

DIARY
OF
A HESSIAN SOLDIER, JOHANNES REUBER

typescript & translation by
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(copy of original typed German in ~~cabinet~~
archives)

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I, Johannes Reuber was born in Niedervellmar, near Cassel on the 25th day of February 1759, the Tuesday following Mardis Gras, and, was christened the 2nd day of March. I was confirmed in 1773 and on the 15th of September 1775 I was compelled to be sworn in at the Land Grenadier Regiment with the Major Matteus Company, and then I went home again. There was a lot of noise about a war in America and this went on until 1776.

January 1- On January 1st 1776 I received an order to come to Immenhausen, where Major Matteus Company was stationed. There was an order, that from all the Field Regiments the Grenadier Companies should be combined, 4 Companies combined to a battalion and each battalion stationed in a small village for training.

January 2- Early in the morning we marched from Immenhausen to Grabenstein where we were quartered and marked time until all Companies were equalized, as the field regiments, were equipped and trained 2 times a day. As soon as the Regiment was trained, Major Rall was made Regiment Commander and we were called the Rall Grenadier Regiment. Every day we trained in deep snow and severe cold through the entire February until we were as good as the other Field Regiments.

February 29- We heard a rumor that the first Division of Hesse a corps of chasseurs (Jaeger) 3 Grenadier Battalions and 10 Regiments were due to be shipped to America, and we started our first march on the 29th under the leadership of General von Heister. The Rall Grenadier Regiment remained in Grabenstein until the 3rd of March.

March 3- On March 3rd we received Ammunition, 60 bullets per man, sharp stones, a kettle, bottles, Axes, Hoes and shovels, knapsacks linen bread containers and all the other things necessary to fight a war. All of us were bewildered, as we realized " this was it " we were serious and depressed but there was nothing else to do but to remain patient. That evening an order came that we were bound for Cassel the next morning, to be inspected by the Landgrave Frederic .

March 4- We started out and before we arrived, we got off the road marched in Parade style and maneuvered and then back to the main road toward Cassel. We stopped before the Dutch Gate and soon after came the command to proceed to a racing track. As soon as the serene Highness arrived, we paraded in front of him, were looked over by him and then we left through the Leipzig Gate, through the woods to Crumach and Ochshausen where we stayed overnight and had a day of rest. Many necessities were received in Cassel and distributed under the Companies, and we were put into a position, that we did not lack anything.

March 6- We continued our march to Sandershausen, up a mountain and beyond the Hessian frontier, to Hannover-Munden, situated between the Fulda and Werra Rivers. Marched through Munden, over a bridge of the Werra and were quartered in Hameln.

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March 7

We continued to march, passed the city Goettingen situated on the Leine and turned left on the Weser river to Hardegen where we rested a day

March 9

Continued to march toward Bremen

March 10

marched the entire day, had good quarters that evening and a day rest.

March 12/13

marched until evening, found good quarters, rested a day.

March 15

started early to march, passed Nienburg on the Weser river paraded in step over a bridge and continued to march on the other side of the Weser.

March 16

marched the entire day through heather land, where villages are scarce and the land is marshy. stopped for a day's rest.

March 18

marched to the left of Hanover and were quartered nights.

March 19

marched through extensive heather land, it was rather cold and it was a long time before we again saw villages and houses. We again were quartered and had a day of rest.

March 21/22

Still on heather land and marching. 23rd restday.

March 24/25

Early morning start and still heather, no rest, until we arrive at the location, where we are supposed to meet with the first division to which we belong and which is way ahead of us, so, that is the reason for hurrying.

March 26

Rest day

March 27/28

Marching, always found an adequate place for the night.

March 29

Rest day

March 30/31

we are about 8 hours away from Bremen. The Weser's water is high and the entire section is flooded and everything had to be loaded on wagons so we could proceed.

April 1

Rest day

April 2

Marched all morning until noon, when we reached floodwater from the Weser, covering a large section of the country only saw houses, trees and villages, all fields were covered with water, had to use wagons to get into a village for rest and repair work.

April 4

The peasants helped packing everything on wagons and we came close to Bremen.

We stopped on front of a Bremen bridge and got off the wagons and were compelled to parade through the imperial free city of Bremen. One hour beyond Bremen we stayed for the night.

April 5

We marched as usual and came to " Zorn" ? and Donneren.
Rest day

April 7

Forward again, arrived in Gestendorf on the Weser for the night. Now we saw the large ships on Anker shaking in the wind and the first Division's 1st regiment ~~was~~ already sworn in in Bremerlehe and were all on the great ships. However, there were not enough ships available, otherwise we could have joint the party. Consequently, the Rall Grenadier regiment, 2 companies von Knyphausen and 3 companies from regiment Alt-Lossberg had to wait for ships.

April 8

We marched to Schiffdorf, 1 hour from Bremerlehe.

April 9

marched to Bremerlehe and were inspected by english delegates and had to pledge allegiance to the King of England. Then back to Schiffburg and our quarters. The first fleet departed into the North Sea toward England. We had to wait until another transport ship arrived.

April 10/11

Transports arrived from England and docked in Bremerlehe.

April 12

We returned to Gestendorf and boarded the large ships. The first fleet had left 12 days ahead of us for England. Now we looked back to the land. We looked at the water and noticed that the sweet water and seawater disliked to mix. The sweet Weser water disliked to join the saltwater of the sea. Our fleet consisted of 17 ships. The one, I was on was called sey-cess-in-cresa (success increase ?) it was built 3 years ago and its cost was 300 pound sterling. The owner of this ship receives 150 pounds per month, but he also must provide the sailors, abt 12 men. The Transport ships of the kings navy require 20 sailors. The ship was a " Knie " 92 feet long and 92 feet wide, holding 320 tons. The ships captain, John Jackson, was a good fine man, besides him there were a chief and assistant helmsman, a carpenter, a steward, a cook for the sailors, busboys, learning the trade and serving the captain. The ship had a roomy and comfortable lounge for the officers, 16 feet wide, 11 ft long and 8 feet high. On the walls are the beds for the officers every nook is made to be used, everywhere are recesses for putting something, there are 2 large and 2 smaller windows for the main purpose to obtain some fresh air, and all looks like an ordinary living room. Next there is a bedroom for the captain and a few small rooms for the captain and the helmsman. Then comes the room for the sailors and the room for the soldiers.

The room has 3 rows of beds, with space between them. There are 2 beds, one above the other and each soldier received a mattress, a colored and a white cover, a small pillow, all new. There were more than 250 men aboard, not counting the officers and servants. It is fairly roomy and not cumbersome. Below this room there is a space for wardrobes, victuals, water reservoir, powder magazine and all other necessities for man and cattle. Also fuel for cooking. Below this room is another one, abt. 1 1/2 foot high, a reservoir for the water from various pumps, to be pumped out occasionally. The common provisions for the soldiers, which if demanded also by the officers and for which 3 pence per day was subtracted from the pay was as follows:

Every morning 6 men received 4 pounds of ship-zwieback, Bread and 1 1/2 Saltcake. Sondays we had peas and pork, 4 pounds for 6 men. Mondays a pap of oatmeal, butter and cheese, Tuesday 6lbs of beef for 6 men, 3lbs of flour, 1/2 lb raisins and 1/2 lb of beef fat, to be made into a pudding, six men received a bag for samewith a number on it. Wednesday same as Monday. Thursday 6 men received 4 lbs of pork and peas, cooked together. Friday same as Monday. Saturday Pudding again Every day for 6 men 4 Stubchen (liquid measure) of beer and every morning a small can of rum and all that was distributed every morning at 8 A.M.

The officers who brought their own food supply had same prepared in a German style by a German cook and they shared together.
 April 15/16

The ships were on Anchor on the Weser and were awaiting favorable wind, as a western breeze was bad and slowed down our progress. The water was calm and the ships movement hardly noticeable. Nobody, so far was seasick.

April 17
 Constant westerly winds, very strong toward evening, the ships moved up and down and several soldiers became ill and vomited.

April 18
 Due to the strong Westwind and Rain many of our soldiers vomited and felt bad, however we did not lose our humor but joked about it and laughed.

April 19
 Wind from the South, and a signal shot was given to lift anchor and we sailed with great pleasure from Gerstendorf down the Weser toward the Holy Land. We started to recognize the Sea by its strong waves the foam reaching the shoreline and seagulls and other birds. Some ships were so near to ours that we could converse with each other. We were happy to learn that within 3 days we would arrive in England and would drop anchor in Portsmouth. The air was much better than before and not so oppressing, we were happy, but only too soon disappeared our pleasant hope. Suddenly the wind changed and blew from the West. We turned around and about 4 P.M. we dropped anchor. Near the Holy Land near Denmark on a little village next the coast, we saw the Bremer Tower, which stands as a sign that this is the entrance to the Weser and guides all seafaring traffic. We dropped anchor and were waiting for southerly winds. In the meantime the all women were put on land on the danish side so that they could wash the

shirts for the soldiers, even the husbands were put on land to help wash.

April 20

We soldiers noticed, that when the Westwind blew hard, and the ship rose, its movement was not as unpleasant as when she lay on anchor and the storm lifted her.

If a ship goes to sea or into the harbor, a pilotboat appears which is always stationed and anchored near the Red Tower, and the pilot receives for his services, when well done, for each foot of ship 2 rf. Our ship was 12 foot in water, consequently the fee was 24 rf. which the pilot had to share evenly with the Admiralty. Certain other ships and royal Transports the fee is only 1rf per foot. The pilot is in full command of the ship, but a sailor from the ship has a line with a piece of lead attached. The line has every klafter a colored rag attached and every so often he calls out the depth. The pilot and captain commandeer the sailors how to handle the sails in a hurry, and change them also in accordance with the wind.

When pulling the ropes they use a special vocal tone, so that all pull at the same time. As much as we wanted to continue our voyage, we must be content and obey the voice of the Lord who protects us from damage and danger and above all from storm.

April 20

It is Sunday. The sky is clear and a signal was given to lift the anchor, and in a hurry, and we headed for the sea. Our women and husbands remained in Danish villages, awaiting the last fleet for America. They were brought to New York.

April 22

The Southwind is rather severe, and rain and gusts caused cold and stormy weather. The movement of the ship was vehement.

April 23

Wind unchangeable. The night stormy, something new for us but common on sea appeared. The water seemed to originate a light, like sparks were sprayed, particularly where a small wave swelling was. This seems to be an electrical phenomenon and the light was much brighter and stronger, where a large rope, smeared with tar entered the water. From this phenomenon ships prophecy a Southwind and in the evening of the day we arrived at the English Channel town of Deal, beautifully situated 3 large castles, 2 rows of cannons, one above the other. Then we passed Dover, to the left was Dunkirk in France and as we passed on, we noticed a large harbor on the right side and then we arrived in Portsmouth and dropped anchor in the harbor. There were numerous ships in the harbor.

April 24

The Commandship Britannia gave us orders, that after we had taken on Water and Beer and due to unfavorable winds could not continue our trip, we were allowed to go on land, but not over night. Should we encounter a strong wind, we had to remain aboard.

April 25

All soldiers are fairly well, except plagued by a little fever and a cold. The room was disinfected with vinegar and ventilators were installed, to change the air. Every day sever- times the room was cleaned up, the beds aired, and put into the sun on deck. We can obtain and drink as much fresh water as we desire. The water came from the Thames and is supposed to be good and keep on long journeys.

An English crown ship tried her cannons aiming at an anchored barrel.

April 26/27

Southwest wind, Storm on the 27th, an additional anchor had to be dropped.

April 28

Stormy Southwester. In the evening the ship shakes very vehemently. The sky is clear, but on account of the wind nobody could stay any length on deck.

April 29

We are still stranded in the harbor of Portsmouth, all on account of severe windstorm and are awaiting the hour when the wind becomes more favorable. The first fleet with Hessians departed 14 days ago.

April 30

Wind from East North East. Looks like we are starting soon a signal was given already. However, the wind changed again and blew from the North, so we remained stuck.

May 1

East-North-East and chilly air. Toward evening the ship shook rather severely. Strong wind. We soldiers became dizzy in the head and our stomachs rattled, vomit spells.

