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The HRNM reports to the Naval History and Heritage Command, Museums Division. The museum is dedicated to the study of 234 years of naval history in the Hampton Roads region. HRNM was accredited by the American Association of Museums in 2008.

Call for information on the museum's and *Wisconsin's* hours of operations. Admission to the museum and *Wisconsin* is free. *The Daybook's* purpose is to educate and inform readers on historical topics and museum related events. It is written by staff and volunteers.

Direct questions or comments to the Hampton Roads Naval Museum editor. *The Daybook* can be reached at 757-322-2993, by fax at 757-445-1867, e-mail at gordon.b.calhoun@navy.mil or write *The Daybook*, Hampton Roads Naval Museum, One Waterside Drive, Suite 248, Norfolk, VA 23510-1607. The museum is on the World Wide Web at <http://www.hrnm.navy.mil>.

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Cover Illustration: On the cover is the Norfolk-based schooner USS *Grampus* (on right) attacking the Spanish privateer/pirate ship *Palmyra*. Prolific naval artist William Bainbridge Hoff (grandson of Commodore William Bainbridge) drew this sketch and several others of the West Indies Squadron in 1890 for *Frank Leslie's Illustrated Weekly*. The problem of pirates is not a new one. This issue of *The Daybook* looks at the U.S. Navy's response to a major piracy problem that appeared in the West Indies during the 1810s and 1820s. Hampton Roads served as the major jump off point for the Navy's operations to combat the problem.

Meet Our 2009 Interns

Museum Voices

By Matthew Eng, Education

Each summer, the Hampton Roads Naval Museum's education department offers paid internships to college students. These internships teach the students about the many facets of museum work such as education, curatorial, historical, and public relations. Most of their time is spent with the education department, helping the staff conduct interpretive programs on Battleship *Wisconsin*, in the museum gallery, and at off-site outreach programs. In addition to their work with the education department, the interns each designed and wrote a program for the museum's annual teacher workshop.

This year, we hired two interns: Christopher Percy and Meredyth Harrison. Christopher Percy is a rising senior at Old Dominion University with a double major in history and German. After graduating with his bachelor's degree, Christopher plans to continue working towards a M.A. or Ph.D. in history. His main goal is to become a history professor at a university with a focus in Scottish military history.

Christopher has been a Virginia Beach resident for fifteen years. He attended Floyd E. Kellam High School. Outside of the university and his academic interests, Christopher is an active member in the Tidewater Pipes and Drums as a four year bagpiper, and has participated in local events. Most notably, Christopher participated in the Virginia International Tattoo. Christopher is also a local promoter

HRNM's summer interns for 2009: Christopher Percy (left) and Meredyth Harrison (right). (Photo by Marta Joiner)


for German education, by substitute teaching at various high schools.

Meredyth Harrison comes to the museum from James Madison University where she is pursuing a B.A. in history with a public history concentration and a historical archaeology minor. At JMU, she enjoys participating in fieldwork, such as archaeological digs at Cedar Creek Battlefield and nominating a private residence to the National Register of Historic Places. Meredyth hopes to continue her education through graduate school, with an eventual goal of employment in museum studies or historic preservation.

Outside of her academic endeavors,

Meredyth is an active member of Zeta Tau Alpha. Through the sorority, Meredyth has been instrumental in planning fund raisers to benefit breast cancer awareness, such as an upcoming golf tournament and 5k race.

We cannot thank Christopher and Meredyth enough for their hard work. Summer is always the busiest time for the education department and we were very fortunate to have them both working for us.

It is never too early to start planning for next year. If you are a college student currently studying history, museum studies, or other related fields, contact us for an application. 



Museum staff with the 1798 18-pounder cannon recently acquired by the museum. The cannon had just been moved to the museum this Summer. (Photo by Lee Duckworth)



The museum recently received this model of the escort carrier USS Santee (CVE-29) from the Escort Carrier Sailors and Airmen Association. It is currently on display in the front of the museum. (Photo by Michael V. Taylor)

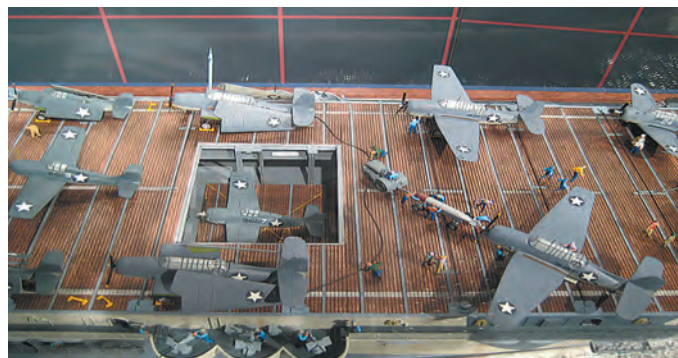
Museum Receives Model of USS Santee (CVE-29)

The Escort Carrier Sailors and Airmen Association has donated a model of the escort carrier USS *Santee* (CVE-29) to the museum. The association has placed models of escort carriers at several other museums around the United States in an effort to educate the public about these important warships. Built by professional model builder Bill Waldorff, the model is on display in the front of the museum.

Named for the Santee River in South Carolina, the warship was originally a Standard Oil Company oil tanker called *Esso Seakay*. As an oil tanker, the ship set several speed records. The critical need for air cover in the Battle of the Atlantic led the Navy to design a small, easy to build aircraft carrier. The Navy acquired four oil tankers in all and sent them to shipyards to be converted into their new role. Other escort carriers in the same class were *Sangamon* (CVE-26) (lead ship), *Suwanee* (CVE-27), and *Chenango* (CVE-28).


She had a short operational career as an oiler for the Navy when she delivered a secret shipment of aviation fuel to the Canadian airbase in Argentia, Newfoundland in 1941. After that mission, she was taken to Hampton Roads and decommissioned. Workers at the Norfolk Naval Shipyard-Portsmouth began working on *Esso Seakay* in the early part of 1942 and finished the project by August 1942.

Initially equipped with Wildcat fighters, Avenger torpedo bombers, and Dauntless diver bombers, she was based at Naval Station Norfolk for the rest of 1942 and most of 1943. *Santee* operated with several destroyers and destroyer escorts,



Close up shot of the Santee model. The model was built by Bill Waldorff. Mr. Waldorff has examples of his works in several other museums across the country. (Photo by Michael V. Taylor)

and participated in several actions in the Atlantic. During an offensive around the Azores Islands, *Santee*'s aircraft sank three U-boats, *U-43*, *U-160*, and *U-509*, in a two week span. All three boats were sunk with homing torpedoes dropped from Avenger aircraft. After performing other escort and transport roles such as providing air cover for President Franklin Roosevelt's trip to Casablanca and shipping Army Air Corps aircraft to Europe, the Navy transferred the carrier to the Pacific in 1944.

While in the Pacific, the carrier's air wing shot down several dozen Japanese aircraft and provided ground support to many island campaigns. On October 25, 1944, a kamikaze aircraft loaded with a 68 kilogram bomb hit the ship. This was followed by a torpedo strike from a Japanese submarine. Though heavily damaged, she made it through the double attack. She survived the war and was decommissioned soon after V-J Day. Ironically, a German yard scrapped the ship in 1960. 



