

The following item is copyright protected  
material.

It is posted by kind permission of

authors

David L. Mordy

and

James C. Mordy

and

Hugh Campbell

Editor-in-Chief of the *Smithfield Review*

As copyright material it may not be copied and used without permission of the  
*Smithfield Review*, or any or all of the above parties.

# The Smithfield Review

*Studies in the history of the region west of the Blue Ridge*

Volume XV, 2011

A Note from the Editors .....	v
James Buckingham's Travels in Southern Appalachia, 1839 <i>Tom Costa</i> .....	1
William Radford, Revolutionary Patriot of the Continental Marines <i>David L. Mordy and James C. Mordy</i> .....	23
The Mysterious Origins of James Patton, Part 1. <i>Jim Glanville and Ryan Mays</i> .....	35
Whiskey, Soldiers, and Voting: Western Virginia Elections in the 1790s <i>Wesley J. Campbell</i> .....	65
Brief Note: A Letter to the Editor of <i>The Smithfield Review</i> Concerning William Preston and Greenfield <i>Rupert Cutler</i> .....	94
Brief Note: The Siting of Smithfield in Relation to the Fincastle Botetourt County Line <i>Jim Glanville</i> .....	95
Index to Volume XV <i>Clara Cox</i> .....	101

Published by the  
Montgomery County Branch, Preservation Virginia  
in cooperation with the  
Department of History, Virginia Polytechnic Institute and State University  
Blacksburg, Virginia

---

## William Radford, Revolutionary Patriot of the Continental Marines

*David L. Mordy and James C. Mordy*

Copyright © 2011

(Authors' Note: This article looks at the Revolutionary War period of the life of colonial patriot William Radford, a Marylander and later a Virginian, whose progeny had ties to the New River Valley. His daughter, Mary, married Gen. John S. Preston, son of Col. William Preston of Montgomery County fame, and the city of Radford was named for his grandson, John Blair Radford. Another grandson was Rear Admiral William Radford, after whom the USS Radford, destroyer DD/DDE 446, was named.<sup>1</sup>)

As a Continental marine lieutenant during the Revolutionary War, William Radford was among our country's first marines, one of thousands of young men who went to sea during the war and helped play a strategic role by causing part of His Majesty's Navy to focus on the West Indies, moving some of the threat away from America's Atlantic coast. Radford served during 1776 aboard the Maryland ship *Defence* and in 1777 aboard the Continental Navy ship *Hornet*. The latter ship was captured by the British, and Radford was imprisoned in England before escaping and making his way to France, then returning to America.

A family history by George Munford related that young William Radford, then "in his seventeenth year" visited the Geddes Winston family in Hanover County, Virginia, and was among those who "instantly formed" a company of soldiers after an impassioned speech at Hanover Courthouse by Patrick Henry,<sup>2</sup> famous cousin of the Winston family. Unaware that his Radford ancestor became a marine in 1776, Munford goes on to say that Radford's army company was captured by General Tarlton [sic] in his celebrated raid on Charlottesville and sent to the Tower of London.<sup>3</sup> Unaware of William Radford, the Maryland marine, Munford mistook for his ancestor a man of the same name in the Virginia army. The mistaken identity was further embellished in a book by DeMeissner, who provided a specific date for (the wrong) Radford's enlistment in the 1<sup>st</sup> Virginia Regiment of the Continental Line—August 4, 1776<sup>4</sup>—and stated that "his name appears on the [Continental army] rolls for the period June, 1777, to November 1779."<sup>5</sup>

To the contrary, her Radford ancestor was actually a marine during this period, serving on the Maryland Navy ship *Defence* in the summer of 1776, perhaps earlier.<sup>6</sup> After that he served on the Continental Navy ship *Hornet* in 1777, was captured at sea by HMS *Porcupine*,<sup>7</sup> and was then taken to Forton Prison in England (not the Tower of London) on October 13, 1777.<sup>8</sup>

The narrative below does not dispute the idea that Radford might have served as a Virginia soldier for a period of time, possibly in the Independent Company of Hanover that was, in fact, formed at the time of Patrick Henry's Hanover speech in November 1774.<sup>9</sup> Indeed, this part of the family account seems plausible. The story of his service as a marine during 1776 and 1777 is recounted below, a different story than previously reported.

