

Queen Anne's Revenge
Shipwreck Project



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An Overview of North Carolina Shipwrecks
with an Emphasis on Eighteenth-Century Vessel
Losses at Beaufort Inlet

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Introduction

In the most elementary terms, the number of shipwrecks in any given body of water or stretch of coastline can be attributed to the interaction of two factors: the frequency of vessel traffic, and the presence of navigational hazards. For example, the same number of ships involved in coastal trade off the North Carolina coast travel past Cape Hatteras, Cape Lookout, and Cape Fear. Due to the environmental conditions discussed below, however, five times as many vessels have been lost at Cape Hatteras and along the northern Outer Banks than in the vicinity of the other two capes. In considering the North Carolina coast, geomorphology, ocean currents, storm patterns, and trade routes all bear discussion as to their influence on shipping and the occurrence of shipwrecks.

Geomorphology

A 175-mile long chain of barrier islands known as the Outer Banks forms the northern coastline of North Carolina. From the Virginia border, the Outer Banks run in a southeasterly direction until reaching Cape Hatteras, where the shoreline turns to the southwest until reaching Cape Lookout.



Figure 1 Map of Coastal North Carolina (Google 2005)

The eastward projection of the Outer Banks creates a vast estuary of sounds (Currituck, Albemarle, Roanoke, Croatan, Pamlico, and Core) fed by river systems (Chowan, Roanoke, Tar, and Neuse) and numerous coastal creeks. Three navigable inlets, Oregon, Hatteras, and Ocracoke flow through the Outer Banks to the ocean. A fourth inlet, Drum, which passes through Core Banks, is not maintained or marked for navigation and is used only by local vessels (Figure 1). South of Cape Lookout the coastline swings in a gentle arc to the west and then south until reaching Cape Fear. From that point to the South Carolina border the coastline again runs in a westerly direction. To the south of Cape Lookout the sounds are much smaller and narrower than their neighbors to the north, and ocean inlets through the barrier islands are more numerous. With the exception of the Cape Fear River, the coastal rivers that enter these southern sounds extend only into coastal plain and lack an extensive hinterland. The Cape River extends well into the piedmont and is the only river in the state that, flows directly into the ocean.

Another distinctive feature of the North Carolina coast is the shoals associated with the state's three capes. Projecting well into the Atlantic, the shoals presented a challenge to mariners passing along the North Coast. Diamond Shoal extends 8.6 miles in a southeasterly direction off Cape Hatteras. Off Cape Lookout, Lookout Shoal extends 10 miles to the south-southeast. Frying Pan Shoals run 18.5 miles off Cape Fear also in a south-southeast direction.

Ocean Currents

The Gulf Stream is the predominant current of the Atlantic Coast. The northbound current of the Gulf Stream generally follows the 100-fathom contour from the Straights of Florida to Cape Hatteras. At that point the warm waters of the Gulf Stream turn eastward across the Atlantic. The eastward projection of the Outer Banks brings the North Carolina coast closer to the Gulf Stream than any other point along the Atlantic coast with the exception of the southern tip of Florida. Since the earliest years of European exploration, mariners have understood and used the northbound currents of the Gulf Stream to their advantage. They also recognized the need to avoid those currents, if possible, while heading south along the Atlantic coast (Logan 1956:2-9).

Location	Inner Edge (Nautical miles)	Axis (Nautical miles)
Southeast of Cape Fear, NC	35 miles	75 miles
Southeast of Cape Lookout, NC	20 miles	50 miles
Southeast of Cape Hatteras, NC	10 miles	35 miles
Southeast of Virginia Beach, VA	85 miles	115 miles

Table 1 Mean Position of the Gulf Stream (NOAA 1994)

In addition to the Gulf Stream, a narrow, southern extension of the Labrador Current also approaches the North Carolina coast. The cold waters of the Labrador Current originate off northwestern Greenland and flow southward along the Atlantic coast of North America. The Labrador Current is partially responsible for the eastward turn of the Gulf Stream off Cape Hatteras [Figure 2]. The interaction of the Gulf Stream's warm surface waters with the cold winds accompanying the Labrador Current create an area known for its dense fog and unstable weather conditions.

