



The
**BATTALION
JOURNAL**

*The Newsletter of Jaeger's Battalion
Rogers' Rangers*



***Robert Rogers' Navy
Whaleboats
&
Bateaux***

No. 96

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FROM THE ADJUTANT'S QUILL

Greetings Rangers:

I certainly hope this finds you all well. I'm sure that you're as ready as I am to say goodbye to 2020. I haven't missed this many events since my last deployment...

I'm happy to see that many of you have still managed to get out in small group events. Keep up the good work.

Many things are happening. We have authorized the forming of new companies in Georgia and Vermont. Also, Texas is now being reformed. We have also picked up a number of new members this past year.

I have spent some time reviewing the Battalion Manual, creating a table of content page and putting the various topics in a chapter format. Additionally, the entire printed format is now in the same font style. To free up space, and after talking it over with Major Blair, we decided to remove the 50+year laundry list of events. This content will eventually be archived on the battalion website.

Speaking of the website, our web carrier contract recently expired and the site is being transferred at this time. This change will give us more flexibility in maintaining and updating. If you experience any issues, please contact me or Shannon Fay.

My sincere Best Wishes to you and families in the coming Holiday Season and here's to a Better New Year.

Regards,

Timothy Green, Captain-Adjutant



Recognition

A special thank you goes to Gary Zaboly, Artist/Historian, and Warren Stevens, reenactor, for their efforts and knowledge that made this issue of the Battalion Journal possible. Also to the Publisher, Thomas Pray, who provided information also.



Captain/Lieutenant Tute using blanket sails.
(Drawing done by Gary Zaboly)

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WHALEBOATS

THE BACKBONE OF ROGERS' RANGERS NAVY

BY

WARREN STEVENS, PVT, NEW YORK COMPANY

The term whaleboat referred to a boat used for the hunting and killing of whales. It generally described a long, narrow, double ended boat resembling a large canoe although some were square sterned. They were strong, fast, light weight for their size and maneuverable which made them suitable for warfare as well.

Boats of the 17th and 18th century were constructed of white oak for the structural pieces such as the keel, ribs, keelson upper strake (plank) gunwale, inwale and stem and stern posts. Pine was generally used for the thwarts (seats) and sometimes flooring. The planking or strakes were usually of cedar $\frac{3}{4}$ inch thick and the planks overlapped each other as the boards on a clapboard house. This type of construction was called clinker or clincher built. Because the boards overlapped each other, the fastener or boat nail went through both boards and then through the rib. This made the boats extremely strong yet the planks could flex slightly in the rough waters of the Atlantic. Additionally, a tightly fastened clinker boat required no caulking, just being kept in water to keep the seams swollen.

For whaling, the boats were fitted out with a great deal of specialized equipment, line tubs, and survival gear. Boats for whaling were usually equipped with a small spritsail rig. Whaleboats were usually steered with a steering oar, up to 20 feet in length or more. A steering oar provided the boat with quick turning ability and control, an excellent thing to have when pursuing whales. Boats often and usually had a small rudder for use when sailing. Although most boats ranged in length from 24 to well over 30 feet, once equipped for whaling, there was barely room for the 6-man crew. The general rule of thumb for whaleboat construction was that the width of the boat was $\frac{1}{5}$ the length, so a 25-foot boat was 5 feet wide. This ratio ensured a sturdy construction and a stable craft.

They were propelled by long oars or sometime times called sweeps; these were usually 3 times the width of the boat. So, the above 5-foot-wide boat would have 15-foot oars. Rowing was done in a method called "single bank rowing" where the rower would sit against one side of the boat, his oar would be across the boat and out the opposite side. This provided tremendous leverage and thus speed. Oars were

generally made of ash wood as it was strong and flexible. The rowers would be staggered in the boat on the opposite side of the man in front of him, usual configuration, when facing forward from the stern was 3 rowers on the port side with their oars out the starboard (right) side and 2 rowers on the starboard side with their oars out the port (left) side. There were then 5 thwarts for the rowers and a stern thwart or deck seat for the boat steerer / commander of the boat, thus the minimum crew would be 6 men, 5 rowing and one steering. There were no oarlocks on 17th and 18th century boats, there would be a simple oak pad on the gunwale and two thole pins of oak, spaced 6 inches apart to hold the oar in place. Boats were equipped with paddles as well for shallow water, this feature carried over into warfare, especially on Lakes George and Champlain. Overall, boats used for whaling were cheap and quickly built and considered disposable. In an established 18th century shop, it took 2 experienced men 3 days to build a whaleboat from scratch.



My 28 foot whaleboat on Lake George, six men, all gear and equipment for a week patrol. Rowing is single bank, note the free board.