### William Radford, a Maryland Marine

William Radford was born in Frederick County, Maryland,<sup>10</sup> about 1758,<sup>11</sup> to John Radford and Ruth Tannehill Radford. William's father died about the time that William was born, and his widowed mother soon married Charles Prather.<sup>12</sup> When the Prathers moved west from Frederick County, they are said to have placed young William into the care of his maternal uncle, Carlton Tannehill, in Frederick County.<sup>13</sup> When Radford was later in prison, he was listed as a resident of Maryland, born in "Frederick's County."<sup>14</sup>

In 1775, when other colonies such as Massachusetts, Rhode Island, and Virginia were forming navies, and the Continental Navy was not yet formed, the Maryland Council of Safety recognized the need for a Maryland navy. The biggest problem the colony faced in its new venture was recruiting enough men to operate the ships. At that time the ship's captain was responsible for recruiting his own crew.<sup>15</sup> Joshua Barney, second officer, or master's mate, on the ship *Hornet*, then commanded by Capt. William Stone, provides an example of how a captain typically went about finding a crew:

A crew had not yet been shipped and the duty of recruiting one was assigned to Barney. Fortunately for his purpose, just at this moment a new American Flag, sent by Commodore Hopkins for the service of the *Hornet* arrived [in Baltimore] from Philadelphia—nothing could have been more opportune or acceptable—it was the first "Star-spangled Banner" that had been seen in the State of Maryland; and next morning at sunrise Barney had the enviable honor of unfurling it to the music of drums and fifes, and hoisting it upon a staff planted with his own hands at the door of his rendezvous. The heart-stirring sounds of the martial instruments, then a novel incident in Baltimore,

and the still more novel sight of the Rebel colors gracefully waving in the breeze, attracted crowds of all ranks and eyes to the gay scene of the rendezvous, and before the setting of the same day's sun, the young recruiting officer had enlisted a full crew of jolly "rebels" for the *Hornet*.<sup>16</sup>

Whether in that way or another, young Radford was recruited for the Maryland Navy ship *Defence*. It is not known whether he was on board when the *Defence* first saw action in March 1776, but indications are that he had enlisted by May, if not earlier. Crew lists in July<sup>17</sup> and September 1776 list Radford as a sergeant of marines.<sup>18</sup> Capt. George Cook treated his September list, including Radford, as still current when three additional names were added on November 4, 1776.<sup>19</sup>

In its debut in March, the *Defence* responded to a threat from the British sloop-of-war *Otter*, which had proceeded far up Chesapeake Bay and had captured several ships (called "prizes"). James Nicholson, then captain of the *Defence*, was praised for re-taking the prizes, perhaps without any shots being fired. The *Otter* had run aground on Bodkin Point Shoal at the entrance to the Patapsco River.<sup>20</sup> Nicholson returned up the river with some of the prizes, which had been abandoned.<sup>21</sup>

A bill from John Slemaker, pilot of the *Defence*,<sup>22</sup> provides dates of the ship's departures from Baltimore from March to September 1776:

March 8	June 6 and 27	August 1 and 9
April 30	July 4 and 23	September 10
May 18		

Fragments of information about short cruises undertaken by the *Defence* in 1776 give some idea of the ship's activities at that time. Capt. Hamond of the HMS *Roebuck* reported that on July 29,

[t]he *Defence*, a Rebel Privatier of 20 Guns belonging to Maryland, hearing of the [British] Fleet's being left at George's Island under the Protection of the *Fowey* only, came with 2 Tenders up the River to attack them, and a Battery from St. Mary's was to be [opened] as soon as she appeared in Sight. The *Roebuck's* return frustrated their schemes, and the Rebel Vessels returned to their rendezvous at Baltimore.<sup>23</sup>