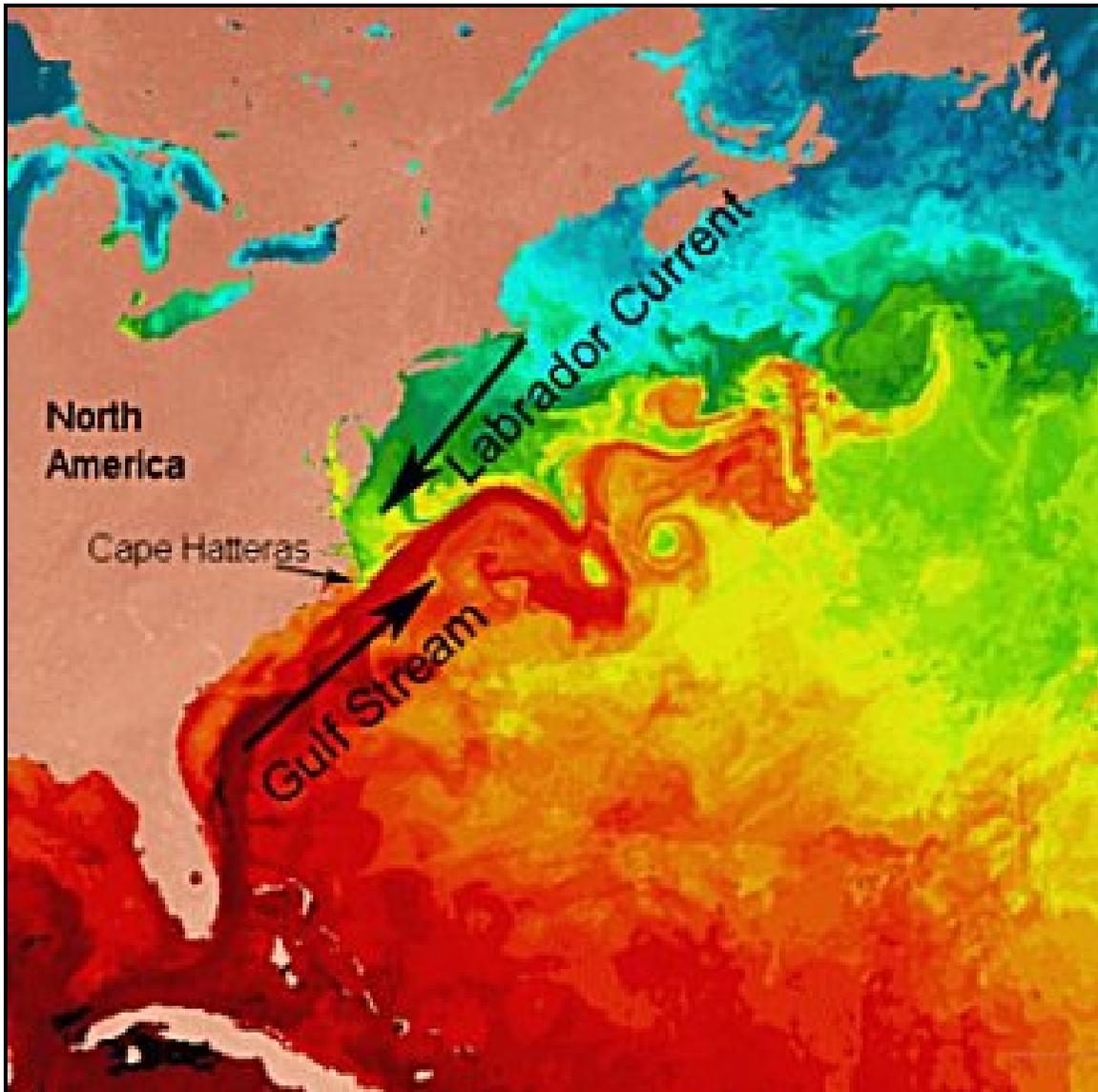


Figure 2 Gulf Stream and Labrador Currents

Storm Patterns

The waters off the North Carolina coast are frequented by storm systems. Hurricanes and tropical storms, which usually occur from July to October, are by far the most powerful of those storms and have resulted in numerous vessel losses along the state's coast. Northeasters, like hurricanes, are low-pressure systems with counterclockwise-circulating fields of wind that form in the mid-latitudes outside the tropics. Northeaster winds typically exceed 30-40 miles per hour (mph) with gusts above 60-74 mph. The northeaster season generally runs from November to March, but they can occur anytime of year. Although less intense in wind speed than hurricanes, northeasters occur much more frequently and are slower moving, sometimes lasting several days, resulting in sustained impact over a much larger area.

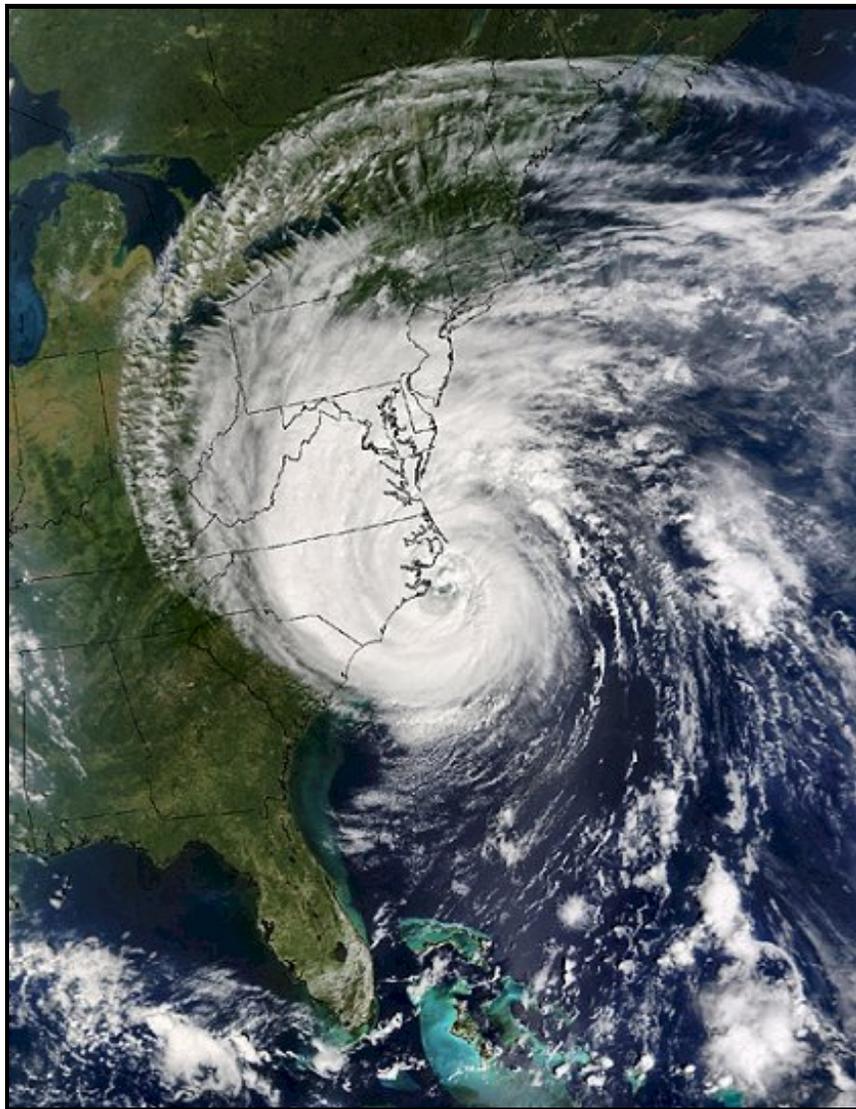


Figure 3 Hurricane Isabel September 18, 2003 (NOAA)

The most continuously stormy period for the North Carolina coast is in the winter and early spring when well developed high and low pressure cells pass through the area with frequently shifting wind direction often of gale force. March is usually the month with the greatest number of storms with wind speeds over 45 miles per hour (Logan 1956:10).

Table 2 illustrates the occurrence of shipwrecks along the North Carolina coast by month. The data reflects a noticeable correlation between the storm seasons described above and shipwreck loss.