May 2

N.N.W. still stormy and rain, had not much pleasure, walking on deck. At noon, the captain of the crown ship fired his cannons (this ship is also our Command ship) This signaled the early departure of the second fleet, consisting of the Rall Grenadier Regiments, 3 Companies of von Knyphausen, and 2 Companies of Lossberg, also several English ships and Provision ships, about 50 ships in all, ready to go. Toward evening the shaking and swinging of the ship became worse at flood tide. The soldiers standing here and there puking. As soon as one feels sickness coming, one's best bet is to hold on the middle mast, that is the best place, or remain on deck in fresh air and within a few days, it will be better.

May 3

N.N.W. and stormy. A ship passed, anchor chain broken and had to drop another anchor. The sailors tried to regain the lost anchors, as they obtain for recovery 1/3 the cost of the anchor.

May 4

Still bad. We desire badly, to go to sea, as it is particularly sad for us soldiers to stay so long in our present lodging. We keep same as clean as possible, however, what can

- we do? During the night the ship turned around and almost passed the anchor. Could have broken the chain. 2 sailors watched all night, so damage was prevented.
- May 5 During the night the anchor chain was somewhat tightened, so that the ship would come closer to the anchor, which was too far away. Should the ship turn, during flood tide, the anchorchain at low wind velocity if not tight, can get loose.
- May 6/7 Northwind. Just marking time and trying to be in good spirits. On the 7th, a sailor fell overboard, but he was able to swim and was pulled out. This morning, for the first time we received Rum, but we did not like it at all. The beer was all consumed.
- May 8 No wind at all. Little from the South. Weather rough and moist. Believe, that the Crown or battleship Speedwell, adjacent to us, is ready to transport something to America.
- May 9 Wind still unfavorable to go to sea.
- May 10 Whitesuntide. Signal was given to depart to North America. The first Hessians are there 14 days already. Wind is so weak that we were compelled to navigate more southerly.
- May 11 Eastwind blowing into full sails. Some ships did not do so well but ours sailed away alright. As we looked at the 50 ships sailing along, we had to admire this beautiful view. That evening we did not eat, in order to protect us from seasickness. We stayed on deck and admired a friendly moon. The moon illuminated our way and our hearts were full of thanks to God, who helped us to start our voyage under the best circumstances. The Commanders ship had a light put up, so that we may follow. During the night I got up and found to the joy of all of us that the wind was still favorable to us. Our souls and thoughts were perpetually occupied with the fact that we were in the open ocean, where we saw nothing but sky and water and that thought made us sleepy. Several articles which were not secured properly, promenaded around in the ship, sometimes they were here and sometimes there.
- May 12 We are quite a distance away from Portsmouth, covered 101 miles, (english)
- May 13 On deck we admire the sun rise majestically on the horizon and the beautiful colors like a painting, and Aurora had previously announced by its pleasant purple nuances her appearance so kindly, we realize our empty stomachs and our breakfast tastes heavenly. All we see is heaven and water. The captain is determining with an instrument called

a logline, how many miles the ship advanced. It has the form of a triangle, framed in leadso that it can stand perpendicular against the horizontal level of water and is fastened to a linewhich comes off a roll. When thrown into the water, one let the line run down until the movement of the ship does not longer influence the log. Then an hourglass is used , observing how many knots per one half minute has passed. This can be translated into Miles per hhour.

Every 2 hours measurements were made, and recorded on a slate. We made 5, sometimes 6 or 7 Miles per hour.

Midday, the captain and first mate made observations with a Quadrant to determine the height of the sun, and consequently to calculate the latitude of the location. The captain let us partake in these undertakings. Otherwise, an Englishman is not particularly keen , to cater to the nosiness of travellers for entertainment.

May 14

Wind unchanged, nights stormy, irridecence of the ocean.

May 15

Wind excellent, coming from the East , blowing full sails. The sailors seem to be friendly and show an interest for the Hessian soldiers, but, they are morally not what they are supposed to be. By midday, we were the last ones of the fleet, despite the fact that our ship is the fastest. Of the 14 sails we only had 4 in action, against the others with 10. Should we have used more sailswe would have beat the Agent , and that should not happen. An East wind favors the back ships as they take the wind away from the leading ones.

With a 3/4 wind , the best and most favorable, all sails are engaged, and speed is gained, the ship tilts sideways and if walking on deck, one must travel on the high side, which is difficult. But, one gets used to it, and learns to propel himself. The weather is beatiful and the sky clear.

During the day the friendly sun accompanies us and by night the moon. This is how the Lord has everything arranged.

During nighttime sometimes the creaking of the ship disturbs our sleep. Got up at 12 and convinced myself that all was well. The rising sun is one of the most precious sights and we get never tired of seeing this appearance with impressions of glee and appreciation, thanking the Lord.

Within 24 hours we sailed 134 engl. Miles, far away we saw through a periscope a ship bound for Holland , first appeared the mastheads.

May 17

Eastwind, favorable, advanced 106 Miles.

May 18

Favorable wind, - 107 Miles- were awakened during the night by a cannon shot, a signal of the Agent.

May 19

were frightened during the night, the wind blew a large box off its mooring, which caused a terrific noise. Advanced 154 M.

May 20

Were told this morning that we passed "Callis Cliff " during the night. did not see a thing. 102 Miles.

May 21

Wind good, 112 Miles.

- May 22 Cloudy and rainy, many of us were sick and vomited due to the strong shaking of the ship. 117 Miles
- May 23 Southerly winds and rainy, the ships " Briton and Henry " are way back of us and not visible. Therefore, the Commodore is sailing slower and conditions caused so much seasickness and the rain prevented us from spending time on deck.
- May 24 Movement of ship more severe, dinner looked good, fellows crawled around with their casseroles, spilling food, vomiting and generally sick. 130 Miles in 24 hours.
- May 25 Sky clearer, and we could go on deck into fresh air. We travelled 60 German Miles, South and East wind weaker, trip slower. 5 to 1 Miles slower. Night was clear, I stood for a long time near the steering wheel and conjectured with pleasure how accurately our ship kept her Southwest course. I could notice this by looking at a certain star, showing our way and guiding us. The sailors do not know anything about astronomy, they have their own way.
- May 26 Every noon, the sailors observe the sun, calculate location observe rise and set and log the Number of miles travelled course and direction, Wind and weather are recorded, and with the help of charts locate position. travelled 71 engl. Miles.
- May 27 Day of relief and peace for us since the 24th. Wind calm and air warm. We praised God for his protection and ask him to further stand by. 80 Miles.
- May 28 ~~We saw a large fish called by the Englishmen a porpoise.~~
Today we saw a large fish, called by the English a porpoise. He turns around in a half circle and comes somewhat out of the water. He looks green. The captain threw a line with 4 lbs of pork down, but he did not bite. 70 Miles.
- May 29 Something about our housekeeping: At 8 in the morning, a sailor, called Stewart issues Bread, Meat, Butter, Cheese in the presence of an officer of the soldiers, a little can of Rum and vinegar per man, and when all is cooked, every 6 men get a wooden bowl with a number on it from bed No 1 to the end. Then the cook calls out the numbers, fills up and we knew in advance what was coming. The pudding must be mixed by the soldiers themselves and every 6 men get a bag also with a number on it. When done, the cook calls the number and the 6 men divide their pudding, same with the meat piece for 6 and one of us divides it up, and the divider points with the fork to that piece while another soldier turns around and answers. This would be fun, provided the portions were larger and one did not get a piece with more bones than meat.
While we are on deck, the cabin is cleaned, the beds sprinkled with vinegar and they had a machine, like a sack from 4 sheets of material sewed together, one end open and every so often was a round hoop, the machine was held open and on the end where it was closed, there was a hole cut the shape of a sentryhouse, and this sack was tied to

the mast and hung down into the ship, with the hole against the wind and the wind travelled down the sack to the bottom of the ship, so that all evel smell was exhaustedand the air was as sweet inside below the ship as on deck. This is called a windsack. [wind-sail]

May 30 Wind medium, East and South, wild ducks and geese showed up all white. Consequently we must not be far from land. Otherw
wise only sky, water and large fishes. 40Mls.

May 31

Wishing for favorable wind, God answered our prayers. Toward midday, we had a mild rain, and southerly winds, 50 Miles

June 1 Believe I noticed, that after a zero wind velocity, very often wind from opposite directions occur. 70 Miles

June 2

First no wind, then unfavorable wind from thw West. Did not advance much.

June 3 Warm Summer air, Wind constantly changing

June 4 Saw a multitude of purpoises, thousands of them frolicking in the water, also small flying fishes, who fly in order to save their lives from enemies. As soon as their fins get dry they fall back into the water. This goes on and on.

June 5 The Admiral gave a flag signal to indicate to proceed as fast as possible, travelled 81 Miles. Cloudy but no rain.

June 6 Weak Southwind. Sea not calm, unfriendly day. Rain stop-
ped evenings. Heard Cannonshot, indication change of di-
rection.

June 7 The Admiral put up 3 lanterns and every ship was compelled during the night to displace a lantern, verifying that same saw the Admirals lights. The Commander watched carefully determing how many followed hns orders. He, who does not comply, receives a shot and each one costs i carolin fine.

June 8 During the night, a sailor who was frightened by the waves and believed the end of the world was here, told his bro-
thers of his belief and the end was near. The humid air causes great discomfort in the bones of all men. 72 Miles.

June 9 Ill winds, they blow us off our direction. The sailors get more friendly with us, as many of us soldiers did not like rum and so we swapped for Bread. The captain was not al-
lowed to see this, it had to be done in secrecy.

June 10 Ship shook badly, we were thrown from one side to the other and some were wetted by the waves. The porpoises indi-
cate a storm. 79 Miles.

June 11 The sun came out, but the sea was still rough. Food was all mixed up. 90 Miles

June 12 In the middle of a dark night we hears a signal shot and we turned around. Rough sea. 40 Miles

June 13 The sea is very rough, all we see is mountains of waves and valleys and the ship is compelled to work through these mountains. Towering waves pushed us up and then again into the deep valley, so that we could not see the other ships. It seems to be a wrong conception, when one states that the waves came to the height of the mast, except the ship swings from one to the other side. Waves might raise high, but the ship follows the wave.

and the waves which are hitting the deck, leave same immediately and fall into the sea. 70 Miles

June 14

Many soldiers were nauseous, no food was prepared today and this caused sadness. The Lord, however stopped the wind and we relaxed.

June 15

We could go on deck again but were compelled to watch the waves. The wind ceased and clearness arrived. 50 Miles

June 16

We got spunky again and regained our appetite, the english cook was indisposed, and one of our soldiers had to take care of the kitchen and cooked a pudding. The sailors pumped water which had accumulated in the hold 45 Miles

June 17

Around noon the wind returned from the Southwest and we drifted in a north western direction and made no progress. The sailors assured us that soon we would pass Cape Finisteria and later evenings the wind turned to our advantage. 30 Miles

June 18

The sky was cloudy, the english cook reappeared and took command of the kitchen. Anyhow, he was the best doctor of our stomachs on this ship.

June 19

The sailors claimed we had, during the night passed Cape Finisteria. Many porpoises chased the flying fishes, indicating change of the wind. 79 Miles.

June 20

We noticed that we were nearing a more sothern territory.

June 21

The air is warm as can beThe First Fleet with the Hessians was pushed north on Whitesunday by a severe storm and they nearly froze. As we again joint each other, they related this episode, we, on that day could not move at all. No Wind. 60 Miles .

June 22

The sailors claimed we passed near Lisbon during the night. How far away, cannot say 47 Miles

June 23

A Dutch warship passed us on the way to the West Indies. We both showed flags to honor each other. A beautiful starlit night, inviting us to stay long on deck. 40 Miles.

June 24

Rain in the morning, rough sea, and waves over deck. One sruck in front near the steering, where no fence is and a young boy fell overboard. We looked at him sadly, but could not help him. 56 Miles.

June 25

Around 9 in the evening when we already were in bed The captain announced that we passed Cape St Vincent, anxious to see land, we crawled out of bed, but in vain. Only sky and Water, thst was all we could see. 50 Miles.