USS Santee (CVE-29) is shown here in the Elizabeth River shortly after her conversion at Norfolk Naval Shipyard-Portsmouth in August 1942. The need for this type of ship was so dire, that she conducted her shakedown cruise with civilian workers still on board putting the finishing touches on the ship. (Navy History and Heritage Command photo)

McCLURE FIELD'S HALL OF FAME



ROBERT W. A. "BOB" FELLER

Pitcher, Cleveland Indians (1936-1941, 1945-1956) USN (1941-1945)

Considered to be one of the greatest baseball pitchers in Major League history, Bob Feller quit baseball to enlist in the Navy on Dec 1941. He pitched for the Navy's NTS team here at McClure field while attending gunner's school in 1942. Assigned to the battleship USS Albatross (BB-3) he served in the Pacific Theatre before returning to play for the Cleveland Indians in 1945. Despite a professional career shortened by military service, Feller won 261 games, pitched three no hitters, and struck-out 2,581 batters. He was inducted into Major League Baseball's Hall of Fame in 1962.

New Online Exhibit on Naval Station Norfolk's McClure Field

The Hampton Roads Naval Museum, in cooperation with Commander, Navy Region, Mid-Atlantic and Virginia's State Historic Preservation Office, has established a new interactive online exhibit for Naval Station Norfolk's McClure Field. The exhibit can be seen at <http://www.hnm.navy.mil/mcclure.html>.


This exhibit documents the architectural features, history, and present day use of one of the oldest brick baseball stadiums in the United States. Located next to the flag officers quarters buildings, the stadium was named for Captain Henry McClure in 1944. McClure was commanding officer of Naval Station from 1942 to 1944, a 1923 recipient of the Navy Cross for service in the Yangtze River, and an avid baseball fan.

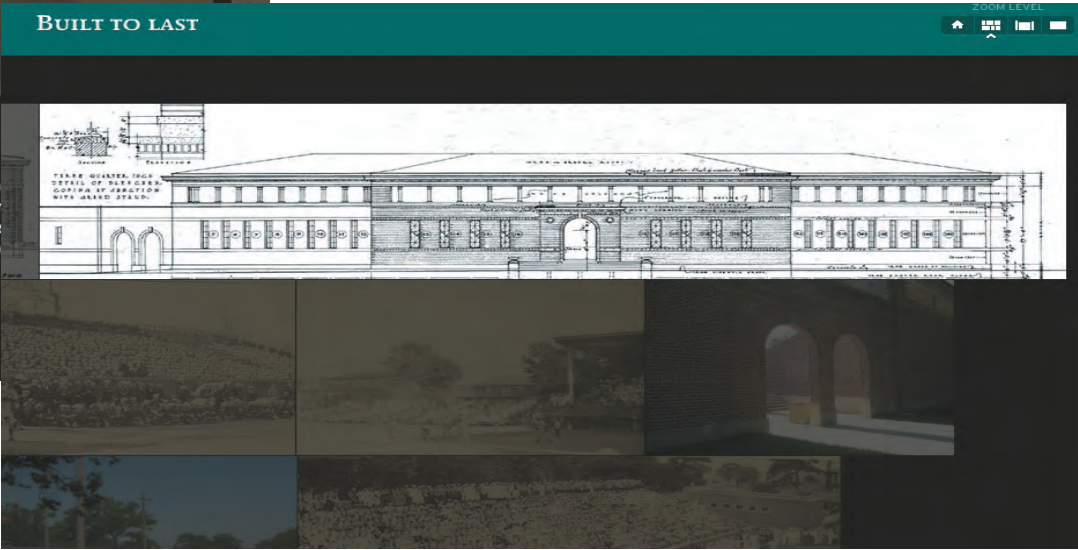
The exhibit is divided into three parts. It includes: images taken by the staff of *The Seabag*, the official newspaper of Naval Station Norfolk for much of the 1930s, 40s and 50s; photographs from the Major League Baseball's Hall of Fame and Museum; From local collectors and historians, and images from the museum's own collection.

The first part looks at the many uses of the Field since its construction. The most well known purpose of the facility was as a baseball stadium. The Navy also intended for the facility to be used as a place to play six-on-six football and track-and-field events. It is still used today by sailor intramural softball games.

The second part is McClure Field's

"Hall of Fame," highlighting some of the famous baseball names that played ball at the Field. During World War II, several Major League baseball players came to Norfolk to learn how to be a sailor. During their training, they were asked to play for both Naval Station Norfolk's team and Naval Air Station Norfolk's team.

The third section documents the architectural features of the stadium. Though designed in 1918, the style of the stadium can be seen in many of the newer Major League baseball stadiums built in the 1990s. Examples of this "retro" look that are similar to McClure Field include Oriole Park at Camden Yards in Baltimore, Maryland, the Ballpark at Arlington in Texas, and Harbor Park in Norfolk, Virginia. 



Attention Internet Nation! The Hampton Roads Naval Museum Has Expanded Its Presence on the Web



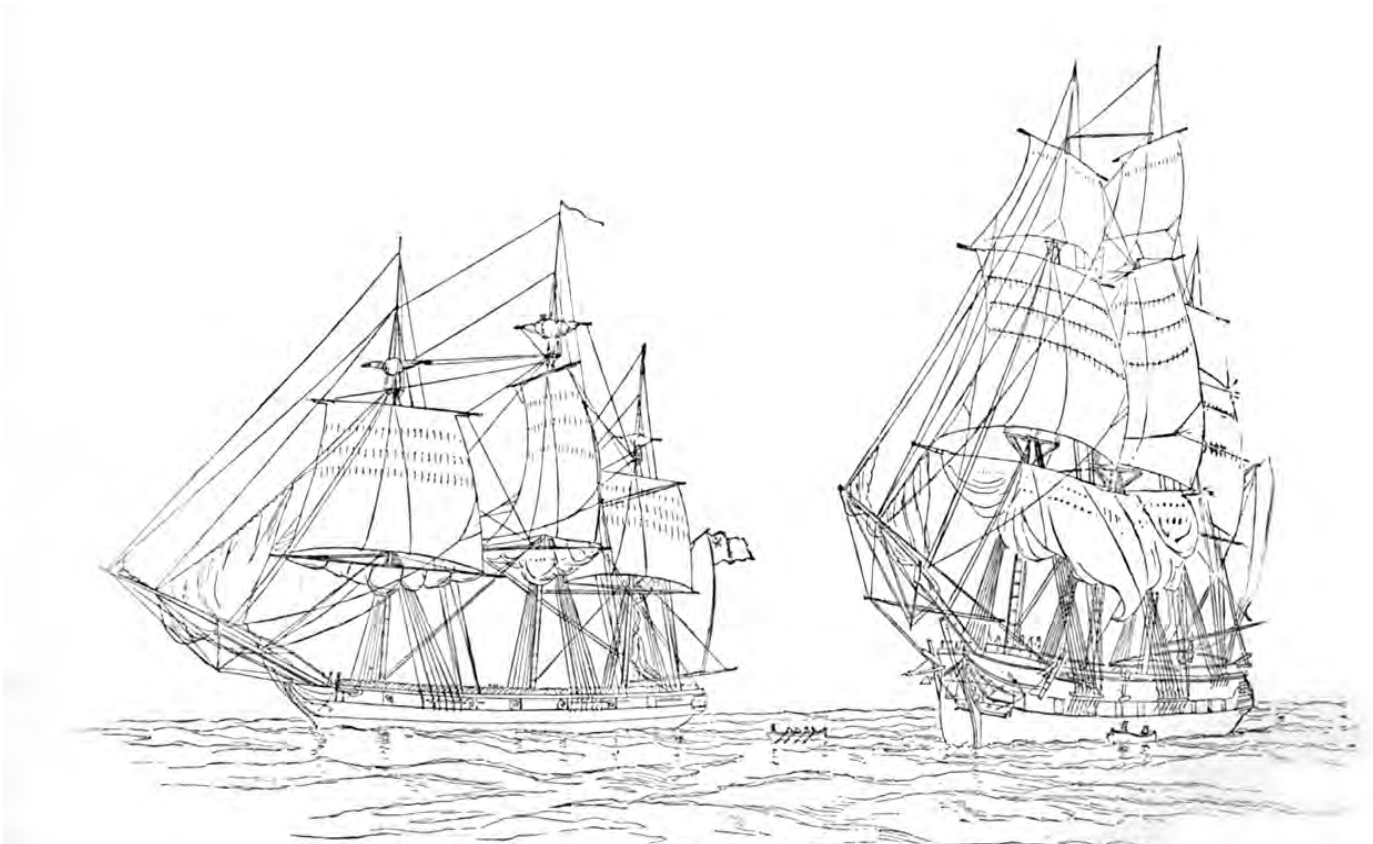
The museum's main website is <http://www.hrnm.navy.mil>. We also have expanded our presence on the Internet to other popular social networking sites including Facebook, Twitter, and Blogger. On Facebook and Twitter, you can keep up to date with the museum's events in real time. On our blog, you can read more about the museum's collection and events. We have future endeavors planned, so keep a watch for them!