(Photo and narrative courtesy of Warren Stevens)

18th Century Whaleboats

18th century boats were well rounded (blunt or not so streamlined) in the bow and had a long run (straight along the sides). This allowed for a very stable boat that "tracked" well in the water. They didn't exactly resemble the boats of the later 19th century period such as the Beetle Boat or the New Bedford Boat which had sharply pointed ends and a long graceful flare and taper to the sides. The boats of the 18th century were workboats. There are no known plans of any 18th century whaleboats in existence at this time. There are many descriptions and volumes of sketches

and pen and ink drawings in various publications listed at the end of this paper. Several of the descriptions state boats around 27 feet long and 5 and a half feet wide:

“The common whaleboats here row with 5 oars; they are 20 foot in the keel and 27 foot from stem to stern and about 5 foot 4 in broad. If you incline to have it longer or broader it shall be done. He wants to know if she is to be (as to steer with a rudder) square stern or in the form of a common whaleboat.”

Jacob Rodriguez Rivera to Henry White,
June 19, 1767

These exact dimensions appear again on documentation in the Smithsonian Institute for a circa 1830 U S Navy whaleboat and in British Admiralty records for an 1860 whaleboat. Granted the last two are out of our time period but the dimensions are all exactly the same for length and width. It would appear that these dimensions were somehow the standard for whaleboats for 100 years. A typical 28-foot whaleboat weighed approximately 1,000 pounds empty and would carry 700-800 pounds of whaling gear, not including the weight of the 6-man crew.



A good perspective of single bank rowing, note the lapstrake construction. We are approaching Sabbath Day point

(Photo and narrative courtesy of Warren Stevens)

Whaleboats and Warfare

Whaleboats were used in large numbers on Lakes George and Champlain during the French and Indian War. It appears they were built at the lake and purchased in large numbers elsewhere and delivered to the lake via New York, through Albany and on to the lake.

“April 3, 1756, went after cedar for whaleboats.”

“April 5, all hands at work. I hewed cedar logs to be sawed.”

Diary of Captain Jeduthan Baldwin, 1755-1756,
Lake George

Many whaleboats were built on Cape Cod, particularly in the Sandwich area, sent to New York and up the Hudson to Lake George.

“Tues evening last, 16 whaleboats with 6 men each arrived here from Cape Cod, in the Province of Massachusetts Bay, and are to set off this day for Albany, to be employed in the battoe service.”

New York Mercury, April 26, 1756

Given the time to transport whaleboats up the Hudson and over to Lake George, the following quote is very timely and interesting. It is from the (original copy) Journals of Major Robert Rogers:

“June 13, 1756-About this time the General augmented my company to seventy men, and sent me six light whale-boats from Albany, with orders to proceed immediately to Lake Champlain to cut off, if possible, the provisions and flying parties of the enemy.”

It would appear that the boats from New York, sent to Albany on April 26, could have been part of those sent to Rogers. Also, the number of men would come out to 10-12 men per boat.

From the previously stated documentation of the 18th century description and the two-existing early 19th century plans surviving, it would appear that many of the commercially supplied whale boats from Cape Cod and elsewhere would have been in the category of approximately 27 feet long and 5 feet 4 inches wide. **WHALE SHIPS AND WHALING, A PICTORAL HISTORY** by George Francis Dow has literally dozens of 18th century primary source sketches showing whaleboats, examining the sketches and evaluating them show the boats to be close to the 5 to 1 ratio regarding length and width. There are numerous entries in Rogers' Journal of embarking in whaleboats with anywhere from 10 to 14 men. Given the width of the boats and having 6 thwarts, this works out mathematically. Two or three men to a thwart would be a normal load, one or more men pulling an oar across the width of the boat. Sometimes more men were used in boats for specific actions. When Rogers and his men cut off

the retreating French fleeing Fort Ticonderoga in 1759:

“Rogers’ action at Ticonderoga included the use of 12 whaleboats, carrying 20 men each.”

New London Summary, August 10, 1759

(**Note**, at a reenactment years ago, I was able to safely place 24 men in my 28-foot-long 6-foot-wide whaleboat for a river crossing)

Whaleboats were favored over battoes and were used in large numbers as the war progressed:

“At Oswego, among other craft, were expected to be on the lake “upwards of 230 whale-boats carrying each 20 men...”

New York Mercury, July 12 1756

Amherst’s advance up Lake George saw one of the largest whale-boat fleets ever assembled on that lake:

“Monday, July 16, 1759, Lake George Camp. Capt Loring will deliver whale-boats this evening, to Gage’s & to Light Infantry tomorrow morning at five o’clock”

“The whaleboats to be mark’d by the corps they are given to, in the same manner as the batteaus. The Grenadiers to receive theirs as soon as the whale-boats are ready for which they will apply to Captain Loring. The Rangers are to receive theirs after the Grenadiers. All the whale boats are to be kept in the creek, or will otherwise be subject to be spoiled. The proportion of whale boats and batteaus are: For Rangers-43 whale boats, one bateau; Gage’s Regt-flat bottom’d boat, forty-one whaleboats and 4 bateaus; Light Infantry of Regiments-Forty-three whale boats and five bateaus; Grenadiers-Forty-three whale boats and five bateaus”

Just the whaleboats total 170 for this expedition. Then there is always the exception to the rule, an excerpt from a letter from Amherst at New York To Joshua Loring in Boston, Feb 1, 1759. Amherst is directing Loring to contract for the construction of 50 whale boats to be ready by the end of April.