During 1776 the *Defence* captured several ships. Records of the Maryland Council of Safety for December 2, 1776, show that “[t]he *Defence* arrived [in Baltimore] some time ago, she took five Prizes, but none of them valuable.” These prizes were the schooner *Nancy*;<sup>24</sup> the sloop *Daniel*,<sup>25</sup> taken October 4; the brig *Georgia*,<sup>26</sup> which the *Defence* escorted into Annapolis on October 21; the brig *Brothers*;<sup>27</sup> and the snow [a type of square-rigged ship] *George*, taken November 2 by the *Defence*, then recaptured on November 7 by HMS *Camilla*, and finally captured again by the Maryland privateer *Enterprize* and taken into Baltimore on December 4, 1776.<sup>28</sup>

### The Continental Navy

Toward the end of 1776, two Nicholson brothers were recruiting crew members for their respective ships. James Nicholson, who had been captain of the *Defence* in early 1776, had become captain of the frigate *Virginia* being fitted out in Baltimore. His brother, John Nicholson, at age 20, had been appointed first lieutenant on the *Defence* April 5,<sup>29</sup> and had by November been named captain of the *Hornet*, which was being repaired in Philadelphia. A letter written on November 29, 1776, by Samuel Purviance Jr. indicates James Nicholson’s role in recruiting:

The ship *Defence* is a few days ago arriv’d at Annapolis from her Cruise, And as her Crew were almost every One recruited by Capt. Nicholson, they went out on the late Cruise [on the *Defence*] chiefly at Capt. Nicholson’s request & with the expectation of Shipping with him in the Frigate [*Virginia*] on their Return. The time of their enlistment will be expired about the 15<sup>th</sup> or 20<sup>th</sup> of next Month [December], before which they [cannot] leave the *Defence*.<sup>30</sup>

The situation changed in December 1776 when the defense of Philadelphia and the ships there became an all-consuming matter, as described in the following correspondence from Samuel Chase of the Continental Marine Committee to Capt. James Nicholson:<sup>31</sup>

Wednesday morning Philadelphia Dec. 11<sup>th</sup> 1776

It has been reported that you was coming up to this city with a Body of seamen and marines, one of the frigates is ready for the sea. The other three may be soon ready for a short voyage, if men could be procured, you would render essential service, if you could immediately come up with a body of seamen ... . It cannot be doubted the Council of Safety would lend the Hands belonging to the *Defence* for this very important service ... .

And in a letter from the Maryland Council of Safety to Capt G. Cook, dated December 15, 1776:<sup>32</sup>

Sir. The assistance of the men belonging to the *Defence* may be of service to the common cause at Philadelphia. We request you therefore to march immediately without loss of time with all the men that can be spared from the necessary care of the Ship whilst in harbour. When in Philadelphia you are to obey the direction of the Honble Congress.

Mr. Chase having mentioned nothing of great guns in his letter to Captn Nicholson, we think none ought to be removed 'till further orders. Let the men take their small arms &c and let no time be lost.

The reason for asking the captain of the *Defence* to bring his crew to Philadelphia was that the city was threatened with invasion by Sir William Howe, whose British troops were coming through New Jersey toward Philadelphia, seat of the Continental Congress. The Congress itself was in peril and at the same time was frantic about recruiting seamen and getting the *Randolph*, the *Hornet*, and the *Fly* to sea. On December 2, the Marine Committee was authorized to pay a \$20 signing bonus, an advance payment of prize money, to seamen who agreed to serve on the *Randolph*.<sup>33</sup> On December 7, Congress authorized Captain Biddle of the *Randolph* to enlist "such of the sailors in prison as he shall think proper."<sup>34</sup> Before the frightened Congress abandoned Philadelphia for Baltimore on the 12<sup>th</sup>, it resolved that General Putnam should be prepared to burn "such of the frigates and other Continental vessels as may be in imminent danger ... ." Biddle was offered a reward of \$10,000 if he got the *Randolph* safely to sea.<sup>35</sup>