Museum Web site: www.hrnm.navy.mil

Blogger: hamptonroadsnavalmuseum.blogspot.com

Facebook: www.facebook.com, look for the Hampton Roads Naval Museum "Page" and become a "fan."

Twitter: www.twitter.com/hrnm



This image shows the merchant ship *Orleans* (right) being captured by a pirate ship. Such captures occurred at an alarming rate in the West Indies in the 1820s prompting Congress to issue emergency appropriations to the Navy. (1890 sketch by William Bainbridge Hoff)

Fighting Terror on the High Seas

The Navy Organizes to Fight the Real Pirates of the Caribbean

By Joe Mosier

Editor's Note: This is part one of a two part series about the U.S. Navy's West Indies Squadron.

By the end of the Napoleonic Wars, Spain's American colonies were in chaos. The independence movement which started in the 1790s grew while continental Spain was occupied by

Fighting Terror on the High Seas

The U.S. Navy's War
Against the West Indies Pirates

the French. Patriot forces led by Simon Bolivar, Bernardo O'Higgins, Jose de San Martin, and others were succeeding in their rebellions in Venezuela, Columbia, Chile, and elsewhere. As Royalist factions attempted to re-establish control after 1815, fighting in Latin America became ferocious. Norfolk merchant Darius Woodland was present at

the battle for Barcelona, Venezuela. He described the fight in a letter dated October 24, 1819: "[The Patriots] took the place after slight resistance...I will not tell or attempt to picture to you the horrid murders inflicted by those merciless & hellish villains. Suffice it to say that the warfare practiced by either party is that of extermination & when they have prisoners & time, practice every torture that the imagination of a fiend could invent."

At sea, both sides were short on resources. As Lieutenant James Ramage, commanding officer of USS *Porpoise* wrote from Curacao in July 1822: "The naval force of Spain now here consists of an old forty-four gun frigate, the *Ligera*, an eighteen gun brig, the *Hercule*, and a schooner; the whole of which are employed supplying [Spanish land forces] with provisions; yet, with such a force, and so employed, they uphold the monstrous principle of blockading a line of coast of more than twelve hundred miles

in extent." In effect, most ports remained open to American shipping. Any neutral vessel that had the bad fortune to sail into a port where a Spanish warship was located, however, would immediately be confiscated. Realizing more force was needed, the Spanish government began issuing letters of marque. Nominally, these privateers were to sail against rebel Latin American merchant shipping. In response, Columbia, Venezuela and Mexico began commissioning their own privateers to act against Spanish merchantmen. Once out of port, of course, these limitations on who could plunder whom were quickly ignored by the privateers of both sides.

An early example of the effect of this form of licensed privateering gone bad can be found in a news report from Norfolk's *American Beacon* of June 30, 1817: "The schooner *Hope* arrived in Norfolk on 28 June 1817 and reported that "on the 14th instant,

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The American captain denied having any money onboard. The pirates expressed their disbelief by stabbing him several times and cutting off one of his arms. When he finally told his torturers where to find 200 doubloons he had hidden, they responded by cutting off his other arm and a leg. They dipped some oakum in oil, stuffed it in his mouth and set it on fire.

-An example of a 1820s pirate attack on an American merchant ship

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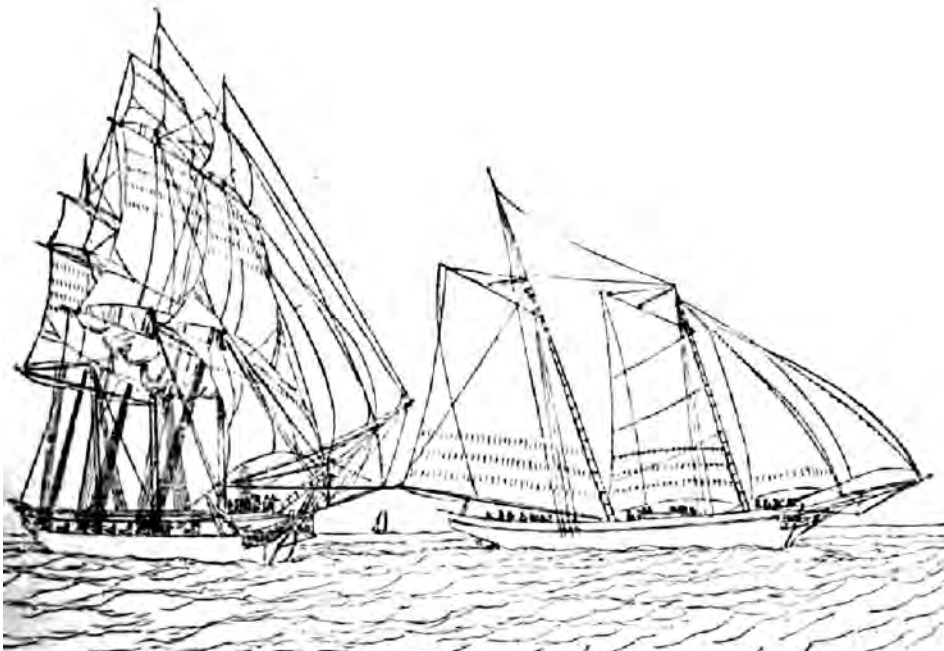
while becalmed, they were boarded by an officer and 3 men, in a boat, belonging, as they said, to a [Colombian] privateer brig, then but a short distance off, and plundered of a parcel of fruit, poultry, barrels of pork, and a number of other articles of provisions. As an apology for this conduct, they urged that their Captain was *sick*, and required such articles for nourishment. After much ungentle [sic] language, in the true piratical cant, they left her. They refused to tell the

of Kennebunk, Maine on a voyage from Haiti to Honduras was stopped by a pirate schooner with a crew of 30 or 40 men. The American captain denied having any money onboard. The pirates expressed their disbelief by stabbing him several times and cutting off one of his arms. When he finally told his torturers where to find 200 doubloons he had hidden, they responded by cutting off his other arm and a leg. They dipped some oakum in oil, stuffed it