June 26

Windy and stormy, colder, splashed on deck from waves, a signal received, to change direction. 30 Miles.

June 27

A nice warm day, East-North-East wind, unable to proceed in desired direction. 83 Miles.

June 28

The Admirals ship turned, hoping to obtain favorable wind, to have opportunity to see America, 90 Miles.

June 29

A Swedish ship passed us. The following night was for us the most unpleasant and dangerous one, which we had so far. It was a pitch dark night, stormy, raining, the ship shaking from one to the other side, no sleep.

- June 30 The waves hit so hard that one could believe by the noise we hit rock. ~~Wixixi~~
- July 1 Toward evening the wind ceased. This is not good for the sails as they start to flap and liable to be torn. 100 Mil
- July 2 Sun out bright, met various ships, caught up with one, which held a regiment of invalids from Portsmouth bound to Minorca. 65 Miles.
- July 3 In the morning, the sailors pointed out to us the mountains of Granada and " Grandchill " one of the highest ones, and which looked white on top. They claimed, same was snow-covered. 103 Miles.
- July 4 The sailors told us that we covered already 263 German Miles, but the voyage proceeded rather slow. Guess they tried to kid us. 106 Miles.
- July 5 Stronger Wind this morning, we passed an island, but did not see it. The Englishmen called it Majorca. Soon we will come to Mahon. 90 Miles
- July 6 Wind is weak, weather fine, sun is shining The Mediterranean serene, and we travelled 30 Miles.
- July 7 Wind medium, sky clear, sun warm, fishes play in water, 42 M
- July 8 N.W, contrary winds, rather warm, 30 Miles.
- July 9 The soldiers had a run-in with the sailors all about some fat taken for the oatmeal pap , swiped from the saltmeat, to enhance the flavor. The english cook refused to prepare food for us , maintained he was entitled to the fat for his work for us and his obligations were solely for the sailors. One of us had to take over kitchen duty. 36 Miles.
- July 10 Wind unfavorable. we cruised in all directions, was very hot today , seems we did not get ahead at all.
- July 11 Soutwind, good but weak, calm sea, nice day, clear night Moon went down 2 o'clock fire-red.
- July 12 The ship with the invalids aboard was sighted again. 62 M.
- July 13 Nice day, cloudy toward midday. Suddenly all sailors appeared and talked to uss as follows : " Solltcher alle daun perrechaendt, weggest " which meant hurry down into the hold. We did not know what was going on , all Holes and openings were closed with oil cloth. They hardly finished closing up, a storm hit us , so bad that we believed everything would be broken to bits. As soon as the cloud passed, the wind stopped, and all holes were re-opened. 39 Miles
- July 14 Passed an island during the night, but did not see it. The sailors claimed, it was Minorca, passed it to the left. No wind, never sam the ocean so calm. Normally, the sea showed some waves, even if there was no wind, here it was as smooth as a mirror. The trip in the Mediterranean id by far more pleasant than the ocean voyage, as well as the few days across the North Sea, to England.
- July 15 Today rather rough and stormy, wind vehement, ship swings. This day we received the smallest portions to eat during the entire week. 44 Miles

- July 16 Saw a multitude of porpoises, thousands of them, and also flying fishes, which the porpoises consumed. 101 Miles.
- July 17 Severe storm, indicated by the porpoises, that is the direction, every thing in the ship moved helter skelter and we were driven around, as the storm pleased.
- July 18 The storm continued uninterrupted until late night, the ship shook from one to the other side. Suddenly a cannon and its mounting tore loose and went overboard. It was a six pounder.
- July 19 All feel better again, like entering another world, last night we were ready to give up, but all is over now and we are content. 71 Miles
- July 20 We slowly proceeded, sea is calm, so that we could eat our pap with pleasure. 32 Miles.
- July 21 North East,- a little rough but all in shape, we can hold our course. 40 Miles.
- July 22 Porpoises again - 60 Miles
- July 23 Strong West winds, sea rough, ship shaking badly, and getting worse. During the night when a wave hit the ship it sounded like fire. Around midnight, a row of bedsteads collapsed and the soldiers in their beds were thrown from one to the other side, all in complete darkness. This makes you think about death and life. On top of this, the kitchen broke up and fell into the water, so great was the storm. The captain had 3 pigs in a sty made from boards and one board broke loose and one pig fell amongst the soldiers. The pig got so excited and frightened that it crawled into bed with the soldiers. Then came the sailors with a lamp and a rope, and bound the sow and pulled same up back into the sty. We did not travel forward but backwards.
- July 24 The wind changed to S.W. a $\frac{1}{2}$ wind for a good voyage. The sea became calmer again. 60 Miles
- July 25 Wind changed to $\frac{1}{4}$ wind weaker than the Westwind. If this condition would remain, we would arrive in America soon.
- July 26 The sailors told us that soon we would arrive in America however, we did not believe any longer, that on the other side of the ocean there was land. We were hoping but could not see anything. 40 Miles.
- July 27 Nice day, sea calm, as smooth as a mirror. Around noon something was sighted swimming in the water, pretty far away, and nobody seemed to know what it was and so, the captain with his 2 Ellen long Telescope decided, it was a turtle, asleep. In a hurry a boat was put to sea with the mate and 4 sailors and they captured the turtle. There was great enjoyment among the sailors, it was a beautiful sight to see, the shell was marvellous, to look at, from the viewpoint of a watchmaker or snuff box maker.
- July 28 Westwind. Nice as the previous day. The porpoises came again by the thousands, after the flying fishes, and blew water so high when near the ship that we became wet. 70 Miles.
- July 29 Westwind again, and storm as predicted by the porpoises, coming from the same direction.

July 30 A large porpoise followed us all day, sometimes behind and sometimes in front of the ship. The sailors said, someone is going to die, took a fishhook, fastened a line with 4 lbs of pork on it and set the contraption back of the ship. He swam around it but did not bite, so, the sailors stuck feathers on the bait, and the fish evidently mistook this for a flying fish, snapped it up and was caught. they put a line behind its ears and pulled him on deck. He was 7 feet long and as fat as a man around its stomach. He hit the ship so hard with the tail, and the captain called the carpenter to cut off his tail before the ship became damaged. His skin was sharp as a file and is used by woodworkers for polishing the finest wood.
40 Miles

July 31 East-N.-East, The captain hoisted a flag to indicate speeding up as fast as possible. All sails were up. 81 Miles.

August 1 Sun is up clear, the sea not calm and our midday meal was looked funny. As the peas were issued, the first man walked like he was drunk, the second was on all fours and when the peas were in their casseroles and the ship shook, the peas and casseroles took walks all over the ship, the peas were not cooked soft enough.

August 2 Nothing but mountains and valleys of waves, hard to believe that the ship can maneuver through this mess. 90 Miles

August 3 We regained our appetite and ate. The sailors pumped water from the hold, also water lost from broken containers.
77 Miles

August 4 A strong rain prevented us to remain outside, and we read. The sailors taught us to speak english, we are having a good time, read, write and kept house etc. The mattresses and covers were brought up on deck and beaten and cleaned the cabin cleaned up and spritzed with vinegar. 80 Miles

August 5 S.W. wind and stormy, rough again, but the sky is clear and nobody could remain on deck on account of the waves.
36 Miles.

August 6 N.W. wind We are desirous, to get rid of this mess so that we could reach land. It is a sad state of affairs for us poor soldiers, to be incarcerated in a ship for such a long time, but the morale is good, and everthing is kept clean. However, all cannot be peaches and roses. 80 Miles

August 7 Eastwind arrived and inflated our sails. our ship is not one of the biggest, but sails at high velocity due to large sails. 101 Miles.

August 8 Eastwind, so many ships together give a beautiful view, When at 4 in the morning, 8 and 12 again all bells sound and at night when all the ships show lights and lanterns, one cannot think of anything more beautiful to witness. We remained on deck for a long time at night, the yellow moon was our friendly companion and lit our way.

August 9 N.N.W. wind always stormy, the sun was out the rays make us feel good. Foggy and rough as usual 30 Miles.

- August 10 Wind and waves prevented us to obtain a nights rest. Saw green vegetation floating in the sea, we cannot be too far from land. The sailors claimed the reason is rough sea and the greenery comes from the bottom and the sea is not as deep as in midocean. 40 Miles.
- August 11 South-West - we smell the climate of land, sassafras, cedar and other good plantlife growing in America. The sailers brought out the anchor line and fastened same to the anchor to have it ready when needed. 25 Miles.
- August 12 Wind is weak and progress slow. The captain tried to determine the depth of the water, but could not as yet reach ground.
- August 13 This morning we observed gulls and seaswallows and there was a strong odor from land. The sailors consoled us and promised to be on land soon. We did not believe them any more. They pulled our leg too often.
- August 14 We proceeded peacefully, During the night around 12 we received a signalshot from the commandship to turn around. There was a lot of noise and we were near land and turn . We sailed around till daybreak and we saw land in front and next to us. but could not enter the harbor.
- August 15 Now we see a great mass of ships, warships and Transports all in the harbor and also saw Englishmen standing on a high mountain behind ramparts. We saw this but could not r reach them. Now it was light enough to see and our Command ship gave a signal shot and hoisted a flag indicating that Agent would take command of matters. We turned right and recognized, what to do. There was a lot of noise on the ~~swi~~ ships A lot of ships came toward us and we suspected they were Frenchmen. We had to get on deckand get ready for action. Our warship proceeded and fired a cannon and hoisted the english flag, and what we thought was an enemy did not give us any sign who they were. Our Commandship proceeded, and the strange fleet came toward us. Our Commandship gave the second cannon shot and put up a white flag. However, the strange fleet gave no signs. The strange fleet was too large for us to handle. Our Command ship proceeded the third time toward the fleet to find out wether friend or enemy. Suddenly our Commandship pulled against the wind, fired a shot and put an english flg up. This was a sign for the large fleet , arriving againstvus with their 3 decks, having 60. 70, and 80 stock cannons, to also raise the english flag. Our commandship now realized that this was the first fleet , which departed 12 days ahead of us. and everyone was happy. Now our Commandship fired 32 cannonshots of happyness and all started to fire cannons of happiness. Even the Englishmen, on a high mountain in Staten Island behind ramparts joined in the celebration, as they were glad to see Hessian help arrive!

As we, the second fleet, arrived in front of the New York harbor and could not enter, suddenly there was a lot of noise. The Frenchmen came with a large fleet. We were frightened and terrified in front of the harbor, we could not get in, the battleships could not get out on account of the tide and our fear lasted til 10. Suddenly there was hilarity in our and the first fleet, both of us, mixed up, entered the harbor at Staten Isl. and dropped anchor and with the help of the Almighty we had finished our trip happily. The name of the Lord was praised and God had helped us so far and will protect us from further bad luck in this land, when we fight against our enemies, and we eventually will be happy and remain so in eternity.

August 16

We are snug in the harbor in our ship and prepared to unload and proceed to our camp in Staten Island, to remain there several days, until we go to Long Island and fight the Americans.

August 17

The Jaeger (chasseurs) and Grenadier Battallions were transferred to land and proceeded to camp in Staten Island.

The English troops on the mountain were there and we were

August 18

aquainted with routines.

All remaining Hessian Regiments were put on land, also on Staten Island, in the camp of the Hessian Jaegers and english troups and not much happened within the next days.

Herewith I am closing my sea travel journal and intend with the help of God to start a new chapter on terra firma.

August 19 The Hessian troups of the first Division, and their regiments also were camped in Staten Island.

We had no knowledge of the arrival of the third fleet under the command of General von Knyphausen.

August 20

Today all english and hessian Jaegers and Grenadiers and light remaining corps received orders to cross the harbor to Long Island, where the rebels were in camp and had ramparts. All english warships, which were on anchor in the harbor installed chains on the enemy side toward Long Island, one behind the other, then all soldiers were put on very small ships and were pulled by the warships, so the enemy could not recognize them. When all was ready, the warships all together started to fire their cannons directed against Long Island and the rebels. The Americans drew back and left all their belongings. As soon as they had left their post, all soldiers in their small boats came forward, went on land on the enemy side which was peaceful and they advanced toward Flatbush.

