Square	Maryland, 1760	Annapolis, 12 Apr, 1760	James Reith	Robert Adair
<i>Martha</i>	Sloop	60	Square	New England, 1749	Annapolis, 11 Aug, 1750	Elijah Stoddart	Richard Gresham
<i>Martha</i>	Brigantine	60	Square	Maryland, 1755	Annapolis, 1 Oct, 1755	Elijah Stoddart	Richard Gresham
<i>Martha</i>	Schooner	50	Square	Virginia, 1766	Patuxent, 20 May, 1766	James Reade	Robert Reade
<i>Martha</i>	Schooner	16	Square	New England, 1760	Newport, 30 July, 1764	Charles Wrightson	Anthony Willbor
<i>Mary</i>	Ship	350	Round	England, 1748	London, 3 Mar, 1760	John Days	William Dodsworth
<i>Mary</i>	Ship	163	Square	Great Britain, 1765	Newcastle, 31 July, 1766	Purvis Sisson	George Stephenson
<i>Mary</i>	Snow	150	Square	Virginia, 1764	Limerick, 23 Feb, 1770	James Gromwell	Michael Rockford
<i>Mary</i>	Brigantine	120	Square	New England, 1753	Patuxent, 14 Sept, 1774	John Cathrick	George Gardner & Thomas Brereton
<i>Mary</i>	Ship	100	Square	New England, 1767	Liverpool, 18 Aug, 1767	Edward Forbes	Thomas Birch & Co.
<i>Mary</i>	Ship	80	Square	Rhode Island, 1743	London, 16 Oct, 1749	John Gordon	John Pearson & Co.

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Mary</i>	Brigantine	80	Square	Great Britain 1766	Belfast, 28 Oct, 1769	Daniel Henry	Hugh Montgomerie & John Campbell
<i>Mary</i>	Brigantine	80	Square	Maryland, 1769	Patuxent, 15 May, 1769	Richard Lane	Judson Coolidge & Richard Lane
<i>Mary</i>	Snow	75	Square	Pennsylvania, 1749	Philadelphia, 24 Apr, 1749	Nathaniel Donnell	John Reynell & Co.
<i>Mary</i>	Ship	65	Square	Philadelphia, 1751	Philadelphia, 2 Dec, 1751	James Taylor	Robert Ellis & Co.
<i>Mary</i>	Schooner	60	Square	Maryland, 1773	Patuxent, 17 Aug, 1774	Zedekiah Walley	Zedekiah Walley
<i>Mary</i>	Sloop	50	Square	New England, 1759	Falmouth, 10 Apr, 1759	Ephraim Jones	Ephraim Jones & Co.
<i>Mary</i>	Schooner	40	Square	New England, 1755	Salem, 2 Aug, 1773	Francis Grandy	Francis Grandy & Jacob Fowle
<i>Mary</i>	Sloop	40	Square	Bermuda, 1762	Bermuda, 13 July, 1762	William Higgs	William Higgs, Henry Tucker & William Foot
<i>Mary</i>	Sloop	40	Square	Bermuda, 1764	Bermuda, 15 Feb, 1768	William Tatem	Richard Downing Jennings & William Tatem
<i>Mary</i>	Sloop	30	Square	Providence, 1749	Newport, 1749	Joseph Turpin	Nathaniel Jenko & Co.
<i>Mary</i>	Schooner	30	Square	New England, 1759	St. Kitts, 27 Jan, 1763	James Waldon	James Waldon
<i>Mary</i>	Schooner	30	Square	Bermuda, 1764	Bermuda, 8 Apr, 1765	John Bryan	Nathaniel Bell
<i>Mary</i>	Sloop	30	Square	Bermuda, 1766	Sandy Point, St. Kitts, 8 Dec, 1766	James Stone	Thomas & William Smith
<i>Mary</i>	Sloop	16	Round	Maryland, 1754	Annapolis, 14 Mar, 1758	David Tyler	David Tyler
<i>Mary</i>	Sloop	15	Square	Bermuda, 1768	Bermuda, 13 May, 1768	George Tucker	Jeremiah Burch, Jonathan Burch
<i>Mary</i>	Sloop	10	Square	Maryland, 1771	Patuxent, 1 July, 1774	Samuel Rayment	William Trimbell & Samuel Rayment
<i>Mary &amp; Hannah</i>	Schooner	40	Square	New England, 1746	Boston, 12 Nov, 1746	Jacob Parsons	William Parsons
<i>Mary &amp; Ann</i>	Snow	100	Square	New England, 1767	Bristol, 3 May, 1770	Richard Fitzherbert	Thomas Lucas & James Bonbonous
<i>Mary Ann</i>	Brigantine	60	Square	Bermuda, 1769	Bermuda, 6 Apr, 1769	John Adams	William Wilkinson & Abraham Chalwell
<i>Mary Ann</i>	Schooner	50	Square	Maryland, 1761	Annapolis, 6 Nov, 1761	George Russell	Judson Coolidge & Co.
<i>Mary Ann</i>	Schooner	40	Square	New England, 1743	Patuxent, 12 Mar, 1764	Elijah Tull	Richard Simms
<i>Mary Ann</i>	Sloop	40	Square	Bermuda, 1747	Bermuda, 5 June, 1747	William Higgs	Thomas Smith & Co.
<i>Mary Ann</i>	Brigantine	40	Pink	Maryland, 1759	Chester, 4 June, 1760	Thomas Pearson	Joseph Gill
<i>Mary Ann</i>	Sloop	40	Square	Bermuda, 1759	Basseterre, 20 Mar, 1762	John Mitchel	Samuel Philips & Co.
<i>Mary Ann</i>	Sloop	30	Square	Prize, 1761	St. Kitts, 14 July, 1762	Nathaniel Cooper	Peter Carew
<i>Mary Ann</i>	Sloop	15	Square	Virginia, 1760	New York, 25 Feb, 1761	James Prince	John Gibbs
<i>Mary Ann</i>	Sloop	12	Square	Virginia, 1763	Hampton, 7 Aug, 1764	James Bridger	Mason Miller
<i>Mary Carroll</i>	Brigantine	100	Square	Maryland, 1774	Patuxent, 20 Aug, 1774	Peter Simmonds	Henry Brown
<i>Mary of Whithy</i>	Ship	305	Round	England, 1732	London, 13 Aug, 1747	Thomas Linskill	Thomas Linskill
<i>Mary Galley</i>	Ship	200	Round	Plantation, 1748	London, 9 Dec, 1751	John Shan	Cooper Stanton & Co.
<i>Maryland Merchant</i>	Snow	70	Square	Bideford, 1715	Bideford, 8 Apr, 1746	Thomas Spencer, Jr.	John Luxon & Thomas King
<i>Maryland Merchant</i>	Snow	70	Square	England, 1750	Bideford, 22 Mar, 1750	John Lovering	John Luxon & Thomas Kenny
<i>Maryland Merchant</i>	Brigantine	60	Square	Dublin, 1768	Dublin, 31 Jan, 1770	Archibald Graham	Archibald Graham & others
<i>Maryland Packet</i>	Ship	200	Square	Prize, 1758	London, 27 Oct, 1761	Alexander Ramsay	Thomas Usher & Co.
<i>Maryland Packet</i>	Schooner	47	Square	Maryland, 1762	Philadelphia, 8 Sept, 1767	Robert McLean	John Martin
<i>Maryland Packet</i>	Schooner	15	Square	Virginia, 1755	Annapolis, 15 Mar, 1756	Thomas Parr	Samuel Middleton
<i>Maryland Planter</i>	Ship	206	Square	England, 1753	London, 19 Mar, 1754	Benjamin North	William Perkins & Co.
<i>Maryland Planter</i>	Brigantine	120	Square	Great Britain, 1766	London, 14 Apr, 1773	Thomas Nicholson	Daniel Mildred & John Roberts
<i>Mathias</i>	Ship	145	Square	New England, 1753	London, 19 Feb, 1757	John Montgomerie	Thomas Dibbins & Co.
<i>Matthew &amp; Joseph</i>	Ship	230	Round	Whitby, 1732	London, 1 Oct, 1747	Isaac Storm	Isaac Storm & Co.
<i>Matty</i>	Ship	150	Square	Great Britain, 1769	Leith, 14 Sept, 1769	Robert Peacock	Alexander Speirs, William French & others
<i>Matty</i>	Brigantine	105	Square	Great Britain, 1765	Liverpool, 25 Nov, 1765	Thomas Birch	Thomas Birch, Thomas Brown & 3 others
<i>Matty</i>	Brigantine	50	Square	New England, 1765	New York, 31 Oct, 1765	John Martin	Robert Ewing & John Henderson
<i>May Flower</i>	Sloop	40	Square	Virginia, 1751	Williamsburg	Mason Miller	John Hutchings & Co.

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Mayflower</i>	Sloop	29	Square	Virginia, 1764	Hampton, 5 Mar, 1765	John Cheshire	John Cheshire & Samuel Bacon
<i>Mayflower</i>	Sloop	27		Virginia, 1765	Hampton, 28 Aug, 1771	John Brown	Alexander Morrison
<i>Mayflower</i>	Sloop	25	Square	Maryland, 1762	Annapolis, 3 June, 1762	John Garrett	Richard Gresham & Co.
<i>Meliora</i>	Ship	150	Square	New England, 1764	London, 3 June, 1767	John Montgomerie	William Anderson
<i>Mercury</i>	Snow	60	Square	New England, 1725	Bideford, 24 Mar, 1747	John Harding	Jonathan Strange
<i>Mercury</i>	Schooner	20	Square	Bahama Islands, 1770	New Providence, 17 Aug, 1770	John Turner	Thomas Wilson
<i>Mermaid</i>	Ship	200	Square	Maryland, 1755	Annapolis, 16 July, 1755	Nathaniel Chew	Charles Carroll
<i>Mermaid</i>	Brigantine	80	Hackboat	Great Britain, 1771	Whitehaven, 11 Apr, 1772	Richard Briscoe	Richard Briscoe & 11 others
<i>Mermaid</i>	Schooner	30	Pink	New England, 1753	Portsmouth, 26 Apr, 1753	Tobiah Dinnen	Thomas King & Co.
<i>Merrimack</i>	Sloop	40	Square	New England, 1752	Portsmouth, 28 Aug, 1754	Isaac Randall	Ebenezer Wise & Co.
<i>Middleton</i>	Ship	240	Square	South Carolina, 1766	London, 27 Aug, 1768	Henry Clark	Henry Middleton & others
<i>Milford</i>	Ship	70	Square	Philadelphia, 1763	Milford, 15 Jan, 1771	William Levitt	Abraham Clibborn
<i>Milham</i>	Brigantine	150	Hackboat	Virginia, 1766	Whitehaven, 23 May, 1767	James Whitfield	John Casson & 7 others
<i>Molly</i>	Ship	170	Round	Boston, 1738	Boston, 25 May, 1738	Alexander Butcher	Colin Dunlop & Co.
<i>Molly</i>	Ship	150	Pink	England, 1749	London, 19 Feb, 1750	Nicholas Coxen	Capel Hanbury & Co.
<i>Molly</i>	Ship	110	Square	England, 1749	London, 12 Mar, 1760	John Lewis	Osgood & Capel Hanbury
<i>Molly</i>	Brigantine	95	Square	Maryland, 1768	Pocomoke, 11 Feb, 1775	William White	James Campbell
<i>Molly</i>	Brigantine	85	Square	Virginia, 1771	Bridgetown, 22 Aug, 1771	Thomas Price	John Wickham, Sr. & Jr.
<i>Molly</i>	Sloop	80	Square	Virginia, 1749	Williamsburg, 3 May, 1749	Paul Loyall	Robert Tucker
<i>Molly</i>	Brigantine	80	Square	Maryland, 1764	Patuxent, 19 July, 1764	John Hewit	Bryan Philpot
<i>Molly</i>	Sloop	76	Square	Maryland, 1761	Annapolis, 31 Mar, 1761	John Pitt	Thomas Rutland
<i>Molly</i>	Snow	75	Square	New England, 1749	Annapolis, 21 Apr, 1752	William Smith	James Smith
<i>Molly</i>	Ship	70	Square	Philadelphia, 1752	Philadelphia, 13 Dec, 1752	Francis Blair	William Blair & Co.
<i>Molly</i>	Brigantine	60	Square	Philadelphia, 1764	London, 27 Aug, 1768	William Johnston	William Snell & William Johnston
<i>Molly</i>	Sloop	60	Square	New England, 1749	Boston, 26 May, 1749	Joseph Hatch	Joseph Hatch & Co.
<i>Molly</i>	Schooner	60	Square	Maryland, 1760	Annapolis, 5 July, 1760	Jeremiah Cosden	James Dick & Co.
<i>Molly</i>	Brigantine	50	Square	New England, 1761	Falmouth, 2 Mar, 1765	James Connory	David Moylan & 4 others
<i>Molly</i>	Sloop	50	Square	New England, 1749	Annapolis, 21 Aug, 1750	William Smith	Edward Scott & Co.
<i>Molly</i>	Schooner	40	Square	Maryland, 1767	Patuxent, 6 June, 1767	Jeremiah Cosden	Richard Thompson
<i>Molly</i>	Schooner	40	Square	Maryland, 1768	Patuxent, 7 Mar, 1770	John Johnson	Thomas Rutland
<i>Molly</i>	Sloop	40	Square	Virginia, 1773	Patuxent, 9 Mar, 1774	Thomas Conway	John Conway
<i>Molly</i>	Schooner	35	Square	Maryland, 1769	Patuxent, 10 Jan, 1770	Joseph Kendall	Jonathan Hudson
<i>Molly</i>	Schooner	20	Pink	Virginia, 1749	Williamsburg, 13 Oct, 1749	Daniel Rothery	John Hutchings
<i>Molly</i>	Schooner	20	Pink	Virginia, 1750	Williamsburg, 23 Oct, 1751	Francis Carter	Nicholas Wyncott & Co.
<i>Molly</i>	Schooner	20	Square	Virginia, 1773	James River, 11 Oct, 1773	Joseph Burlingham	Jaban Gottingan & John Goodrich
<i>Molly</i>	Sloop	14		Maryland, 1759	Annapolis, 20 July, 1761	John Gray	John Cooper & Co.
<i>Molly</i>	Sloop	14	Square	Maryland, 1765	Patuxent, 23 Oct, 1765	Samuel Hall	Isaac Gria & David Ricketts
<i>Molly</i>	Schooner	7	Square	Virginia, 1747	Rappahannock, 18 July, 1753	Thomas Casson	Thomas Casson & Arthur Baker
<i>Molly &amp; Betsy</i>	Ship	190	Square	New York, 1765	London, 4 Aug, 1773	Joseph Hynson	Samuel Nicholson
<i>Molly &amp; Sally</i>	Schooner	50	Square	Maryland, 1767	Pocomoke, 6 Mar, 1767	Charles Dashiell	Job Slacum
<i>Morning Star</i>	Ship	120	Square	Great Britain, 1763	London, 13 May, 1772	George Dempster	James Walker
<i>Morning Star</i>	Brigantine	70	Square	Philadelphia, 1765	Philadelphia, 6 Apr, 1770	Thomas Callender	Anthony Stocker & John Willcox
<i>Morris</i>	Ship	100	Square	Philadelphia, 1768	Philadelphia, 14 Nov, 1768	John Curry	Peter Long
<i>Moses &amp; Rebecca</i>	Ship	200	Square	Maryland, 1750	Annapolis, 15 June, 1750	William Strahan	Patrick Creagh
<i>Mosquito Hawk</i>	Schooner	10	Square	North Carolina, 1772	Bath Town, 4 Apr, 1772	James Degge	Charles Johnson
<i>Mout Gallant</i>	Schooner	8	Square	North Carolina, 1758	Edenton, 20 Aug, 1759	John Northcote	John Brickell
<i>Mulberry</i>	Sloop	25		Pennsylvania, 1768	Philadelphia, 20 Mar, 1770	John Warden	William Henderson & Co.
<i>Mulberry</i>	Schooner	15	Square	Maryland, 1746	Annapolis, 8 Aug, 1749	John Jackson	John Jackson & Co.
<i>Mulberry</i>	Schooner	15	Square	Maryland, 1772	Patuxent, 24 June, 1775	Alexander Caldeleugh	James Dick & Anthony Stewart
<i>Mumificence</i>	Ship	250	Square	Great Britain, 1761	London, 15 Apr, 1763	Joseph Grundill	William Haggitt & others
<i>Mutual</i>	Sloop	35	Square	Maryland, 1749	Annapolis, 6 Nov, 1753	Philip Stevens	Bryan Philpot & Co.
<i>Friendship</i>							