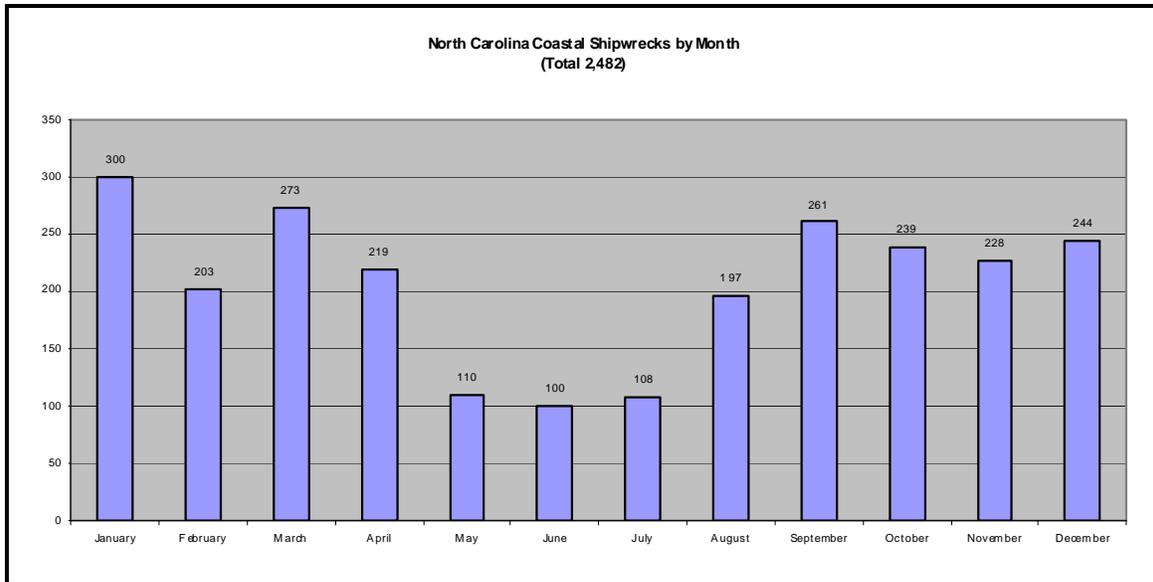


Table 2 North Carolina Coastal Shipwrecks by Month

Coastal Trade Routes

In addition to physically shaping the North Carolina coast, the environmental factors discussed above had a direct impact on settlement patterns, coastal navigation, and the occurrence of shipwrecks. The eastward projection of the Outer Banks meant that vessels traveling up and down the east coast passed near Cape Hatteras and its treacherous Diamond Shoals. The northbound current of Gulf Stream complicated navigational decisions for ships' captains. For vessels heading south along the Atlantic coast the captain had three options: travel far offshore beyond the eastern edge of the Gulf Stream adding many miles to their voyage, sail in the Gulf Stream against the one to three knot current, or pass through the gap between the western edge of the Gulf Stream and the hazards of the Outer Banks, Cape Hatteras, and Diamond Shoals. Most captains chose the last option [Figure 4]. David Stick describes the problem faced by southbound sailing vessels unable to beat their way around Cape Hatteras and Diamond Shoals against a prevailing southwest wind and the northbound current of the Gulf Stream:

There were sometimes as many as seventy-five or eighty sails in view off Kinnakeet, just north of the cape; and when a shift finally did come, it was not uncommon for the newly arrived northerly winds to reach gale force before the first of these sailing ships could make their way around the cape. The result, frequently, was shipwreck (Stick 1952:170).



Figure 4 North Carolina Shipping Lanes

Several excellent first-hand accounts describing the perils and difficulties of passing Cape Hatteras and the Outer Banks can be found in Captain Leonard Tawes' autobiography, *Coasting Captain*. Captain Tawes sailed the Atlantic coast from 1868-1922 visiting nearly every major port from New England to the islands of the Caribbean, and occasionally South America. On those voyages, even under good conditions, passing Cape Hatteras was a noteworthy event, and under bad conditions often led to disaster. Captain Tawes describes many of the hazards that can befall mariners off the North Carolina coast including waiting days at a time for a favorable wind to clear the cape while being constantly aware that a change in the wrong direction could force his vessel onto the beach or shoals. In April of 1886 Captain Tawes found himself near the beach just south of Cape Hatteras with a heavy southwest wind. He faced the difficult decision of grounding his schooner on the beach and saving the crew, or a desperate attempt to clear Diamond Shoals and reach the open ocean knowing that failure meant losing not only his vessel but also the lives of all

on board. He chose the latter, running under full sail despite the heavy wind and was able to narrowly miss the shoals. After that close escape Captain Tawes reflected: “I could never tell why these two shoals at Cape Hatteras are called the inner and outer Diamonds unless they are the reapers of so many rich harvests. I have known a lot of nice vessels to be lost there with valuable cargoes while I was going to sea (Tawes 1967:171-172).”