August 21

All remaining regiments were shipped across the harbor, to Long Island, joined the Grenadiers and marched to New York. All warships pulled toward N.Y. and dropped anchor. and Major Rall advanced with his Grenadiers in line where Brigadier Commander General von Mirbach was. The regiment Alt Losberg stood to the right, Regiment Knyphausen

to the left. Rall's Grenadier Rgt. in the middle and held the flags. As we stood in line before Flatbush and all proceeded towards woods where the rebels were hiding, the Rall's Rgt. had to pass through a narrow pass, and while we could see through we saw a corps of rebels with flying flags and 50 men to attack Rall's regiment and Rall gave orders to fire. As they saw the seriousness of the situation they surrendered, held out their guns, and called " Pardon " put all their belongings down and a sargent of our regiment captured the rebel flag and wanted to give same to Rall. Just before this happened Brigadier General v. Mirbach rode over from the left wing and wanted to grab the captured flag from our sargent and retain same, as Brigadier General. Major Rall said, nothing doing General, My Grenadiers captured the flag and they are going to keep it and nobody will take it away from them Both were mad and wanted to report this incident to headquarters. What happened was that Major Rall was promoted to Inspector-Commandant of his Brigade. After going through the woods we advanced forward to New York via Brooklyn ferry. As the english warships saw this, they came immediately with 2 of them from New York, one with 52 the other with 54 cannons to protect our flank. We remained in camp there. Just once, a warship dared to sail down the Southriver between New York and Brooklyn and near the ferry dropped anchor. Before it passed the city it let go with a hellish fire and then layed still.

August 23

Another one dared and got away and beyond the city dropped Anchor. Had another serious place to pass, between Fort Wahington and Fort Lee.

August 29

New York was attacked by warships, troupes were ferried across the South River to N.Y. the city stormed by English and Hessian soldiers and as the city was captured it was burned by the inhabitants as well as soldiers, one part was saved, but other sections were burned, despite the fact that Englismen and Hessians occupied the city. Fire was so bad that it could be seen a long distance away.

A warship now from the North Harbor sailed under full sails between the 2 forts without damage to Fort Washington near Kingsbridge and so covered the flank of the camp from the waterside and stayed put on anchor.

September 5

All english and Hessian troupes, not stationed in N.Y. marched to Hellgate, a harbor in Long Island and camped. Here we remained and waited for the 3rd fleet under the command of General von Knyphausen. These Hessians started only the 7th of May beginning their trip from the Hessenland.

September 6

We marched over a small harbor and camped in Rochelle. Before we got settled we encountered a little affair with the Americans, but it was not much.

We set up the camp and remained static for the time being. Suddenly the time arrived, when the order came to attack Whiteplains, where General Washington was encamped.
September 26

All english and hessian troupes started to march toward Whiteplains and on a small mountainside took position against the American army. Then it started with cannons from both sides. The von Lossberg regiment had to advance into the valley, towards a creek, ~~xx~~ called the Bronx Creek but encountered great losses and had to retreat. Rall's Grenadier regiment held the left wing as Rall realized the circumstances. The Americans were in front of us, and Major Rall commanded his regiment to turn left, and down the mountain through the water of the Bronx creek and up the mountain again combining english and Hessian forces, and what we saw on top of the mountain were the rebels coming, trying to hold the mountain, but we retracted and were in back of the Americans after a while, and our army had relief and we even captured a powderwagon. If we had our 2 cannons with us, we could have captured more, and so, night came and it was so dark that we could not see a thing. Orders came, that every man should start a fire and make a lot of noise and run around, assuming the enemy would believe, reinforcement was coming up to the mountain. Major Damup, who was in charge of the Jaeger and Grenadiers, simulated during the night by moving horses and cannons and rattling chains, hollering and all kinds of noise, to make the Americans believe that heavy artillery was coming. At daybreak, the Americans retreated and we marched off and pitched tent. Then all was quiet.

October 2

English and Hessian Jaegers and Grenadiers advanced and tried on elevated ground, where the rebels stood behind ramparts and held out. There were 3 lines. Rall's Regiments went after the 2nd line and as they proceeded, the rebels attacked with their cannons and fired over the 1st line with 12 and 24 pounders. Major Rall ordered to turn right and changed the front and we were safe from the bullets of the enemy. and evenings we returned to our old camp, which we had left in the morning.

October 26

Today, the second division under command of General von Knypshausen arrived in New York, landed the troupes and they marched to Kingsbridge into camp. This group consisted of another Jaegercorps, the Wuttginausche Regiment, the Benningsche Regiment, the Wissbach,sche regiment, the HuynB, sche, the Stein8sche, the Bunau' sche and No 8, a Grenadier Batallion.

November 4

Today the Rall'sche Brigade marched to Kingsbridge into camp with the Hessian regiments, which just came from Hesse and us 3 Regiments prepared camp during the night and remained at ease. We awaited to learn, when Fort Washington should be taken.

November 15

Orders arrived from headquarters of the english General Fieldmarshall v. Clinton, that Fort Washington should be captured with 4 attacks, 3 english and 1 Hessian one.

1) with General Mattheis, 2) with Major Sterling, 3) Lord Perig,
 4) General von Knyphausen, Major Rall to command the advance garde
 near the North harbor, where a warship was on anchor and which should
 protect our side. Another warship was stationed in the South harbor
 and was supposed to protect the english flank, as soon as the battle
 was to start.

November 17

In the morning all regiments and Corps gathered before
 daybreak, the Hessians on the right wing at the North harbor, the Eng-
 lish on the left wing at the South harbor. As day broke and the Americ
 ans noticed the situation, suddenly the 2 warships on both sides com-
 pleted teir masterpiece directed to Fort Washington and the same time
 matters broke loose on land with cannons firing and ships firing, whi-
 le all regiments and corps marched forward, up the mountain, over sto-
 and rocks, which tumbled, one man fell down while alive, another was
 shot dead. We had to pull ourselves up on the wild boxwood bushes and
 could not stand up properly, finally, however we proceeded to mount
 the height. Trees and big rocks came down and it was hard to get ahead
 Major Rall commandeered, that all his Grenadiers, should march forward
 the tambours announced " March " The Horns blew " March " and suddenly
 all that were still alive shouted Hurrah. Then you could see a mixture
 of Americans and Hessian one among the other, not a shot was fired, all
 ran forward to the Fort. Once on top, the Americans had provided a ditch
 around the Fort and we were in it, so we got the order to stop, and the
 Americans outran us but they were commanded, to consider themselves
 prisoners of war General von Knyphausen ordered that the Fort within
 2 hours must capitulate and when the 2 hours were over, Fort Wahingt
 was turned over to von Knyphausen, with all War material and provisio
 ns, all was was in and outside the Fort. They all were compelled to sur-
 render arms and guns, and a fter that was done, Rall's Regiment and
 the Lossberg Regiment formed 2 lines, facing each other, and between
 these lines they had to march through and then the English came took
 them to New York in a prison camp. and as soon as the first transpot
 was gone, the second one followed. Same was as large as the first as
 they marched out of the citadel, were relieved of guns and weapons and
 and the English took them away to N.Y. into prison camps. After all
 this was done, and it was night, the Hessians occupied the Fort and
 all others marched back to Kingsbridge into camp, where we stayed so
 long before the attack. An order came from the english camp, th at
 the parole was named " Fort Knyphausen ".

December 9

We started to move from Fort Washington and crossed to
 Fort Lee and camped that night under the sky without tents. Rall's
 Brigade.

December 10

We left Fort Lee and marched to Hackensack into into
 quarters and where bound for Trenton.

December 11

Left Hackensack and marched all day long to Trenton on the
 Delaware River, to relieve Major von Donop and his Hessian Jaegers,
 and Grenadiers and english light corps, camped in New Yorkstown. Rest.

December 13

Started in the morning for Elizabethtown situated on the harbor, across from Staten Island.

December 14

Marched to Old Brunswick, also on the harbor.

December 16

Marched toward Trenton, until late nights. Stayed in Kingstown, during this dark and quiet night an alarm was sounded and we had to proceed, all night until we arrived in Princeton.

December 17

We did not find quarters for the night, we were so tired and fell asleep and as we woke up when daylight appeared, all of us were covered with snow and one could not see or recognize the other and we saw, we were in a cemetery, and there was a church, a manse, a school and inn. Major Rall looked around and gave orders, that anyone who had something he could cook, could do so but we would leave within 2 hours. We started towards Trenton. About midday we arrived in Trenton, marched into the city and relieved the Hessian Jaegers, Grenadiers and English light infantry, Rall's Brigade remained in Trenton and the soldiers we released, marched down the Delaware, heading for Philadelphia. It was quiet here and we did the usual duties, as watches etc. It started to freeze and we liked it. We thought to cross the river and take Philadelphia.

December 20

The ice was rather thick on the Delaware, but not strong enough to cross. We had to have patience. The inhabitants of the city circulated a rumor that the rebels wanted to surprise us. We did not have any idea of such a thing, and thought that the rebels were unable to do so.

December 21

Early in the morning Commander Rall selected a strong commando from his brigade also a cannon and we must march in 2 divisions, along the Delaware, to see about the Americans making an effort to cross the Delaware for an aggression. There was no sign of it and we marched to near Frankfurt, which was situated on the other side of the Delaware. There we could see Americans. Rall stopped us and we joined with the other Divisions and returned to Trenton. All was quiet again. An order came that every evening every company must stop in front of certain houses and place the guns, 3 and 3 together in front of the door, and watch and the soldier must be fully dressed like he was on watch. The officers and sergeants must enforce this order and so it was quiet.

December 22

Nights, negroes and others wanted to beat us up, but it was not too bad, had a commando on the Delaware, but the Americans came across and put houses on fire and then returned to their side. But we had to watch out.

December 23

A commando of 100 men from our 3 regiments was placed next to a bridge over the Delaware not far from Philadelphia, and this caused great concern amongst the inhabitants, fearing the Rebels

Who could foresee what can happen next.

December 24

Saturday afternoon before Christmas came 3 english regiments from Princeton to Trenton for reinforcement and when they came to town and Major Rall settled them , they were compelled to turn around again and march back to Princeton. Nights 100 men were placed all around town. In the middle of a dark night suddenly we heard alarm shots from our watch posts. The American patrol or avant-garde came too close to our watch, and because a skirmish started 3 regiments had to get busy right away. Major Rall with 2 companies and a cannon marched forward through woodland and looked around but could not detect a thing. After Major Rall returned with his 2 Companies , we had to start over again.

December 25

The first Christmas day in the morning, at daybreak, the Americans came forward toward our 100 men and firing started. After the first salvo we had to get busy and arranged our battle position. Suddenly the rebels advanced unbelievably severe against us . Next to Major's Rall's quarters was a wooden wall, and in front of same stood our 2 cannons in a street in front of 7 American cannons and one of the American cannons damaged and blew in pieces one of ours. They advanced to the wooden wall and captured our cannons in front of the regiment Major Rall and his grenadiers stormed to recapture the cannons. We got them back and withdrew from the city into fields. Major Rall commanded: All my Grenadiers, forward. We were then storming the city, and the enemy retracted. As we were in the city again, the rebels marched around us , and as we wanted to return to our positions, the enemy had again 7 cannons on the main street. We had to get through, but was it hard to overcome this predicament. If it was'nt for Major Rall they would not taken us prisoners alive. They had at least 15 000 men and our brigade was about 1700 men. We were too weak, the staff quarters were lost and finally everything was lost. During that last fright he thought about his grenadies and begged General Washington, to leave his men alone and unharmed. At this status of affairs they gathered us up as fast as possible and transported us along the Delaware to New-Frankfurt and we were ferried over to the Philadelphia side and incarcerated in a bad prison This is the end of the belligerent times since the 25th of December 1776, finis.