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Myrtila</i>	Ship	100	Square	Philadelphia, 1757	Philadelphia, 15 June, 1758	James Caoton	Samuel Howell & Co.
<i>Nabby</i>	Brigantine	85	Square	New England, 1773	Salem, 22 Oct, 1773	Daniel Sanders	Thomas Mason & Jonathan Peall
<i>Nancy</i>	Ship	250	Square	Great Britain, 1765	London, 10 Apr, 1765	Joseph Grundill	Joseph Grundill & Co.
<i>Nancy</i>	Ship	200	Square	Maryland, 1758	Annapolis, 26 July, 1758	Joseph Richardson	George Steuart
<i>Nancy</i>	Ship	180	Hackboat	Great Britain, 1762	London, 12 June, 1772	Thomas Gray	John Barnes & Thomas How Ridgate
<i>Nancy</i>	Ship	165	Square	Virginia, 1767	Hampton, 20 Oct, 1767	Isaac Thompson	Thomas Thompson
<i>Nancy</i>	Ship	160	Square	Maryland, 1774	Patuxent, 24 Aug, 1774	James Buchanan	John Davidson & Charles Wallace
<i>Nancy</i>	Brigantine	150	Square	Great Britain	Patuxent, 13 Jan, 1775	Patrick Cunningham	Joseph Hickson
<i>Nancy</i>	Ship	145	Hackboat	Maryland, 1762	Whitehaven, 15 June, 1763	James Thompson	William Skyrin, William Hicks, James Thompson
<i>Nancy</i>	Ship	130	Square	New England, 1762	Milford, 15 July, 1773	James Burrow	Abraham Clibborn
<i>Nancy</i>	Ship	130	Square	Maryland, 1751	Annapolis, 13 May, 1751	Henry McLaughlin	Edward Scott
<i>Nancy</i>	Ship	120	Square	Maryland, 1773	Patuxent, 11 Jan, 1774	John Robertson	William Smith & John Flanagan
<i>Nancy</i>	Brigantine	100	Square	Maryland, 1764	Patuxent, 9 July, 1764	Robert Bryce	William Roberts
<i>Nancy</i>	Snow	100	Square	Maryland, 1767	Patuxent, 13 June, 1767	Joseph Young	John Bell & John Carty
<i>Nancy</i>	Brigantine	100	Square	New England, 1763	Liverpool, 18 Aug, 1766	William Rogerson	Thomas Dunbar & William Halliday
<i>Nancy</i>	Brigantine	85	Square	Maryland, 1759	Annapolis, 6 June, 1761	William Mayland	William Lux
<i>Nancy</i>	Brigantine	80	Square	New England, 1765	Boston, 29 May, 1772	Thomas Davis	Joshua Winslow
<i>Nancy</i>	Brigantine	75	Square	Maryland, 1770	Patuxent, 26 Dec, 1770	Isaac Vanbibber	Isaac Vanbibber & Thomas Underhill
<i>Nancy</i>	Ship	70	Square	Philadelphia, 1755	London, 19 Feb, 1757	Ralph Foster	Ralph Foster & Co.
<i>Nancy</i>	Brigantine	60	Square	New England, 1751	St. Kitts, 14 Jan, 1754	Peter Read	Thomas Lambert
<i>Nancy</i>	Brigantine	60	Square	Maryland, 1752	Annapolis, Oct, 1752	Robert Bryce	George Steuart
<i>Nancy</i>	Schooner	60	Square	Virginia, 1773	Patuxent, 28 Feb, 1774	James Tibbett	Isaac Vanbibber & Benjamin Crocket
<i>Nancy</i>	Snow	50	Square	Maryland, 1755	Annapolis, 12 June, 1755	James Reith	Samuel Galloway
<i>Nancy</i>	Brigantine	50	Square	Pennsylvania, 1768	Patuxent, 20 Dec, 1770	John Slemaker	Andrew Steiger
<i>Nancy</i>	Schooner	50	Square	New England, 1761	Boston, 8 May, 1761	Joseph Bill	James McMillan
<i>Nancy</i>	Schooner	50	Square	New England, 1765	Patuxent, 23 Apr, 1772	Elisha Thatcher	Mark Alexander
<i>Nancy</i>	Schooner	45	Square	Maryland, 1754	Nevis, 2 Dec, 1758	Alexander Scougall	Thomas Gibbons
<i>Nancy</i>	Sloop	40	Square	Virginia, 1748	Williamsburg, 25 July, 1748	Thomas Price	John Hutchings
<i>Nancy</i>	Schooner	30	Square	New England, 1752	Salem, 25 Feb, 1752	Andrew Ingersoll	Michael Dalton & Co.
<i>Nancy</i>	Sloop	30	Square	New Jersey, 1766	New York, 15 Oct, 1767	Benjamin Appleton	William Robinson & 2 others
<i>Nancy</i>	Sloop	25	Square	New England, 1762	Newport, 22 Apr, 1762	John Stockford	Thomas Taylor & Co.
<i>Nancy</i>	Schooner	20	Square	Virginia, 1753	Annapolis, 27 Aug, 1756	William Hynson	Edward Scott
<i>Nancy</i>	Schooner	20	Square	Virginia, 1758	Hampton, 8 July, 1758	Thomas Phillips	Richard Wallace & Co.
<i>Nancy</i>	Schooner	20	Square	Georgia, 1761	Charlestown, 29 Mar, 1764	Jonathan Porter	William Blake & Co.
<i>Nancy</i>	Schooner	20	Square	Cat Island, 1770	New Providence, 9 June, 1775	Jonathan Thatcher	John Baldwin
<i>Nancy</i>	Sloop	15	Square	Maryland, 1752	Annapolis, 27 June, 1754	John Laiky	Robert Allison
<i>Nancy &amp; Polly</i>	Sloop	25	Square	Maryland, 1761	Pocomoke, 7 Nov, 1761	Andrew Porter	William Huffington & 7 others
<i>Nancy &amp; Sukey</i>	Ship	85	Square	North Carolina, 1767	Hampton, 9 Dec, 1772	James Robinson	William Harvey
<i>Nancy Graham</i>	Ship	130	Square	Maryland, 1766	London, 21 Mar, 1767	Joshua Lynch	James Russell
<i>Nancy Patten</i>	Sloop	35	Square	Maryland, 1761	Philadelphia, 31 Oct, 1766	Andrew Ashmore	George Patten & Co.
<i>Nanny</i>	Sloop	40	Square	Virginia, 1748	Williamsburg, 25 July, 1748	Thomas Price	John Hitchings
<i>Nassau</i>	Ship	160	Square	Maryland, 1768	Patuxent, 6 Dec, 1768	John Hudson	John Ashburner
<i>Nautilus</i>	Schooner	20	Square	New England, 1761	New Providence, 22 June, 1767	John Outten	Parr Ross
<i>Nelly</i>	Brigantine	130	Square	Great Britain, 1762	Liverpool, 13 Sept, 1766	Jacob Fletcher	Jacob Fletcher & Co.
<i>Neptune</i>	Ship	300	Pink	Whitby, Yorkshire, 1741	London, 20 Feb, 1744	Ambrose Judd	William Black
<i>Neptune</i>	Ship	300	Round	England, 1722	London, 22 May, 1746	Thomas Wilkinson	Richard Lampton
<i>Neptune</i>	Ship	280	Round	England, 1731	London, 3 Feb, 1741	Christopher Grindall	Joseph Adams

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Neptune</i>	Ship	200	Square	Montreal, 1764	London, 16 Mar, 1767	Matthew Craymer	William Twedale & Matthew Craymer
<i>Neptune</i>	Ship	190	Square	Maryland, 1773	Patuxent, 22 May, 1773	George Leyburn	William McGachin
<i>Neptune</i>	Ship	150	Square	Philadelphia 1754	London, 6 Mar, 1761	Benjamin Dawson	Duncan Campbell & Co.
<i>Neptune</i>	Snow	110	Square	Prize, 1761	London, 28 Aug, 1766	William Wallace	John Cates
<i>Neptune</i>	Snow	90	Square	England, 1738	London, 11 Mar, 1761	James Cooper	William Robertson
<i>Neptune</i>	Ship	80	Square	Prize	London, 28 Apr, 1748	Oliver Noyes	Robert Green
<i>Neptune</i>	Brigantine	60	Square	Rhode Island, 1746	Newport, 4 Dec, 1746	Solomon Townsend	Joseph Tillingham
<i>Neptune</i>	Schooner	50	Square	New England, 1752	Salem, 5 Dec, 1760	Jonathan Cooke	Samuel Barton & Co.
<i>Neptune</i>	Schooner	50	Square	Maryland, 1759	Chester, 18 Apr, 1760	Benjamin Binney	Thomas & William Ringgold
<i>Neptune</i>	Schooner	50	Square	Maryland, 1759	Annapolis, 24 Mar, 1760	Beriah Mayberry	Whitman Browning & Co.
<i>Neptune</i>	Sloop	30	Square	Maryland, 1757	Annapolis, 10 Mar, 1758	Richard Boone	Nicholas McCubbin
<i>Neverfear</i>	Sloop	26	Square	Newport, 1757	Newport, 30 Apr, 1757	Brotherton Daggett	John Simpson & Co.
<i>New Castle</i>	Ship	150	Square	England, 1750	London, 23 Jan, 1759	Matthew Spencer	William Spencer & Co.
<i>New Industry</i>	Ship	180	Square	Montreal, 1764	London, 2 Mar, 1765	James Duncan	William Robertson
<i>New Polly</i>	Brigantine	49	Square	New England, 1773	New Haven, 20 Jan, 1773	Robert Grant	Ralph Isaacs
<i>Newport</i>	Sloop	20	Square	Virginia, 1754	Annapolis, 23 June, 1755	Nicholas Price	Hugh Wallis & Co.
<i>Newton</i>	Brigantine	100	Square	Maryland, 1754	Annapolis, 19 July, 1754	Walter Cummins	Michael Hubbard & Co.
<i>Nightingale</i>	Brigantine	80	Square	Prize	Barnstable, 4 Feb, 1748	Daniel Bird	Thomas Benson
<i>Ninety-Two</i>	Schooner	60	Square	New England, 1768	Patuxent, 4 Sept, 1772	Joseph Smith	Lemuel Cravath
<i>Nonpareil</i>	Sloop	25	Square	Virginia, 1770	Hampton, 1 May, 1772	Nicholas Brown Seabrooke	Nicholas Brown Seabrooke
<i>Non Pareil</i>	Schooner	20	Square	French Prize, 1758	New Providence, 12 Apr, 1763	Amos Avery	Robert Sterling
<i>Oak</i>	Ship	140	Square	French Prize	Liverpool, 3 Dec, 1764	Alexander MacDaniel	James Gildart
<i>Ogle</i>	Ship	200	Square	Maryland, 1748	Annapolis, 23 Apr, 1748	John Brown	George Steuart & Co.
<i>Olive</i>	Sloop	40	Square	New England, 1760	Boston, 25 Sept, 1760	John Cushing	John Cushing & Co.
<i>Olive Branch</i>	Brigantine	105	Square	Great Britain, 1765	Bristol, 27 Jan, 1775	Oliver Frampton	Joseph Olive
<i>Olive Branch</i>	Sloop	40	Square	New England, 1744	Boston, 15 Aug, 1755	Benjamin Binney	Arthur Savage, Jr.
<i>Olive Branch</i>	Schooner	35	Square	New England, 1754	Salem, 7 June, 1754	George West	Benjamin Pickman & Co.
<i>Olive Branch</i>	Schooner	25	Square	New England, 1747	Boston, 16 Nov, 1747	Samuel Hardan	Thomas Parkson & Co.
<i>Osgood</i>	Brigantine	100	Square	Maryland, 1751	Annapolis, 23 Feb, 1756	Wells Warring	Daniel Wolstenholme
<i>Owners Supply</i>	Ship	170	Square	England, 1731	London, 8 Dec, 1748	Thomas Hooper	John Wilford & Co.
<i>Pallas</i>	Brigantine	90	Square	Pennsylvania, 1766	Philadelphia, 16 Oct, 1767	Jonathan Montgomerie	Peter & John Chevalier
<i>Patapsco</i>	Schooner	71	Square	Maryland, 1761	Annapolis, 27 Nov, 1761	John Hewitt	Thomas Harrison
<i>Patience</i>	Ship	200	Square	New England, 1746	Cowes, 23 July, 1748	Hugh Kell	John Brown & John Kedman
<i>Patience</i>	Brigantine	145	Hackboat	Great Britain, 1772	Chester, 30 May, 1772	William Moor	William Moor & 2 others
<i>Patsey</i>	Schooner	18	Square	Virginia, 1775	James River, 20 Mar, 1775	John Carpenter	John Carpenter & George Archer
<i>Patty</i>	Brigantine	50	Square	Philadelphia, 1764	Philadelphia, 1766	John Wilson	Peter Long & others
<i>Patty &amp; Molly</i>	Brigantine	70	Square	New England, 1748	Boston, 13 Sept, 1748	William Jones	Caleb Eddy & Co.
<i>Patuxent</i>	Ship	200	Square	Great Britain, 1763	London, 6 Aug, 1763	David Lewis	Thomas Philpot
<i>Patuxent Galley</i>	Ship	35	Square	Maryland, 1760	Annapolis, 12 Feb, 1760	Judson Coolidge	John Buchanan & Judson Coolidge
<i>Peace</i>	Brigantine	80	Square	Maryland, 1749	Annapolis, 31 July, 1749	Henry Young	Henry Young & Co.
<i>Peace &amp; Plenty</i>	Brigantine	250	Square	Great Britain, 1765	Whitby, 30 Aug, 1766	Thomas Smith	William Skinner
<i>Pearl</i>	Ship	260	Square	Great Britain, 1760	London, 28 Jan, 1761	Jeremiah Banning	John Wilkinson & Co.
<i>Peggy</i>	Ship	190	Square	Maryland, 1765	Patuxent, 13 Mar, 1765	Hugh Rose	Thomas Smyth
<i>Peggy</i>	Brigantine	180	Square			John Elliot	William Tewart & John Elliot
<i>Peggy</i>	Ship	170	Square	Maryland, 1771	Patuxent, 4 May, 1771	Robert Forsyth	James Christie, Jr.
<i>Peggy</i>	Ship	150	Pink	Maryland, 1748	Annapolis, 16 Aug, 1748	Robert Hamilton	Robert Swann & James Johnson
<i>Peggy</i>	Ship	130	Square	New England, 1742	London, 8 Mar, 1743	Benjamin Bell	George Bell & Co.
<i>Peggy</i>	Snow	120	Square	Maryland, 1771	Patuxent, 15 July, 1772	Alexander Ferguson	Philip Rogers
<i>Peggy</i>	Brigantine	110	Square	Virginia, 1761	Whitehaven, 4 Oct, 1765	William Wilson	William Wilson & 13 others
<i>Peggy</i>	Ship	90	Square	Rhode Island, 1773	Newport, 1 Oct, 1773	William Barrons	Christopher Champlin