The nature of this crisis during December 1776 caused Congress, meeting in Baltimore, to give George Washington, for a period of six months, broad powers to raise and supply an army, including the power "to take, wherever he may be, whatever he may want for the use of the army" and "to arrest and confine persons who refuse to take the continental currency, or are otherwise disaffected ... ."<sup>36</sup> On December 19, Thomas Paine published, in Philadelphia, the famous line, "These are the times that try men's souls."<sup>37</sup>

On December 18, Capt. George Cook took as many as 75 crewmen from the *Defence* and marched from Baltimore to Philadelphia in a desperate effort to help defend Philadelphia in any way possible.<sup>38</sup> It is not known whether Radford was among those whose enlistment expired in mid-December or among those who marched to Philadelphia. Capt. Cook's December 23 list of *Defence* crewmen in Philadelphia<sup>39</sup> does not include Radford's name.

While Continental ground forces were maneuvering to defend Philadelphia, Robert Morris's December 25 letter to Capt. John Nicholson of the *Hornet* urged him to set sail before ice prevented the ship from getting to sea.<sup>40</sup> Then they received reports of George Washington's defeat of the British at Trenton on December 26, and his success at Princeton eight days later. The British threat was gone for the moment.<sup>41</sup>

### Radford on Board the Hornet

The *Hornet* had been under repairs during the latter part of 1776, having lost her mast-head and boom when the *Hornet* and *Fly* fouled each other,<sup>42</sup> and the ship was leaky,<sup>43</sup> foreshadowing future problems. The work was completed by December, although the ship would prove to be still leaky. During the tumultuous days of December and January the ships continued their recruiting scramble for crewmen. In a January 7, 1777, letter,<sup>44</sup> Capt. Cook of the *Defence* complains about his men deserting and his losing "those who did say their time of entry is expir'd." It was so urgent to get the Continental ships to sea that Robert Morris asked Captain Biddle of the *Randolph* to provide "a compleat list of your officers and men on board," but only if it would not delay sailing.<sup>45</sup>

Radford chose to enlist as a Continental marine lieutenant on the *Hornet*, probably during the chaotic recruiting days of December or January. It is not known just how this came about, but perhaps it was natural for the *Hornet's* Capt. John Nicholson to recruit Radford, considering that the two men had served together on the *Defence* for several months during 1776, Nicholson as first lieutenant and Radford as sergeant of marines. The two men were about the same age. Nicholson was 20 and Radford perhaps a year or two younger. Radford, along with the rest of the crew, was presumably on board from the time the *Hornet* sailed from Philadelphia until it was captured in the West Indies by the British in April. The ice conditions permitted the *Hornet*, the *Randolph*, and the *Fly* to leave Philadelphia February 6.<sup>46</sup> The ships encountered delays, however, and were still in the Delaware on February 16.<sup>47</sup>

After the *Hornet* sailed from Philadelphia in February, she loaded 20 barrels of rice and 26 barrels of indigo in Charleston for her voyage to Martinique.<sup>48</sup> William Bingham, the Continental agent in Martinique, was also agent for the merchant firm Willing & Morris, and Bingham was a key intermediary in the sale to France of agricultural products such as rice, indigo, and tobacco, important commodities that helped finance the Revolution. Bingham was knowledgeable about merchant ship traffic in the

West Indies and helped supply intelligence to the Marine Committee. A letter dated December 14, 1776, from the Marine Committee to William Bingham<sup>49</sup> emphasized the need for the *Hornet* to capture prizes:

We expect this will be delivered to you by John Nicholson Esqur. who commands the *Hornet* Sloop of war belonging to the Continent. She will carry you some Rice and Indigo by order of the Secret Committee which you'll please to receive expeditiously. As this sloop touches at Carolina before she sails for the West Indies it is uncertain when you may see [her], therefore our orders must be discretionary, and when she arrives if you [have] any advices or any goods to send that you think of importance to these States, you may dispatch Capt. Nicholson therewith immediately. Should this not be the case you may assist him to procure more Men, and let him go a cruising during the Winter Months only dispatching him so as to be here by the beginning of April. If our trade in the Islands is interrupted by any privateers or Tenders that this Sloop can match they should be her object. If there be none such she may cruise where there is the best chance of good Prizes.—