December 26

The Knyphauser Regiment and Rall's Grenadiers marched off to New-Frankfurt into a large prison, with a wall all around and on the bare court ship biscuits were thrown down to us from baskets into the snow and one can imagine in what mood we were and such cold days to boot. It was rumored that we were to be transferred into barracks in Philadelphia , wished we came to rest, 900 Hessians and 3 Regiments of English which originally were sent to us as reinforcement, and Rall returned and weretaken prisoners on the way back. In this miserable state of affairs we remained until Januaey 1st/ 77. January 1, 1777

In the morning we prisoners broke away from Neu-Frankfurt and marched on the main street to Philadelphia and for the barracks. When we came to town, all people had beaten it, big and little, old and young to see us and what kind of beings we were.

They looked us over thoroly. Old women made a lot of noise and called us all kinds of names, acted as they would like to strangle us. That we had the ausacity to come to America to rob their freedom, some on the other side, they gave us liquor and bread but the most outspoken and abusive ones were the old women, willing to break our necks. The American protective force, which led us, had orders from General Washington, to lead us around in the entire city, so that everyone in town could see us. But as people were so furious and tried bodily to harm us, the entire demonstration seemed to be uncalled for and as we were in front of the great barracks, our commander spoke to us as follows: Dear Hessioans, we like to march into these barracks which was built with 3 wings and we Hessians had to move in for insurance that the entire American commando had to steer the mad crowd. Now General Washington publicly announced by advertising in the city and country, that we were innocent people and could not be blamed for the war and we did not go on free will but were forced and conscripted to fight. People should not treat us like enemies, but friends and we should be treated as such. Consequently things got better. Every day many people came into the city to bring us victuals, old as well as young people, rich and poor. They were friendly now, and we received daily 1 lb of bread, and meat and stayed put.

January 8

Left Philadelphia and were transported to the province of Pennsylvania into the city of Lancaster, again into barracks with 3 wings. Evenings, for safety we were settled in a church for the night.

January 9

Early in the morning we started out and marched the entire day, and at night were put up again in a church. The next morning we marched again under American command. Toward midday we came to a river called the great Brandywine, we crossed and nights were again placed into a church. Every evening we received our provisions.

January 11

Marched again, came to the little Brandywine, waded through and nights back to a church, where we had to dry our clothes around and in the church.

January 12

Started early again and midday arrived in Lancaster, and stayed in barracks, we Hessians in the middle wing, the English in the side wings, where we would watched and all was still, and quiet. Received daily 1 lb of bread, and as much meat and firewood for cooking and all other necessary things to keep house, was given us. As Summer came nearer, the American management became friendlier and spoke to us: Dear Hessians, anybody wanting to work, on the countryside with farmers, they are allowed to do so for bread and meat we will pay cash every month. The Hessian sergeants remain in the barracks and take care of the received money. Any time an American farmer shows up and wants a Hessian, has to report first with the city commandant, that he wants a Hessian to work on his farm. Then he must deposit a certain amount and promise to return him and in case he was not able to do so, in case of desertion, he would owe the Commandant 200 RF. The farmer should give his help Food and Drink and a daily wage of 15 Stueber, in our money 6Pfd. This was alright.

The middle of Summer came and also the King of England's birthday. The english prisoners, stationed in Lancaster decided to start a fire in his honor, using the wood given them for cooking and the American watch did not like this, which started a fight. They were drunk and made a terrible noise and 15 of our hessian police which were to take care of us, started in to forbid this nonsense. However, the English prisoners did not pay any attention and attacked the 15 American watchmen, took the guns, , broke them in half, threw them into the fire and the Americans were helpless.

The consequence was, that within a short time an entire regiment arrived with 2 cannons and marched into the court of the barracks, turned to the left wing and fired. Several Englishmen were killed, and many wounded, the rest hid behind a brickwall, but us Hessians were not bothered by this and we were left alone. The English were the enemies and we Hessians were treated much better than them.

August 25

An English fleet arrived in the harbor of the Elk river in Maryland and as many Hessian soldiers escaped , particularly in Philadelphia, and some joined the English forces, but many were recaptured but they had difficulties to get them all. The men they caught, they transported to Newtown, settled them into a church

September 20

We stayed in this church until the 26th.

September 26

The Commanding General issued an order in Newtown, that 300 Hessians and 300 English prisoners were to be marched to Virginia, near the border. and we left the same day, the rest of the Hessians and English remained in Newtown.

October 4

Passed the capital Baltimore, by rights, we were to stay there and even settled down in city hall, but the citizen of Baltimore were so incensed, they were ready to kill us including the watch crew. The captain was irate and spoke to us Hessians and Englishmen, to break up and proceed another hour, and he ordered the City fathers to give us axes pots and pans, and send them to us into the forest nearby where we stopped. Here we had some rest and the City of Baltimore was compelled to deliver the goods to the forest. We constructed huts and the captain in command said: Dear Hessians and Englishmen, it was better to proceed for one more ~~xx~~ hour than staying in Baltimore where our lives were in danger. The congress of Maryland has his seat in this city, that is the reason why the citizen are so embittered.

October 6

Arrived near the Blue Mountains and came to the " Suss Johann and Johannes Stocke " 3 streams which join at this spot and make a terrible noise like the Ocean.

East of us were the Blue Mountains and rocks so high, making us believe, that they would fall, the road was hardly wide enough to accommodate a wagon and on the other side was water, so the road must have been cut by man. That was the reason of the terrible noise, as the water passed over the boulders. We marched along this road almost the entire day, until we were able to cross. Two streams divide Maryland and Virginia here and we transferred to the Virginian side.

Our Commander and his watch had orders not to proceed further, as they were Pennsylvanians and a new Virginian Command from Winchester was to take over, but they were not here. The old command fired shots and returned to Lancaster.

We 600 men had no supervision or command, except an old captain who was with the transport. He lined us up and said: We must march forward, without watch or commander and if we behave properly on this march, we will be rewarded accordingly. He said, he could no longer remain with us, had to go to Winchester, to get a new platoon of men, who would supervise, and he would return within 3 days. So we Hessians and Englishmen marched by ourselves and when we were tired, we stopped and cooked and marched again and stopped to obtain food and firewood. The next day we marched again but the Englishmen had a different idea. Some swam across the stream and wanted to desert and join the English army. But in vain, they all were recaptured by the American inhabitants. The 3rd day at noon the old captain returned from Winchester with a new watch from Winchester. The new commander took over, all 300 Hessians were present, not a single man was missing. We had stopped in front of an inn and were rewarded by our old captain with a half can of Brandy, each. As far as the Englishmen were concerned, many of them were missing. The new contingent of watchmen marched us forward toward Winchester, and our old captain went along and delivered us to the commander of Winchester, asking to take care of us 300 and give us our freedom. The Englishmen were put into prison, while we Hessians had the freedom of the city.

October 8

In Winchester, we Hessians received each a room in a citizen's house and daily one pound of bread and one lb. of meat and an allowance from which we had to buy our vegetables. The English were put to prison, and should one of them want to go into town, he was accompanied by a watchman. We Hessians could 4 or 6 hours walk around and none of the inhabitants bothered us or treated us as enemies, but friends of the Americans. They all were of the opinion that the Hessians would never return to the English army and rather remain in America, and many remained there, married but the remaining prisoners, Hessians and English, were still in Pennsylvania, but we were 500 Miles deeper in the country. Come Spring, farmers from the countryside came and hired Hessian soldiers to work on farms, and the last day of the month we received our bread and meat. This continued until Summer 1778. There was a rumor, that the prisoners should be exchanged, and this rumor went around until August, when the order came that all Hessians must be gathered together. All who wanted to come could do so but the Hessians not returned, had to pay. The farmers returned their prisoners, many deserted again and returned to serve their masters, remained in America and married.

1 7 7 8

August 26

Today we marched back again from the Blue Mountains in Virginia the same way, we came.

August 30

Crossed by ferry in to Maryland and stayed in the woods overnight.

September 6

Arrived in Baltimore, Md. and stayed one night in City Hall.

September 7

Marched forward and within 3 days arrived in Pennsylvania.

September 10

Arrived in Lancaster Pa, where we spent time from Jan.12 to Sept.20, 1777 and stayed in the same barracks.

Sept. 11

Started for Philadelphia, stayed over night in the woods, arrived the 12th on the little Brandywine river, waded through it and after 2 hours ferried over the large Brandywine, camped on the other side. In this location, the Hessians and English had a hard battle, before capturing Philadelphia, Aug. 25, 1777 the English Army landed from the Elk river, and this battle was won by the English and the city captured. But the english army left Philadelphia again and was reoccupied by the Americans.

September 24

Finally reached Philadelphia and Hessians and English were placed in a large brand new prison and were treated well, remained there 8 days. Then we were put on ships on the Delaware, sailed to Trenton, arriving on Oct. 23, remained there one night and continued our trip by foot and marched into night quarters. (Oct 24)

October 25

Marched to Princeton, on the 27th to Old Brunswick, the 28th to Elizabethtown near Staten Island where on

October 28

300 Hessians and 300 Englishmen were turned over to the english Commission and then we were shipped to Staten Island and camped with our Hessian brothers. This was a great pleasure as we were free again and we 300 Hessians had a longer ordeal, on account of the long 500 mile voyage while 600 Hessians sat still in Pennsylvania, That was much closer to the English army than we in Virginia. In Virginia we were not far from wild Indians, the Americans had nearby an army of wild people against the province of " GINDOCK " ? These men were were yellow and naked and as an ornament had a ring through the nose and an armband, on their heads a mess of feathers, the hear shaved bare, and their stomach painted with a variety of paint, and rings in their ears.

October 31

An english warship arrived and fetched us from Staten Island and once aboard we returned to New York, landed, and stayed that night in the Brose quarters.

November 1

Started again to Fort Knyphausen.

November 4

What was once the Rall'sche regiment started from Fort Knyphausen and we marched back to New York, we Hessians again received guns and other weapons and supplies and as Major Rall was dead, Major Koehler and First Lieutenant Endeman from the regiment " Erbprinz " was made Regiment Commander and they were called Trumbach's Grenadier Regiment and as all this was accomplished, we and Wiesenbach' Musketeers Rgt. received orders, that we were bound for South America, not knowing exactly where, Charleston or Savannah.

November 8

Left via Brooklyn Ferry bound for the " South Harbor " and embarked 2 Hessian and 7 English regiments. The majority were Americans, inhabitants of the country, 1 Engl. Scottish Rgt, 1 light Cavalry Rgt. 1 Battalion of English Grenadiers and light infantry. All these corps and regiments comprised a fleet and remained the entire day still in the harbor.

November 9

Early in the morning a signal was given by the agent telling us to depart, past a lighthouse in Staten Island and nearby anchors were dropped. We layed still and received provisions, such as water, wood, peas, grits, rum, beer, meat, bread and all other essentials, the responsibility of the ship's captain.

November 10

Southwind against us, remained at anchor. The ship hardly moved and nobody was seasick.

November 11

Same wind, clear sky.

November 12

Wind from West evenings, getting strong, ship sank and lifted several of us Hessians got seasick, and vomited.

November 13

Terrible storm, thought all will be lost, looked sad, believed the ship would sink. Parts of the ship tore loose, and anchors were lost. Our ship lost 2 anchors, the third was the emergency anchor and same was lost also. Its weight was over 3000 lbs, had a new rope of 150 klafters in length. It was as thick as a large beer stein and brand new. Many ships were stranded. The waves were extremely high. When a wave hit a ship near shore, there was such a noise, one believed, all was broken to pieces. This lasted 48 hours. Finally it got better but some ships were a sad sight. The damages were repaired and we are expecting better wind.

November 15

The repaired ships were returned, and some which could not be repaired were replaced by others.

November 16

When we came on deck in the morning, we observed North East to East winds and our Commodore gave a signal to lift anchors and head for the sea. Unfortunately our plan was crossed out and we had to drop our anchor again.

November 17

North West to North. cold, raw nasty, ice formed on ship. Around noon the captain of the crown ship fired a cannon and the anchors were lifted again. We immediately headed into the sea and the captain said within 2 days we would not suffer from the cold any more.

November 18

N.N.W. stormy , but the sun is visible, the warm rays coming into the ship through the windows.

November 19

N.W. strong wind, Just like in Fall or Winter on Land , same at sea, but much more severe, due to the water. Summertime is far more pleasurable on sea than winter. We had hard frost but despite the cold, we feel the temperature rising now. If we had southerly breezes, then it would warm up considerably. - 106 miles.