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Peggy</i>	Snow	90	Square	New England, 1749	London, 9 Apr, 1761	George Wardle	George Wardle & Co.
<i>Peggy</i>	Snow	60	Square	Pennsylvania, 1749	Annapolis, 20 Oct, 1753	William Wallace	Peacock Bigger
<i>Peggy</i>	Brigantine	60	Square	Philadelphia, 1762	Philadelphia, 18 Dec, 1762	Walter Horton	John Maxwell Nesbitt & Redmond Conyngham
<i>Peggy</i>	Brigantine	55	Square	Maryland, 1768	Patuxent, 25 June, 1768	Martin Ferns	Richard Button
<i>Peggy</i>	Schooner	50	Square	New England, 1765	Patuxent, 30 Nov, 1774	Silas Burgess	Elisha Thatcher & George Welsh
<i>Peggy</i>	Schooner	35	Square	Virginia, 1754	Hampton, 13 Sept, 1757	James Gibson	William Grimes & John Goodrich
<i>Peggy</i>	Schooner	35	Square	Maryland, 1770	Patuxent, 1 Mar, 1773	John Southcomb	William Spear
<i>Peggy</i>	Sloop	35	Square	Maryland, 1762	Patuxent, 5 Oct, 1767	Henry Brooke	Judson Coolidge
<i>Peggy</i>	Brigantine	30	Square	South Carolina, 1765	Philadelphia, 5 Dec, 1772	Samuel Wilson	Benjamin Harbeson
<i>Peggy</i>	Schooner	30	Square	Virginia, 1749	Williamsburg, 27 Oct, 1749	Goodrich Boush	Dunkham Hall & Co.
<i>Peggy</i>	Sloop	25	Square	New England, 1761	Salem, N. J., 7 Aug, 1767	Lambert Tree	Lambert Tree & Co.
<i>Peggy</i>	Schooner	15	Square	Virginia, 1742	Williamsburg, 4 July, 1746	William Davis	William Davis
<i>Peggy</i>	Schooner	10	Square	Maryland, 1769	Patuxent, 18 May, 1770	Thomas Rogers	Peter Adams & Co.
<i>Peggy</i>	Sloop	10	Square	Maryland, 1762	Newport, 23 July, 1763	Ebenezer Gracey	Ebenezer Gracey
<i>Peggy</i>	Schooner	5	Square	Maryland	Roanoke, 13 Aug, 1764	Henry Delong	Henry Delong & William Rhodes
<i>Peggy &amp; Ann</i>	Brigantine	50	Square	New England, 1770	Liverpool, 31 Aug, 1773	Abraham Walton	Thomas Cragg & Thomas Woolrich
<i>Peggy &amp; Betsy</i>	Schooner	40	Square	New England, 1772	Patuxent, 9 Apr, 1773	Elijah Luce	Melcher Keener
<i>Peggy &amp; Elizabeth</i>	Ship	120	Square	England, 1752	London, 14 Feb, 1754	Robert Brown	William Thompson & Co.
<i>Peggy &amp; Molly</i>	Sloop	30	Square	New England, 1761	Piscataway, 8 May, 1761	David Coffin	Joshua Coffin & Co.
<i>Peggy &amp; Nancy</i>	Ship	130	Round	New England, 1739	London, 7 Apr, 1749	Isaac Johns	Isaac Johns
<i>Peggy &amp; Nany</i>	Ship	120	Square	New England, 1739	London, 13 Dec, 1746	Isaac Johns	Isaac Johns
<i>Peggy Stewart</i>	Sloop	100	Square	Maryland, 1771	Patuxent, 13 Apr, 1773	Richard Jackson	James Dick & 3 others
<i>Peggy Stewart</i>	Brigantine	50	Square	Maryland, 1771	Patuxent, 13 Apr, 1773	Richard Jackson	James Dick & 3 others
<i>Pelican</i>	Schooner	40	Square	New England, 1756	Salem, 21 Apr, 1773	William Tucker	Jeremiah Lee
<i>Pembroke</i>	Ship	60	Square	Philadelphia, 1751	Philadelphia, 28 Aug, 1751	John Cowan	Arthur Burrows & Co.
<i>Pembroke</i>	Brigantine	50	Square	New England, 1761	Philadelphia, 5 July, 1762	Frederick Dorsey	William Brown & Co.
<i>Penn</i>	Snow	150	Square	Philadelphia, 1764	Philadelphia, 1 Dec, 1769	Jeremiah Harkies	Samuel Carson & others
<i>Pennsylvania Farmer</i>	Ship	90	Square	Pennsylvania, 1763	Philadelphia, 29 Nov, 1768	Robert Johnston	James Blair & 3 others
<i>Peter</i>	Brigantine	86	Hackboat	England, 1751	Whitehaven, 17 Sept, 1757	John Dixon	John Rothery & Co.
<i>Peter</i>	Sloop	75	Square	New England, 1760	Annapolis, 10 June, 1761	Elijah Tilghman	Peter Hubbert
<i>Phenix</i>	Sloop	25	Square	New England, 1766	Piscataqua, 31 Dec, 1766	Ezra Moody	James Obeac & others
<i>Philadelphia</i>	Ship	110	Square	Philadelphia, 1752	Philadelphia, 20 Nov, 1752	Robert Ferguson	Samuel McCall, Sr.
<i>Philadelphia</i>	Ship	100	Square	New York, 1754	Londonderry, 17 Sept, 1774	John Winning	James Thompson & Andrew Caldwell
<i>Philadelphia</i>	Brigantine	100	Square	New England, 1773	Bristol, 29 Aug, 1774	Richard Curtis	Richard Curtis & 3 others
<i>Philadelphia</i>	Sloop	35	Square	New England, 1768	Piscataqua, 8 Aug, 1768	Abner Lowell	Abner Lowell & others
<i>Philadelphia Packet</i>	Ship	160	Square	New England, 1764	Philadelphia, 9 Sept, 1768	Thomas Moore	John Willday
<i>Philadelphia Packet</i>	Brigantine	65	Square	South Carolina, 1766	Patuxent, 21 Apr, 1772	William Hallock	James Clarke
<i>Philip &amp; James</i>	Brigantine	60	Square	Maryland, 1750	Annapolis, 7 Feb, 1750	James Walters	Nicholas Rogers
<i>Phillis</i>	Ship	130	Square	New England, 1765	Liverpool, 5 Mar, 1766	James Robinson	Allan Pearson & others
<i>Phoenix</i>	Ship	120	Square	Philadelphia, 1760	Philadelphia, 6 Dec, 1771	William Gamble	Samuel Jackson & Blair McClenahan
<i>Phoenix</i>	Brigantine	100	Square	Great Britain, 1765	Belfast, 13 June, 1769	John Campbell	John Campbell, James Park & 4 others
<i>Phoenix</i>	Schooner	20	Pink	New England, 1745	Portsmouth, 22 Nov, 1746	Hilman Jordan	Samuel Hutt & Co.
<i>Phoenix</i>	Schooner	20	Square	New England, 1756	Rhode Island, 6 Sept, 1763	Thomas Champlin	Thomas Champlin & Co.
<i>Phoenix</i>	Schooner	16	Square	New England, 1756	Rhode Island, 7 Nov, 1767	Nathan Bardin	Joseph Reed
<i>Pitt</i>	Ship	180	Square	New England, 1761	London, 6 Apr, 1762	Joseph Richardson	Silvanus Grove
<i>Pitt</i>	Snow	100	Square	Maryland, 1762	Annapolis, 27 Sept, 1762	Benjamin Pines	Robert Adam

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Pitt</i>	Snow	80	Square	Philadelphia, 1762	Philadelphia, 20 Dec, 1762	Thomas Bailey	Redmond Conyngham & others
<i>Pitt</i>	Brigantine	25	Square	French Prize	Annapolis, 27 Feb, 1760	Samuel Curle	Daniel Wolstenholme
<i>Pitt</i>	Schooner	8	Square	Maryland, 1762	Annapolis, 1 Dec, 1762	Solomon Smith	John Bennett
<i>Planner &amp; Amelia</i>	Snow	70	Square	Maryland, 1765	Pocomoke, 17 June, 1765	Littleton Waters	Planner Williams
<i>Planters Friend</i>	Ship	150	Square	Maryland, 1765	London, 28 Jan, 1768	George Buchanan	John Buchanan
<i>Plymouth Packet</i>	Sloop	35	Square	New England, 1773	Boston, 14 May, 1773	Bartlet Holmes	Samuel Ellis
<i>Pocock</i>	Sloop	50	Square	Maryland, 1762	Annapolis, 5 Nov, 1762	John Hewit	Benjamin Harrison & Bryan Philpot
<i>Polly</i>	Ship	180	Square	Maryland, 1762	Annapolis, 25 Aug, 1762	James Ellis	Samuel Galloway & Co.
<i>Polly</i>	Ship	160	Square	Plantation	Cowes, 23 June, 1764	Robert Porter	Robert Porter & James Crawford
<i>Polly</i>	Ship	140	Square	New England, 1762	Glasgow, 23 June, 1767	James Langmuir	William French & others
<i>Polly</i>	Brigantine	105	Square	Maryland, 1764	Glasgow, 7 Oct, 1765	John Thompson	Robert Craig & Co.
<i>Polly</i>	Ship	100	Square	Maryland, 1765	Patuxent, 23 Mar, 1767	Thomas Pearson	Jonathan Hudson
<i>Polly</i>	Snow	90	Square	New England, 1763	Philadelphia, 8 June, 1763	Edward Spain	Jacob Gould & Matthew Culpe
<i>Polly</i>	Schooner	80	Square	New England, 1774	Boston, 16 May, 1774	Reuben Howes	Elisha Thatcher & Benjamin M. Holmes
<i>Polly</i>	Brigantine	75	Square	Maryland, 1764	Patuxent, 6 Feb, 1765	Robert Craig	Robert Craig & Co.
<i>Polly</i>	Brigantine	70	Square	New England, 1771	Salem, 2 Jan, 1771	Stephen Blaney	John Pedrick & Ebenezer Stasey Pedrick
<i>Polly</i>	Snow	60	Square	Pennsylvania, 1750	Philadelphia, 4 Mar, 1750	John Troy	John Troy & Co.
<i>Polly</i>	Snow	60	Square	Ireland, 1751	London, 14 Feb, 1766	Yelverton Fowke	James Jaffray & others
<i>Polly</i>	Schooner	50	Square	Maryland, 1761	Rappahannock, 3 Feb, 1763	Isaac Mercer	James Mills & Edward Voss
<i>Polly</i>	Brigantine	50	Square	New England, 1761	Philadelphia, 30 July, 1764	William Martin	Robert & Ellis Lewis
<i>Polly</i>	Schooner	45	Square	New England, 1765	Salem, 9 Apr, 1765	David Bickford	David Bickford & William West
<i>Polly</i>	Sloop	45	Square	New England, 1766	Boston, 29 Jan, 1774	Baxter Downes	Shubael Downes
<i>Polly</i>	Schooner	42	Square	New England, 1774	Patuxent, 30 Mar, 1775	Watson Crosby	Abraham Vanbibber & 2 others
<i>Polly</i>	Sloop	40	Square	New England, 1768	Falmouth, 15 Jan, 1772	Thomas Sandford	Joseph Morrill
<i>Polly</i>	Schooner	35	Square	Maryland, 1770	Patuxent, 31 Dec, 1770	Richard Jackson	Henry Thompson
<i>Polly</i>	Sloop	35	Square	New England, 1762	Boston, 31 Oct, 1764	Benjamin Homer	Benjamin Homer & Job Prince
<i>Polly</i>	Schooner	30	Square	Maryland, 1747	Annapolis, 11 Aug, 1747	William Smith	Samuel Massey & Co.
<i>Polly</i>	Schooner	30	Square	Virginia, 1754	Grenadines, 9 Mar, 1767	Ebenezer Blackeslee	Joseph Underhill
<i>Polly</i>	Schooner	28	Square	Maryland, 1768	Patuxent, 29 Mar, 1769	Oliver White	James Christie & Oliver White
<i>Polly</i>	Schooner	25	Square	Maryland, 1760	Annapolis, 18 Dec, 1761	Haezekiah Brewer	Edward & Price Wilmer
<i>Polly</i>	Schooner	25	Square	Maryland, 1761	Patuxent, 22 Dec, 1763	Henry Bracey	William Stevenson
<i>Polly</i>	Sloop	25	Square	Bermuda, 1763	Patuxent, 11 Jan, 1772	Richard Somersall	William Stone
<i>Polly</i>	Schooner	20	Square	New England, 1768	Newport, 16 Apr, 1768	John Wardwell	John Wardwell & Co.
<i>Polly</i>	Schooner	18	Square	Virginia, 1751	Williamsburg, 19 Sept, 1751	John Diall	Christopher Adams
<i>Polly</i>	Schooner	15	Square	Sussex, 1760	Philadelphia, 25 June, 1760	David Clowes	David Clowes & Co.
<i>Polly</i>	Sloop	15	Square	New Providence, 1757	New Providence, 20 Oct, 1768	John Outten	James Gould
<i>Polly</i>	Sloop	15	Square	Maryland, 1771	Patuxent, 2 Nov, 1772	John White	Thomas Russell
<i>Polly</i>	Sloop	15	Square	New England, 1774	Newport, 7 Oct, 1774	Jesse Comstock	Jesse, Benjamin & Joseph Comstock
<i>Polly</i>	Schooner	13	Square	Virginia, 1765	New Providence, 4 Jan, 1768	Charles Rowland	Alexander Frazer
<i>Polly</i>	Schooner	10	Square	North Carolina, 1764	Bath Town, 12 Aug, 1765	Abner Ely	James Adams
<i>Polly</i>	Schooner	8	Square	Pennsylvania, 1765	Philadelphia, 23 Aug, 1769	Robert Gaddis	Robert Gaddis & John Richards
<i>Polly &amp; Nancy</i>	Schooner	15	Square	Virginia, 1761	Hampton, 29 Mar, 1762	Charles Wilson	Daniel Hutchings & Edward Blake
<i>Polly &amp; Sally</i>	Brigantine	80	Square	Dublin, 1760	Patuxent, 9 July, 1772	Samuel Dalling	Samuel Dalling
<i>Poor Boy</i>	Schooner	50	Square	New England, 1738	Boston, 19 Sept, 1746	Barnabas Binney	John Avery & Co.
<i>Porter</i>	Schooner	65	Square	New England, 1764	Salem, 27 Dec, 1764	John Scollay	Benjamin Pickman & Co.
<i>Potowmack</i>	Snow	140	Square	Philadelphia, 1764	Dublin, 4 Feb, 1774	John Curry	William & Arthur Bryan
<i>Pretty Betsy</i>	Schooner	20	Square	Prize	New Providence, 11 May, 1761	David Covenover	John Boyd