his old way of life held more interest. He established himself in the area of Galveston, Texas with a reported force of 16 ships and 1000 men. Lafitte preyed on shipping out of New Orleans in the name of the fledgling Republic of Mexico. Lieutenant John R. Madison in the schooner *Lynx* was sent to investigate. Lafitte was able to convince the young lieutenant of his love of the United States, and Madison sailed away without taking action. After one of Lafitte's captains seized an American ship, USS *Enterprise* was dispatched and her captain, Lawrence Kearney, convinced Lafitte it was time to move on. Frenchman Louis-Michel Aury seized Amelia Island, Florida in 1817 in the name of Mexico. He declared the island an independent republic and began issuing privateering licenses. After several high value merchant ships were taken, President Monroe ordered a naval force from Norfolk under Captain John D. Henley to clear the place out. When Henley attacked on December 22, 1817, Aury surrendered quickly and moved on to Old Providence Island in the western Caribbean. There he established a thriving community based on the reselling of plundered goods.

As such depredations mounted, Congress felt pressure to respond. On March 3, 1819, President James Monroe approved "an act to protect the commerce of the United States, and punish the crime of piracy." The legislation tasked the government with dispatching U.S. Navy forces specifically to protect American merchant vessels. It authorized the seizure, condemnation and sale of vessels "which shall have attempted or committed any piratical aggression, search, restraint, depredation or seizure, upon any vessel of the United States, or the citizens thereof." Finally the act made the death penalty mandatory for those convicted of piracy.

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One of the first captures occurred on October 21, 1821. The Norfolk-based sloop-of-war USS *Hornet* captured the pirate schooner *Moscow*. The pirate vessel and company were sent back to Norfolk for trial. (1890 sketch by William Bainbridge Hoff)

name of their vessel or commander, but said she was New-York built; that she was last from Margarett, passage 40 days, in which time they had made prize of 5 Spanish vessels. – This vessel is conjectured to be the *True Blooded Yankee* that was. – The boat's crew appeared to be Spaniards. They said their Captain was a Frenchman."

This "plundering" proved to be a relatively mild example of the acts to come. In one instance, the brig *Belisarius*

in his mouth and set it on fire. Following Captain Perkin's death, the pirates robbed the brig of anything that moved – anchors, cables, sails, rigging and provisions - and left her adrift with only a little water for the remaining crew.

Pirate camps sprang up along the littoral areas of the Caribbean, the Gulf of Mexico and the Spanish Main. The old pirate, Jean Lafitte, who had gained respectability at the Battle of New Orleans in 1815, decided



James Biddle served as the West Indies Squadron's first commodore. The Philadelphia-native was one of the Navy's foremost diplomats, having successfully negotiated the first trade treaty with China and laid the ground work for a trade treaty with Japan. However, even his diplomatic skills could not convince Caribbean nations to end their support of piracy. (Engraving from The Analectic Magazine)

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Secretary of the Navy Smith Thompson dispatched the brig *Enterprise*, 14 guns; the schooner *Lynx*, 6 guns; the schooner *Nonsuch*, 8 guns, to patrol the waters of the Caribbean. The sloop of war *Hornet*, then off the coast of Africa, would join the others upon her return to North American waters. To protect the littoral areas of Georgia, Florida and the Gulf Coast, the Secretary deployed Gunboats *Number 158* and *168* from St Mary's and Savannah, Georgia, respectively.

Lynx, under the command of Lt. J. R. Madison completed one successful patrol in 1819 during which she captured two pirate schooners and three boats. After a brief refit in St Mary's, she departed on January 11, 1820 for Kingston, Jamaica. She was never heard from again. Her disappearance remains one of the great mysteries in U.S. Naval history.

The remaining U.S. Navy vessels performed well. Lt. Lawrence Kearney, in command of *Enterprise*, did particularly well patrolling the area off Cape Antonio which forms the western extremity of Cuba. He discovered four pirate schooners in the act of robbing two American vessels and a British brig. Kearney captured all four

pirate vessels, burned two and sent the others into Charleston for condemnation. Four months later, Kearney would destroy four more launches and three barges in the same location. *Hornet*, Lt. Robert D. Henley commanding, returned from Africa and captured the pirate schooner *Moscow* off Haiti. Their successes, however, were achieved with a minimum of coordination. Something more was needed.

Secretary Thompson created the West Indies Squadron in March 1822 with Commodore James Biddle in charge. On paper it was a substantial force, the largest squadron in the Navy. In addition to Biddle's flagship *Macedonian*, a 36-gun frigate, the squadron boasted four 12-gun schooners, two 18-gun brigs and an 18-gun sloop-of-war. Further reinforcements were sent south over the year so that by November, Biddle commanded ten ships with a total of 208 guns and over 1,300 men. His base of

operations was to be Key West [then named Thompson's Island after the Navy Secretary in a desperate act of ingratiation by Lt.

M.C. Perry who surveyed the place]. In the end the squadron, although large, proved to be the wrong mix of forces.

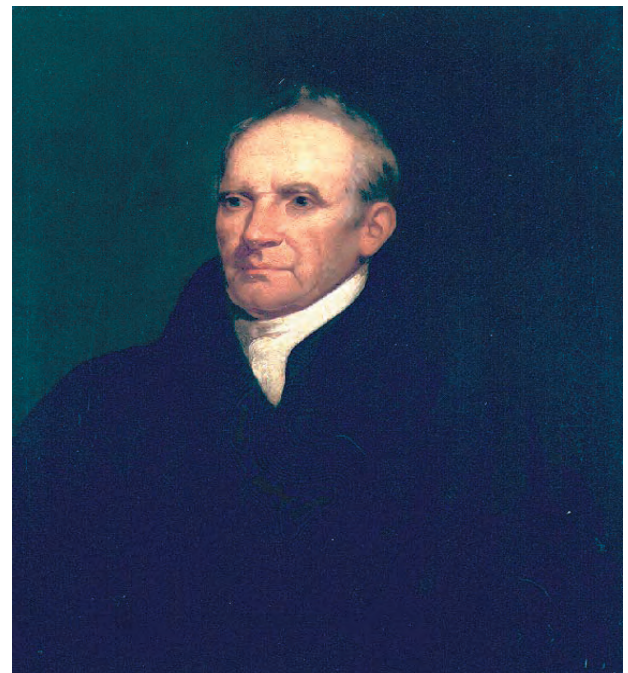
Biddle's orders instructed him to convoy American merchantmen, capture what pirates he could and seek cooperation from the Spanish government for operations ashore. By 1822, the most serious problem with piratical activity came from buccaneer encampments from which ships close to shore were being attacked. Without permission to land American forces, it would be virtually impossible to catch fleeing pirates. Still, the U.S. had recently announced what is now called the Monroe Doctrine which sought to keep European powers from taking advantage of the disintegration of Spain's American empire. In order for the doctrine to be

effective, the United States herself could not be seen to interfere in Spanish colonies. Thus Biddle's instructions contained a specific prohibition against "all infringements upon the territorial jurisdiction of any foreign power." Shore operations would require Spanish permission.