November 20

Sun arose with majestic splendor. 117 Miles

November 21

Was not seasick so far, but cannot stay on deck on account of rain. Movement of ship is unpleasant, Our food is fair, suddenly the sky cleared and we were glad to be on deck and get fresh air. 158 Miles.

November 22

S.E. wind progress slow from 5 down to 1 night was light, day-break brought refreshing air and quietness , almost no wind. a day to thank the Lord and ask for future protection. 71 Miles

November 23

S.E. wind. Fine day, many porpoises. as described before. 50 Miles

November 24

Still wind from the South, the 4th day, when wind stops temperature goes up, its like Summer. 40 Miles.

November 25

Wind from the South. Ship goes up and down. change direction, too far to the west. Evening we heard a cannon shot, a sign to change direction, the commando ship has lantern displayed, other ships followed, to signify orders. A sailor must constantly watch the signals of the commando ship and notify the captain immediately of any change.

November 26

N.W wind good for our purpose, back to the right course. The sailors became very friendly with us, because we gave them rum and they gave us bread. this was done in secrecy, as it was against the rules. Sailors were not allowed to drink, except grog. The night was very rough and we were thrown about, the waves were extremely high and went over the ship. The sailors claimed the porpoises indicated that storm, following the ship in thousands. 79 Miles.

November 27

Sun is bright but the sea not calm. During the night we heard a cannon shot, a signal to turn. 45 Miles

November 28

Going on deck in the morning all we saw were mountains and valleys of the sea and the ship labored through it, day day was as bad as the cook was unable to prepare anything, the sea was too rough. But the Lord suddenly was sending a cessation of wind and all were recovering. Even could stay on deck in the afternoon. 90 Miles.

November 29

Recovered our appetite, ate pudding that day , which was good, the sailors pumped water from the hold, windy again in the afternoon. South wind, were pushed to southwest, 77 Miles.

November 30

The sailors claimed we were in the neighborhood of cape Finistare, an island. During the night, the wind changed to our advantage and blew from the North-west. 60 Miles.

December 1

Cloudy sky, slow progress, not off course 89 Miles.

December 2

Lots of porpoises. 79 Miles

December 3

We noticed our nearness to southern territory, in our homeland at this time we have to heat our houses. The Calendar prophesied rain, windy and cold and here we do not feel this climate at all. 40 Miles.

December 4

It is warm, just like Summer, the ship moves very little and we stayed on deck all the time. 99 Miles.

December 5

I must mention the pleasure of officers as well as soldiers with the word of the Lord. 117 Miles.

December 6

A Dutch warship crossed in front of us, bound for East India honored us with hoisting a flag and we did the same. We stayed on deck all evening, a beautiful starlit night.

December 7

Started to rain in the morning, in the afternoon the sea got rough waves over deck, a wave captured a fine shipsboy, and he went overboard, we looked after him in sadness but could not be of any help. 36 Miles.

December 8

Around 9 in the morning there was a commotion, we saw land and everyone was inquisitive and wanted to see the land. The captain said "Capst-Vieh Land " if we wished to see it. but all we saw was sky and water. Anyone who could climb atop the mast saw something but nothing identifiable 40 Miles

December 9

Windy and stormy, ship shakes. It was cold and our trip was unfriendly. 60 Miles

December 10

During the night we heard a cannon shot indicating to turn and try another direction.

December 11

Getting warmer and clear, sailing along in fancy. 83 Miles.

December 12

N.E. to N. wind The Commander gave a signal to proceed forward again a multitude of porpoises, coming from the West. 90 Miles

December 13

Westwind and stormy, rough sea, strong rain, the ship swayed tremendously, a very unpleasant day and a dark night. Every ship had a lantern, to avoid a collision. Suddenly there started some excitement aboard a blast of wind filled the sails and they started to shake and shimmy and the entire ship began to tremble resembling the severest storm. The captain recognized the predicament, ran out of his cabin and got on deck and called all hands. The sailors hurried and the captain grasped an iron with a sharp point and threw it into the main sail and as soon as there was a hole in it large enough to stick a finger through, it became a tear and the sail

was torn into 2 pieces, shaking in midair and we were relieved, we almost were shipwrecked. This blast could not get out of the sails again. 50 Miles.
December 14

Sky clear and the cook was able to prepare his peas according to normal procedure. 60 Miles.
December 15

Southwind in the morning and stormy again. But, we should not complain, could be worse. 88 Miles.
December 16

No hope to see land, where are we going? We do not know. To Augustine or Charleston or Savannah, we do not know. 116 Miles.

December 17

Southwind, the sailors worked on the anchor rope, so it seems we must go on land soon. The carpenter made oars. 90 Miles.

December 18

The cooander hoisted a flag, indicating that several ships captains should come to see him. This gave us hope that we were near the destination. The soldiers were notified, to check guns and weapons, so they would be usable when we came on land. 70 Miles.

December 19

Weak N.E. wind, the ocean as smooth as a mirror. We can hear all kinds of music on board, it does one good when every morning and evening songs of praise are heard, from all ships. During night every 4 hours a bell is rung, changing the watch. 40 Miles.

December 20

The sailors announced early in the morning the sight of land, a light tower near the entrance to a harbor, but what harbor, we did not hear. Also could not see a thing. Because we seemed to be so near and were of the opinion to land soon, we thought they would not see us, because we hoisted white flags, pretending to be Frenchmen. The inhabitants of Charleston most likely believed that we would enter the harbor and suddenly the Commandoship fired a signal shot and we turned around back into sea, sailed around for a day away from the land, and nights we kept to the left toward Saint George.

December 24

Early in the morning as soon as it was light, suddenly a commotion started, we saw land, our Commandoship and a little strange ship not far from land. The agent gave a signal to watch out and our Commandoship advanced rapidly and shortly afterwards it returned to the fleet and the strange ship followed, then straight to the Savannah harbor. Suddenly we again saw land and a lighttower to the left near the entrance to the harbor and our fleet advanced near the harbor and anchored. We stayed still the entire night. Our Commandoship was the watchship in front of the harbor. The other warship "Wietzelensch" - Vigilance? had 14 -26 lb cannons and a "Rohgallehre" had 2- 36 pounders and 11 - 26 pounders. Both ships entered the harbor as friends up to H. in the "Kruemmen" which place in english is called "slime hole", dropped anchor and near the city were no warships but one single spanish frigate with a few cannons and a light small ship with 20 cannons and as matters started now in Savannah, the French burned his ship and beat it and an American galere got out from the harbor and sat put, and the English could not come near, because the river had sweet water and neither ebb nor flood. Nothing could be done, the waterway was closed and a day after Christmas, 2 of our ships, which had white flags

posed as French and a day before the attack changed to English flags. This started the action and our fleet had to proceed to the city.

December 27

We were put on land, Hessians and English, and the city of Savannah was immediately attacked from 3 sides. 2 regiments of Hessians, the Rall's and Wiesenbach ' s regiments attacked from the water. 3 regiments of english " Delanoie " and 3 rgts Guenscherr and 1 regt. of Scots made the second and third attack, one against Augustino, the 3rd against " Ebnner " toward Charleston. A small corps " Light Hessians " one batallion of Grenadiers and light infantry, all together about 3000 men. We captured a light frigate, a French one exploded, an American one went upstream and sat tight but was captured. The English shot " Victoria " captured Indigo, Rice, cannons, salt, for which the king of England paid them. The 2 Hessian Rgt's were stationed in barracks, the old year was gone and a new one is going to start.-

1 7 7 9

January 1

Started the New Year with the praise of God and the English marched 21 Miles forward into the land and into the city of Ebenezer located on the harbor of Savannah.

Spring came and the former Rall's regiment received order to enter the land and go to Ebenezer to relieve the English and so we stood still until the news came that the english general von Norden would arrive with a fleet and was ready to capture Charleston. General Briowe from the 60th regiment came with some from Augustine to Savannah by land and took command of the province St. George and we tried by land to reach Charleston with our army.

Before we crossed the Savannah harbor near Ebenezer, we encountered a great danger and bad luck, until finally, we broke through the lines and advanced with sheer luck and as soon as we were across the harbor, the Americans retreated toward the fortress Charleston. Now, we came to a small harbor with a bridge over it. The Americans had sawed half off the bridge's main supports and as soon as the english light infantry was halfway across, there was a crash and 2 platoons fell into the water. Nobody was killed, because all could swim. The attack was delayed, we Hessians could not get through had to wait until the water level was low and we could wade through. The Americans, in the meantime retreated another large distance and we only met up with them after 2 days.

Then we came again to a river with sweet water and we waded through it. The Americans on the other side, as they saw us coming unhitched all rafts and boats and let them go, but we had 200 wild Indians with our avant garde and these naked and wild men were so irate and swam across and the Americans got lost in a hurry. We had to wade through it because all means of transportation were gone and for protection, the english cavalry formed a line next to us, so that in case a man fell over they could retrieve him.

Before we were on the other side, a heavy thunderstorm broke loose and the night was coming, so we had to stay and lay next to the waterline and the Americans in the woods and the road had felled all trees halfway and as the storm came, and one tree hit the next one, there was such a noise, we believed all would go to pieces. Lightning and Thunder and rain and our ammunition boxes and knapsacks were so wet and heavy and we had to lie still. We stayed til daybreak, had no fire due to the wetness and all around us it looked dangerous. Had to clean up which took half a day so that we may proceed/then marched the entire day until we caught up with them. We were near Charleston and came to a harbor called Eschler Harbor and were ferried over. On the other side we marched 4 Miles forward and then 26 pounders started also gunfire. But the English were mad and chased the rebels into the fortress, then set fire to the suburbs and all what was part of the engl.

army retracted backwards to the Eschler Ferry. We heard that the engl. Fieldmarshall von Clinton was coming from the North and New York, to storm Charleston and capture it. Now the news were different. It was not the english fleet but a French fleet and it was Count d'Estaing with 6000 men Swiss and Frenchmen and he was bound for Savannah to make trouble for us. We had to leave Charleston in a hurry and pass through wild and uninhabitable Islands and as we came to Stoney's ferry, there was a medium size harbor

branching from Charleston and stretches inland and the entire English army crossed the harbor and settled down, and the former Rall's Grenadier regiment had to stay on this side of the harbor and an English ship had to protect us. Now, the Americans attacked, what was left from the former Rall regiment with the fullest of force and despite the ship behind us, it was of little help. The harbor was too small, and let go only one shot with a 36 pounder. There was a deep crevice and the Americans thought to get at us from behind, but this single shot killed more than 40 men and that terrified the Americans. Then gunfire started against the ship and she could not protect herself. The Americans stood high up and our regiment down deep. When they stormed, the bullets flew over our heads and over the water. Then, the entire English army came running in full force, and small boats hit each other in the water, but they came to help and ran against the Americans and it became rough. In the meantime, an American ship arrived with 16 cannons and got us from the back, but before they arrived, the Wiesbach regiment started out and received the ship with the regiments cannons and hit it and that was that.

The English grenadiers arrived from the 60th regiment and destroyed what was left of the ship. The name of same was "Rattlesnake". We recaptured the flags and cannons which the Rall rgt. had lost on Dec. 25, 1776 in Trenton.

By now, the French fleet was in Savannah and the English fleet partly there. Count d'Estang, with 6000 French and Swiss men and 7000 Americans formed a combined army. When d'Estang demanded to capitulate, the English Field Marshall Prowe requested 24 hours for deliberation. During the night the rest of the English army, which was not as yet in Savannah, sneaked through, by-passing the fleet and outpost of the French.

And, as now the rest of the English army was in Savannah, General Prowe responded to Count d'Estang with a 26 lb cannon shot, which meant, if you want the city, fight for it.

Then, the Americans, French and English built ramparts.

We had 4 cannons in our lines and 2 warships outside the city. From the ships we took all cannons, manned our ramparts with sailors, as we did not have heavy artillery.