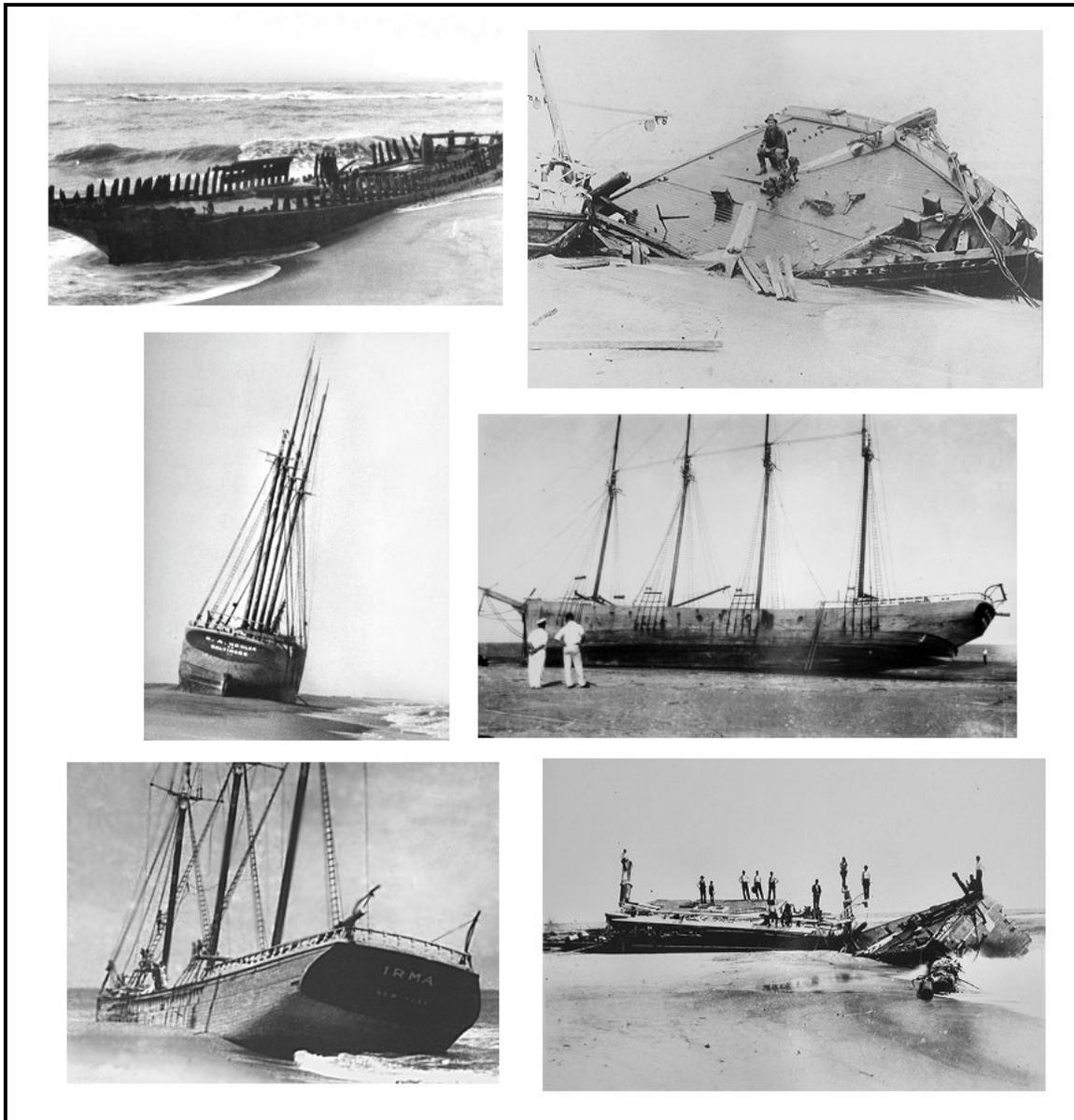


Figure 5 Shipwrecks on the Outer Banks of North Carolina

Although Captain Tawes visited the ports of Wilmington and Beaufort during his career, most of his voyages were to destinations to the north and south of North Carolina. It is interesting to note that in over five decades of sailing the Atlantic coast Captain Tawes never mentions a perilous passage of Cape Lookout or Cape Fear. That can be attributed to the westward turn of the North Carolina coast south of Cape Hatteras, which meant the normal trade routes passed safely to the east of Cape Lookout and Cape Fear and their extensive shoals.

North Carolina Trade Routes

Vessels trading with North Carolina's coastal towns often had to contend with clearing one or more of the state's three capes as well as successfully navigating the inlets leading to and from the state's ports. The state's inlets presented mariners with narrow, shifting channels, strong currents, and hazardous shoals. Limited water depth in the inlets, as well as the shallow nature of North Carolina's sounds, served to limit the size of vessels that could visit the state's inland ports. Most commerce in the sounds during the eighteenth century was conducted in sloops and schooners under 50 tons in size (Anglely 1997).

Throughout the colonial period and well into the nineteenth century, Ocracoke Inlet served as the main passage through the Outer Banks to the ports and communities along Albemarle and Pamlico sounds [Figure 6]. Ports in the Albemarle region included Camden, Elizabeth City, Edenton, and Plymouth. The Pamlico region included the ports of Bath, Washington, and New Bern. In 1846 a hurricane created two new passages through the Outer Banks: Hatteras Inlet and Oregon Inlet. Throughout the remainder of the nineteenth century those two inlets, particularly Hatteras, provided mariners with an alternate route into the sounds.

At the southern end of the North Carolina coast the Cape Fear River provided water access to and from the sea [Figure 7]. The Cape Fear area was the last region of the coast to be settled. Brunswick Town, the river's first permanent settlement, was established in 1725 and eight years later Wilmington was founded thirty miles from the river's mouth. Wilmington soon became the state's leading port, a position it has maintained through the present. In 1761, a hurricane created a new passage into the Cape Fear River appropriately named New Inlet. That inlet gave mariners access into the river north of Cape Fear and Frying Pan Shoals and by the Civil War was the deeper of the river's two inlets. The Corps of Engineers closed New Inlet in 1879 to control shoaling of the river channel (Lawrence 1996).

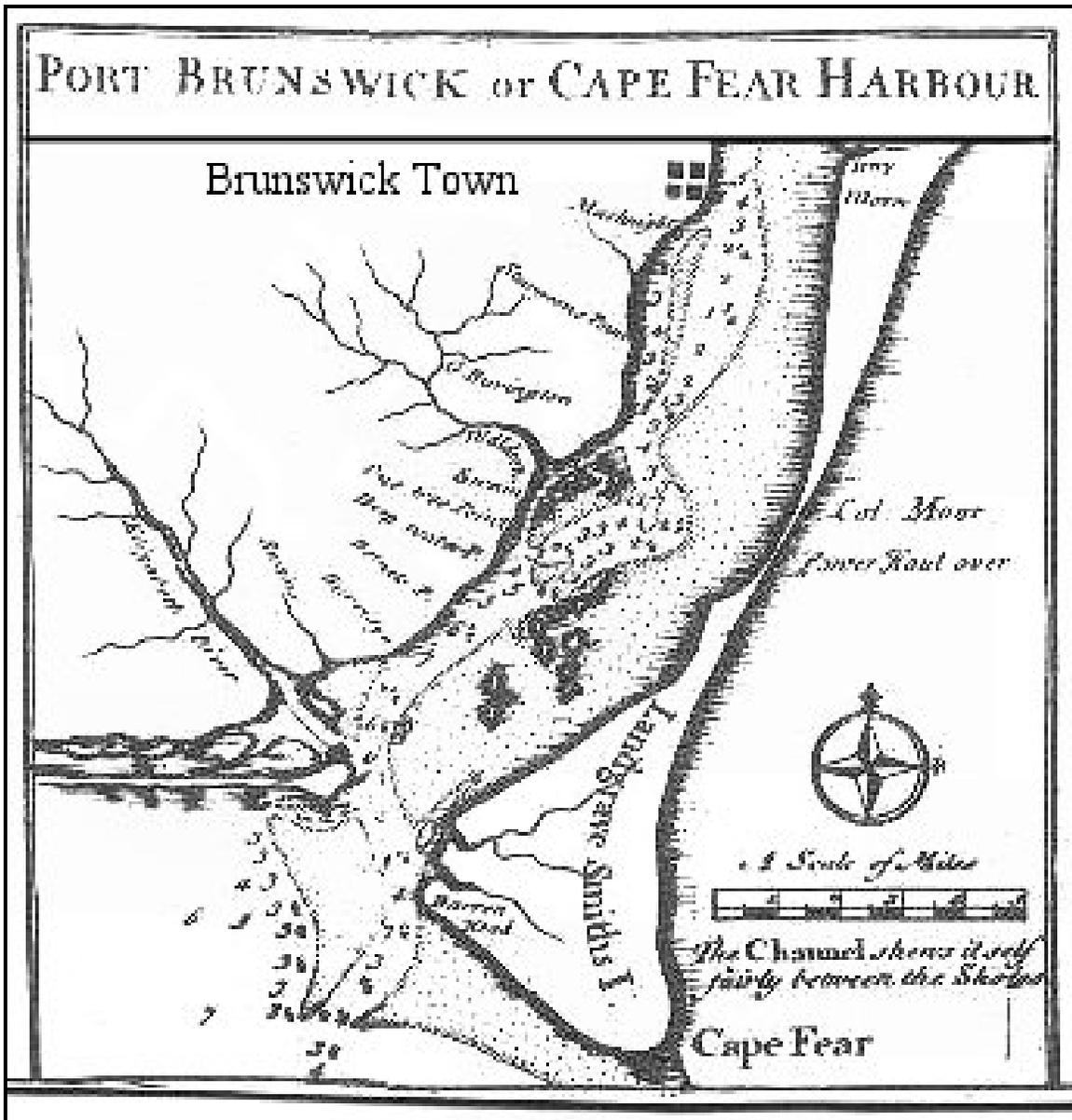


Figure 7 Edward Moseley Map of Brunswick, 1733

Distribution of North Carolina Shipwrecks

The North Carolina Underwater Archaeology Branch maintains a database of approximately 5,000 shipwrecks lost in North Carolina waters. The information that makes up the individual records has been collected for over thirty years from a variety of primary and secondary sources. For the eighteenth century, the majority of the information has come from contemporary newspaper accounts. Researchers have extracted information from newspapers published in North Carolina as well as cities outside the state such as Charleston, Norfolk, Philadelphia, New York, and Boston.