Macedonian sailed from New York on April 4, 1822, arriving at Havana on the 28th. Biddle immediately approached the Spanish Captain General, Nicolás Mahé. Since the "depredations have been committed chiefly in open boats, immediately upon the coasts....I have therefore the honour to propose that your Excellency should so far cooperate with me as to sanction the landings upon the coast of Cuba, of our boats and men, when in pursuit of pirates." Mahé probably took the briefest of moments to consider from whence came his paycheck before responding; "I cannot and must not consent to it." The Spaniard claimed "that the necessary measures have been adopted to defend my territorial jurisdiction, and for the apprehension of every description of outlaws."

Lieutenant Matthew C. Perry, commanding the schooner *Shark*, felt differently. He wrote Commodore Biddle: "My several expeditions have become

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Smith Thompson of New York, the sixth Secretary of the Navy, was seen to balance President James Monroe's predominantly Southern cabinet. Historians rate Smith's term as undistinguished except for his effective action against piracy. Smith was named to the Supreme Court in 1824. He also was a founding member of the American Bible Society. (Image provided by the Navy Art Gallery)



Despite the capture of thirty pirate vessels within the first year of operations, attacks on American merchant ships continued. The pirates often operated with a certain level of endorsement from local Spanish authorities, who gave the high seas criminals a market to fence goods. (Engraving from Harper's Weekly)

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acquainted with a system of abominable fraud and rapine...openly permitted by the Spanish Authorities and encouraged by the most wealthy men in the island.... The plundered goods are publicly sold at the large commercial towns, and the first merchants become the purchasers." Mahé may have been innocent of wrong-doing himself but his subordinates certainly were not.

With his most effective mode of operations closed to him, Biddle did the best he could. He established a weekly round-robin convoy plan and deployed his ships to the most likely areas of pirate

attack. There were successes. The squadron captured some thirty buccaneer vessels. It soon became obvious, however, that the size of ships at Biddle's command did not match the waters in which they operated. Even the assigned schooners had too great a draft to work well in the shoals off Cuba and Puerto Rico. Biddle urged Secretary Thompson to supplement his force with smaller launches or barges.

As the summer of 1822 wore on, duty in the West Indies Squadron became deadly. Yellow fever began to appear on board. Hardest hit was the flagship *Macedonian*. As she departed Havana

on June 4, there were already fifty-one on the sick list. That number continued to grow as *Macedonian* patrolled over Haiti, Columbia and back to Havana. By July 24, Biddle had had enough. Every known method of preventing the disease had been tried: ventilation, white-washing, firing off guns. Yet the sick list grew. The flagship set sail for Hampton Roads, Virginia. On arrival, Biddle corresponded directly with Captain Lewis Warrington in command of the Gosport Navy Yard. They arranged for the fever-ridden ship to move to quarantine grounds near Craney Island. Thus began one of those episodes of squabbling for which the early Navy was famous.

Captain Arthur Sinclair commanded the Norfolk Station with the title of "Commander in Chief Afloat," although the only thing floating was a small group of gunboats. Sinclair bristled at the idea that Biddle had not gone through him to make the berthing arrangement. He complained on that basis to the Navy Secretary. Biddle learned of Sinclair's complaint through the press and immediately sent off an ill-considered letter to Sinclair saying "I should not receive any instructions from you." Sinclair in turn pointed out that junior officers must obey the orders of the seniors and told Biddle to watch his tone. Biddle wrote Secretary Thompson pointing out that he was too busy trying to save his crew to pay attention to the niceties of etiquette. Sinclair, in turn, demanded a court martial of Biddle on the grounds of neglect of duty and contemptuous conduct to his superior officer. The Norfolk commander wrote Biddle a long letter rehashing the dispute and stating that unless Biddle apologized a challenge to duel would be next. Having lost Stephen Decatur two years prior to just such a frivolous action, the senior officers of the Navy stepped in. Biddle wrote a half baked non-apology apology and Sinclair withdrew his demand for a court martial.

Still, the fact remained that 101 of *Macedonian's* crew of about 360 were dead from yellow fever. Biddle was sure he knew the cause. In the commodore's opinion, Isaac Hull and his staff at the Charleston Navy Yard near Boston had not cleaned the ship properly after her return from a lengthy cruise to South America. When Biddle took over the ship, he found her bilges emitting an offensive stench and her ballast covered with "darkness and dirt." He complained to Navy

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Lawrence Kearney (on left) and Francis Gregory performed well in the fight against pirates. They would avoid death in battle or by disease and go on to successful careers. Commodore Kearney retired in 1861; Rear Admiral Gregory in 1866.(1890 drawing by William Bainbridge Hoff)

Book Reviews

Theodore Roosevelt's Naval Diplomacy: The U.S. Navy and the Birth of the American Century
By Henry J. Hendrix
Reviewed by Stephen Hebert

Historians have romanticized the figure of Teddy Roosevelt: his daring charge with the Rough Riders during the Spanish-American War; his trust busting during the Progressive Era; and his reform of public safety after the release of Upton Sinclair's provocative work *The Jungle*. His Presidential administration was not limited to reformist attitudes towards American capitalism and society, but was

Henry J. Hendrix. *Theodore Roosevelt's Naval Diplomacy: The U.S. Navy and the Birth of the American Century*. Annapolis: Naval Institute Press, 2009. ISBN 1-59114-363-2. \$34.95.

also deeply ingrained with a fervent war-hawk mentality, exemplified by "big stick" foreign policy. In Commander Henry J. Hendrix's recent work, *Theodore Roosevelt's Naval Diplomacy: The U.S. Navy and the Birth of the American Century*, he credits Roosevelt and his following of Mahanian strategy as the harbinger of American supremacy in the twentieth century.

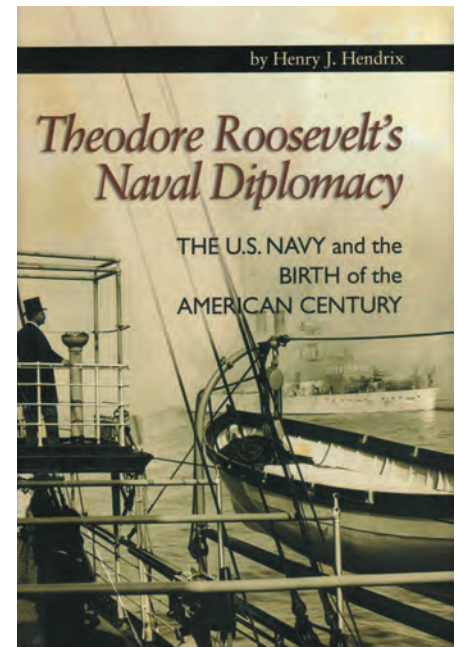
Hendrix covers Roosevelt's administration, focusing on several episodes when he explicitly used the U.S. Navy as the crux of his "big stick," despite the inherent consequences of war between European and Latin American countries. The book begins with a very brief prologue that skips ahead to the last years of Roosevelt's administration with his decision to send the Great White Fleet around the world. Here, Hendrix states that Roosevelt's sole purpose for sending the Great White Fleet on its goodwill voyage was to flex U.S. military muscle by way of the Navy, thus sending a "blunt signal of coercive diplomacy" to the recently victorious Japanese Empire over the inept Imperial Russian navy. No attempt is made to explain other possibilities

behind the purpose of the Great White Fleet, except for the Venezuelan Crisis discussed in chapter three.