“The boats to be 28 ft in the keel, 5 ft 2 in broad, 25 in deep, 34 feet from stem to stern, 7 streakers (planks) on a side from keel to gunwale, 7 oars on a side including a steering oar.”

From Amherst in Canada, page 125.

I must interject my opinion based on experience here.

I built a whale boat for use with my Ranger Company and used it for many years on Lakes George and Champlain. It was 28 feet long with a width of approximately 6 feet, roughly conforming to the 5 to 1 specification stated earlier. It rowed single bank with 5 oars. The above boat ordered by Amherst would have been very unstable, the width would have been way too narrow for the length thus making it unsafe in rough water and causing stress on the structure itself due to the length. Plus rowing with 7 oars on a side is a total of 14 rowers, this would have been a coordination nightmare.

Having done many scouts down Lake George in all kinds of weather conditions, it can be as dangerous as being on the ocean, as we experienced being on that lake during the remnants of a hurricane once.

On his advance up Lake Champlain in August of 1760, Rogers noted on the 18th:

“It having blown a fresh gale most part of the day, some of my boats split open by the violence of the waves, and ten of my rangers were thereby drowned.”



This one is at the first narrows on Lake George during the remnants of the hurricane stated in the document. The white caps and waves were 3-5 feet tall. Note the hole pins and rowing pads.

(Photo and narrative courtesy of Warren Stevens)

Whaleboat Armament

This is a subject that has been debated by historians and living history reenactors at length. Many feel and interpret that the boats were armed with swivel guns, or swivel cannon as they are also called. Others, myself included, find that the documentation points to wall guns, a scaled-up version of a standard British or Dutch infantry musket in .98 caliber that operated the same way as a musket did. But wall guns or wall pieces as they were called were classified as artillery in the British ordnance system. Both wall pieces and swivel

cannon were mounted on swivels, adding to possible confusion.

“Agreeable to orders from General Johnson this day, I embarked for the enemy’s advanced guard before mentioned, with a party of 30 men, in four battoes, mounted with two wall pieces each.”

Rogers Journal, November 4, 1755

In the ensuing action that followed, Rogers refers to “wall pieces” several times.

In the summer of 1756, Rogers and his men dragged 4 whaleboats over the mountains from Lake George to Lake Champlain to raid French supply shipping on that lake. The boats were discovered by the French, and what follows gives an insight to what the Rangers carried in their boats. In searching through French accounts, they often referred to whale-boats as barges which would mislead someone looking for the word whaleboat.

“M. de Bleury arrived this evening with seventy bateaux loaded with food and munitions. Three Abanakis came back with him. As they were returning to Montreal, they saw in Lake Champlain at about a league and a half from Fort St. Frederic on the north shore four barges abandoned in a little cove. They went there and found one of the barges mounted with 3 swivels, and in it a barrel of powder, some balls and grenades, about 40 oars and many tracks on the shore and at the edge of the woods. They brought back the barge that had the artillery and sent from the fort a lieutenant and thirty men to look for the other three.”

ADVENTURES IN THE WILDERNESS,
The American Journals of Louis Antoine
de Bougainville, 1756-1760

Referring to Rogers’ earlier quote about wall pieces, I am still of the opinion that they are the larger musket type weapons for several reasons of deduction. First, a wall piece operates the same as a musket, something Rangers were already use to. Artillery in the form of a small swivel cannon was a specialized affair. Originally, my whaleboat was armed with several small swivel cannon. With them were a ramrod with a worm and wet sponge, a ramrod with a dry sponge, a linstock (slow match) holder, slow match, ammunition box and several other pieces of equipment. It worked but was always a slow (for safety) tedious process and very susceptible to weather. I had an opportunity once to fire a wall piece, no special equipment other than larger cartridges and a painted canvas pouch to store them in. It reloaded quickly like a musket and the only extras

were a tompion, lock cover and some spare flints. The wall piece would more readily lend itself to the tactics of the Rangers and require no special training.

It would appear that swivel guns were used at times, but were listed as swivel guns, not wall pieces. The following is a quote from the Revolutionary War but gives a lot of information on what the whale boats were equipped with, maintained and a few interesting facts:

“Items ordered for whaleboats at Cambridge, July 22 1775

- 20 small swivel guns
- 20 small anchors, or graplins
- 10 fathoms of whale-wharfs (or wharps) to each of ye 20 boats
- 5 fathoms of cordage for each of the other boats
- 600 oars and 600 paddles-very good
- 2 barrs pitch & 4 do of tarr
- 25 small pitch pots and 5 ladles
- 25 pitch mops
- 100 weights of white oakum
- 6:4 clapper nails and 100 yards old canvas
- 1500 feet cedar clapboards sawed for whale-boats
- 100 short wool’d sheep skins for muffling ye oars”

The pitch, tar, ladles, mops, oakum, etc. were for caulking and sealing the seams, but must have been a messy process. The sheepskin for muffling the oars was interesting.