Table 3 illustrates the geographical distribution of shipwrecks along the North Carolina coast. This table does not include vessels lost in North Carolina's sounds and rivers, or vessels lost due to

warfare, intentional scuttling, or accidents (e.g. fire, boiler explosion, etc.). The shipwreck totals for inlet areas include vessels reported lost at the inlet and as well as along the barrier islands to either side of the inlet. For example the 110 shipwrecks reported at Beaufort Inlet include 18 shipwrecks along Shackleford Banks, 46 along Bogue Banks, in addition to the 46 vessels reported lost at Beaufort Inlet.

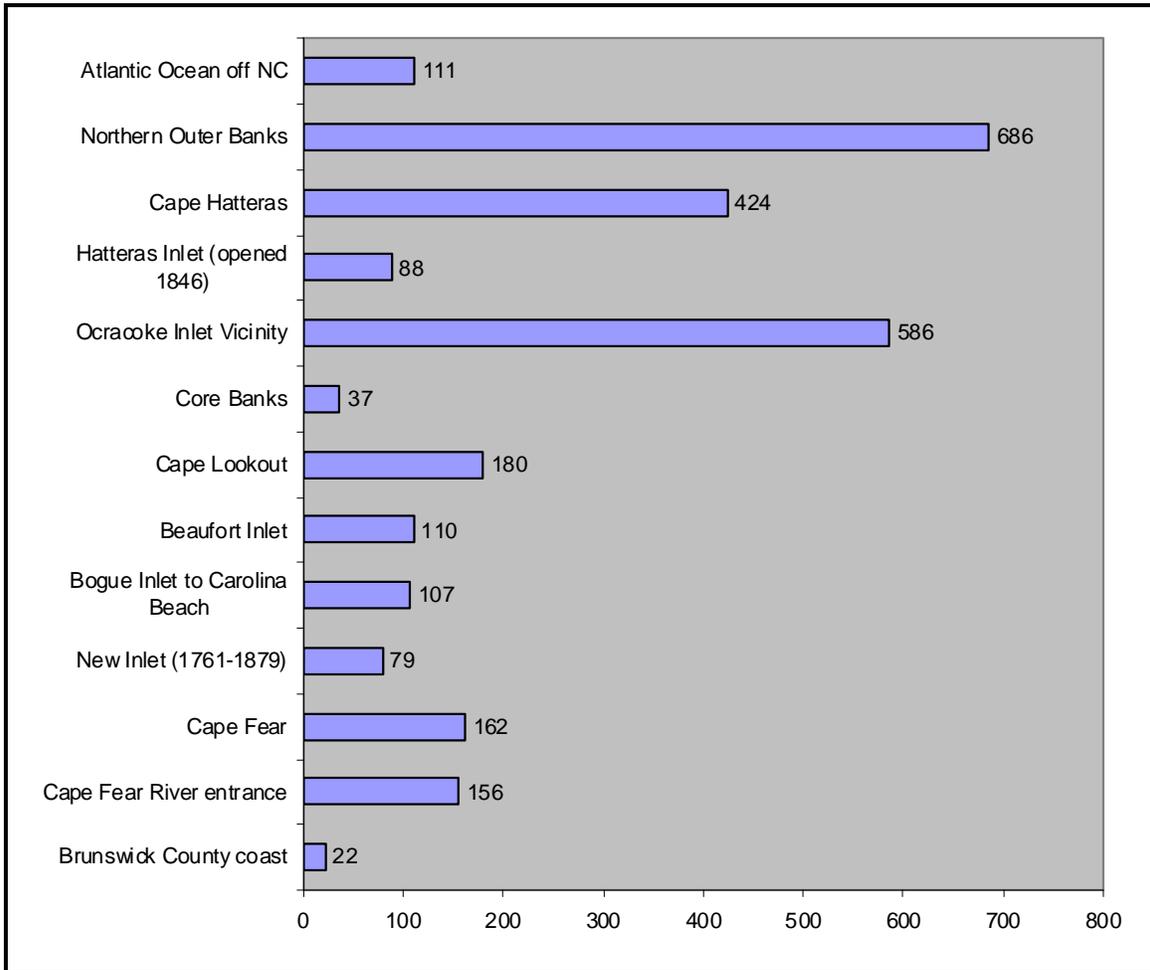


Table 3 North Carolina Coastal Shipwrecks by Region

Figure 8 demonstrates the significant hazards faced by vessels passing Cape Hatteras and the Outer Banks. To a much lesser degree, Cape Lookout and Cape Fear, and their attendant shoals, also proved a danger to navigation. Ocracoke Inlet, which was historically the main passage into North Carolina’s sound country, claimed an inordinate number of shipwrecks. At the state’s two other main inlets, Beaufort and Cape Fear, considerably fewer ships were lost.