The thesis of Hendrix's argument is to build Teddy Roosevelt as a man who used naval military power to maintain peace. But while reading this book, Roosevelt actually comes out as duplicitous and conniving rather than brilliant and benevolent. Throughout the seven chapters that make up the work Roosevelt is consistently shown as a brash man who skirted international law whenever he saw fit. The author made the point several times that America was always in some kind of danger from European or Latin American powers. At no time does the author explicitly state that America's sovereignty was ever threatened by one of these powers. Contrary to the author's thesis, Roosevelt is portrayed as the foremost aggressor on the world scene.


Roosevelt's adherence to the Monroe Doctrine is discussed in two major events: the Venezuelan Crisis of 1902-1903, and the impending revolution in Panama. Hendrix states that the fledgling existence of the U.S. Navy in the nineteenth century actually left the British Navy, because of its commercial interests in the Caribbean, as a "silent partner in U.S. strategy" and the military might behind the Monroe Doctrine. He continues with a more intense look at the crisis in Venezuela detailing Roosevelt's increasing fear concerning Germany's (and Britain's) attempts to seek territorial assets in Latin America as compensation for Venezuelan debt. Hendrix alludes that it was the Venezuelan Crisis itself that directed Roosevelt to increase the size and efficiency of the Navy prior to the Russo-Japanese War of 1905.

The author's purpose is to show that Roosevelt had a plan to propel America to the top of the world's power rankings using the Navy as his mechanism for doing so. Many can agree that Roosevelt did in fact strengthen the U.S. Navy for the future conflicts of the



twentieth century, but to say that he and he alone was responsible for the birth of the American Century may be an overstatement. Only in the conclusion does Hendrix allude to commercial shipping as the backbone of American ascendancy, yet he keeps the Navy in the foreground as the keeper of the sea lanes. Surprisingly, Hendrix did not refute Henry R. Luce's famous 1941 *Time* magazine editorial "The American Century," in which Luce states that it was strictly economics and not the military that placed America at the top of the world hierarchy post WWII.

Theodore Roosevelt's Naval Diplomacy is a highly informative and interesting read; but the author sees Roosevelt without flaws. Hendrix reiterates that Roosevelt desired peace, yet his examples demonstrate an overly aggressive foreign policy that cast doubts on this dove-like assumption. Throughout the entirety of the book, the author uses "TR" instead of citing the President's actual name. This too familiar reference reflect the author's favorable bias; he is not an impartial observer.

The book is well researched with primary and secondary sources, charts showing U.S. fleet strength, as well as a small selection of pictures. End notes are provided, but they only relay the source and no other information concerning people, events, etc., leaving the reader to ponder. 

Commanding Lincoln's Navy: Union Naval Leadership During the Civil War

By Stephen R. Taaffe

Reviewed by Christopher Pearcy

Many historical accounts of the American Civil War are often inclined to discuss the glories of Lee, Grant, Sherman, Pickett, or Jackson. These discourses are written for, about, and by the Union or Confederate Armies. *Commanding Lincoln's Navy* is an excellent read that illustrates Union Naval leadership from the war's beginning to end. The book was authored by Dr. Stephen R. Taaffe, a history professor at Austin State University, who has spent a great deal of his professional

Stephen R. Taaffe *Commanding Lincoln's Navy: Union Naval Leadership During the Civil War*. Annapolis: Naval Institute Press, 2009. ISBN 1-59114-855-3. \$37.95.

career focused on American military history. *Commanding Lincoln's Navy* explores the intricate story behind Union Naval successes and failures during the American Civil War. Specifically, Taaffe focuses on the Navy's senior military leadership and how Secretary of the Navy Gideon Welles managed the Department during the war and made it better.

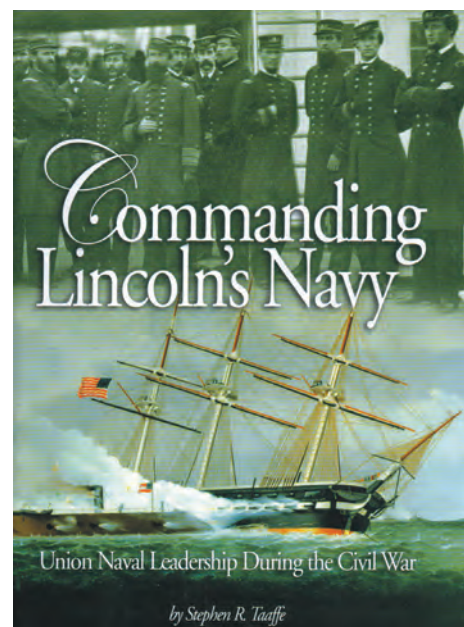
According to the author, the Navy at this point in its history offered officers little chance for advancement compared to the US Army. In pre-war years Navy men who strove towards the top could only achieve high rank based on seniority, which in turn resulted from career longevity. For Welles the system was acceptable, but not ideal. To win the war, he needed men in senior positions who were competent, astute - in other words, men who had merit. Taaffe portrays Welles as working very hard to promote capable officers to the six senior squadron commands in the Civil War Navy: North Atlantic, South Atlantic, East Gulf, West Gulf, the Mississippi and the West Indies.

The Secretary did not, however, evaluate

officers only by merit or skill. One of Welles most important "standards" (as he described it) was loyalty to the Union. On this point Welles would give no leeway. He felt that Southern-born officers sooner or later would be tempted by native fancy for their home. Given this viewpoint, it is no wonder that Southern officers who remained loyal to the Navy were initially subject to suspicion and received "out of the way" appointments to command Navy yards and ships on distant stations far from fighting. But Welles also promoted Tennessee-born David Farragut to flag rank and subsequent military glory. Welles saw that Farragut delivered. Despite his desire to make assignments based on merit and loyalty, Welles still appointed officers with personal and political ties to Washington. Most of his appointees were close-knit, having spent time together as midshipmen. Additionally, some officers would also try to pull their own weight with political friends backing them in hopes that Welles might concede in granting a position.

Fortunately for Welles, he had the first ever Assistant Secretary of the Navy Gustavus Vasa Fox to help him choose officers that were not just loyal but also ones that were competent. Fox built a good reputation with many active officers in the Navy. He was a very detailed oriented worker. Through process of elimination and Fox's inside intelligence amongst the officer corps, Welles was able to recruit men of excellent caliber like Du Pont, Farragut, Foote, and Porter as squadron commanders. Through these men, Welles and Fox were able to discover the talents of lower ranking officers for positions such as a commanding officer of a blockading warship.


Taaffe's selected sources including personal letters of these naval officers such as diaries, papers or notes held by the families today, or found in archival museums. Taaffe's other sources were pulled from various excerpts like dissertations, the



Library of Congress website, journals and books.

A general overview of the work reveals that it is pretty much a huge *curriculum vitae* for Gideon Welles and some of his officers. While this may seem like an uninteresting, even boring topic, it is not necessarily a deterrent. An exploration into the Navy's leadership during one of its greatest tests helps us to better understand why certain battles were won and lost. Taaffe gives the reader a "big man" historical approach, all the while demonstrating much of the bureaucracy that took place in institutions like the Navy Department, Congress and the White House.

One thing that can confound the reader from the middle of the book forward is the lack of chronological coverage. On more than one occasion, the reader is presented with a certain person's career and when said person died. Later on this officer is discussed again in a way that causes the reader to say: "wait, isn't he dead?"

On the whole, though, *Commanding Lincoln's Navy* is a well recommended text for anyone interested in Naval history. It is an outstanding military leadership study. It is a new contribution to the Civil War, and for someone with interests outside the Civil War it keeps one's interest. 