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Prince</i>	Schooner	50	Square	New England, 1760	Salem, 19 Mar, 1760	Jonathan Cook	Christopher Bubier
<i>Prince Edward</i>	Ship	220	Square	England, 1752	London, 13 Mar, 1753	Isaac Blackburn	Isaac Blackburn & Co.
<i>Prince Edward</i>	Ship	160	Round	England	London, 22 Apr, 1762	Henry McLachlan	Thomas, Ashurst, Maclane & Co.
<i>Prince Frederick</i>	Ship	250	Square	New England, 1733	London, 18 Sept, 1744	John Spence	Thomas Mist & Co.
<i>Prince Frederick</i>	Brigantine	50	Square	Boston, 1746	Boston, 22 Aug, 1746	Samuel Juvell	N. Gorham
<i>Prince George</i>	Ship	170	Square	Maryland, 1774	Patuxent, 29 Nov, 1774	James Bartholomew	Robert Christie, Sr. & Jr.
<i>Prince George</i>	Snow	120	Pink	Virginia, 1752	Rappahannock, 19 July, 1753	Daniel Baynes	Younger Kelsick
<i>Prince George</i>	Brigantine	86	Hackboat	Great Britain, 1767	Whitehaven, 8 Aug, 1767	William Harrison	William Harrison & Co.
<i>Prince of Gambia</i>	Ship	120	Square	Prize	Annapolis, 22 May, 1760	Thomas Foster	Thomas Ringgold & Co.
<i>Prince of Orange</i>	Sloop	25	Square	New Providence, 1755	Bermuda, 22 June, 1761	John Todd	John Todd & Thomas Griffith
<i>Prince of Wales</i>	Ship	100	Square	Philadelphia, 1756	Londonderry, 22 Sept, 1767	Thomas Morrison	William McHeane, Andrew Gregg & David Harvey
<i>Prince of Wales</i>	Brigantine	65	Square	Maryland, 1765	Pocomoke, 5 Oct, 1765	Thomas Davis	Richard Waters
<i>Prince William</i>	Snow	180	Square	New England, 1749	London, 6 Aug, 1760	John Barnard	Joseph Kemp
<i>Prince William</i>	Ship	100	Round	Plantation, 1740	London, 28 Nov, 1760	David Hinlock	William Robertson
<i>Princess Caroline</i>	Ship	268	Round	England, 1751	London, 11 Feb, 1761	James Cole	John Williamson & Co.
<i>Princess Mary</i>	Schooner	60	Square	New England, 1769	Falmouth, 12 Jan, 1769	Arthur Howell	Joseph Noyes & 4 others
<i>Priscilla</i>	Schooner	30	Square	Maryland, 1770	Patuxent, 3 June, 1771	Hugh Patwell	Philip Gover
<i>Prosper</i>	Ship	250	Square	Great Britain, 1751	Bristol, 4 Jan, 1772	James Baxter	James Hartford & 11 others
<i>Prosper</i>	Brigantine	60	Square	Virginia, 1763	Hampton, 28 Oct, 1763	Arthur Sinclair	James & John Taylor
<i>Prosperity</i>	Ship	90	Square	Prize, 1762	New York, 20 Dec, 1762	John Strawbridge	Waddell Cunningham & Thomas Gregg
<i>Prosperity</i>	Sloop	70	Square	New England, 1747	Boston, 30 Sept, 1747	Joseph Doan	Elisha Doan
<i>Prosperity</i>	Schooner	20	Square	Virginia, 1765	Philadelphia, 23 July, 1774	John Morisay	William Patterson & William Hodge
<i>Prosperous</i>	Brigantine	100	Square	Great Britain, 1761	Dublin, 17 Jan, 1770	Clear Lallow	Clear Lallow & 5 others
<i>Providence</i>	Ship	80	Square	Philadelphia, 1749	London, 22 Jan, 1755	John Dare	William Perkins
<i>Quaro</i>	Schooner	45	Square	New England, 1765	Salem, 9 Oct, 1765	William Carlton	Richard Derby
<i>Quixote Galley</i>	Ship	100	Square	Maryland, 1771	Patuxent, 9 Mar, 1772	Aquila Johns	Jonathan Hudson & James Lawson
<i>Rachel</i>	Brigantine	65	Square	Maryland, 1774	Patuxent, 16 Jan, 1775	James Tibbett	John Crocket & 3 others
<i>Rachel</i>	Brigantine	50	Square	Maryland, 1767	Patuxent, 16 Mar, 1767	Samuel Smith	Brittingham Dickeson
<i>Rachel &amp; Polly</i>	Brigantine	95	Square	Maryland, 1764	Patuxent, 28 May, 1764	Nathaniel Milbury	Thomas Palmer & Thomas Underhill
<i>Rainbow</i>	Brigantine	75	Square	New England, 1768	Falmouth, 26 July, 1768	David Thrasher	Greenfield & Gamaliel Pote & Enoch Ilsley
<i>Randolph</i>	Ship	150	Square	Great Britain, 1765	Bristol, 1 June, 1765	John Weaver Price	William Sedgely & Co.
<i>Ranger</i>	Ship	250	Square	England, 1717	London, 15 Mar, 1744	Stephen Hooper	John Biggin
<i>Ranger</i>	Brigantine	85	Square	Maryland, 1762	Annapolis, 3 June, 1763	Robert Forsyth	Robert Adair
<i>Ranger</i>	Sloop	55	Square	New England, 1762	Salem, 24 Apr, 1762	George Oakes	George Oakes & Benjamin Brooks
<i>Ranger</i>	Sloop	45	Square	New England, 1749	Boston, 9 Oct, 1749	Francis Piercy	Gamaliel Pote & Co.
<i>Ranger</i>	Sloop	40	Square	New England, 1765	Boston, 31 Oct, 1771	Edward Bacon	Elisha Deane
<i>Ranger</i>	Sloop	30	Square	New England, 1761	Newport, 6 Apr, 1763	Standfast Wyatt	Israel Brayton, James Price & Standfast Wyatt
<i>Ranger</i>	Sloop	25	Square	Rhode Island, 1760	Guadeloupe, 4 July, 1763	John Cort	Thomas Franklyn
<i>Ranger</i>	Schooner	20	Square	Virginia, 1756	Hampton, 2 Apr, 1756	James Brodie	James & John Brodie
<i>Ranger</i>	Sloop	20	Square	Bermuda, 1762	Bermuda, 25 May, 1772	Henry Morgan	Richard Fowle
<i>Raven</i>	Sloop	40	Square	New England, 1747	Boston, 23 Nov, 1747	Peter Folger	Daniel Henchman & Co.
<i>Rawleigh</i>	Shallop	10	Square	Virginia, 1750	York, 14 July, 1750	Thomas Grane	James & John Hulet & Co.
<i>Rebecca</i>	Ship	110	Square	Great Britain	Patuxent, 18 Nov, 1774	Alexander Strahan	Alexander Strahan
<i>Rebecca</i>	Ship	90	Square	Philadelphia, 1773	Philadelphia, 9 Aug, 1773	Laton Albro	Mathias Aspden
<i>Rebecca</i>	Brigantine	90	Square	New England, 1762	Boston, 27 May, 1763	William Morton	Thomas Boylston
<i>Rebecca</i>	Schooner	60	Square	Virginia, 1774	S. Potomac, 8 Mar, 1775	John Harvey	John Harvey
<i>Rebecca</i>	Sloop	60	Round	Maryland, 1763	Patuxent, 13 July, 1764	William Ellis	Regin Hammond



VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Rebecca &amp; Susanna</i>	Brigantine	50	Square	Pennsylvania, 1762	Philadelphia, 30 Sept, 1763	Jonathan Wood	Robert Waln & Co.
<i>Recovery</i>	Sloop	40	Square	Prize	Annapolis, 13 Apr, 1761	William Long	William Hodge & Co.
<i>Recovery</i>	Brigantine	35	Square	Plantation, 1742	Ross, 13 Apr, 1756	Daniel Robbins	Ignatius Rosseter
<i>Resolution</i>	Ship	302	Round	Sunderland, 1753	London, 25 Feb, 1761	James Smith	John Trannel & others
<i>Resolution</i>	Ship	160	Square	England, 1758	London, 8 June, 1758	Richard Newman	James Welford & Co.
<i>Resolution</i>	Schooner	80	Square	Maryland, 1770	Patuxent, 5 Apr, 1774	Richard Dickinson	George Patten
<i>Resolution</i>	Schooner	10	Square	Maryland, 1762	Annapolis, 1 July, 1762	Solomon Smith	Henry Ward
<i>Restoration</i>	Snow	120	Hackboat	Great Britain, 1767	Bristol, 27 Oct, 1768	James Thomas	William Stevenson & Welling Randolph
<i>Reward</i>	Brigantine	100	Square	New England, 1763	Dublin, 18 July, 1765	John Hogan	John Nevin
<i>Richard &amp; Betty</i>	Schooner	25	Hackboat	Virginia, 1755	Hampton, 29 Oct, 1759	Daniel Rothery	Daniel Rothery
<i>Richard &amp; Betty</i>	Schooner	15	Pink	Virginia, 1750	Williamsburg, 24 Apr, 1750	Daniel Rothery	Daniel Rothery
<i>Richard &amp; Sarah</i>	Ship	140	Square	New England, 1740	Boston, 17 Nov, 1740	Samuel Grey	John Osborn & Co.
<i>Richard &amp; Thomas</i>	Snow	98	Square	Maryland, 1761	Chester, 7 July, 1761	Elijah Stoddert	Richard Gresham
<i>Richmond</i>	Ship	70	Square	New England, 1772	Liverpool, 26 Nov, 1773	Thomas Hutchinson	Thomas Hutchinson & Co.
<i>Riddick</i>	Sloop	38	Square	Virginia, 1771	Hampton, 26 Feb, 1773	Hugh Kennedy	John Hamilton
<i>Risque</i>	Sloop	20		Maryland, 1754	New York, 17 Nov, 1760	Thomas Wood	Joseph Hopkins
<i>Robert</i>	Brigantine	55	Square	Bermuda, 1745	St. Kitts, 18 Apr, 1749	George Roundtree	George Roundtree & Co.
<i>Robert</i>	Sloop	40	Square	Bermuda, 1758	Bermuda, 8 July, 1758	John Dickenson	John Dickenson, Thomas Hunt, Nathaniel Todd
<i>Robert &amp; Ann</i>	Snow	100	Round	Maryland, 1747	London, 8 Oct, 1748	David Lewis	Robert Foster
<i>Robert &amp; Thomas</i>	Brigantine	70	Square	Great Britain, 1768	Belfast, 19 Mar, 1772	Walter Walsh	John Ewing & Samuel Brown
<i>Robina</i>	Snow	130	Square	Maryland, 1762	Annapolis, 27 Mar, 1762	Edward White	Robert Swan
<i>Robinson</i>	Brigantine	90	Square	North Carolina, 1753	Whitehaven, 3 Apr, 1756	James Thompson	Christopher Wilford & Co.
<i>Rodney</i>	Ship	160	Square	New England, 1761	London, 11 Feb, 1765	Nicholas Purdye	William Robertson
<i>Roger</i>	Brigantine	60	Square	Maryland, 1773	Patuxent, 25 Jan, 1774	James Phillips	John Rogers & James Phillips
<i>Rollo</i>	Brigantine	70	Square	New England, 1762	Boston, 4 May, 1762	Benjamin Lurvey	Jonathan Bagley
<i>Rosanna</i>	Ship	100	Square	Pennsylvania, 1766	Philadelphia, 5 Aug, 1766	John Troy	Samuel Carson & Co.
<i>Rosanna</i>	Schooner	25	Square	Rhode Island, 1755	Newport, 26 Aug, 1755	Christopher Sheldon	Christopher Sheldon & Co.
<i>Rose</i>	Ship	200	Round	New England, 1748	London, 15 Apr, 1755	Thomas Slade	Thomas Clarke & Co.
<i>Rose</i>	Ship	110	Square	Londonderry, 1762	Philadelphia, 18 Dec, 1762	William Dysart	William Hope, James Harvey, Samuel Curry & Thomas Moore
<i>Rose</i>	Brigantine	80	Square	Philadelphia, 1764	Philadelphia, 16 Nov, 1764	John Hazlewood	Thomas Penrose & Co.
<i>Rose</i>	Sloop	30	Square	Virginia, 1749	Williamsburg, 13 June, 1749	John Thomas	George Thomas
<i>Rottenbury</i>	Snow	153	Square	Maryland, 1765	Patuxent, 16 Sept, 1765	Henry Robinson	Thomas Worthington
<i>Royal Bristol</i>	Ship	350	Square	Bristol, 1754	London, 20 Apr, 1761	John Walker	William Dodsworth & Covordale Richardson
<i>Royal Charlotte</i>	Brigantine	180	Square	Maryland, 1769	Patuxent, 11 Sept, 1769	David Bradley Edwards	Thomas Worthington
<i>Royal Charlotte</i>	Sloop	40	Square	Prize, 1762	St. Kitts, 28 Apr, 1762	Bartholomew Tabbe	John Welch & Co.
<i>Royal George</i>	Sloop	20	Square	Pennsylvania, 1763	Philadelphia, 6 Oct, 1763	George Sanders	George Sanders
<i>Royal Widow</i>	Schooner	40	Square	Virginia, 1768	Hampton, 9 Jan, 1768	William Grymes	William Grymes & Robert Theddon
<i>Ruby</i>	Ship	140	Square	England, 1739	London, 19 Feb, 1747	Thomas Bayley	William Mayless & Co.
<i>Ruby</i>	Brigantine	130	Round	England, 1750	London, 30 Mar, 1761	William Barry	William Barry
<i>Ruby</i>	Brigantine	130	Round	England, 1754	London, 6 Dec, 1754	William Barry	Nicholas Johnston & Co.
<i>Ruby</i>	Sloop	55	Square	New England, 1762	Boston, 28 Oct, 1762	Thomas Homer	Thomas Homer & Co.
<i>Ruby</i>	Sloop	20	Square	New England, 1765	New Haven, 31 Oct, 1765	Cornelius Annable	Samuel Bushnell & Co.
<i>Russell</i>	Snow	80	Square	Maryland, 1750	Annapolis, 17 Apr, 1750	John Macklerath	John Buchanan
<i>Russell</i>	Snow	80	Square	Maryland, 1759	Annapolis, 16 May, 1759	Thomas Hammond	William Lux & John Ridgely
<i>Russell</i>	Brigantine	60	Square	Great Britain, 1755	Minehead, 11 Sept, 1769	John Court	John Russell & John Court
<i>Russia Merchant</i>	Ship	210	Round	Great Britain, 1751	London, 10 Oct, 1770	Matthew Craymer	Thomas Beswick & John Woodall