If Captain Nicholson is lucky enough to send any in to you, sell such parts as are suited for the Island consumption, but be careful what you sell is the property of none but british subjects not resident in Bermuda or New providence [Bahamas]. Whatever you sell render regular accounts of it—make the seamen &c necessary advances and transmit us their receipts with the Accot. Sales &c for what you sell that just distribution may be made on their return. If Captain Nicholson meets with any Canon more suitable for the *Hornet* than those on board, assist him in buying and getting them mounted—Supply him with Money and necessaries he may want for the service his receipts will be your vouchers and your drafts on us will be paid—

When you dispatch him for the Continent he will take on board any goods you have to ship.

During the winter of 1776–77, while Congress was at Baltimore, Robert Morris, vice-president of its Marine Committee, administered the navy and chaired a Secret Committee of Congress. He wrote the following in a letter to Bingham on February 26, 1777:<sup>50</sup>

The *Hornet* Cap Nicholson went from hence to Charles Town South Carolina from whence she proceeds to you with Rice & Indigo. We hope she will arrive safe and you must also send her directly back for this

Coast with similar supplies to those now ordered by the *Independence* and we shall continue making you remittances as fast as we can get opportunities of doing it with any tolerable degree of safety.

### Radford Captured and Imprisoned

The *Hornet* “was built in Bermuda, of 100 tons burden, mounted ten carriage guns and four swivels, and had a crew of thirty-five.”<sup>51</sup> The ship had the months of March and April to follow the instructions of the Marine Committee to “cruise where there is the best chance of good prizes.” As far as is known, the ship saw no action until April, when she became involved in a naval battle to the northeast of Turks Island, some 900 miles from Charleston.<sup>52</sup>

Putting the story together from several sources, at daylight on April 27 the *Hornet* and Continental privateer *Lewis* (Capt. John Stevens)<sup>53</sup> were sailing together when they spotted other ships, including an enemy sloop and a schooner.<sup>54</sup> A French brig from Charleston had been captured by the sloop, which turned out to be the HMS *Porcupine* (Capt. Cadogan), manned by a hundred men. Some six hours later, with the *Hornet* on the starboard bow of the British warship and the *Lewis* on its port quarter, cannon fire between the sloop and the two Continental ships commenced, and as many as 50 shots were fired during the battle, which lasted three-quarters of an hour. Five of the men on the *Porcupine* were killed.<sup>55</sup> The enemy schooner came up fast, and the *Porcupine* chased the *Hornet* while the schooner chased the *Lewis*. The *Hornet* surrendered, and the *Lewis* escaped.<sup>56</sup>

After the battle, the *Hornet* was taken on May 9 by the *Porcupine* into Jamaica, where the *Hornet* was reported to be leaky and, after condemnation, was appraised at £2443.12.6, including cargo, stores, and gunpowder.<sup>57</sup> Capt. Nicholson and his crew were confined in irons on Admiral Clarke Gayton’s flagship, the *Antelope*.<sup>58</sup> Admiral Gayton, whose forces captured more than 235 American ships during the war,<sup>59</sup> was the British commander-in-chief at Jamaica. Radford was among prisoners on the *Porcupine* from April 27 until May 27.<sup>60</sup> Some members of the *Hornet* crew were taken off the ship in Port Royal, Jamaica. Radford was among those transferred to the HMS *Antelope* and later taken to England. He was committed to Forton Prison at Portsmouth on October 13, 1777. On that date, according to the journal of prisoner Timothy Conner, all 22 men and officers from the *Hornet*, including Capt. John Nicholson, were imprisoned at Forton.<sup>61</sup> This prison had been receiving American naval prisoners since June 14, 1777, when 38 crew members of the *Rising States* were incarcerated there.<sup>62</sup>

Among the prisoners already at the prison when Radford arrived was Capt. John Floyd of Virginia. Floyd had been a tutor of the children of Col. William Preston at Smithfield and had worked for Preston as his deputy surveyor, making some of the earliest surveys of southwest Virginia and Kentucky before he joined the privateer *Phoenix* as captain of marines. Floyd had also been captured by the British navy in 1777.