No Shirking

Pages from Andrew Foote's 1843 Watch Quarter Station Book

One item that sailors from both the 19th and 21st centuries would both recognize is the watch, quarter, station book. To the right are pages from Andrew Foote's watch, quarter, station book while he served as executive officer of the frigate USS *Cumberland* from 1843 to 1845. Foote gave every sailor a number, assigned him to a watch section, then assigned the numbers to particular duties during certain ship operations.

In the example at right, Foote assigned Seaman William Williams to be the captain of the first part of the Forecastle section. While the ship was getting underway and making sail, Foote assigned Seaman Williams to a twelve man team that loosened the foresail.



Forecastle

Rank	Name	Post	Rank	Name	Post
29	1st William Williams	Capt	1st	Daniel Muller	1st Capt
31	James Brown	Sea	32	Errik Bates	Sea
33	John Pearson	Sea	34	William Chad	Sea
35	William Padden	Sea	36	Alexander Johnson	Sea
37	Alanson Mills	Sea	38	Daniel Clark	Sea
39	Andrew Birch	Sea	40	John Fowler	Sea
41	Alexander Johnson	Sea	42	John Johnson	Sea
43			44	William Brown	Sea
45	Andrew Thompson	Sea	46	John Bradley	Sea
47	John Stevens	Sea	48	George Perkins	Sea
49	John Eccles	Sea	50	John Brown	Sea
51	Fredrick Tucker	Sea	52	James Moore	Sea
53	Samuel M. Langdon	Sea	54	Thomas Merton	Sea
55	Dennis Maloney	Sea	56	Oliver Gray	Sea
57			58	Timothy Whitmore	Sea
59			60	Thomas P. Bell	Sea

Second Part

61	William Hutcherson	Sea	62	John Barrett	Sea
63	Richard Sawyer	Sea	64	William Howard	Sea
65	William Russell	Sea	66	James Smith	Sea
67	William Allen	Sea	68	John A. Coggans	Sea
69	Sam Smith	Sea	70	John Hayes	Sea
71	John Holmes	Sea	72	Wm. H. Hart	Sea
73	Henry Prop	Sea	74		
75	Wm. Jefferys	Sea	76	Wm. A. Rodgers	Sea
77	Charles English	Sea	78	Charles Christian	Sea
79	John Baldwin	Sea	80	Charles D. Butler	Sea
81	George Mehen	Sea	82	Took Parker	Sea
83	Benjamin Crover	Sea	84	Hiram Townsend	Sea
85	John Mayers	Sea	86	Sam. L. M. Sullivan	Sea
87	Edward Thompson	Sea	88	Henry Bradford	Sea

Making Sail

Sign...

Co...

Se...

Whe...

7. 70. e...

Se...

9. 290.

Loose...

81.

Loose...

70. 79.

To attend...

1. Co...

Fre...

70.

Loose...

29. 61. 21.

30. 62. 22.

Loose...

91. 119. 90.

92. 120. 10.

When the...

The Men...



The Museum Sage

The book, which is in the possession of the Library of Congress, is not just a watch bill. It is a complete operations manual for the ship. It includes standing orders from the captain; expectations that the captain had of his junior and warrant officers; instructions on how to load and fire a 32-pounder cannon, which, at the time, was the frigate's main weapon; and examination questions for officers and sailors needing to qualify on how the 32-pounder guns. As Foote was considered to be one of the finest (and obstinate) sailors of the day, the manual is an enlightening look at the operations of a U.S. Naval warship.

Cumberland was sunk in Hampton Roads on March 8, 1862 by the ironclad CSS *Virginia*. The Hampton Roads Naval Museum is the official repository of artifacts from *Cumberland*.

Ship's company list of *Cumberland's* Forecastle Division (left) and the station underway and making sail (right). The arrow points to Seaman William Williams (Library of Congress)



Sail & Setting Underway.

Sheet home	39. 41. 45. 47. 44. 57. 53. 55
Top Sail	57. 59. 63. 64. 69. 71. 77. 83.
Starboard	58. 64. 65.
Sheet home	40. 42. 44. 46. 48. 50. 52.
Top Sail	54. 56. 58. 60. 64. 72. 74
Starboard	76. 80. 84. 86.
Sheet home	129. 128.
Top Sail	123. 131. 136. 138.
Starboard	135. 128.
Sheet home	112. 135. 112. 114.
Top Sail	89. 101. 103. 105. 104. 109. 115
Starboard	121. 127. 133. 135. 134. 139. 141.
Sheet home	142. 145. 147. 149. 157. 155. 157.
Top Sail	167. 163. 165. 164. 169. 172.
Starboard	88. 90. 102. 104. 106. 116. 118. 124.
Sheet home	124. 126. 130. 132. 134. 144. 146.
Top Sail	144. 146. 156. 154. 158. 158.
Starboard	162. 164. 168. 170. 172. 174.

Explanation of the Diagrams

Fig: 1st

Figure 1st shows the range of a shot at 2^d elevation. The upper line would be the direction of the shot: if it were not acted upon by gravity and the resistance of the air. The curved line true direction of the shot: and shows that it is acted upon by those powers, and would require 2^d elevation to range a shot that distance.

Question: What is meant by range, extreme range, and gravity.

Answer: Range, and extreme range, is the distance from the gun to the first and last grazes of the shot. Gravity is a tendency which all bodies have to fall downwards, and acts upon the shot the moment it is fired.