*Our improvised blanket sail, using a small trail tarp. It worked just fine and we sailed from Sabbath Day Point to Rogers’ slide in a day.
(Photo and narrative courtesy of Warren Stevens)*

Sailing Rigs

There is no mention of sails or sailing rigs for whaleboats used by Rogers' Rangers on Lakes George or Champlain. There is the incident involving Captain Tute on Lake Champlain, August 23, 1759 where he was pursued by 3 French ships that were closing on him. One of his men, a former New England fisherman suggested they rig sails with their blankets. The blanket was simply tied at the corners between 2 oars and held up to catch the breeze, they escaped to Crown Point. Amherst ordered all boats to there after be equipped with a blanket and two additional oars in this manner. When Rogers was ordered to accept the surrender of Detroit, he left Montreal on September 13, 1760 with 200 Rangers in 15 whaleboats. This would average 13 men per boat. In his journal he notes rowing in all kinds of weather and at night. On September 30 he states they used sails and oars and made 70 miles that day. But he does not indicate what type of sail or if it was the blanket sail rig. However later in the same expedition, Rogers also states that a red flag would be hoisted for bad weather and a blue flag hoisted for the boats to dress. Hoisting would indicate some kind of mast and therefore some kind of sailing rig but nothing further is noted.



The whaleboat in it's final full form. Based on Rogers Expedition to Detroit, we added a small sprit sail rig.

(Photo and narrative courtesy of Warren Stevens)

Data and Sizes of Boats

Since the majority of boats were commercially made, they would have followed traditional whale boat construction of the time. A lot can be garnished from secondary technical information. As referenced in **CAPE COD SHORE WHALING**, oar length data is stated as being 12 ½ feet to an average of 16 feet. The whale boat formula for oar length is approximately 3

times the width of the boat which would indicate boats had a width of 5.3 feet or 5 feet 4 inches. Since the whale boat construction method would be a boat approximately 5 times in length of the width, this would indicate a boat of 28 feet. The dimensions of the 3 boats referenced in 1767, 1830 and 1860 are 5 feet 4 inches wide and 27 feet in length, supporting the concept that the commercially produced boats were in this size and width.

Modern Usage

In the 1980s I restored an 18-foot square sterned ships gig and used it for reenactments. Then, in 1990, I built a whaleboat based on the information I had at the time. Constructed in the traditional manner and materials previously listed, it was 28 feet long and approx. 6 feet wide, it had 16-foot oars, several paddles and various other equipment. The size was just about what my current information indicates it would be. It was used many times on scouts down Lake George, Lake Champlain, on reenactments across Long Island sound and in the north Atlantic off the coast of Fortress Louisburg. It rowed single bank and was stable in all weather conditions even during the remnants of a hurricanes while on Lake George. It required a minimum crew of 6 men, 5 rowers and a steersman on the steering oar, which at times was cumbersome. Eventually fitted with a rudder and small spritsail for Rev War events. Draft and freeboard were conditions that varied with the loading of the boat-how many men, equipment, etc. But with a minimum crew of 6 Rangers, muskets, bedrolls, etc., it drew less than a foot of water. Often, we had to use the canoe paddles in shallow water as the oars would bottom out. Freeboard was always safe and sufficient, again depending on the load. Never once did the boat swamp or take on serious water, even in surf or extreme weather conditions. With the width at 6 feet and having 6 thwarts, capacity was anywhere from 6 men to 18 and sometimes as many as 24 for short tactical actions. Therefore, Rogers statements of up to 20 men per boat is accurate. Also, the men of the 18th century were physically smaller and / or thinner than today's men, thus allowing for more men per boat. The original Rangers would have carried just food, provisions, ammunition and so forth. For modern living history people doing reenactments, all current Coast Guard boating rules apply. One life jacket per occupant, one extra for throwing, a first aid kit, a white light that can be displayed at night and other things were all applicable. In fact, several of us took a Coast Guard Boating Safety course to get that training. Doing history does not excuse you from

safety requirements by law, nor does it make sense. All modern equipment was stored in bags or boxes to keep the authenticity but always handy in an emergency.

We also added several swivel guns and all the appendages previously stated. Not all boats in the French and Indian War were armed either. There is an excellent sketch by Thomas Davies showing Amherst's army advancing down the St Lawrence, they are rowing single bank, the boats are filled with men and several boats show all the muskets stacked in the bow of the boat, butts down and muzzles up. None of the boats in the sketch appear to have wall pieces or swivel cannon.



Bolton's Landing on Lake George, the bow of the boat and my gunner, at this time we had a 3 pounder on the mount, mast details visible. Tongue Mountain is in distant background.

(Photo and narrative courtesy of Warren Stevens)

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- Personal research from historian Gary Zaboly



The most used whaleboat sailing rig during the 18th century was the sprit sail type. These rigs were small regarding the square footage of the sail due to the fact that the boats of the period did not have a centerboard. Therefore whaleboats of the F and I period could sail really well downwind and a little upwind if tacking on a broad reach. There are many entries in Rogers' Journal that state they did not travel due to wind, had to be from an unfavorable direction.