### Radford Escapes

Radford made his escape sometime after being listed on a December 29, 1777, roll of Forton prisoners.<sup>63</sup> Family reports that Radford escaped by tunneling under the wall could be true.<sup>64</sup> Radford's name on another list of prisoners simply notes "Run," meaning that he escaped, without saying how.<sup>65</sup> Floyd had escaped earlier, arriving in Paris by October 30, 1777.<sup>66</sup> Regarding Radford's escape to Paris and return to America, as told in Munford's book, he was among escaped prisoners "treated with the utmost hospitality by Lafayette and furnished with ample funds to enable them to return to Virginia."<sup>67</sup> DeMeissner writes, "While in Paris William Radford was presented by General La Fayette to Queen Marie Antoinette ... ."<sup>68</sup> A major difficulty with these undocumented stories is that Lafayette was not even in Paris at the time. He was in America during the last half of 1777 and all of 1778. After discounting the family stories regarding Radford's escape and return, reliable documentary information is absent.<sup>69</sup> Still, there is little reason to doubt that Radford followed the usual pattern for escapees from Forton, making his way to Paris, where the Continental commissioners assisted prisoners in returning to America.

### Epilogue

The Naval Historical Center listing of its earliest officers shows Lieut. William Radford as a Continental Marine Corps Lieutenant.<sup>70</sup> Radford eventually received payment for his service when Congress passed legislation in 1792: "Certificate Date May 5, 1792, William Rodford [sic], Ship *Hornet*, Lieutenant marines, Interest Commencing Dec. 17, 1778, Certificate #2365, Amount of Certificate Issued \$355.66."<sup>71</sup> At that time the pay rate for a marine lieutenant was \$18 per month, or \$0.60 per day.<sup>72</sup>

After his return from prison, Radford located his mother and stepfather in Maryland. In May of 1779, Radford received from his stepfather, Charles Prather, a Potomac River property in Montgomery County, called "Long Acre," for a recited consideration of 5 shillings.<sup>73</sup> The land had been a dower property of Radford's mother, Ruth. In June 1779, Radford sold Long Acre to Brooke Beall for £1,275.<sup>74</sup>

On December 14, 1780, Radford married Rebecca Winston of the Geddes Winston family of Hanover County, Virginia, that he had visited before enlisting as a marine. The couple had six children: Mary, Sarah, John, William C., Marie Antoinette, and Carlton Tannehill. In 1786 William Radford purchased a plantation in Goochland County, Virginia, and in 1792 he moved to Richmond. He became a successful merchant and businessman and operated the Eagle Tavern in Richmond. His will was dated February 19, 1803, and he died on April 3, 1803.<sup>75</sup>