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>St. Andrew</i>	Snow	80	Pink	Maryland, 1744	Glasgow, 18 June, 1747	David Blair	John Neilson & John Wardrop
<i>St. Andrew</i>	Sloop	15	Square	Bermuda, 1762	Bermuda, 12 May, 1762	William Addams	William Riddell & Co.
<i>St. Augustine</i>	Sloop	30	Square	New York, 1750	New York, 31 Jan, 1750	Abraham Leggett	William Walton & Co.
<i>St. George</i>	Ship	200	Square	Great Britain, 1755	London, 23 Dec, 1763	Larkin Hammond	William Machell & Co.
<i>St. George</i>	Ship	180	Square	French Prize	London, 12 Apr, 1759	John Parker	John Parker
<i>St. George</i>	Ship	120	Square	Prize	London, 25 Nov, 1746	James Dobbins	John Stuart & Co.
<i>St. Michael's Packet</i>	Snow	100	Square	Plantation built, French Prize	London, 26 June, 1766	Thomas Falder	Gyles Love
<i>Salford</i>	Snow	70	Hackboat	England, 1750	Liverpool, 22 Sept, 1756	Ralph Gill	Richard Bates & Adam Shoales
<i>Sally</i>	Ship	220	Square	Maryland, 1772	Patuxent, 8 Oct, 1772	Benjamin Harrison	Samuel Galloway & Stephen Stewart
<i>Sally</i>	Ship	200	Square	Maryland, 1760	Annapolis, 26 July, 1760	John Johnston	Judson Coolidge & Co.
<i>Sally</i>	Ship	175	Square	Maryland, 1773	Patuxent, 4 Oct, 1773	George Buchanan	Archibald Buchanan & 2 others
<i>Sally</i>	Snow	150	Square	Maryland, 1767	Patuxent, 22 June, 1767	John Matthews	George Wells
<i>Sally</i>	Snow	135	Square	Maryland, 1764	Patuxent, 30 June, 1764	John Buchanan	Judson Coolidge & Co.
<i>Sally</i>	Ship	100	Square	Virginia, 1742	Whitehaven, 4 May, 1743	Charles Courtney	Matthew Gale
<i>Sally</i>	Snow	100	Square	Maryland, 1750	London, 15 Mar, 1754	John Brown	John Buchanan
<i>Sally</i>	Snow	100	Square	Virginia, 1759	Bristol, 3 May, 1766	Nicholas Andrew	William Randolph & Co.
<i>Sally</i>	Brigantine	96	Square	Maryland, 1765	Patuxent, 13 Mar, 1765	Thomas Sudler	Emory Sudler & Thomas Smyth
<i>Sally</i>	Snow	90	Square	New England, 1763	Philadelphia, 17 June, 1769	Edward Spain	Samuel Shoemaker
<i>Sally</i>	Brigantine	85	Square	Great Britain, 1773,	Bristol, 20 Dec, 1774	William Moat	James Harford
<i>Sally</i>	Ship	80	Square	Philadelphia, 1768	Philadelphia, 21 Dec, 1768	Robert Keith	Benjamin Fuller & 3 others
<i>Sally</i>	Brigantine	75	Square	Virginia, 1766	Hampton, 1 Oct, 1766	George Carleton	James & John Taylor
<i>Sally</i>	Snow	70	Square	Philadelphia, 1749	Philadelphia, 27 Feb, 1749	Robert Philips	James Bird & Co.
<i>Sally</i>	Brigantine	70	Square	New England, 1773	Salem, 24 Aug, 1773	Wiat St. Barbe	John & Jacob Fowle
<i>Sally</i>	Brigantine	60	Square	Bermuda, 1760	Bermuda, 29 Oct, 1760	Edward Burgess	Robert Hunt & Co.
<i>Sally</i>	Brigantine	55	Square	New England, 1767	Patuxent, 30 June, 1774	George Ross	Abraham Vanbibber & John Crockett
<i>Sally</i>	Schooner	50	Square	New England, 1763	Patuxent, 28 Apr, 1773	Nathaniel Gray	Melcher Keener
<i>Sally</i>	Schooner	50	Square	Maryland, 1765	Patuxent, 6 Dec, 1766	John Southcomb	Henry Baker & Co.
<i>Sally</i>	Schooner	45	Square	New England, 1771	Salem, 9 Apr, 1771	Peter Fanueil Jones	John Gerry
<i>Sally</i>	Schooner	40	Square	New England, 1772	Boston, 24 Dec, 1772	Samuel Crocker	Samuel Crocker & 2 others
<i>Sally</i>	Sloop	40	Square	New England, 1762	Boston, 6 Oct, 1762	Crowell Hatch	Crowell Hatch, Seth Bryant & others
<i>Sally</i>	Sloop	40	Square	Bermuda, 1763	Bermuda, 25 Oct, 1763	Edward Burtell	Robert & Thomas Hunt
<i>Sally</i>	Sloop	40	Square	New England, 1765	Boston, 16 May, 1765	Robert Ball	Thomas Russell
<i>Sally</i>	Sloop	40	Square	New England, 1766	Falmouth, 14 June, 1770	Jonathan Armstrong	Timothy Dike, Thomas Smith & Richard Codman
<i>Sally</i>	Sloop	40	Square	New England, 1771	Falmouth, 8 Nov, 1771	Thomas Ross	Thomas Ross, Richard Codman & Oliver White
<i>Sally</i>	Schooner	40	Square	New England, 1773	Salem, 10 Apr, 1773	Thorndick Deland	Clark Grayton Pickman
<i>Sally</i>	Sloop	30	Square	Maryland, 1758	Annapolis, 20 July, 1762	Robert Saunders, Jr.	Alexander Ferguson & Co.
<i>Sally</i>	Sloop	30	Square	Virginia, 1762	Williamsburg, 5 May, 1762	Reuben Joyne	Reuben Joyne & Arthur Upshaw
<i>Sally</i>	Sloop	30	Square	Maryland, 1767	Patuxent, 13 Feb, 1768	Isaac Buck	John Weems
<i>Sally</i>	Sloop	30	Square	New England, 1768	Patuxent, 7 Nov, 1772	William Rhodes	Thomas Lansdale & Co.
<i>Sally</i>	Schooner	25	Square	New England, 1766	Patuxent, 19 May, 1770	John Southcomb	Benjamin Rogers & John Southcomb
<i>Sally</i>	Schooner	25	Square	Virginia, 1772	York River, 26 Nov, 1774	Edward Wynecott	Thomas Bailey & Samuel Griffin
<i>Sally</i>	Sloop	25	Square	Virginia, 1763	Roanoke, 21 Oct, 1766	Henry Hammond	John Smith & Thomas Ballard
<i>Sally</i>	Sloop	24	Square	Maryland, 1768	Patuxent, 6 Aug, 1774	John Dunbar	John Dunbar
<i>Sally</i>	Sloop	20	Square	Maryland, 1754	Annapolis, 9 Dec, 1754	Sweetnam Burn	Sweetnam Burn & Co.
<i>Sally</i>	Schooner	20	Square	New England, 1756	New York, 7 June, 1756	John Burrows	William Cox
<i>Sally</i>	Sloop	20	Square	New England, 1762	Rhode Island, 20 Nov, 1762	William Gooding	William Gooding & Co.
<i>Sally</i>	Sloop	20	Square	Rhode Island, 1772	Newport, 7 June, 1772	George Arnold	George & James Arnold
<i>Sally</i>	Sloop	18	Square	Pennsylvania, 1751	Annapolis, 9 Apr, 1752	John Daily	John Tillotson
<i>Sally</i>	Schooner	15	Square	Maryland, 1763	Annapolis, 10 Jan, 1764	John Chalmers	James Chalmers