Warren Stevens



BATEAUX

A bateau or bateaux is a shallow-draft, flat-bottomed boat which was used extensively across North America, especially in the colonial period. It was traditionally pointed at both ends but came in a wide variety of sizes. The name derives from the French word, bateau, which is simply the word for boat and the plural, bateaux, follows the French, an unusual construction for an English plural.



Bateau replica DeSager at the Schenectady County Historical Society's Mabee Farm.

The following information about Bateaux was sent to the Journal by Thomas Pray, Ensign in the New York Company.

“Battoes are another kind of boats that are much in use in Albany: they are made of boards of white pine; the bottom is flat, that they may row the better in shallow water. They are sharp at both ends, and somewhat higher towards the end than in the



Rangers from the New York Company manning a bateau to go into battle.

(Photo supplied by Thomas Pray)

middle. They have seats in them, and are rowed as common boats. They are long, yet not all alike. Usually they are three and sometimes four fathoms [24 feet or 732 meters] long. The height from the bottom to the top of the board (for the sides stand almost perpendicular) is from twenty inches to two feet [50.8 to 60.96 centimeters], and the breadth in the middle about a yard and six inches [1.07 meters]. They are chiefly made use of for carrying goods along the river to the Indians, that is, when those rivers are open enough for the battoes to pass through, and when they need not be carried by land a great way. The boats made of bark of trees break easily by knocking against a stone, and the canoes cannot carry a great cargo, and are easily upset; the battoes are therefore preferable to them both.”

Construction:

Bateaux were flat-bottomed and double-ended (see figure #1). They were built with heavy stems at bow and stern and a series of frames amidships, likely from natural oak crooks when available. The bottom was made of red oak but white oak was preferred if available. The white oak showed better resistance against a stone than other wood.

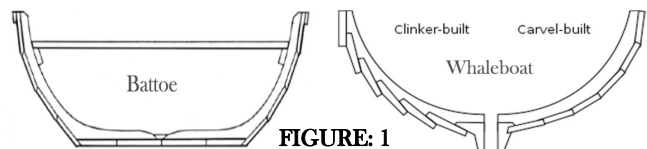


FIGURE: 1

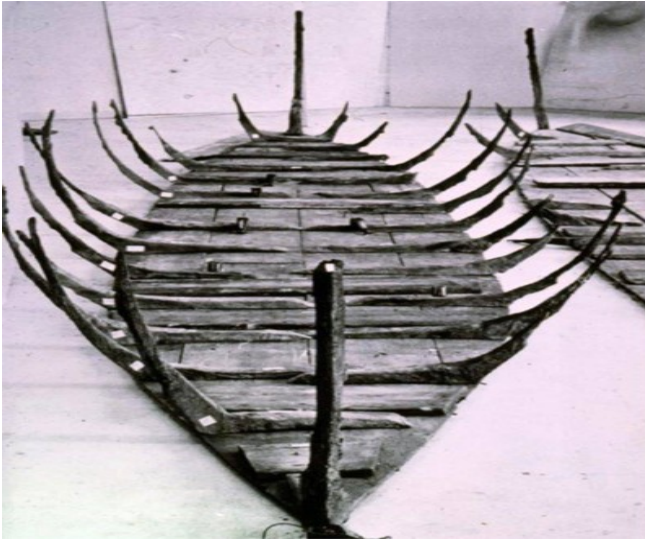
Cross section comparison of the battoe to the whaleboat.

The sides were planked with sawn boards, likely pine although builders would have used whatever material was available. They preferred not to use oak for the side planking as it would make the boat too heavy.

These boats would have varied from place to place, from builder to builder and also evolved over time, however in general, they were 24 to 50 feet long and 5 to 8 feet wide. The bottoms were planked and flat, without a keel, but possibly with a larger "keel-plank" in the center and sometimes reinforced with cross cleats. The sides were planked, tapering to sharp points at either end.

Bateaux were built at various costs to various specifications. In 1755, Major General William Johnson paid £9 each for the construction of large batteaux, £6.10 to £10 for medium sized batteaux and £5 each for small batteaux.

The smaller bateaux, which were called "*Albany*



Skeletons of the past (Batteaux).
(Photo supplied by Thomas Pray, Ensign)

batteaux or "*Albany boats*" were approximately 24 ft. long with a beam measuring only three feet at its widest point.

The larger *batteaux*, sometimes called "*Schenectady batteaux*" or "*Schenectady boats*" might have been as large as forty-five feet in length. These boats were constructed at that village for use on the Mohawk River and ultimately the Great Lakes,

Batteaux in the thirty foot range appear to have been the more common, with the measurements somewhere around thirty feet in length, with a six and one half foot beam and a depth of around two and one half feet.

Uses Of The Bateau:

The *bateau* was a flat-bottom, double-ended, shallow-draft, all-purpose cargo boat. First appearing in the records as early as King William's War. By the eighteenth century, the *bateau* was the most common and important cargo carrier found on the inland waters of colonies in North America.

Thousands of *bateaux* were constructed by British, French, and American colonial forces and used in the river corridors of New York in all the colonial wars. They could be easily made in the settlements along the inland waterways and put into use in very short order.