### Endnotes

1. The destroyer *Radford* is memorialized in the Radford National Naval Museum in Newcomerstown, Ohio.
2. George W. Munford, *The Two Parsons* (Richmond: J.D.K. Sleight, 1884), 71.
3. Munford, 71.
4. Sophie R. DeMeissner, *Old Naval Days* (New York: Henry Holt and Company, 1920), 3. DeMeissner adds to Munford's 1884 account of the incident by saying that it happened in the summer of 1776, when Patrick Henry was "the recently elected governor," and by introducing the August 4, 1776, date for the wrong person. Because this source uses a wrong date for an event in Radford's seventeenth year of age, her calculation of Radford's birth year is also thrown into question.
5. DeMeissner also quotes a bounty land warrant document provided by Ballard Smith certifying that Continental soldier William Radford died of his wounds by 1781. She did not recognize that Ballard Smith was certifying the death of a person with the same name, but a different person than her ancestor, who did not die until 1803, more than 20 years later.
6. W. B. Clark, ed., *Naval Documents of the American Revolution* (Washington: Naval Historical Center; GPO, 1964-, 11 vols. to 2006) (NDAR), vol. 7, 39-40, "Muster Roll of the Maryland Ship of War *Defence*."
7. NDAR, vol. 8, 1039-1040, "Prisoners from the Continental Navy Sloop *Hornet* Carried on Muster Roll of H.M.S. *Porcupine*."
8. William R. Cutter, "A Yankee Privateersman in Prison," *New England Historical and Genealogical Register* 30 (1876), 346.
9. George Morgan, *The True Patrick Henry* (New York and London: J. B. Lippincott Company, 1907), 179-180. Description of the formation of the Independent Company of Hanover at "Merry Oaks" tavern in the vicinity of Hanover Courthouse.
10. Robert S. R. Yates, Sr., *A History of William Radford of Richmond, Virginia* (Decorah, Iowa: Anundsen Publishing Company, 1986), 3-12. Yates uses 3-12 to represent a single page and not a range of pages. Yates uses the date 1759, but see notes 4 and 11.
11. Montgomery Co., Maryland, Circuit Court Deeds, Liber A, 315-316 (deed recorded August 10, 1779). On May 8, 1779, Charles Prather of Washington Co. Maryland, sold for a recited consideration of five shillings to "William Radford, son and heir of John Radford, deceased" tracts of land that "Prather possessed by right of dower, of his wife Ruth, widow of the said John Radford." This transaction suggests that Radford had by then reached legal age 21, and was born by 1758 to John and Ruth Radford.
12. Yates, *A History of William Radford*, 3-12.
13. Yates, *A History of William Radford*, 3-12.
14. NDAR, vol. 11, 889.
15. Nathan Miller, *The U.S. Navy*, 3rd ed. (New York: American Heritage Publishing Co., 1997), 19.

16. Mary Barney, ed., *A Biographical Memoir of the Late Commodore Joshua Barney* (Boston: Gray and Bowen, 1832), 30.
17. NDAR, vol. 5, 1310-12. William Radford was on a list of the ship's crewmen who were owed two-months pay, as of approximately July 31, 1776.
18. NDAR, vol. 7, 39-40. Ship's roster of September 19, 1776, lists William Radford.
19. NDAR, vol. 7, 40.
20. Tom Cunliffe, *Pilots: Pilot Schooners of North America and Great Britain* (Brooklin, Maine: Wooden Boat Publications, 2001), 22.
21. Isaac J. Greenwood, *The Revolutionary Services of John Greenwood of Boston and New York* (New York: The DeVinne Press, 1922), 137.
22. NDAR, vol. 6, 774.
23. NDAR, vol. 6, 173.
24. NDAR, vol. 7, 337.
25. NDAR, vol. 7, 109.
26. NDAR, vol. 7, 320.
27. NDAR, vol. 7, 378.
28. NDAR, vol. 7, 389, 859, 994.
29. *Journal and Correspondence of the Maryland Council of Safety 1776*, Archives of Maryland, vol. 11, 312. Also in NDAR, vol. 4, 671.
30. NDAR, vol. 7, 327, Samuel Purvience, Jr. to Richard Henry Lee.
31. *Journal and Correspondence of the Maryland Council of Safety 1776*, Archives of Maryland, vol. 12, 520. Capt. James Nicholson, senior captain of the Continental Navy, was asked to bring a crew from the ship *Defence*.
32. *Journal and Correspondence of the Maryland Council of Safety 1776*, vol. 12, 530.
33. *Journal of the Continental Congress*, (Library of Congress), December 2, 1776.
34. *Journal of the Continental Congress*, December 7, 1776.
35. *Journal of the Continental Congress*, December 12, 1776.
36. *Journal of the Continental Congress*, December 27, 1776.
37. Thomas Paine, *The Pennsylvania Journal*, December 19, 1776.
38. *Journal and Correspondence of the Maryland Council of Safety 1776*, vol. 12, 537.
39. NDAR, vol. 7, 579-80.
40. *Letters of Delegates to Congress* (Library of Congress), vol. 5. Continental Marine Committee to John Nicholson, December 25, 1776.
41. Nathan Miller, *Sea of Glory* (New York: David McKay Company, Inc., 1974), 220.
42. Mary Barney, 31.
43. Hulbert Footner, *Sailor of Fortune: the life and adventures of Commodore Barney, USN* (New York: Harper & Brothers, 1940), 25. Also see *Letters of Delegates to Congress*, vol. 5. Marine Committee to William Stone, August 27, 1776.
44. *Journal and Correspondence of the Maryland Council of Safety*, vol. 16, 25.
45. *Letters of Delegates to Congress*, vol. 6. Marine Committee to Nicholas Biddle, January 30, 1777.
46. *Letters of Delegates to Congress*, vol. 6. Executive Committee to John Hancock, February 10, 1777. "The *Randolph* Frigate & ships under her convoy got safe out to Sea last Thursday."
47. *Letters of Delegates to Congress*, vol. 6. Marine Committee to John Nicholson, February 16, 1777.
48. NDAR, vol. 8, 454. From log of James Power, master of HMS *Porcupine*.
49. *Letters of Delegates to Congress*, vol. 5, Marine Committee to William Bingham, December 14, 1776.
50. *Pennsylvania Magazine of History and Biography*, 70 (1946), 198-200.
51. NDAR, vol. 8, 454.