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Sally</i>	Sloop	15	Square	New York, 1751	New York, 30 June, 1751	William Lynn	William Reid, Sr. & Jr.
<i>Sally</i>	Sloop	15	Square	New England, 1768	Patuxent, 11 July, 1773	Charles Cesar	Hugh Cairns
<i>Sally</i>	Sloop	15	Square	New Jersey, 1772	Philadelphia, 2 Apr, 1774	William Martin	John Towers
<i>Sally</i>	Schooner	12	Square	Maryland, 1767	Patuxent, 14 Apr, 1768	John Matthews	James Potter
<i>Sally</i>	Schooner	12	Square	North Carolina, 1770	Roanoke, 11 Sept, 1772	Arthur Westcoat	Richard Jamston & Richard Pool
<i>Sally &amp; Betty</i>	Sloop	16	Pink	Maryland, 1748	Annapolis, 26 Sept, 1748	George McClester	George McClester & Samuel McClester
<i>Sally &amp; Patty</i>	Snow	100	Square	Virginia, 1750	Virginia, 22 July, 1751	Robert Patterson	William Montgomery & Co.
<i>Sally &amp; Polly</i>	Schooner	50	Square	New England, 1772	Boston, 13 Aug, 1772	Nathaniel Freeman	Nathaniel Atwood & 2 others
<i>Sally &amp; Sarah</i>	Snow	90	Square	Maryland, 1748	Annapolis, 28 May, 1750	John Bonsal	Samuel Massey
<i>Sally Brown</i>	Ship	160	Square	London, 1730	London, 21 Mar, 1755	John Brown	John Buchanan
<i>Sally &amp; Nan</i>	Brigantine	55	Square	New England, 1767	Patuxent, 30 June, 1774	Richard Jackson	Abraham Vanbibber & John Crockett
<i>Sam</i>	Brigantine	80	Square	Maryland, 1767	Patuxent, 24 Dec, 1774	Robert Forsyth	John Campbell & William Dickinson
<i>Samuel</i>	Ship	150	Square	Maryland, 1766	Patuxent, 25 June, 1766	George Buchanan	William Roberts
<i>Samuel</i>	Brigantine	115	Square	New England, 1763	Boston, 24 May, 1763	Hezekiah Welsh	Samuel Hewes & Son
<i>Samuel</i>	Sloop	15	Pink	Virginia, 1772	Hampton, 26 June, 1772	Thomas Williamson	John Brown & John Goodrich
<i>Samuel</i>	Schooner	8	Square	Maryland, 1742	Annapolis, 28 Sept, 1748	Anthony McCulloch	Ashbury Sutton
<i>Sandwich</i>	Ship	320	Square	Prize	London, 6 Aug, 1747	James Cowley	Henry Blommart
<i>Sarah</i>	Ship	150	Square	Maryland, 1763	Annapolis, 9 Jan, 1764	Benjamin Stiles	Copeland Stiles
<i>Sarah</i>	Snow	120	Square	Maryland, 1751	Annapolis, 24 Aug, 1751	Peter Ganthony	William Cox & Jacob Giles
<i>Sarah</i>	Brigantine	120	Square	Great Britain, 1757	Liverpool, 23 Sept, 1769	Thomas Walker	John Tarlton
<i>Sarah</i>	Sloop	45	Square	New England, 1749	Boston, 8 July, 1749	George Giddings	Obed Hussey
<i>Sarah</i>	Sloop	45	Square	New England, 1755	Bermuda, 10 Mar, 1773	Philip Allen	Philip & Zachariah Allen
<i>Sarah</i>	Brigantine	40	Square	Bermuda, 1762	New York, 24 July, 1766	Thomas Seymour	Thomas Seymour
<i>Sarah</i>	Schooner	25	Square	New England, 1752	Annapolis, 2 June, 1753	John Garret	Richard Gresham
<i>Sarah &amp; Katherine</i>	Brigantine	40	Square	New England, 1751	Philadelphia, 26 Apr, 1755	Thomas Flint	Joshua Havell & Co.
<i>Sassafras</i>	Sloop	15	Square	Maryland, 1763	Annapolis, 28 Apr, 1764	Peter Hibert	Archibald McClain & James McLachlan
<i>Sassafras Packet</i>	Schooner	12	Square	Maryland, 1750	Annapolis, 3 June, 1762	John Gray	John Gray & John McDuff
<i>Scarborough</i>	Brigantine	60	Pink	Dublin, 1764	Dublin, 11 Oct, 1766	Alexander Seton	Alexander Seton
<i>Seaflower</i>	Schooner	50	Square	Maryland, 1766	Pocomoke, 24 May, 1766	William Townsend	William Barclay Townsend & others
<i>Seaflower</i>	Schooner	30	Square	Virginia, 1768	Patuxent, 8 Dec, 1769	Stephen Vanbibber	Nicholas Jones & Stephen Vanbibber
<i>Sea Flower</i>	Brigantine	90	Square	Philadelphia, 1754	Basseterre, 1 Nov, 1757	James Cole	James Cole
<i>Sea Flower</i>	Sloop	70	Square	New England, 1748	Portsmouth, 1 Dec, 1748	Richard Keating	John McIntire & Co.
<i>Sea Flower</i>	Schooner	40	Square	New England, 1753	Boston, 7 Jan, 1754	Nathaniel Bowers	William Barber & Co.
<i>Sea Flower</i>	Sloop	40	Square	New England, 1728	Piscataqua, 31 May, 1748	Jonathan Miller	Daniel Bragsdon
<i>Sea Flower</i>	Sloop	25	Square	New England, 1747	Boston, 13 Oct, 1748	Matthew Covert	John Carnes
<i>Sea Flower</i>	Sloop	20	Square	New England, 1751	Newport, 12 Mar, 1752	Henry Gardner	Peter Tribby & Co.
<i>Sea Flower</i>	Sloop	14	Square	Virginia, 1746	Annapolis, 14 Dec, 1747	John Hamilton	John Howard
<i>Seagull</i>	Sloop	40	Square	Maryland, 1763	Patuxent, 14 Mar, 1764	William Water	Thomas Norris, Sr. & Thomas Norris, Jr.
<i>Sea Horse</i>	Ship	300	Round	England, 1725	London, 6 June, 1740	John Rendell	John Philpot
<i>Sea Horse</i>	Brigantine	60	Square	New England, 1745	Boston, 12 Aug, 1745	Joseph Arnold	William Bowdoine
<i>Sea Horse</i>	Sloop	30	Square	Bermuda, 1749	Bermuda, 11 July, 1749	Benjamin Place	James Cox & Co.
<i>Sea Nymph</i>	Sloop	60	Square	Maryland, 1749	Williamsburg, 8 Nov, 1749	Mordecai Booth	Mordecai Booth
<i>Selby</i>	Brigantine	96	Square	Maryland, 1765	Patuxent, 13 Mar, 1765	Thomas Sudler	Thomas Smyth & Co.
<i>Severn</i>	Ship	120	Square	New England, 1753	London, 12 Nov, 1754	Jehosaphat Rawlings	John Hanbury & Co.
<i>Severn</i>	Ship	100	Square	Philadelphia, 1769	Philadelphia, 12 May, 1769	James Hathorne	Thomas Pennington, Robert Montgomerie & Thomas Wharton

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Shannon</i>	Brigantine	140	Hackboat	Great Britain, 1756	Whitehaven, 13 Aug, 1757	John Fletcher	John Fletcher & 13 others
<i>Sharpe</i>	Ship	150	Square	Maryland, 1753	Annapolis, 6 Dec, 1753	Samuel Alleyne	George Steuart
<i>Sharpe</i>	Ship	150	Square	Maryland, 1756	Annapolis, 15 Oct, 1756	James Nicholson	John Scott & Co.
<i>Sharpe</i>	Ship	100	Square	New England, 1763	London, 10 Aug, 1764	Andrew Kellie	Andrew Kellie & Co.
<i>Sharpe</i>	Sloop	60	Square	Maryland, 1763	Annapolis, 4 July, 1763	Samuel Styles	Henry Ward
<i>Sharpe</i>	Brigantine	50	Square	New Jersey, 1754	Annapolis, 9 Mar, 1759	Benjamin North	James Christie
<i>Sharpe</i>	Schooner	40	Square	Maryland, 1759	Annapolis, 9 Aug, 1759	Bartholomew Lynch	Richard Gresham
<i>Sharpe</i>	Schooner	30	Square	Maryland, 1759	Patuxent, 26 Apr, 1762	Thomas Morris	Thomas Browning
<i>Sharp Packet</i>	Schooner	25	Pink	Maryland, 1755	Annapolis, 6 Oct, 1757	Benjamin North	Benjamin North & Co.
<i>Shipton</i>	Schooner	30	Square	Maryland, 1762	Patuxent, 10 May, 1768	William Patten	Francis Baker
<i>Sidney</i>	Ship	180	Square	Newfoundland, 1766	Patuxent, 16 Oct, 1773	Thomas Drysdale	John Smith
<i>Sim</i>	Ship	130	Square	Maryland, 1765	Patuxent, 3 Aug, 1772	Jeremiah Belb	Joseph Sim & Christopher Court & Co.
<i>Snapper</i>	Sloop	15	Square	Rhode Island, 1752	Chester, 19 Feb, 1759	Abner Elij	George Whithear
<i>Snowden</i>	Brigantine	90	Square	Maryland, 1751	Annapolis, 17 May, 1751	William Toppel	Samuel Galloway & Wm. Toppel
<i>Somerset</i>	Sloop	50	Square	Maryland, 1761	Annapolis, 9 Mar, 1763	Matthew Erickson	Nicholas Jones & Henrietta Rogers
<i>Somerset</i>	Sloop	35	Square	Prize	Newport, 7 Feb, 1761	Levin Dashiell	Levin Dashiell & Co.
<i>Sophia</i>	Ship	130	Square	Newfoundland, 1767	Poole, 7 Dec, 1771	Joshua Lunn	John & Thomas Hyde
<i>Sophia</i>	Ship	90	Round	New England, 1737	Bideford, 14 Oct, 1746	John Lavinger	John Luxon & Thomas Kenny
<i>Sophia</i>	Schooner	48	Square	Maryland, 1767	Patuxent, 30 Sept, 1767	John Clarkson	Aquila Hall
<i>Sophia &amp; Ann</i>	Schooner	40	Square	Maryland, 1754	Annapolis, 26 Dec, 1754	Richard Boone	Thomas Norris
<i>Sparrow</i>	Schooner	40	Square	Salem, 1749	Boston, 31 Oct, 1749	Tobias Davis	Tobias Davis & Co.
<i>Speedwell</i>	Ship	200	Square	Philadelphia	London, 25 Feb, 1774	William Clark	James & William Clark
<i>Speedwell</i>	Brigantine	150	Square	Great Britain, 1752	London, 2 Aug, 1760	Dougall McDougall	John Barnard & others
<i>Speedwell</i>	Ship	140	Square	Maryland, 1749	London, 4 May, 1750	N. Hopkinson	Joseph Hunt & Jacob Giles
<i>Speedwell</i>	Ship	100	Round	Maryland, 1744	Annapolis, 6 Aug, 1744	James Creagh	Patrick Creagh
<i>Speedwell</i>	Ship	95	Square	French Prize	Liverpool, 17 Sept, 1770	George Hardwick	William Bryan & Co.
<i>Speedwell</i>	Sloop	70	Square	New England, 1760	Newport, 14 June, 1760	Solomon Allen	Joseph & William Roberts & 2 others
<i>Speedwell</i>	Sloop	65	Square	Maryland, 1749	Annapolis, 20 Apr, 1750	George Bell	Thomas Ringgold & Co.
<i>Speedwell</i>	Sloop	50	Square	Maryland, 1750	Annapolis, 17 July, 1750	Jonathan Hodgeson	Jonathan Hodgeson & Co.
<i>Speedwell</i>	Schooner	45	Square	Maryland, 1749	Annapolis, 23 Feb, 1751	John Bennet	Henry Baker & Patrick Creagh
<i>Speedwell</i>	Sloop	40	Square	New Jersey, 1744	Philadelphia, 25 Feb, 1744	Nathaniel Solley	Silas Parvin
<i>Speedwell</i>	Schooner	40	Square	Maryland, 1754	Annapolis, 1 Nov, 1756	James Allein	Bryan Philpot, Jr.
<i>Speedwell</i>	Sloop	40	Square	New England, 1760	Newport, 26 Dec, 1760	Jonathan Engle	Jonathan Engle & Co.
<i>Speedwell</i>	Sloop	40	Square	New England, 1765	Boston, 18 Mar, 1765	Nathaniel Fellows	Thomas Waterman
<i>Speedwell</i>	Sloop	36	Square	Maryland, 1750	Annapolis, 19 Sept, 1750	Peter Ganthony	Jacob Giles
<i>Speedwell</i>	Schooner	35	Square	Maryland, 1749	Annapolis, 11 Jan, 1753	Samuel White	Patrick Creagh
<i>Speedwell</i>	Schooner	35	Square	Maryland, 1769	Patuxent, 3 Oct, 1769	Jeremiah Cosden	Richard Thompson
<i>Speedwell</i>	Snow	30	Square	Prize	Bideford, 28 June, 1748	Samuel Mills	Jonathan Strange
<i>Speedwell</i>	Sloop	30	Square	Rhode Island, 1752	Newport, 26 Mar, 1752	John Wheaton	John Wheaton & Co.
<i>Speedwell</i>	Sloop	20	Square	New England, 1760	Patuxent, 8 June, 1773	Charles Allen	James Williams
<i>Speedwell</i>	Sloop	20	Square	Newport, 1766	Philadelphia, 21 June, 1769	Thomas Dewick	Benjamin Whitaker
<i>Speedwell</i>	Sloop	20	Square	Condemned, 1773	Patuxent, 8 June, 1773	Charles Allen	Solomon Allen
<i>Speedwell</i>	Schooner	17	Square	Maryland, 1769	Patuxent, 2 July, 1770	Robert Dowson	Robert Dowson
<i>Speedwell</i>	Schooner	16	Square	New England, 1757	Newport, 26 Dec, 1760	Isaac Buck	Solomon Southwick
<i>Speedwell</i>	Schooner	15	Square	Maryland, 1747	Annapolis, 27 Feb, 1748	Stephen Greenliff	Samuel Allen
<i>Speedwell</i>	Schooner	15	Square	Maryland, 1747	Annapolis, 17 Dec, 1750	Joseph Larcy	John Cooper
<i>Speedwell</i>	Sloop	10	Square	New England, 1766	Newport, 25 July, 1766	William Russell	Meltiah Mayhew
<i>Speedwell Galley</i>	Ship	140	Square	Maryland, 1749	Annapolis, 19 Oct, 1749	Daniel Robinson	Jacob Giles
<i>Spencer</i>	Ship	160	Square	Maryland, 1764	Patuxent, 15 June, 1764	John Leslie	Richard Gresham
<i>Spitfire</i>	Sloop	30	Square	Virginia, 1757	St. Kitts, 4 Apr, 1760	William Smith	John Amory & Co.
<i>Spry</i>	Schooner	50	Square	New England, 1746	Boston, 13 Aug, 1748	William Fleet	Samuel Wentworth
<i>Spry</i>	Sloop	15	Square	New Jersey, 1767	Salem, 6 July, 1768	Samuel Townsend	John Mackie & Samuel Townsend
<i>Squirrel</i>	Ship	300	Round	England, 1741	London, 22 Nov, 1748	William Joy	John Wallis & Co.