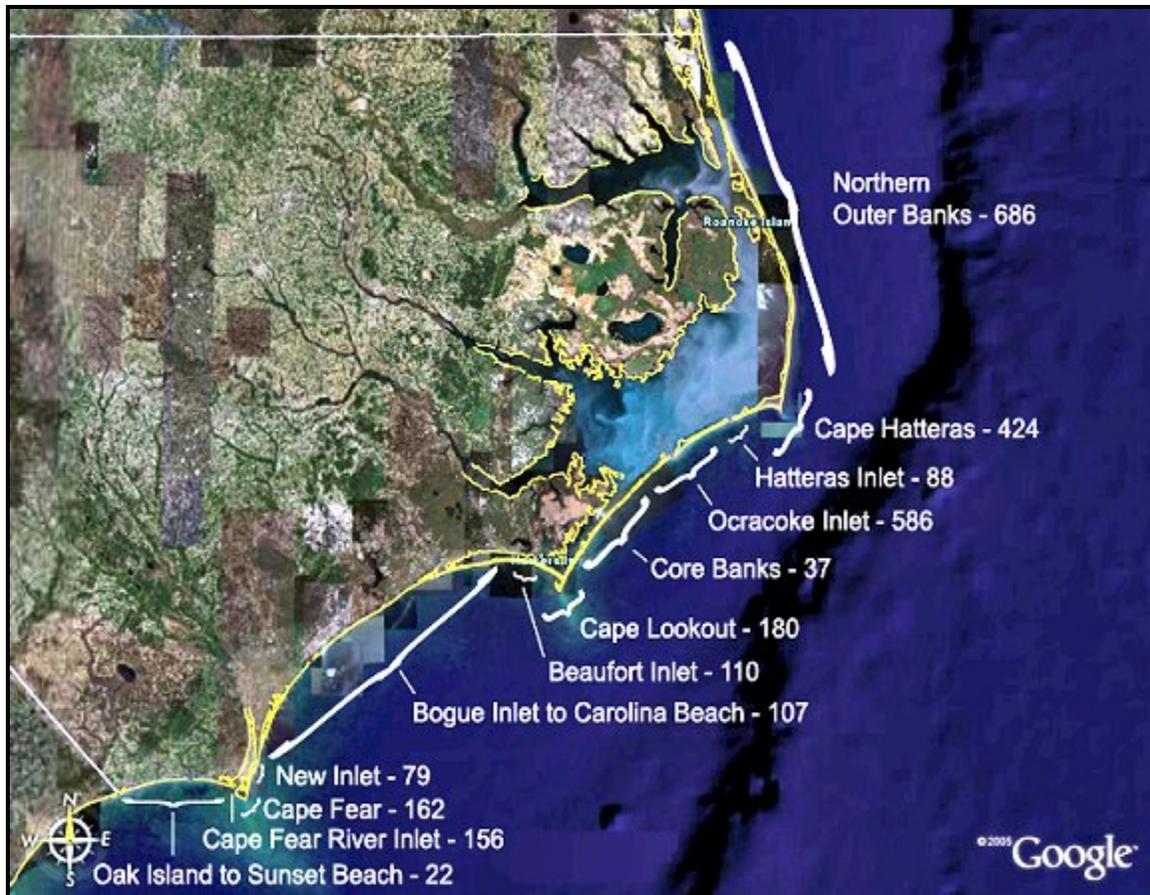


Figure 8 Wreck distribution in North Carolina

Eighteenth-century Shipwrecks in the Beaufort Inlet Area

A 1731 report gives the following description of Beaufort Inlet:

There is only one very good harbour in all this county, that is Topsail [Beaufort] Inlet; yet so it has happened . . . that this fine harbour, which is capable of receiving a ship of forty guns, and of containing all the ships in America, it is seldom or ever mentioned: that it has little or no trade would seem incredible; and though it hath been neglected or unknown to some, I foresee that it will be the principle port; the entrance into it being less difficult than into Cape Fear, and more properly situated (Hall 1731:71, Kell 1975:3).

Despite this glowing description, Beaufort never developed into a major port in the eighteenth or nineteenth centuries. The main obstacle to the town's development was the lack of a navigable river leading into the hinterland. Without that access it was difficult to bring the region's produce to the port or to distribute imported goods. Throughout the second half of the eighteenth century, Port Beaufort ranked a distant third among North Carolina ports behind Port Brunswick (which included both Wilmington and Brunswick Town) and Port Roanoke (the town of Edenton on Albemarle Sound) (Angley 1982:13, and Logan 1956:58-59).

Archaeological research at shipwreck site 31CR314 has established a loss date for that vessel of 1713 to ca. 1730. There are only three known shipwrecks that occurred in the Beaufort Inlet/Cape

Lookout area prior to 1750. Those shipwrecks include the two vessels associated with Blackbeard, *Queen Anne's Revenge* and *Adventure*, both lost in June 1718, and the Spanish snow, *El Salvador*, which was driven ashore by a hurricane in August 1750. Tables 4, 5 and 6 provide an accounting of all known eighteenth-century vessels lost in Beaufort Inlet/Cape Lookout area. Table 4 includes ten shipwrecks in the general Beaufort Inlet vicinity; Table 5 shows two shipwrecks on Bogue Banks to the west of Beaufort Inlet, and no shipwrecks on Shackleford Banks to the east of the inlet. Table 6 includes fifteen shipwrecks reported lost on Cape Lookout Shoals or in the general vicinity of Cape Lookout. Geographically, this covers 35 miles of coastline from Cape Lookout to Bogue Inlet.