52. NDAR, vol. 8, 454, "latitude 22 1/2° north, longitude 70° west."
53. Charles H. Lincoln, ed., *Naval Records of the American Revolution* (Washington: Library of Congress, 1906), 52.
54. *Gazette of the State of South Carolina*, Monday, June 16, 1777, in NDAR, vol. 9, 124-125.
55. *Continental Journal* (Boston, July 31, 1777), dateline Charlestown, S. Carolina, June 23.
56. *Gazette of the State of South Carolina*.
57. NDAR, vol. 8, 454.
58. *Continental Journal*.
59. Clarke Gayton, "A List of Rebel Vessels, Taken by the Squadron, of His Majesty's Ships & Vessels, under my Command at Jamaica, between the 21st day of December, 1775 and the 26th day of February, 1778," in NDAR, vol. 11, 447-53.
60. NDAR, vol. 8, 1039-40. Twenty-seven men were listed, not including Captain Nicholson and several others.
61. "A Yankee Privateersman in Prison," *New England Historical and Genealogical Register* 30 (1876), 346.
62. William R. Cutter, 343.
63. "John Thornton's Memorandum for the American Commissioners in France," in NDAR, vol. 11, 885-891.
64. Yates, *A History of William Radford*, 3-6.
65. "American Prisoners at Forton Prison, England 1777-1779," *New England Historical and Genealogical Register* 33 (1879), 37-39.
66. William B. Willcox, ed., *The Papers of Benjamin Franklin* (New Haven and London: Yale University Press, 1986), vol. 25, 125.
67. Munford, 71.
68. DeMeissner, 5.
69. Yates, *A History of William Radford*, 3-2 to 3-5, relates that Mrs. Rebecca (Winston) Radford enjoyed telling her grandchildren fanciful stories, including her description of the crown jewels in the Tower of London, where she said her husband was imprisoned (contrary to documents cited in notes 61, 63, and 65, showing his imprisonment in Forton Prison).
70. Naval Historical Center on-line (December 24, 2010), [www.history.navy.mil/wars/revwar/officers.htm](http://www.history.navy.mil/wars/revwar/officers.htm), "Revolutionary War, Continental Navy and Marine Corps," listing of Marine Corps Lieutenants.
71. *American State Papers, Senate, 11th Congress, 3rd Session, Claims: vol. 1*, 388. "A statement of all the claims which have been adjusted and allowed at the Treasury Department, and for which certificates of registered debt issued, in virtue of a law entitled 'An act providing for settlement of claims under particular circumstances barred by limitations heretofore established.' Passed on March 27, 1792."
72. Gardner W. Allen, *A Naval History of the American Revolution* (Boston and New York: Houghton Mifflin Company, 1913), vol. 2, 695.
73. Montgomery Co., Maryland, *Circuit Court Deeds, Liber A*, 315. Deed dated May 8, 1779, recorded August 10, 1779.
74. Montgomery Co., Maryland, *Circuit Court Deeds, Liber A*, 300. Deed dated June 15, 1779.
75. Yates, 3-1. Transcription of 1803 will, 3-36.