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Star &amp; Garter</i>	Ship	90	Square	New England, 1768	Exeter, 19 Sept, 1769	Thomas Heinson	James Luke
<i>Stephen</i>	Schooner	35	Square	Maryland, 1765	Patuxent, 18 Feb, 1766	Robert Oliver	Samuel & Joseph Galloway & Stephen Stewart
<i>Sterling</i>	Snow	70	Square	Philadelphia, 1764	Philadelphia, 16 May, 1764	Samuel Appowen	Samuel Appowen & Co.
<i>Sterling</i>	Snow	60	Square	Prize	New Providence, 8 May, 1761	Michael Dillon	Edward Scott & Co.
<i>Success</i>	Brigantine	90	Square	French Prize	Annapolis, 13 May, 1760	Nicholas Jones	Thomas Jones
<i>Success</i>	Brigantine	80	Square	Great Britain, 1766	London, 6 Dec, 1774	John Wright	Abraham Clibborn & 4 others
<i>Success</i>	Schooner	45	Square	New England, 1752	Boston, 8 Sept, 1753	William Torrey	William Torrey
<i>Success</i>	Schooner	45	Square	New England, 1761	Boston, 18 Sept, 1761	Benjamin Beale	Philip Higgins
<i>Success</i>	Schooner	37	Square	Condemned, 1764	Patuxent, 22 July, 1764	John Pitt	John Eales & Edmund Rutland
<i>Success</i>	Schooner	35	Square	Pennsylvania, 1760	Newcastle, 7 Jan, 1760	Thomas Flint	Benjamin Tryon & Co.
<i>Success</i>	Schooner	30	Square	New England, 1767	Boston, 28 Nov, 1767	Benjamin Wormell	Daniel Martin
<i>Success</i>	Sloop	30	Square	Prize, 1760	Philadelphia, 4 Aug, 1762	Walter Webster, Jr.	Israel Morris, William Brown, John Brown & James Street
<i>Success</i>	Schooner	25	Square	Maryland, 1764	Patuxent, 8 June, 1765	James Warner	John Martin Baker
<i>Success</i>	Sloop	20	Square	Maryland, 1756	Accomack, 12 Oct, 1764	Robert McMath	Jacob Parkerson & Co.
<i>Success</i>	Schooner	10	Square	Virginia, 1746	Williamsburg, 24 July, 1747	Peter Robinson	Peter Robinson
<i>Suckey</i>	Brigantine	70	Square	New England, 1762	Limerick, 23 Dec, 1767	Michael Campbell	Benjamin Unthank
<i>Suckey</i>	Brigantine	50	Square	Newfoundland, 1773	Poole, 19 Apr, 1773	Samuel Clarke	George Fibley & Francis Pinney
<i>Susan &amp; Nancy</i>	Sloop	10	Square	Maryland, 1745	Port Beaufort, 29 May, 1749	Edward Marshall	Henry Robinson
<i>Susanna</i>	Ship	200	Square	Maryland, 1762	Annapolis, 24 Apr, 1762	James Arbuckle	George Stewart
<i>Susanna</i>	Ship	160	Square	Great Britain, 1766	Liverpool, 30 May, 1766	Alexander Witherspoon	James Marsdon & others
<i>Susanna</i>	Brigantine	100	Square	Maryland, 1764	Patuxent, 10 Mar, 1767	Edward Balford	Robert Purviance
<i>Susanna</i>	Brigantine	90	Square	New England, 1765	Boston, 20 Sept, 1765	Edmund Howes	Arnold Welles
<i>Susanna</i>	Snow	85	Square	Maryland, 1763	Annapolis, 7 July, 1763	William Bewishcher	Joseph Gill
<i>Susanna</i>	Sloop	30	Square	New England, 1760	Newport, 24 Aug, 1765	Peter Porce	Peter Porce & Co.
<i>Susanna &amp; Hannah</i>	Schooner	20	Square	Delaware, 1760	Virginia, 24 Sept, 1763	Daniel Dinger	Daniel Dinger
<i>Susanna &amp; Maria</i>	Brigantine	80	Square	Ireland, 1760	Dublin, 2 Oct, 1770	Alexander Kennedy	Richard Dowling & Co.
<i>Susannah</i>	Snow	100	Square	Maryland, 1763	Pocomoke, 21 Apr, 1763	Zedechiah Whaley	Littleton Dennis
<i>Susannah</i>	Ship	90	Square	New York, 1748	London, 25 Oct, 1751	William Cooper	William Holborn & Co.
<i>Susannah</i>	Ship	90	Square	Maryland, 1761	Annapolis, 17 June, 1761	Moses Rankin	Thomas Montgomery
<i>Susannah</i>	Sloop	60	Square	Virginia, 1760	Annapolis, 15 Dec, 1760	John Loyall	John & Paul Loyall
<i>Susannah</i>	Schooner	40	Square	New England, 1763	Salem, 23 Dec, 1773	Nathaniel Dodd	Joseph Bubier & Jacob Fowle
<i>Susannah</i>	Schooner	30	Square	French Prize	New Providence, 17 May, 1760	Darcey Dawes	Edward Scott
<i>Susannah</i>	Schooner	18	Square	Maryland, 1763	Patuxent, 18 Dec, 1767	John Coursey	Edward Clayton
<i>Susannah &amp; Sarah</i>	Ship	130	Round	England, 1732	London, 6 Mar, 1759	David Lewis	John Balfour
<i>Susquehanna</i>	Schooner	47	Square	Maryland, 1762	Annapolis, 27 Nov, 1762	James Phillips	Philip Gover
<i>Swallow</i>	Schooner	30	Square	New England, 1750	Salem, 26 Oct, 1750	John Lovett	Thomas Davis & Benjamin Fisher
<i>Swallow</i>	Sloop	15	Square	Maryland, 1748	Annapolis, 24 Mar, 1748	Alexander Cummings	William Govane
<i>Swallow</i>	Sloop	12	Square	New Jersey, 1759	Newport, 16 Sept, 1766	Solomon Thornton	Solomon Thornton & Co.
<i>Swallow</i>	Sloop	12	Square	New England, 1764	Rhode Island, 30 Aug, 1764	Sion Martindale	William Brown & Daniel Whitmarsh
<i>Swan</i>	Ship	190	Square	New York, 1765	London, 26 June, 1767	Jeremiah Banning	Capel & Osgood Hanbury
<i>Swan</i>	Brigantine	100	Square	Maryland, 1766	Patuxent, 26 Sept, 1771	Stephen Rogers	Jonathan Hudson & Co.
<i>Swan</i>	Brigantine	95	Square	Maryland, 1770	Patuxent, 15 June, 1770	Benjamin Dashiell	Richard Button
<i>Swan</i>	Brigantine	65	Square	Maryland, 1775	Patuxent, 22 June, 1775	Robert Mein	Richard Button
<i>Swan</i>	Schooner	60	Square	New England, 1771	Boston, 15 Oct, 1772	Alden Bass	Arnold Welles
<i>Swan</i>	Sloop	50	Square	Maryland, 1756	Annapolis, 22 Nov, 1756	William Dunlop	John Saidler
<i>Swan</i>	Sloop	45	Square	New England, 1748	Milford, 6 May, 1748	Isaac Dupree	Samuel Square & Co.
<i>Swan</i>	Sloop	40	Square	New England, 1748	Boston, 21 Mar, 1748	Robert Parker	Ralph Inman & Co.

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Swan</i>	Sloop	30	Hackboat	Maryland, 1756	Annapolis, 22 Mar, 1756	James Hanrick	Samuel Galloway
<i>Swan</i>	Schooner	30	Square	Maryland, 1763	Annapolis, 10 Jan, 1764	William Hallock	Thomas Bond & Co.
<i>Swan</i>	Sloop	25	Square	New York, 1745	Newport, 28 Nov, 1749	Thomas Arcey	Henry Collins
<i>Swan</i>	Sloop	20	Square	New England, 1774	Falmouth, 10 Aug, 1774	William Brown	Stephen Waite
<i>Swift</i>	Brigantine	150	Square	Rhode Island, 1769	Newcastle, 3 Dec, 1773	George Straker	George Straker & 3 others
<i>Swift</i>	Snow	120	Square	Virginia, 1749	London, 6 Apr, 1751	Dennis Dulany	Capel Hanbury & Co.
<i>Syren</i>	Brigantine	100	Pink	England, 1753	Yarmouth, 22 Mar, 1760	Patrick Bower	William Kitt & Co.
<i>Tasker</i>	Ship	140	Square	New England, 1738	London, 24 Mar, 1750	John Thompson	Anthony Bacon & John Thompson
<i>Taylor</i>	Ship	160	Square	Great Britain, 1761	London, 23 May, 1772	John Ogilvy	Duncan Campbell
<i>Thames</i>	Ship	210	Square	England, 1739	London, 1749	J. Dobbins	James Armour & John Stuart
<i>The Little Bob</i>	Brigantine	40	Square	Plantation	Annapolis, 20 Nov, 1761	Thomas Hall	Samuel Galloway
<i>Thetis</i>	Ship	200	Square	French Prize, 1757	London, 24 Sept, 1757	Matthew Craymer	John Stewart
<i>Thetis</i>	Ship	175	Square	Maryland, 1752	London, 3 July, 1772	Richard Hayton	Richard Hayton & 3 others
<i>Thetis</i>	Ship	130	Square	Maryland, 1767	Patuxent, 4 Apr, 1767	Robert Turner	Robert Adair & Richard Dallam
<i>Thetis</i>	Snow	100	Square	New England, 1748	London, 28 May, 1755	James Creagh	James Creagh
<i>Thistle</i>	Ship	200	Square	New England, 1747	Boston, 26 Oct, 1747	Hugh Coulter	Hugh Coulter & Co.
<i>Thomas</i>	Brigantine	100	Square	Great Britain, 1772	Liverpool, 14 July, 1772	Richard Woods	John Tarleton
<i>Thomas &amp; Charles</i>	Brigantine	90	Square	New England, 1748	Boston, 18 Oct, 1748	John Hoar	Edward Wyer & Co.
<i>Thomas &amp; John</i>	Ship	140	Square	New England, 1756	London, 14 Apr, 1761	Matthew Spencer	William Nicholas
<i>Thomas &amp; Sarah</i>	Ship	150	Square	Boston, 1748	London, 3 May, 1757	John Jackson	Thomas Jackson
<i>Thomas &amp; William</i>	Ship	100	Square	New England, 1765	Piscataqua, 5 Sept, 1765	Daniel Cock	Daniel Cock & Co.
<i>Thornton</i>	Ship	175	Square	Maryland, 1765	N. Potomac, 16 Oct, 1765	Christopher Reid	John Stewart & Co.
<i>Three Brothers</i>	Ship	110	Square	Philadelphia, 1765	Londonderry, 2 May, 1767	John Gwynn	James Mayor & others
<i>Three Brothers</i>	Snow	90	Square	Maryland, 1750	Annapolis, 24 Sept, 1750	James Hopkins	James Hopkins & Co.
<i>Three Brothers</i>	Schooner	60	Square	New England, 1774	Salem, 21 Oct, 1774	David Smith	David Smith & 3 others
<i>Three Brothers</i>	Schooner	45	Square	Nova Scotia, 1764	Patuxent, 7 Oct, 1766	Thomas Lorain	Thomas Lorain, James Hynson & Joseph Hynson
<i>Three Brothers</i>	Sloop	25	Square	Maryland, 1754	Annapolis, 15 June, 1761	Isaac Vanbibber	John Jackson
<i>Three Brothers</i>	Sloop	25	Square	Bermuda, 1756	Bermuda, 9 Dec, 1756	John Treney	Thomas Ephraim & John Gilbert
<i>Three Brothers</i>	Schooner	23	Square	Maryland, 1762	Annapolis, 25 Nov, 1762	Richard Simpes	Richard Simpes & Co.
<i>Three Brothers</i>	Sloop	15	Square	New England, 1774	New Haven, 7 June, 1774	Bani Bradley	Joseph Bradley
<i>Three Friends</i>	Brigantine	70	Square	New England, 1765	Bridgetown, 3 Mar, 1768	Benjamin Hutchings	Francis & William Harvey
<i>Three Friends</i>	Schooner	60	Square	New England, 1765	Boston, 2 Aug, 1765	Dixey Stone	Thomas Wiswell & Co.
<i>Three Friends</i>	Sloop	40	Square	New England, 1753	Boston, 18 Apr, 1763	Nicholas French	Nicholas French & Co.
<i>Three Sisters</i>	Ship	280	Pink	England, 1747	Whitby, 24 Feb, 1761	James Hogg	Robert Noble & Co.
<i>Three Thomas's</i>	Schooner	20	Square	Virginia, 1751	Hampton, 8 Mar, 1753	John Matthews	Thomas Dixon & Co.
<i>Tibyll</i>	Schooner	30	Square	Virginia, 1761	Williamsburg, 2 July, 1762	William Beck	Thomas Kirkpatrick
<i>Topsail Packet</i>	Schooner	30	Square	North Carolina, 1767	Brunswick, 22 May, 1773	John C. Campbell	John C. Campbell
<i>Totness</i>	Ship	130	Square	New England, 1764	Liverpool, 2 Oct, 1765	John Judson	James Gildart
<i>Trimley</i>	Ship	170	Square	Great Britain, 1765	London, 19 Dec, 1770	James Page	John Cobbell & James Page
<i>Triton</i>	Ship	290	Pink	Great Britain, 1752	Whitby, 30 Aug, 1766	Thomas Goodwin	Samuel Campion
<i>Triton</i>	Ship	230	Square	England, 1733	London, 27 Aug, 1757	John Johnston	Robert Forster
<i>Triumphant</i>	Ship	220	Square	Prize	London, 2 Jan, 1747	William Manby	James Manby
<i>Trotman</i>	Brigantine	120	Square	Great Britain, 1760	London, 19 Mar, 1761	Richard Hayton	Richard Lockwood & Co.
<i>Tryal</i>	Ship	160	Square	Virginia, 1763	London, 9 June, 1768	Dougall McDougall	John Stewart & Duncan Campbell
<i>Tryal</i>	Snow	120	Square	New York, 1749	New York, 12 Apr, 1749	John Johnson	Andrew Armour & Co.
<i>Tryal</i>	Brigantine	80	Square	Maryland, 1769	Patuxent, 23 Oct, 1769	John Bruce	William McGachin
<i>Tryall</i>	Schooner	50	Square	Maryland, 1765	Patuxent, 1 July, 1765	Isaac Vanbibber	Isaac Vanbibber
<i>Tryall</i>	Schooner	30	Square	Virginia, 1750	Williamsburg, 27 Apr, 1750	John Needels	Peter Robinson & Co.
<i>Tryall</i>	Schooner	25	Square	New England, 1748	Boston, 2 Dec, 1748	David Freeman	John Cobb & Co.
<i>Trial</i>	Sloop	10	Square	Maryland, 1753	Annapolis, 22 Dec, 1753	Thomas Curren	Patrick Hamilton
<i>Tryton</i>	Ship	250	Round	Prize	London, 3 July, 1747	Thomas Askew	Thomas Askew & Co.
<i>Tryton</i>	Schooner	30	Square	New England, 1766	Patuxent, 9 Dec, 1774	James Forbes	Richard Button & 3 others