Oars were the primary means of propulsion for the *bateau*, although, in open water, sails or improvised sails were sometimes used, and, in shallow waters, they were often poled. There were enough oars in the boat for rowing and one to serve as a rudder.

They gave the military an easy way of supplying outposts and the boats themselves could be used as

gun platforms which provided a mean of defense against the enemy.

The Rangers used them but preferred whaleboats because of their speed through the water as well as maneuverability. Those qualities fit the Ranger method of warfare.



In the photo is a *bateau* that served the members of the New York Company. It is the "Prudence" owned by Thomas Pray, Ensign.
(Photo supplied by Thomas Pray)

Bateau Specifications:

The *bateau* is owned by Thomas Pray, Ensign and a member of the New York Company. He has spent many hours and dollars in restoring this boat to fighting trim. Thomas spent time training the members of the company to serve aboard the boat. It is another example of the diversity that is found in the New York Company. Since we had access to Ensign Pray's *bateau* (photo above), we can look at its specifications to better understand the boat:

General Description:

Type of Boat: *Bateaux*

Length: 32'

Paint Scheme: Black with Correct British Mustard
(Supplied by Thomas Pray, Ensign)
yellow trim

Rowing:

(4) - 12 foot oars

(2) - 10' oars

(1) - 12' steering oar

Armament:

Mounts: (1) - 22" bow cannon (Bronze), (2) - 16" side swivels (Bronze) and (1) - 18" Lantanka (anti-personnel or signal gun)

Gear Aboard:

Anchors: (1) - 25 pound anchor and (1) - 20 pd anchor

Tons of rope

(3) - wooden swabbing buckets

(2) - BO Chests containing:

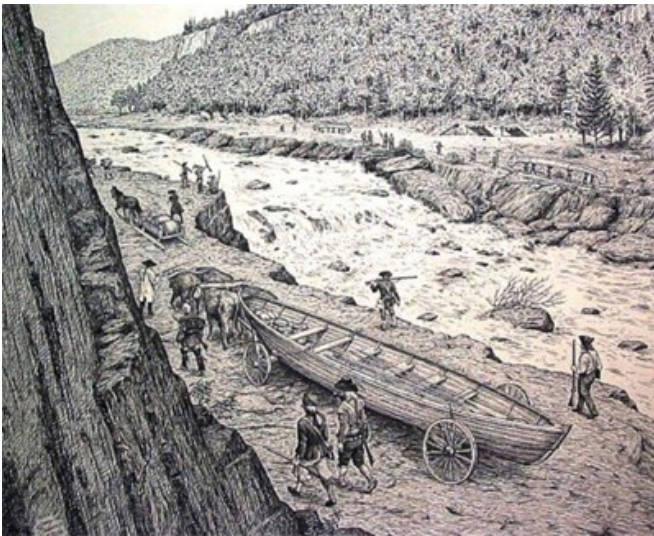
- artillery swabs
- rammers
- gloves
- reamers and fuses
- other stuff to numerous to name.

(1) small BO Ammunition box

That list may give you an idea of the items carried on the boat. Remember, this boat was fitted out for combat, not supply.

Learning how to operate watercraft on the northern lakes and streams was another crucial skill that every Ranger needed to know. Birchbark canoes and bateaux (rowing vessels made for transporting goods) were used in Rogers' earliest forays on Lake George.

In 1756, the bateaux were replaced by the newly arrived whaleboats made of light cedar planking. The whaleboat was designed for speed, they had keels, round bottoms, and sharp ends, allowing for a quick change of direction and agile handling even on choppy waters. Blankets could be rigged as improvised sails. Thus the Rangers were proficient at using the inland waterways to conduct their "War on the Run" campaign.



"Being escorted along Hudson River to Fort Edward." This could have been a military assignment given to the Rangers.
(Drawing by Gary Zaboly)

DULY NOTED
BACKGROUND

The Rangers of Major Rogers Companies performed various duties for the British army. Scouting was foremost as was information gathering, obtaining prisoners, and keeping the French occupied with their movements. They also were escorts and many times guards for both Provincial and Regular soldiers. They protected Work crews that gathered Spruce logs, built Bateaux, cut firewood, or made roads. It was the Ranger presence and safety provided by them that allowed this work to progress. These Duly Noted writings attest to their value.

In 1757 James Otis secured seventy-eight whaleboats for £ 380, then arranged carting, freight, transport, and the delivery to Albany, New York with those costs bringing the bill to £ 772 adding a 5 percent commission for the deal for £ 38 in Sterling Silver. The business of purchasing or having whaleboats built by the Otis family continued in 1758 when General James Abercrombey placed an order with them for two hundred boats for use on Lake George.