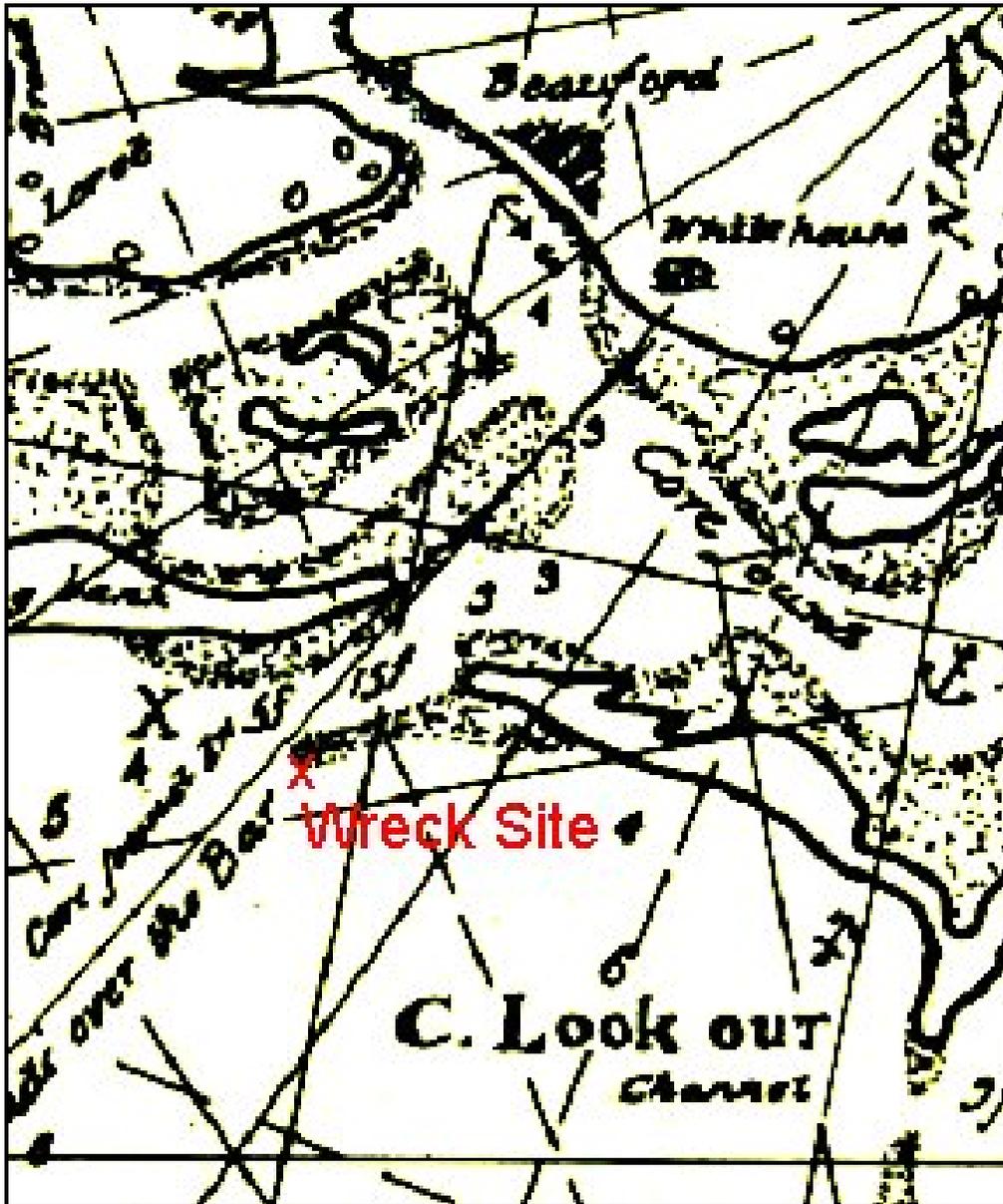


Figure 9 Wimble Map of Beaufort Inlet (1738) with approximate location of site 31CR314

Name	Date Lost	Position	Type	Remarks
<i>Queen Anne's Revenge</i>	06/21/1718	Beaufort Inlet	Ship	200-300-ton ship, forty guns. "run a-ground off of the Bar of Topsail-Inlet" (Moore 1997, SCCVA 1719: David Herriot deposition).
<i>Adventure</i>	06/21/1718	Beaufort Inlet	Sloop	80-ton sloop, "run a-ground likewise about Gun-shot from the said Thatch." (Moore 1997, SCCVA 1719: David Herriot deposition).
<i>El Salvador</i>	08/30/1750	Beaufort Inlet	Snow	110-ton snow, (65' x 20'), 8 guns (four 4-pdr & four 2-pdr) (Masters 2001). "Near Topsail Inlet" (<i>Colonial Records of North Carolina</i> , Vol. 4: 1305) also "ashore upon Cape Look-Out" (<i>Carolina Gazette</i> , Charleston, 11/5/1750).
<i>Susannah</i>	04/02/1753	Beaufort Inlet	Schooner	30 tons, 0 guns, 5 men, built-Philadelphia, 1752, Master-Robert James (PRO, CO 5/510, page 41, as appears in Masters, 2001). "Capt. James, in the schooner Susannah, who sailed from hence [New Bern] . . . bound for South Carolina, is cast away near Old Topsail Inlet. The Cargo, mostly Indian corn, entirely damaged, but the sails and rigging saved" (<i>Boston Gazette</i> , 5/17/1753, as appears in Masters 2001).
Unknown Brig	09/07/1769	Beaufort Inlet?	Brig	Lost in hurricane "south of Old Topsail Inlet" coming from "one of the islands," homeport Norfolk, 50 hogshead of rum saved (<i>Pennsylvania Gazette</i> , 10/19/1769).
<i>Betsey</i>	07/??/1771	Beaufort Inlet	Schooner	Possibly 90 tons, 0 guns, (Admiralty 7/138, as appears in Masters, 2001) "The <i>Betsey</i> , Roberts, from London to N. Carolina, is lost at Old Topsail Inlet" (<i>Lloyd's List</i> , 7/23/1771, as appears in Masters 2001).
Unknown Brig	05/??/1778	Beaufort Inlet	Brig	A British privateer (Capt. Goodrich in a 10 gun sloop) came into Beaufort harbor "took a brig . . . endeavored to carry off the brig, <u>but not being able to get her out</u> , set her on fire and left her" (<i>North Carolina Gazette</i> , 5/15/1778).
Unknown Ship	12/01/1785	Near Beaufort	Ship	Ship belonging to Mr. Causse lost near Beaufort, drove ashore, from Egg Harbor to Hispaniola (<i>Pennsylvania Gazette</i> , 1/12/1785).
<i>Polly</i>	07/??/1793	Beaufort Inlet	Sloop	64 tons or less, no mention of guns, (Masters 2001) "The sloop Polly of Annapolis, is drove on Shore near Beaufort, North Carolina without any person on Board" (<i>Lloyd's List</i> , 7/16/1793, as appears in Masters 2001).
<i>Hero</i>	02/09/1799	Beaufort Inlet	Schooner	Possibly 93 tons, no mention of cannon, (Masters, 2001) "Hero, a schooner of Baltimore . . . was cast ashore near Beaufort Bar" (<i>Newbern Gazette</i> , 2/16/1799).

Table 4 Eighteenth-century Shipwrecks in Beaufort Inlet

Name	Date Lost	Position	Type	Remarks
Unknown Sloop (French)	11/25/1784	Bogue Banks?	Sloop	“A French sloop with melasses and sugar from Leogan, bound to that place, was driven ashore in a gale of wind, twelve miles from Old-Topsail Inlet” (<i>North Carolina Gazette</i> , 12/9/1784).
Unknown Vessel	09/01/1795	BogueBanks	Unknown	“On Bogue banks, a small vessel wrecked . . . He took out of her 53 firkins of butter, and 61 of Lard, and about eight broken barrels of flour” (<i>North Carolina Gazette</i> , 10/24/1795).