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Tulip</i>	Snow	90	Square	Maryland, 1760	Annapolis, 28 Feb, 1761	Arthur Craig	Samuel Galloway
<i>Two Brothers</i>	Snow	140	Square	Philadelphia, 1762	Dublin, 12 Sept, 1766	Patrick North	John Dempsy & others
<i>Two Brothers</i>	Snow	100	Square	Plantation	Guernsey, 25 Jan, 1758	Nicholas Le Mesurier	James & John Le Ray
<i>Two Brothers</i>	Brigantine	90	Square	Maryland, 1771	Patuxent, 28 Apr, 1773	John Bruce	Henry Brown
<i>Two Brothers</i>	Brigantine	70	Square	Maryland, 1766	Philadelphia, 23 Aug, 1767	James Duncan	David & John Rhea
<i>Two Brothers</i>	Brigantine	50	Square	North Carolina, 1770	Bath Town, 14 Mar, 1772	Henry Botson	Henry Botson
<i>Two Brothers</i>	Sloop	50	Square	New England, 1764	Piscataway, 18 Oct, 1764	Ebenezer Hilton	Ebenezer Hilton & Co.
<i>Two Brothers</i>	Sloop	45	Square	New England, 1769	Salem, 16 June, 1769	George North	John & Robert Given
<i>Two Brothers</i>	Sloop	20	Square	Virginia, 1752	Newport, 29 June, 1758	Daniel Wilcox	Daniel & Jeremiah Wilcox
<i>Two Brothers</i>	Sloop	16	Square	Maryland, 1751	Currituck, 29 Jan, 1755	John Moor	Samuel Hooke
<i>Two Brothers</i>	Schooner	15	Square	New Providence, 1772	New Providence, 24 Apr, 1773	Robert Hawkes	Leonard Bowles
<i>Two Brothers</i>	Shallop	15	Square	Maryland, 1750	Annapolis, 1 Dec, 1750	John Chandly	John Chandly & Co.
<i>Two Brothers</i>	Sloop	10	Square	Pennsylvania, 1756	New York, 10 Sept, 1759	Duncan Brown	Duncan Brown & James Wright
<i>Two Brothers</i>	Sloop	10	Square	New York, 1762	New York, 18 Apr, 1763	William Summers	Joseph Morrell & William Morrell
<i>Two Friends</i>	Schooner	50	Square	New England, 1760	Boston, 11 Feb, 1761	William Price	Nathaniel Loving & Co.
<i>Two Mary's</i>	Shallop	5	Square	Registration lost as per certificate from the governor's collector, N.Y.		Daniel Thorn	Robert Griffith
<i>Two Sisters</i>	Ship	160	Square	Maryland, 1757	Annapolis, 9 Nov, 1757	James Hanrick	Samuel Galloway
<i>Two Sisters</i>	Ship	130	Square	Philadelphia, 1758	London, 10 Feb, 1764	Robert Johnstown	John Johnstown, David McPhaile & Thomas Walker
<i>Two Sisters</i>	Brigantine	80	Square	Maryland, 1768	Patuxent, 3 Dec, 1768	John Slemeker	Benjamin Rogers
<i>Two Sisters</i>	Sloop	65	Square	New England, 1763	Patuxent, 28 Apr, 1775	Joseph Oakman	William Spear
<i>Tyger</i>	Snow	120	Square	England, 1749	Bristol, 16 Mar, 1753	William Thomas	James Phelps & Co.
<i>Ulysses</i>	Sloop	40	Square	Pembroke, 1755	Boston, 31 Jan, 1758	Elijah Tilghman	Michael Hubbert & Co.
<i>Union</i>	Ship	200	Square	Maryland, 1772	Patuxent, 14 Dec, 1772	Andrew Bryson	James Walker & 2 others
<i>Union</i>	Brigantine	85	Square	New England, 1765	Salem, 9 Aug, 1765	David Ross	Thomas Gerry & 3 others
<i>Union</i>	Sloop	60	Square	Maryland, 1753	Annapolis, 14 Sept, 1753	Thomas Dewick	Henry van Bibber
<i>Unity</i>	Ship	160	Square	England, 1750	Maryland, 3 June, 1754	John Clarkson	Jacob Giles & Co.
<i>Unity</i>	Snow	130	Round	Bristol, 1740	London, 30 Dec, 1754	James Holland	James Holland & Co.
<i>Unity</i>	Ship	120	Square	Virginia, 1750	London, 24 Mar, 1753	Thomas Askew	John Bennet & Co.
<i>Unity</i>	Brigantine	50	Square	New England, 1746	Boston, 31 Oct, 1746	Joseph Osgood	John Avery & Co.
<i>Unity</i>	Schooner	30	Square	Bermuda, 1770	Bermuda, 12 May, 1770	Jeremiah Newton	Samuel Green & Thomas Duncomb
<i>Unity</i>	Sloop	30	Square	Maryland, 1755	Annapolis, 15 Mar, 1755	Henry Hammond	Govane & Carnan
<i>Unity</i>	Sloop	30	Square	Bermuda, 1760	Bermuda, 20 Sept, 1760	Joseph Gibson	William Williams & Co.
<i>Unity</i>	Sloop	30	Square	Maryland, 1763	Patuxent, 8 Feb, 1767	Richard Winter	Conrad & Theodore Wederstrandt
<i>Unity</i>	Schooner	20	Square	North Carolina, 1763	Bath, 1 Dec, 1763	John Burrough	Robert McMath
<i>Unity</i>	Sloop	12	Square	Maryland, 1750	Annapolis, 5 Nov, 1750	N. Covinton	John Barns
<i>Upton</i>	Ship	180	Pink	Maryland, 1749	Liverpool, 1 Feb, 1759	Thomas Birch	James Gildart & Abraham Barnes
<i>Venus</i>	Brigantine	150	Round	North Carolina, 1762	Hull, 24 Feb, 1767	John Cattell	John Cattell & Co.
<i>Venus</i>	Brigantine	80	Square	Philadelphia, 1768	Philadelphia, 17 June, 1768	George Atkinson	William Davis
<i>Vine</i>	Brigantine	60	Square	England, 1746	Barnstable, 11 Feb, 1748	Henry Bellen	Thomas Benson
<i>Virgin</i>	Snow	120	Square	Maryland, 1768	Patuxent, 24 Oct, 1768	Robert Payne	Jonathan Plowman & Thomas Jarrold
<i>Virgin</i>	Schooner	60	Square	Maryland, 1762	Pocomoke, 17 Jan, 1762	John French	Jonathan Plowman & Co.
<i>Virginian</i>	Ship	200	Hackboat	New England, 1747	Boston, 17 Sept, 1747	Edward Bently	Ralph Inman & Co.
<i>Virginia Packet</i>	Sloop	20	Square	Philadelphia, 1751	Philadelphia, 31 July, 1752	Robert Murray	Robert Murray
<i>Volunteer</i>	Ship	290	Round	England, 1759	London, 12 Feb, 1760	Thomas Potts	Richard Moorsom & Co.
<i>Vulcan</i>	Sloop	35	Square	Maryland, 1766	Patuxent, 28 Feb, 1769	Joel Higginbottom	Joel Higginbottom & Co.
<i>Vulture</i>	Ship	110	Square	New England, 1757	Salem, 31 Jan, 1758	Joseph Skillin	Jeremiah Lee
<i>Ware</i>	Sloop	17	Square	Virginia, 1748	Williamsburg, 17 Apr, 1750	William Washington	Francis Willis

VESSEL	RIG	TONNAGE	STERN	BUILT	DOCUMENTED	MASTER	OWNERS
<i>Warwick</i>	Ship	140	Square	New England, 1771	Bristol, 17 Jan, 1770	Charles Smith	George Watson & Co.
<i>Welcome</i>	Schooner	70	Square	New England, 1774	Boston, 16 May, 1774	Samuel Paine	Samuel Paine & Co.
<i>Western</i>	Schooner	55	Square	New England, 1760	Boston, 1 Oct, 1760	Nathaniel Patten	Samuel Howard & Co.
<i>West River</i>	Schooner	40	Round	Maryland, 1757	Annapolis, 29 Sept, 1757	Thomas Coursey	Samuel Galloway
<i>Wheeler</i>	Sloop	45	Square	New England, 1746	Boston, 28 Jan, 1746	Mark Parsons	William Wheeler
<i>Wheel of Fortune</i>	Schooner	75	Pink	Maryland, 1756	Annapolis, 1 Dec, 1761	Beriah Maybury	Nicholas Jones & Co.
<i>Wheel of Fortune</i>	Schooner	20	Square	Rhode Island, 1753	Newport, 30 July, 1753	William Palmer	James Walker & Co.
<i>Whym</i>	Sloop	36	Square	Bermuda, 1773	Bermuda, 21 June, 1773	Mark Seddon	Richard Hetherington & William Wilkinson
<i>Wilcox</i>	Schooner	20	Square	Pennsylvania, 1749	Williamsburg, 11 Oct, 1751	John Berry	James Sommerville & Co.
<i>Wild Daniel</i>	Sloop	20	Square	Bermuda, 1756	Bermuda, 8 June, 1756	Benjamin Young	Thomas Hunt
<i>William</i>	Ship	220	Square	Boston, 1742	London, 26 Mar, 1743	Samuel Wood	William Hunt
<i>William</i>	Ship	200	Square	New England, 1740	London, 24 Sept, 1747	William Hill	Hugh Andrew
<i>William</i>	Ship	200	Square	Maryland, 1774	Patuxent, 26 May, 1774	James Thomas	James Cheston & 2 others
<i>William</i>	Ship	90	Square	Pennsylvania, 1744	Philadelphia, 28 Feb, 1750	Alexander Katler	David McIlvaine & Co.
<i>William</i>	Brigantine	80	Square	New England, 1773	Patuxent, 30 Apr, 1774	Alexander Ferguson	William Neill
<i>William</i>	Brigantine	60	Square	Maryland, 1752	Annapolis, 2 Dec, 1752	George Cole	Thomas Sleigh
<i>William</i>	Sloop	45	Square	New England, 1746	Boston, 30 Nov, 1750	Leach Harris	John & Abraham Wendell & Co.
<i>William</i>	Sloop	30	Square	Maryland, 1754	Annapolis, 23 May, 1755	Reuben Moor	Reuben Moor
<i>William</i>	Sloop	30	Square	New England, 1757	Newport, 1 May, 1759	Thomas Tillinghast	Benjamin Church & Co.
<i>William</i>	Sloop	20	Square	Virginia, 1750	Williamsburg, 13 June, 1751	John Ingham	Charles Stuart
<i>William</i>	Sloop	7	Round	Maryland, 1746	Annapolis, 23 July, 1748	William Strahan	Samuel Lockwood
<i>William &amp; Betsy</i>	Schooner	15	Square	Prize, 1762	New Providence, 10 May, 1762	William Woodside	William Woodside & Co.
<i>William &amp; Elizabeth</i>	Snow	120	Square	Prize, 1760	London, 8 Sept, 1760	William Johnson	William Johnson
<i>William &amp; Mary</i>	Brigantine	50	Square	New England, 1753	Boston, 4 Jan, 1754	George Fulton	William Knox
<i>William &amp; Mary</i>	Sloop	50	Pink	Maryland, 1755	Annapolis, 31 May, 1755	John Errington	William Toppel
<i>William &amp; Thomas</i>	Schooner	80	Square	Maryland, 1749	Annapolis, 25 Apr, 1752	Thomas Rimmer	Thomas Rimmer & Co.
<i>William &amp; Thomas</i>	Sloop	20	Square	England, 1745	Guernsey, 6 Mar, 1750	Thomas Barker	Thomas Picot & Co.
<i>Williams Relief</i>	Sloop	40	Square	Bermuda, 1768	Bermuda, 19 May, 1768	Cowpland Place	William Place
<i>Willing Maid</i>	Ship	120	Square	Maryland, 1768	Patuxent, 2 Aug, 1768	James Buchanan	Archibald Buchanan & others
<i>Willing Maid</i>	Schooner	12	Square	Maryland, 1770	Patuxent, 10 Aug, 1771	Edward Chatham	Edward Chatham
<i>Wilson</i>	Ship	200	Square	Maryland, 1765	Patuxent, 22 July, 1765	John Clarkson	John Clarkson
<i>Winchelsea</i>	Ship	500	Square	England, 1735	London, 14 Dec, 1743	Thomas Cornish	John Major & Co.
<i>Winchester</i>	Ship	500	Square	England, 1738	London, 15 May, 1746	Elias LeGross	William Black
<i>Wolfe</i>	Ship	100	Square	New England, 1763	Liverpool, 17 May, 1764	Stephen Maclean	Nathaniel Hunter & Co.
<i>Wolfe</i>	Brigantine	90	Square	New England, 1764	Salem, 10 Apr, 1773	Amos Grandy	Amos Grandy & Jacob Fowle
<i>Wolfe</i>	Schooner	40	Square	New England, 1753	Boston, 30 Apr, 1759	John Green	John Gunter
<i>Woodbridge</i>	Brigantine	90	Square	New England, 1773	Piscataqua, 16 Apr, 1773	James Brown	Stephen Hooper & Thomas Woodbridge
<i>Worthington</i>	Ship	213	Square	Maryland, 1774	Patuxent, 4 Apr, 1774	Jacob Walters	Thomas Worthington
<i>Wren</i>	Brigantine	50	Square	Pennsylvania, 1768	London, 12 Jan, 1775	Thomas Wood	William & Robert Mollison
<i>Wye River</i>	Ship	150	Square	Maryland, 1755	Annapolis, 15 Aug, 1755	Edward Noel	Edward Lloyd
<i>York</i>	Brigantine	90	Square	Dover, 1746	London, 16 Feb, 1752	William Mercier	Thomas Grund & Co.
<i>York</i>	Sloop	30	Square	Virginia, 1750	Williamsburg, 13 Oct, 1750	James Pool	Charles Seabrook & Co.
<i>Young Africa</i>	Brigantine	100	Square	New England, 1773	Salem, 25 Apr, 1773	William Coles	Jeremiah Lee
<i>Young Phoenix</i>	Brigantine	100	Square	New England, 1771	Salem, 19 Aug, 1771	David Lee	William & Jeremiah Lee
<i>Young William</i>	Schooner	45	Square	Maryland, 1761	Chester, 11 June, 1763	William Murphy	William Stevenson
<i>Yowart</i>	Ship	150	Hackboat	Great Britain, 1764	Liverpool, 23 Oct, 1769	Richard Bowes	Richard Bowes & others
<i>Zephyr</i>	Sloop	12	Square	New Providence, 1769	New Providence, 21 Oct, 1771	Timothy Wadham	William Bradford



4 December 1964



Vaughan W. Brown, author of *Shipping in the Port of Annapolis, 1748-1775*, was trained in biology, is an ocean-racing sailor by avocation, and a maritime historian by profession. Born in New York in 1927, Mr. Brown has lived in tidewater Maryland since 1936. Educated at the Hotchkiss School, Williams College, and the University of Virginia, he worked for two years in physiological research at Johns Hopkins Hospital, during which time he collaborated with Dr. G. H. Wang in the preparation of three research papers published by the *American Journal of Neuro-Physiology*.

After leaving Johns Hopkins, Mr. Brown studied naval architecture while working as a yacht broker, until he joined the staff of Historic Annapolis Inc. in January 1961. During his tenure as assistant to the director for maritime research, Mr. Brown's primary attention was directed toward the organization and analysis of materials pertaining to the character and volume of maritime trade and commerce in the port of Annapolis during the eighteenth and early nineteenth centuries.

This monograph results from his research into documentary source materials covering the third quarter of the eighteenth century, and it is his first published work in the field of maritime history.

Mr. Brown is married, the father of three children, and lives on Hackett Point, between Whitehall and Chesapeake Bays, near the entrance to Annapolis harbor. He is a member of Alpha Delta Phi fraternity, the Sailing Club of the Chesapeake, Severn Sailing Association, and the Marine Historical Association, Mystic, Connecticut.

SEA POWER MONOGRAPH NUMBER 1