Now it started from both sides. For 4 weeks, without a break, and the French made an attempt toward our right wing, which did not do them any good, as the 2 Hessian regiments used cannons. The French attacked and broke through and attempted to storm the ramparts, which were manned by citizens of the town. The English grenadiers were fighting as well as the light infantry and the French had to retreat and left 200 men dead in front of the ramparts. As the French and Americans retreated, firing started on all corners. Particularly on the right wing. As the fighting ceased the dead were buried. We were expecting another aggression but nobody knew when and where. But soon we knew. They wanted to break through to the middle of the barracks which was a long building and did not have cannons. As they started to move, the barracks in the middle of the night were dismantled, only the first floor remained. Cannons were put into all window holes, the middle part was broken out and a battery of 15-26 pounders were placed. This counteracted the plan of the French.

Suddenly a rumor started that General von Clinton was close to Southern America with his fleet and the siege was stopped by the French and 7000 Americans and all took to sea, we were free and the fleet went to sea and within a few days General Clinton arrived at the Savannah harbor with an English fleet with Hessians and Englishmen and was bound for Charleston to besiege the city and the Hessians were happy, also the English and we took a lot of prisoners and the General went to sea again with most of his men and returned to New York.

In Savannah, we received a fleet with solely groceries, merchandise, anything necessary to subsist, enough for a year. Had plenty of rice, but no potatoes obtainable in this southern part, if we wanted them or wished to cook them we had to purchase them by the pound and they did not taste good. They stuck in your neck.

Late in Summer, September 1779, the former Rall Regiment received an order in Savannah that we should go to ~~Savannah~~ Charleston by water and the Rgt. v. Knoblauch, former Wiesenbach, remained in Savannah with the English. We embarked and were 2 days a sea heading north, the 3rd day we arrived at the Charleston harbor, entered the harbor and landed, joined the Dittfurth and Benning regiments and stayed in garrison until 1780.

We trained the same as in Hesse and when that period was over, it was late Summer. The English marched inland 30 to 40 Miles, to a pass known as Mungs corner.

1 7 8 0

Here an American assembly was to meet, headed by a General Gruen, who had in mind to assemble an army, to make our life miserable.

The English troops however thought to kill this idea in its blossom.

The Americans, assembled here caught a spy from the English side, which ~~xx~~ they could have hung immediately, but let him live under the condition that he should guide them into the English barracks during the night, and let him go without punishment. He said "yes" he would do it so that they could surprise the English.

Behind the English barracks, there was a large swampy section of land where the entire English army believed to be safe and not much occupied by the Englishmen. The spy guided the Americans through this swampy mess over a blind road and the Americans arrived safely among the English and when a melee started, they let the spy run, he ran through the English barracks made a lot of noise and the English, not in a lazy mood, came running. Not all Americans were out of this swampy mess and neither the cannons they brought. They wanted to retract and turn around, lost the direction, stuck in the swamp and all who did not want to drown, or be killed, had to surrender as prisoners. The prisoners were from the 6000 man army, they lost 12 cannons and 12 flags, each cannon had a flag. An English commando had to transport the 12 American cannons and flags to Charleston on parade.

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1 7 8 1

Anno 1781 during the middle of Summer , the Americans started matters over again. We saw them near our watch posts. We had to watch the situation seriously . We retracted and stopped near the extensive ramparts. Our lines were drawn from one to the next harbor. They did not pay much attention to it, until one Sunday. There was much going on in front of an inn. About one hour from this inn towards Eschlers Ferry on the harbormany ladies, gentlemen and officers promenaded, and had some fun and the innkeeper was for the Americans. An engl. ship was in the harbor to watch everything. If a ship with marketgoods arrives, from inland, it was compelled to be examined by another ship on duty. When tis procedure was finished, they were allowed to enter the city and sell their goods.

The innkeeper had arranged for a ball and on this day told the Americans to come. A small ship came from inland , evidently a marketship, laden with hay and straw, and when it came to the examining ship, there were at least 50 Americans hidden under the straw and hay deep in the hold. Within a moments time, they got out from under, stormed the examining ship, took anything that pleased them, left in a hurry , went to the inn, plundered the guests, returned to their little boat and beat it.

This caused excitement in the city, believing the rebels were on the march. We were ready to fight, but nobody came. They wanted the innkeeper, but he already got away with the rebels, left everything behind and could not come back, as long as we were there.

1 7 8 2

In the Spring of 1782, the rebels pressed toward Charleston and our watch crew had many times to retreat. Eventually, The citizen of the town in Charleston decided , that General Gruen should advance and see what he could do, while the citizen would advance from the back. . This should do it. The citizen who wanted to do this, signed a letter and petition and send the list to General Gruen, by means of a black negro or -***- When he came to the gate, there was a man, who had to cross-examine everyone going or coming. This negro was examined in detail and he confessed and was held. He spilled the beans and gave this examiner the list, and all was still and quiet that day in the city, but the next morning the Commander of the city raised hell and we Hessians and the English soldiers had to occupy all corners, streets and plazas and on the main crossings, cannons were put up. The city commander with his commando took the list of the subscribers and they were brought from their homes to the ships and were bound for " Nobels Geschie " for punishment. And when this was over and all were on ship, the engl. Commander ordered that all wives and children of these men within 24 hours must leave the city. There sure was great excitement under the wives and children.

They investigated further , and some were declared innocent, were released, the guilty ones however were sent to " Noplie Gosche " for punishment. Then things got better, here in Charleston and toward Fall 1782 , it was rumored we would the southern parts leave behind and depart for the North, New York, and these rumors got louder and louder, until the time came, that South Carolina and Georgia was to be relieved from the Hessians and English, a notice was publizizing this fact on corners, stating the time when Hessians and English were to embark and leave the city. For 3 days no citizen was allowed to open doors or windows, nor show up on streets, punishment was high; until everything was accomplished. Anyone who would shoot within the city limits or commit any other excess misdeameanors, during the embarkation, would immediately arrested and sent to " Nobelsgosche " , a wild island , where there was no wood available.

October 21

Ready to go abd standing in the street with our guns, were told that we would embark and asked if every soldier had all his belongings and packed properly. Everybody wanted to go back into the old quarters to check and everyone forgot something. Many did not return and the sargents had to look for them and finally we started out. Arriving at the ocean, there were many small boats and when we were transferred to the large ones, they all returned upstream and some warships remained outside the city to watch and check. All was quiet in and around the city.

October 22

Left Charleston Harbor, dropped anchor outside, expecting the fleet coming from Georgia or Savannah, and then we go.

October 23

In the morning we saw only sky and water, it was windy, during the evening the Westwind was severe , the ship rose and fell and many became seasick

October 24

Wind and rain, had to stay below deck, sea rough.

October 25

Southwest, rough, we are not used to northern climate any more, if you have not encountered a Winter for 4 Years and suddenly encounter rough weather, one has to wonder, until used to it again.

October 26

S.W. stormy, sky clear, 60 Miles.

October 27

N.W. stormy, my writing table does not stand still, Sun is out.

October 28

Desired Eastwind arrives, the commander gives orders to hoist additional sails.

October 29

Same Eastwind, also Oct 30, 31, and Nov.1, excellent trip.

November 2

Wind still favorable, it is a pleasure, to stand on the foredeck and observe, how the ship cuts through the waves and produces foam, and the sun throws rays into the water. Water is a beautiful green, many men are seasick. Food is the same as before, but the oatmeal is not palatable Fridays, without butter and Salt.

November 3

N.W. stormy, were awakened during the night by a signal shot and then frightened, as an entire case full of Zwieback started to move and fell into the middle of the ship. Looked funny, as we crawled out of our beds in the middle of the night and gathered zwieback. 80 Miles.

November 4

Favorable Wind, but cloudy, looks like rain, the night was so dark that we almost collided with another one. Good, that they lit all lantern.

November 5

Much rain, at noon we passed the tip of the Bay of Biscaya. Waves made it impossible to eat in peace. Sky looked better in evening. Could go on deck to get some fresh air. 158 Miles.

November 6

S.W. to W. Noticed this direction from a star, the sailors do not know the science of astronomy.

November 7

A day of relaxation, no wind and warm, make little progress. thank God for his protection and ask for his assistance. The soldiers sing below deck, where we are lodged and on deck, weather permitting.

71 Miles

November 8

Saw an enormous porpoise, wanted to catch him but in vain he did not want to bite. We are well and full of fun.

November 9

Wishing for a favorable wind, had a little rain, some south-wind, helping us along, believe that after no wind, a wind from the opposite direction comes along.

November 10

S.E. At 2 P.M. the steering beam broke, the wood was soft but it was repaired immediately. Saw many porpouses, following herings. Full moon tonight. The Admiral gave a signal to proceed forward as fast as possible. cloudy but no rain. 81 Miles.

November 11

Southwind, rain stopped evenings. A signal indicated to change the course 72 Miles.

November 12

Wind from the West, blew hard into the sails, not a quiet night. Waves over deck, 79 Miles.

November 13

Sun is out, the sea rough.

November 14

Worse, nothing but mountains of waves. afternoon somewhat better, could go on deck but had to watch for waves. 70 Miles.

November 15

All feel better and had an appetite again, but the english cook was ill and we cooked our own meal instead of pudding, dunplings german style. The sailors pumped out water, wind returned, from S.W. the sailors claimed we were not far from the North.

November 16

Cloudy, the cook reappeared and took care of our stomachs. His medications seemed to cure us. Had trouble eating due to movement.

Slow progress, but right course. 89 Miles.

November 17

We are in northern territory and at home we would have to heat our premises. 79 Miles.

November 18

Its like a Spring day, sea calm, remain on deck. 99 Miles.

November 19

We passed near the region of Lisbon near the coast, but turned to the left toward North. 117 Miles.

November 20

Started to rain, at noon the sea became rough, waves on deck, and almost threw a soldier on watch together with the waterreservoir into the sea. He helped himself out of his predicament. 56 Miles.

November 21

Became stormy, we were sensitive on account of the previous nice days, ate and drank in bed, to avoid getting soaked on deck. Signal indicated to change direction. 40 Miles.

November 22

A nice warm day, East to South wind, made good progress, if the wind direction remains we soon will arrive in New York. 81 Miles.

November 23

Strong wind, rough sea 81 Miles.

November 24

West wind, sea calm, sun reflected in the waves.

November 25

Stronger wind toward evening, sea rough, ship shaky. had to stay below deck 30 Miles

November 26

South wind and full sails, we are glad, we might be in New York in 5 or 6 days, provided the wind is with us. Our hope, however vanished, the wind changed, came from the West. 30 Miles.

November 27

Strong west wind forced us off course and we made no progress.

November 28

West wind calmed down, changed to East and blew the sails, sea was calmer and we could go on deck.

November 29

It became cold and we were hoping to see land soon, 40 Miles

November 30

Eastwind and the sailors claimed we would arrive soon. They prepared the anchor rope and we were glad to see this. At night there was a big commotion, the sailors called we were close to land and they saw the light-house in Sandy Hook near New York.

December 1

In the morning at daybreak our fleet entered the harbor of New York, between the Brooklyn Ferry and the city and we dropped anchor in the South harbor and layed still that day and night. It was rather cold and there was snow on the ground. We shivered.

December 2

We embarked near the Brooklyn Ferry and the former Rall regiment marched to Schemoecke into huts with the Buenau Rgt.

December 3

In the morning, we left the huts and marched to Gierge and settled down, received rum and butterbread and later peas, rice, meat, a warm place to sleep at night, in the morning we received coffee and butterbread and our Hessian brothers gave us rum and rice for the march to comw. In Gierge we remained for the Winter in quietness and peace until Spring.

1 7 8 3

We trained just as in Germany. And, suddenly the english headquarters announced, that peace was declared. We were told, that no enemy actions were to take place, toward the Americans. Then came a day of glee, the announcement that all land regiments woud go to sea first and the rest of the Hessians in the second transport.

August 15

Today the Rall regt. now the d'Angèlelly Grenadiers marched from Girge to Schemoecke into the same huts which we formerly occupied, but the hus were unoccupied now and we had to do our own cooking. Had a day of rest near a small harbor.

August 17

We marched back to New York near Brooklyn Ferry and camped.