In August of 1758, 100 more whaleboats were ordered and collected by Colonel Joseph Otis. The Bills for such were questioned by The new Governor Pownall. All new purchases were to make such saving to the Crown as possible and Joseph Otis must transmit those accounts for payment and examinations. The boats were transported and received in Albany and the various charges were contested by James De Lancy. He complained that the freight charges were too high. If Otis wanted to receive payment for the freight he needed Governor Pownall to have General Abercrombey approve. General Abercrombey wrote stating that the whaleboat cost was fair yet did not know how to calculate the fairness of the freight and left that decision to Pownall or DeLancy. Joseph Otis sent the requested documents to both Pownall and DeLancy yet received no payment on the freight. Yet, another 100 whaleboats were ordered in the midst of this bickering over freight which lasted till Spring of 1759. The additional 100 Whaleboats were delivered to Amherst at Lake George. Payment for the price of them was accepted. General Amherst coldly refused to pay the freight charges stating they would need to be examined as to their being fair or high



for his Majesty. He steadfastly refused to look into any late charges from 1758 or to accept the figures for the earlier 100 whaleboats unpaid for sending those financial questions back to Pownall or DeLancy. Colonel Joseph Otis, Massachusetts, realized that to continue requesting payment would result in a waste of time and effort. He dropped his request. He also never purchased or provided another whaleboat for the British War effort.

Crown Point, 1st, October, 1759

The Two Brigades of Regulars to send each a Sergeant or a proper person at 9 o'clock To-morrow Morning to the place in front of Forbes where the Boats ly, to see a Boats Riggd there with two blankets for Sails, and each regiment to Ridge 2 Batteaux in the Same Manner And when finished to report to Collo Haviland, who is to examine the whole. folio. Haviland Is to Rigg also a Sail to a Whaleboat for a Patteron for the Grenadiers, Light Infantry, Gages, and Rangers, and each Corps to rigg two Whale Boats after the Same Pateron.

Commissary Wilson's Orderly Book

Crown Point, 7th, October, 1759

The Regiments to prepare their Batteaux to the Following Numbers and to have their Sails fixed Accordingly to the Pateron Collo. Haviland approved Of..... Captain Brewer of Rogers Rangers had, earlier in the year managed to escape canoe loads of pursuing Savages by rigging two blankets on his batteau. It worked so well, General Jeffrey Amherst would order, (above) all batteau to be thus rigged.

29 May 1760 Albany

“ ... this morning the 60 whaleboats set out for Oswego under the command of a Major of the New York Troops with 482 men ... ”

“ ... when the whaleboat arrived at Oswego, Major Gladwin was to take comand with an dditional number of 100 men of Gages commanded by Major Arnot, & as many of Captain Waites Rangers as would make up the number required for the whale boats ... ”

Jeffery Amherst

13 August 1760 Oswego

Six hundered rangers and seveity indinans is whaleboats in front commanded by Major Rogers as an advanced guard. Amherst made a comment in his journal regarding the Indians.

“The Indians is the whaleboats made strange appearances’

Amherst, p. 229

2 September 1760 Montreal

“On the 9th General Amherst informed me of his intention of sending me to Detroit, and on the 12th in the morning, when I waited upon him again, I received the following orders.

To Major Rogers, commanding his Majesty's Independent companies of Rangers.

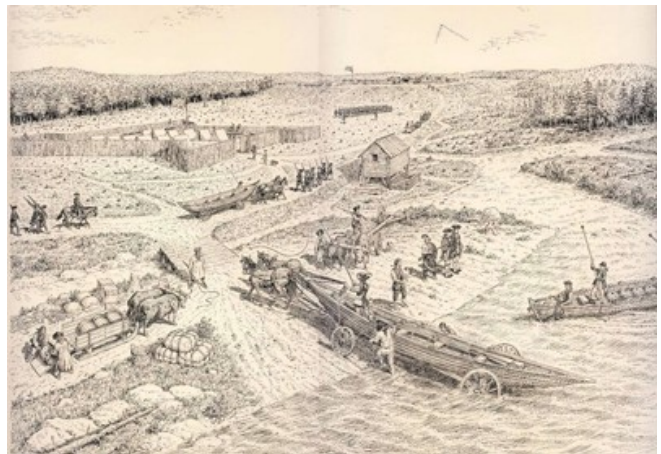
You will, upon receipt hereof, with Capt. Waite's and Capt. Hazen's companies of Rangers under your command, proceed in whaleboats from hence to Fort William Augustus, taking along with you one Joseph Poupao, alias La Fleur, an inhabitant of Detroit, and Lieut. Brehme, Assistant Engineer. “

Jeff. Amherst

3 July 1760 Fort Ontario

“ ... an officer and 15 Rangers from each of the Rangers Companies were sent I # whaleboats to decoy the French brig and schooner to Captain Loring hiding behind an island with his two British snows ... “

Loescher Page 124
Rogers' Rangers Vol. II



At the Oneida Carry
(Drawing by Gary Zaboly)

PEASE PORRIDGE

Something that is both good and filling can be as nourishing from the first serving until many days later. Pease Porridge, a thick Pea soup of 18th century fare, was tasty the first day it was made until it was totally consumed. The rhyme certainly says it was still good in the pot nine days old. Good information about Rangers, gleaned from past sources is much like the Pease Porridge.

In the back pages of the Battalion Journal are some tasty bits of knowledge that are still worth being used and shared. As the Battalion grows and changes, with new members being added, it is only right that we go back into the pot and pull out a tid-bit or two no matter how old.