Table 5 Eighteenth-century shipwrecks near Bogue Banks

Name	Date Lost	Position	Type	Remarks
Unknown Vessel	02/05/1765	Cape Lookout	Unknown	“Another [vessel], belonging to Newbern, bound for London, was also cast away at Cape Lookout, but that her cargo would be saved” (<i>Boston Gazette</i> , 2/25/1765).
Unknown Ship	03/??/1766	Cape Lookout	Ship	Captain Reedy, from Philadelphia for Charleston, was lost at Cape Lookout, cargo saved (<i>Pennsylvania Gazette</i> , 4/17/1766).
<i>Pompey</i>	12/28/1766	Cape Lookout or North Core Banks	Brig or Brigantine	“The brigantine <i>Pompey</i> , Benjamin Torbert master, from Philadelphia, for Cape-Fear . . . lost about three weeks ago . . . 30 miles to the northward of Cape Look-Out” (<i>Carolina Gazette</i> , Charleston, 1/26/1767, as appears in Masters, 1994). “A brig driven ashore on Cape Lookout” (<i>Virginia Gazette</i> , 3/19/1767).
Unknown Sloop	12/28/1766	Cape Lookout Shoals	Sloop	“A sloop, Anthony Ashmore master, from Philadelphia for Maryland, but blown off; [was] lost about three weeks ago . . . on Cape Look-Out Shoals, the people and part of the cargoes were saved” (<i>Carolina Gazette</i> , Charleston, SC, 1/26/1667, as appears in Masters 1994).
Unknown Sloop	10/??1767	Cape Lookout Inlet	Sloop	Captain Nicholson. The ship was so wrecked in the gale he wrote home for another vessel to fetch his cargo (<i>Providence Gazette</i> , 11/21/1767).
<i>Beggars Bennisson</i>	??/??/1768	Cape Lookout Shoals	Unknown	An English merchant vessel lost on Cape Lookout Shoals (Marx 1987:174).
Unknown Brig	4/??/1768	Cape Lookout vicinity	Brig	“Captain John Marshall, in a brig belonging to this port [Edinburgh], from the Grenades was the middle of April last, cast away about four leagues from Top Sail Inlet on the coast of North Carolina; the crew with the rigging, etc. were saved” (<i>Edinburgh Evening Courant</i> , 6/18/1768).
<i>Freedom</i>	11/16/1769	Cape Lookout	Brigantine	“Harrison, Master, from Hull for this Port [Charleston], is lost near Cape-Lookout.” (<i>South-Carolina and American General Gazette</i> , Charleston, 1/16/1769, as appears in Masters, 1994). “Ran ashore on the 11 th past, two leagues to the Northward of Cape Look-Out” (<i>Carolina Gazette</i> , Charleston, 1/19/1769, as appears in Masters 1994).
<i>Sally</i>	05/04/1772	Cape Lookout Shoals	Sloop	“Captain Hunt, in the sloop <i>Sally</i> , from New York to Charles-Town, was cast away the 4 th of May, on Cape Look-Out shoals, 10 leagues from land” 7 killed 15 saved. (<i>Edinburgh Evening Courant</i> , Scotland, 7/25/1772).

Name	Date Lost	Position	Type	Remarks
<i>Hope</i>	04/18/1773	Off Cape Lookout	Sloop	"The Sloop <i>Hope</i> , of and for St. Croix, from Beaufort . . . they [the crew] left her, Cape-Look-Out bearing N.W. about 25 Leagues Distance" (<i>Carolina Gazette</i> , Charleston, 4/26/1773, as appears in Masters 1994).
Unknown Schooner	07/??/1773	Off Cape Lookout	Schooner	Large topsail schooner, Capt. Samuel Green, loaded with indigo, coffee, cotton, mahogany, from Providence to North Carolina, lost off Cape Lookout" (<i>Pennsylvania Gazette</i> , 8/11/1773).
<i>Royal Exchange</i>	09/02/1775	Cape Lookout	Unknown	" <i>Royal Exchange</i> , Captain Daverson, bound for London, at Cape Lookout, all of her crew was saved" (Marx 1987:175).
<i>Pusey Hall</i>	01/01/1790	Cape Lookout	Ship	"American ship <i>Pusey Hall</i> , Captain Simpson, sailing from Jamaica to Virginia, wrecked at Cape Lookout" (Marx 1987:176).
<i>St. James Planter</i>	05/028/1791	Cape Lookout Shoals	Ship	"The ship <i>St. James Planter</i> , Capt. William Paxton, bound from Jamaica to London, with a rich cargo of rum, sugar, dye goods, etc. run ashore on Cape Look-out shoals. The vessel and greatest part of the cargo are lost" (<i>North Carolina Gazette</i> , 6/4/1791).
<i>Christian</i>	??/??/1799	Near Cape Lookout	Ship	"German immigrant ship <i>Christian</i> , Captain Deetjen, sailing from Bremen to Baltimore, was lost near Cape Lookout, no lives lost and part of cargo saved" (Marx 1987:176).

Table 6 Eighteenth-century shipwrecks near Cape Lookout

Location	Involved in local trade	Involved in coastal trade	Unknown
Beaufort Inlet	5	3	2
Bogue Banks	0	1	1
Cape Lookout	3	10	2

Table 7 Vessels lost and type of trade

Although the number of shipwrecks included in the above tables is small, there is an interesting correlation between where a vessel was lost and the type of trade (local or coastal) in which the vessel was involved. As demonstrated in the following table, vessels lost at Beaufort Inlet were more likely to be engaged in local trade, presumably while navigating the inlet. By contrast, vessels that wrecked in the Cape Lookout vicinity were more likely to be involved in coastwise commerce.

For many of the vessels in Tables 4, 5 and 6, the name, and in some cases vessel type, are unknown. Likewise, many of the entries do not give size or tonnage. Various studies exist, however, that give an indication of the size of vessels involved in local, coastal, and transatlantic trade during the eighteenth century. Chief among those studies are the works of Converse Clowse (Butler 2007). Another good source is Ralph Davis's *The Rise of the English Shipping Industry in the 17th and 18th Century*. Using Davis' study, David Cordingly makes the following summary:

The average size of merchant ships coming out from London in the early eighteenth century was between 150 and 200 tons; vessels from English provincial ports averaged around 100 tons; the coasting vessels sailing to and from harbors like Boston, Charleston, and Port Royal, Jamaica, were mostly between 20 and 50 tons. (Cordingly 1995:164)

Davis's data conforms well to the eighteenth-century Beaufort port records compiled by North Carolina Division of Archives and History historian, Wilson Angley (1982). Angley's compilation covers the years 1757 to 1789 with data taken from Port Records of the Treasurer's and Comptroller's Papers in the North Carolina State Archives. Table eight presents a breakdown by vessel type and average tonnage for the Port Beaufort records. That data clearly demonstrates that sloops and schooners, averaging less than 45 tons, made up the majority (85 percent) of the port's traffic. In addition, the records show that full rigged ships rarely visited Beaufort and those ships were relatively small. Of the seven ships with a given tonnage, only two were greater than 110 tons: *Grace* (200 tons), which departed for Philadelphia on October 6, 1786; and *Lanioy* (250 tons), which arrived from Glasgow on January 30, 1789. In examining Table 8 it should be noted that not all entries include tonnage. For example, of the 1080 entries for sloops only 315 included a figure for tonnage.

Vessel Type	Number of entries by vessel type	Vessel type as per cent of total	Number of entries that include tonnage	Average Tonnage
Sloop	1080	44.0%	315	33 tons
Schooner	1006	41.0%	299	41 tons
Brig	333	14.0%	81	80 tons
Ship	22	0.9%	7	135 tons
Snow	2	0.1%	0	N/A

**Table 8 Type and Tonnage of Vessels Entering and Leaving Port Beaufort 1757-1789
(Data taken from Angley 1997)**

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