August 18

All Hessian Regiments arrived near Brooklyn Ferry and boarded a large Transportship ready to leave America and return to Germany, our homeland, brcause ther was peace between England and the Free States of America.

August 19

Early in the morning all ships with Hessians and were part of the fleetleft New York for Staten Island and the lighttower, dropped anchor and awaited orders, that all was ready for the trip on the ocean. We waited for favorable wind from August 30 til Sept. 3 as the East wind was against us. The sky was clear and cederwood and sassafras spread an odor of pleasure. The sailors fetched fresh water every day, in order to safe what we had in the hold.

August 24

Raw wind, rough sea, ships shook but could not sleep well due to wind and creaking of the ships and the sailors made so much noise on deck that we believed down below the end was near, On Deck one was drenched by waves and had to return down below.

August 26

Srorm settled. it became warm and :

August 27

An english crown ship dropped anchor outside New York, but the wind was still unfavorable. we waited day and night for the right wind our thought were directed toward home, anxious to see our homeland an family, as we were long enough in this wild and unknown land.

30 August

Today all captains had to report to the Commandoship for orders and how to behave on the trip to Germany.

August 31

All sails were repaired, and everything readied up.

September 1

Heavy wind again, stormy and some ships had to drop 2 anchors.

September 2

Sea was calm again, the sailors pulled the anchorrope out of the water, so that the ship could turn around, after ebb. If the rope is too long the ship turns and can damage the next to it, or can hit land get stuck

September 3

Wind came from West and signal for departure was given. As the anchor was fully out of water and we proceeded to the open sea, our ship his name was Ballin and was only 2 years old, received a bump, seemed as she hit a rock or lost anchor. We believed, all was shattered to smithereens the captain immediately looked for water in the hold and suddenly the ship slid to one side. The captain ran around from front to back and looked, but could not find anything. Everyone was afraid, we could encounter danger at sea and during a storm, nobody could help us. The captain assured us the ship was like new, only 2 years old, that bump did not do any harm and ask us to forget it. During the night, when all was quiet and we were in bed the ship moved from one to the other side and we heard water move between the barrels.

September 4

in the morning we told the sailors, that water was in the hold and the sailors laughed at us, this is a new ship and we were liars. The day passed and that night it became worse with the water in the hold and we could not ~~if~~ sleep on account of water gurgling between barrels.

September 5

This morning we all spoke again to the sailors, claiming water in the hold, they laughed again and said it was so little that it could not even be measured. The wind was good, and the Commander gave orders to speed up and hoist additional sails. As our ship was extremely heavy and could not follow, we received 2 signal shots, which cost us 2 Carolines, and still would not believe us. That night we could not sleep at all on account of all that water. The entire fleet just sailed around all night because we could not follow and in the morning when daylight set in, we could hardly see the fleet before us.

September 6

This morning there was a great commotion on board and we raised a terrific noise, then the sailors took an iron yardstick and measured 7 feet of water in the hold. Immediately they hoisted an alarm flag, and shot an alarm. The entire fleet stopped, and the Commandoship fired a signalshot and came to us, called our captain through a horn, asking what was wrong. He responded that we had 7 feet of water in the hold, and that was the reason we could not follow. A small boat was launched and an officer with several sailors came aboard and inspected everything. 16 Hessians and 4 sailors manned 2 pumps, and the officer remained, until he noticed how much more water entered than was pumped out. It seemed to lessen. The officer returned to his ship to report but returned soon and asked our

captain about the size of our pumps if too small, they would give us bigger ones from the warship but the captain claimed, his pumps were O.K. The officer seriously asked the captain, to follow the fleet and keep pumping and then returned. It was night and the pumping went on, not to stop as long as we were at sea. The commander believed that we would follow now and during the night catch up with the fleet. It was very dark and we had a navigator, a Prussian, who had the 4 hours watch to begin, and he ordered all sails to hoist, and go as fast as possible, and he must have past the fleet to the right and after he passed, he still pressed forward until daybreak.

September 7

We did not see the fleet neither in front or behind or next to us and were all alone. We pumped and pumped. The captain came on deck, did not see the fleet, and did not know, were we in front or back of it, so what could he do but continue forward as well as possible, the wins was fine,
108 Miles.

September 8

Proceeded at good speed, the captain trusted his ship, because it was new and he was not worried about the water. 20 men had to pump every day, just as a watch, they pumped 3/4 hour and rested 3/4 hour.
100 Miles

September 9

Westwind, and a fairly good trip. Pumping day and night and every 24 hours another 20 man crew pumped. 100 Miles.

September 10

Good wind, sea calm, all day sun, moon nights. 104 Miles.

September 11

Westwind but strong. ship shook, we were sad, pumping continued. 90 Miles.

September 12

Strong winds and rain and seasickness. But kept our head up and joked over our misery, the pumping our lone position, and not knowing wether we were behind or in front and always fear ing what could happen next, before we arrived in England. 80 Miles.

September 13

Stormy in the evening, could not stay on deck. 106 Miles

September 14

Sea calmer, air raw, but better than storm and danger. Pumping day and night.

September 15

N.W. unfavorable, were just cruising, not much progress.

September 16

N.W. stayed on course. 40 Miles

September 17

same wind somewhat stormy, 90 Miles

September 18

N.W. favorable, still pumping, 136 Miles

September 19

We are still frightened, pump and pump - 102 Miles

September 20

North wind and raw, a sailor went overboard, but could swim and was saved. 80 Miles.

September 21

Eastwind, no progress, afternoon changed to west. Our Captain was of the opinion that we were behind the fleet and if we sped up, could reach it before nearing England. Despite all the pumping we were in danger and it was everyones desire to see England soon. 40 Miles

September 22

Westwind and porpoises by the thousands after flying fishes.
106 Miles.

September 23

Had a storm but managed to remain on course. , pumped, 4men one pump, xhanged crew every hour. Hope once in England, matters will improve, hope we will get on another ship to Bremerlehe. 91 Miles.

September 24

N.W. and raw keep on right track, toward Germany. still alone
91 Miles

September 25

Southwind, sky clear 40 Miles

September 26

Sea is smooth, sunrise beautiful, Thank God. 134 Miles

September 27

Westwind, the sailors claim we would soon be in Portsmouth Our captain still believes the fleet is behind us. 106 Miles

September 28

Porpoises and flying fishes, looking at all that we were frightened to be alone, with a ship full of water. 100 Miles

September 29

Southwind, heavy, shaky ship. 102 Miles.

September 30

Cloudy and rainy, many soldiers sick, 117 Miles

October 1

East to South, rainy, cloudy, rough sea, sick soldiers. Only 30 M.

October 2

During the night we came into the vicinity of Bretagne, food tasted funny, 40 Miles

October 3

Sky clear, most on deck again. 60 Miles.

October 4

A day of quiet and peace. No wind. 80 Miles.

October 5

Saw another big porpoise, would like to catch him, no bite. 70 M.

October 6

Saw wild ducks and geese, snowgeese, cannot be far from land. Sailors prepared anchor rope and fastened it to anchor, to be prepared.
40 Miles

October 7

Wishing for favorable wind, want to get rid of our fear and torture, always think matters could get worse and pumping would not help. and nobody could come to save us. 50 Miles.

October 8

No wind and nice day, then the wind turned to West. About 10 in the evening ther was a commotion, and land was in sight, the coast of France and soon afterwe saw the entrance to the harbor of Portsmouth, also the city

We entered the harbor where many ships were at anchor, and we thought, the fleet to which we belonged would also be in the harbor. When we arrived at the examining ship, we were asked from where we came and where we would want to go. The captain answered, he had Hessians aboard and came from N.Y with the fleet. His ship leaked and therefore he was separated from the fleet and believed they were at anchor in the harbor. They answered, that the fleet had not arrived and we were not allowed to anchor but had to go to Deal through the canal and drop anchor there to wait for the fleet, and then receive further orders. We departed through the canal, passed a large harbor, turned left and saw Dover with high mountains, looking white as they were snow covered. They are beautiful chalk mountains and atop an old wall, where they had a fire at night for the seamen. As we proceeded we saw to our left the beautiful large city of Deal and we dropped anchor there, hoping for the fleet to arrive, to get rid of the day and night pumping and hoping to embark on another ship. However, nobody wants us and we are compelled to remain aboard til arrival in Bremerlehe.

October 9-11

We stayed and pumped.

October 12

Around noon we saw our fleet arrive, and as she came near, the the Commandship realized, that we already were at anchor. He was heading ofr us, as he wanted to hit us, but turned finally and dropped anchor. He immediately came on a small boat with an officer of the Commandship and took our captain with him to the warship. Most likely to be questioned why he advanced and got away from the fleet.

October 13

Still at anchor, and pumping as usual, day and night. No hope to be transferred. Captain did not return as yet.

October 14

We did not lack food, who having money, could buy, otherwise had to depend on ships portions.. Will be better soon.

October 15

Strong westwind in the canal, near Deal, anchors did not get hold in the chalk.

October 16

No order to depart for Germany as yet, no sight of our captain either, and nothing but pumping. In the afternoon we received orfer by a signalshot, to depart as soon as the wind was favorable.

October 17

The chief mate did not like the idea to go to sea again with our leaky ship, but he was ordered as Captain to make this trip to Germany. Our captain was in arrest on the warship.

October 18

Wind favorable, anchor was lifted and we departed. Bound to the North sea to Bremerlehe. 60 Miles.

October 19

Westwind, during the night crossed the Dutch Heringsfield, which looked nice with the many lanterns 9 Miles (90 ?)

October 20

Good wind, a little stormy, advanced well, and pumped. 106M.

October 21

Our trip proceeded happily, in the evening we saw what is called " the holy land " , and suddenly there was speculation that we were near land and in the evening we recognized the Tower of Bremen which was an iron structure and was locally called the Bremerbilly goat. Same is located at the entrance to the Weser river, where the harbor starts, evenings they lit a lantern atop to guide the ships into the right direction. One ship is stationed there constantly to watch everything. Our fleet anchored here and remained there that night. 80 Miles

October 22

In the morning a signal indicated the coming tide and to enter the harbor near Bremerlehe. There is the " holy land, " The Holstein land and the Danish land along the Weser and to the left is Hanover land and soon our entire fleet dropped anchor, and the " sharpshooter " were put on land the same day, to prepare quarters for one night.

October 23

All Hessians from the fleet were put on land on the Hanover side

October 24

Marched one hour to Bremen. Rest day.

October 26

Marched on parade through the beautiful imperial free city, crossed the bridge and stayed overnight.

October 27/28

Stayed in Nienburg and rested.

November 1

Paraded through Nienburg and kept on marching deeper into the land, every 3rd day was a day of rest.

November 19

arrived in Rinteln and Baderborn and

November 24 entered the Hessenland and in Hofgeismar near the watering fountain occupied quarters. General von Gehr of the Artillery arrived from Cassel, inspected us, what used to be the Rall rgt., now d'Angellisch Garde rgt, and classified us into 3 classes. Class A discharged, class B to remain, and to be formed into another regiment and 3- marked with an L received a pass and had to await their status, where and when they would be incorporated into another regiment and some did not get any orders and could stay at home. After this procedure we remained another 2 days here.

November 27

Left early Hofgeismar and marched toward Cassel to be inspected by the " Landgrave Frederic " on a large field. When we arrived at the Hollan gate, we stopped our Commander Anelli came from town, took command of his regiment, marched into town with the special Company to fetch 5 flags, which we had lost in Trenton December 25, 1776 but recaptured near Charleston after a hard battle, our cannons we received that time after the battle. Now we marched back to be reviewed by the Landgrave Frederic , passed him in parade drill and then marched back to Ober and Niedervollmar into quarters and had a day of resr.

November 29

Today our regiment was demobilized, and everyone who had his gear given up and had an " A " was dismissed and could go home. The " B "

class, and I was one of them, had to remain, 15 men per Company should form a new regiment and we went home to await an order, and the " L " s after giving up their gear could go home and await their future assignments , as soon as the rest of the regiments returned from America. and that was in the Spring 1784 and as soon as all were back in the old garrison, there was with the help of the Almighty this American venture brought to an end and what will come next, who knows ?
The writer was finally dismissed from service in 1807.

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