Editor's Note: "Rogers' Rules for Ranging," reprinted with permission by the article author, Matt Wulff.

Rogers Rules Number Twelve

"If you determine to rally after a retreat, in order to make a fresh stand against the enemy, by all means endeavour to do it on the most rising ground you come at, which will give you greatly the advantage in point of situation, and enable you to repulse superior numbers." (Rogers 59)

Most soldiers when confronted by a superior force of the enemy, and forced to retreat after engaging them, would only have the thought of getting away safely, but most normal soldiers were not the men of the caliber of "Rogers Rangers." Few units of the French and Indian War period would think of going back on the offensive when being pursued by a superior force, but that is exactly what Rogers advises his men to do in rule number twelve. Nothing better could convince a stubborn enemy from breaking off their pursuit of your party than having your force turn around, rally, and throw a fierce fire back at them. By making such a stand, and perhaps surprising your pursuers with a strong constant fire on their formation, you might be able to confuse and break their formation, forcing them to retreat in turn. If this fresh stand was devastating enough, your party may even force them to give up their pursuit, allowing your men to reach the safety of their home bases.

Rogers also goes back to a reoccurring fact in his rules that of using an elevated position, or "rising piece of ground on which to make this fresh stand." The use of this type of ground to gain a tactical advantage over your enemy had been in use for years, and is found in use since the beginning of written military tactics. By taking a stand on an elevated position, you force your enemy to have to make their way uphill against your position, causing them fatigue which will make it more difficult to engage your forces once they reach your position. Your movements and the disposition of your men will be hidden from the sight of you enemy, unless they can observe your position from another elevated piece of ground, which will give your forces more time to prepare for any attack. Most marksmen will tell you that it is easier to shoot at a target downhill from your position, most likely from a protected position of rest, than it would be to shoot uphill when out of breath from ascending the rising piece of ground. The use of the regular practice of always

keeping one half of your party reloaded while the other half of the party discharges their firelocks at the advancing enemy would also make them advance under the fury of a constant fire. This advantage gained from something as simple as the type of ground you choose to make your stand upon could be the turning point of the action, and become the factor that makes the enemy break of the pursuit of your party.

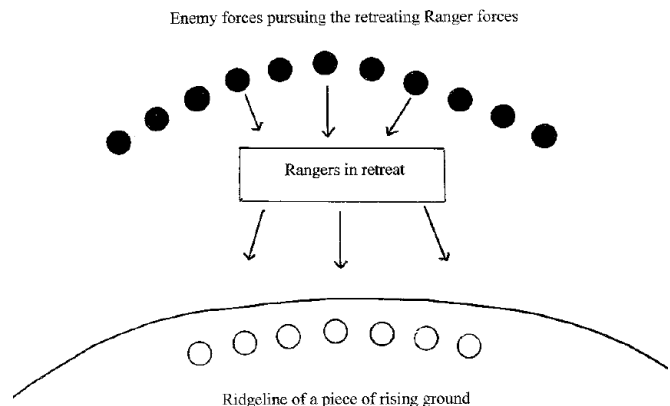
Battalion application:

If an attack from the enemy forces you to withdraw and retreat from the field of battle, it is highly likely that the enemy may pursue you and try to take advantage of their being able to break your formation. You may be able to use such a pursuit to your advantage and turn the tables on the enemy as they try to chase you down.

- 1. You should already have established a rallying point to retreat to before setting out on your mission. Watch for good places to rally, such as a suitable rising piece of ground, and as you travel indentify these rally points to the troops as you pass them by. Remembering to do this is critical to the success of your mission.*
- 2. Rally your party at that point, forming a front to meet the enemy in pursuit with strong flanking parties on both sides.*
- 3. If your numbers will allow it, keep a reserve held to the rear for deployment against an attack on your front or flanks.*
- 4. Remember to use your fire teams to maintain a constant fire against the enemy.*
- 5. By using a rising piece of ground to your advantage you may be able to break off the enemy's pursuit of your party, or even be able to counter attack them.*

Rogers Rules # 12

When you are forced to retreat by a superior force of the enemy, and they pursue your party, but you determine to rally and oppose their pursuit, look for a rising piece of ground to rally upon and make your stand, which will give you an advantage.



The Rangers reform here, forcing the enemy to engage them from the advantage of an elevated position, helping to repulse superior numbers.



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Jaeger's Battalion Senior Ranger Program

For those who wish to enter the Senior Ranger Program, send \$5.00 NYC and a letter with your intention to join the program to Captain Lt. Matheney's quarters at:

Captain Lt. Chris Matheney
1310 Ridgewood Way, N.E.
Lancaster, Ohio 43130
Email: battaliondrum@gmail.com

Note: For those members who are already candidates in the program: please don't forget to send your completed requirement slips to Captain Lt. at the above address.

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DISCLAIMER: There will be articles that will have spelling and grammar that was used during the 18th century. When an individual submits an article, it is checked for proper grammar and spelling. We have many excerpts that are from 18th century sources and those said items are not changed. Articles in the Journal pertain to the time period of Rogers life/French and Indian War.