Fig: 2nd

See Sighting pin in bowline

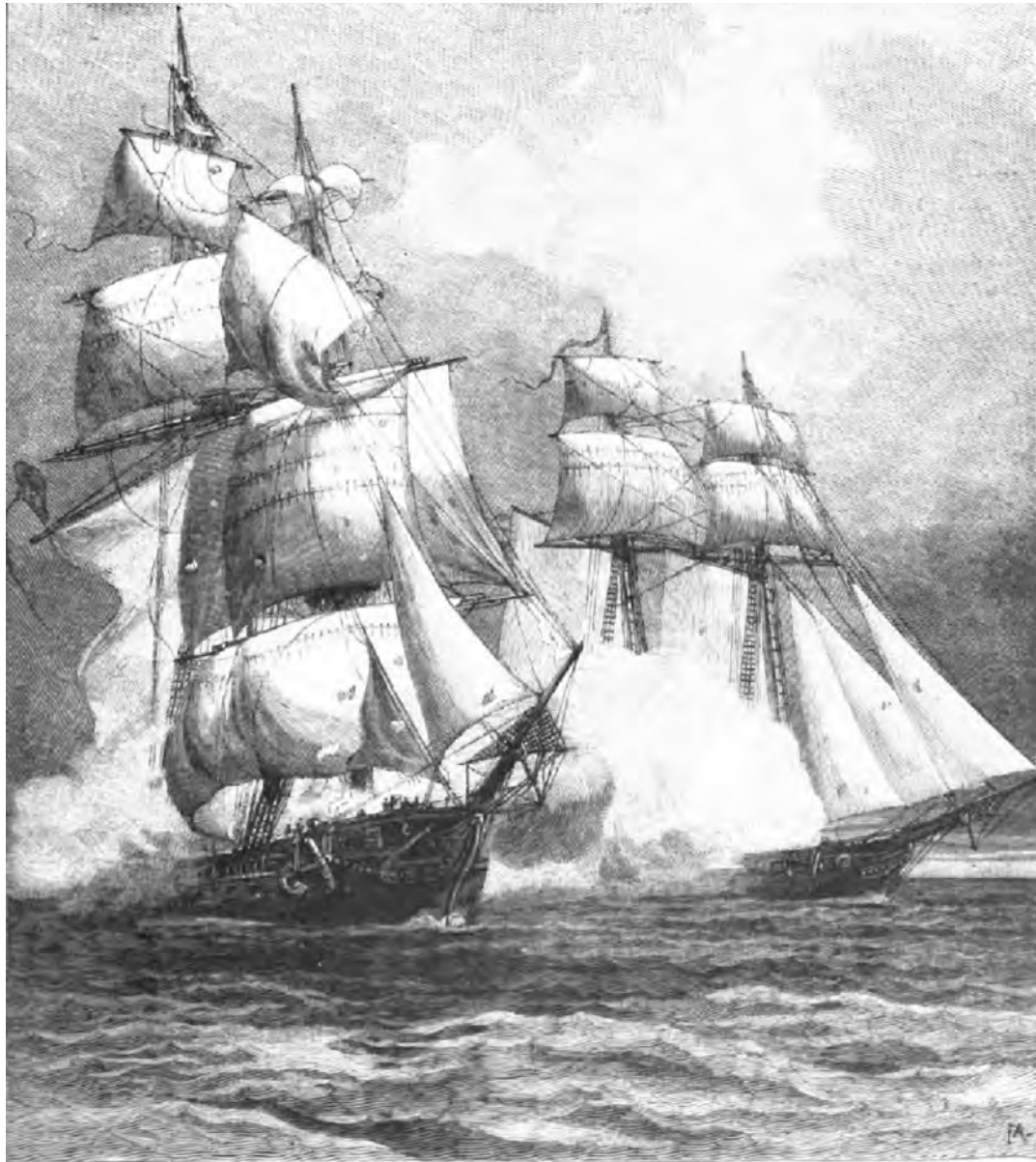
57 51
 57 51
 57 52
 57 54

 57 73
 57 74
 57 81
 57 85
 57 86
 57 88
 57 84
 57 86

 57 49
 57 51
 57 50
 57 74

Questions and answers for those seeking to qualify on the frigate's 32-pounder guns (above) and work assignments for sailors working the frigate's bowsprit (the very front point of the ship) (left). (Library of Congress)

on bill for when the ship was getting
 diagrams assignment in both. (Library of



The schooner USS Grampus (right) attacks the Spanish privateer/pirate ship Palmyra after receiving intelligence that the Spanish vessel had raided American merchants. American courts, however, initially ruled that Grampus' commanding officer acted recklessly and unlawfully. Five years later, the U.S. Supreme Court reversed the lower courts' decisions and ruled that the Americans acted with reasonable suspicion. (1890 drawing by William Bainbridge Hoff)

Fighting Terror continued from page 9

Secretary Thompson who replied that both he and the Board of Navy Commissioners would look into the matter but were sure that Commodore Hull had acted with diligence. Biddle immediately smelled a cover-up. He saw only “the villainous conduct of the officers of the Boston Navy Yard.” A court of inquiry was held from August 12 through October 15 to review Hull’s performance. The court found Hull’s behavior had been completely “correct and meritorious.” Disgusted, Biddle wrote a friend “Since there is so much cowardice & rascality at the head of the Navy, I have made up my mind, after this cruise, never again to ask for employment. It shall come unlooked for, if

it comes at all.”

In Biddle’s absence, the West Indies Squadron continued its fight against piracy. On August 15, Lieutenant Francis H. Gregory, in command of USS *Grampus*, captured the Spanish privateer *Palmyra* after a four minute fight. Gregory had information that the Spaniards had earlier attacked an American merchantman. The privateer was taken to the U.S. for condemnation, but the court found against Gregory. It took five years of court battles before the U.S. Supreme Court ruled that Gregory had acted out of reasonable suspicion. One of the last successes achieved by the squadron while Biddle was away proved to be a costly one.

On November 9, Lieutenant William H. Allen took his ship, the schooner *Alligator*, into a cove on Cuba’s north coast to recover two American ships taken by pirates. The captured ships were guarded by three buccaneer vessels. Allen attacked the cove in longboats. He was killed by a shot to the head as he stood cheering on his men. The American merchantmen were recovered and one prize taken, but the Navy lost a well-loved officer. The station at Key West was renamed Allenton in his memory.

James Biddle returned to the West Indies in his new flagship, the 44-gun frigate *Congress*. He visited the governors of

Fighting Terror continued on page 15



Shown here is the entire West Indies Squadron at what was then called "Thompson Island" (now called Key West). On February 14, 1823, Commodore David Porter left Norfolk armed with the steam galliot USS *Sea Gull* and several Chesapeake Bay schooners (shown at right). After being purchased by Porter in Baltimore, the Gosport Shipyard refitted the schooners for military service. (1890 sketch by William Bainbridge Hoff)

Fighting Terror continued on page 14

Swedish-owned *St. Bartholomew's*, Puerto Rico, Haiti and Venezuela and attempted with little success a diplomatic end to the piracy problem. During late January 1823, Biddle received the news that he was to remain in the vicinity of Havana until his replacement, Commodore David Porter, arrived. Biddle's second tour in the Caribbean had proved to be a bust. In the words of one of his lieutenants, after cruising "150 days, 112 of which have been at sea, we have taken no pirates."

Biddle had been successful in convincing Secretary Thompson of the need for a more appropriate force for the squadron. On November 9, 1822, President Monroe asked the Senate for a special appropriation of \$44,000 to purchase one steam boat, ten schooners and five "double bank cutters." Also needed would be \$115,308 to cover the additional payroll and upkeep costs. Congress agreed and the incoming squadron commodore purchased the new vessels in Baltimore. The schooners were Chesapeake "bay boats," shallow-draft and fast sailers. Armed with one long gun and two carronades, they would prove to be effective among the swamps and estuaries the pirates called home. Their names reflected their predatory nature: *Fox*, *Greyhound*, *Jackal*, *Beagle*, *Terrier*, *Weasel*, *Wild Cat* and *Ferret*. Most correspondence refers to the cutters purchased for Porter's force as "barges." The requirements were that


they row twenty oars and carry forty well-armed men. The environment the cutters were to work in yielded their names: *Mosquito*, *Gnat*, *Midge*, *Sandfly*, and *Gallinipper*. They formed the original Mosquito Fleet.

The steam boat Porter selected was the former Connecticut Steam Boat Company steamer *Enterprise* which Porter re-named *Sea Gull*. Danish Vice Consul at Norfolk, Moses Myers, responded to questions about the little craft in a letter to the Danish Foreign Minister dated November 28, 1823: "When Commodore Porter was fitting the squadron of small vessels to cruise for Pirates in the West Indies, he purchased a small steam boat (which used to ply between New York & some of the towns in that neighborhood,) and had her rigged as a brigantine, called her *Sea Gull*. Put on her one large 18 pound cannon to work on a pivot on the forepart of the vessel, and four small guns 4- and 6-pounders amidships. Navigated by two lieutenants, four midshipmen, and one sailing master. The fuel is coal of which & provisions she can carry but a small supply, wherefore one of the small schooners carrying a larger quantity for her use, sails at all times in company with her. Commodore Porter has hoisted his flag on board the *Sea Gull* which has good accommodations and

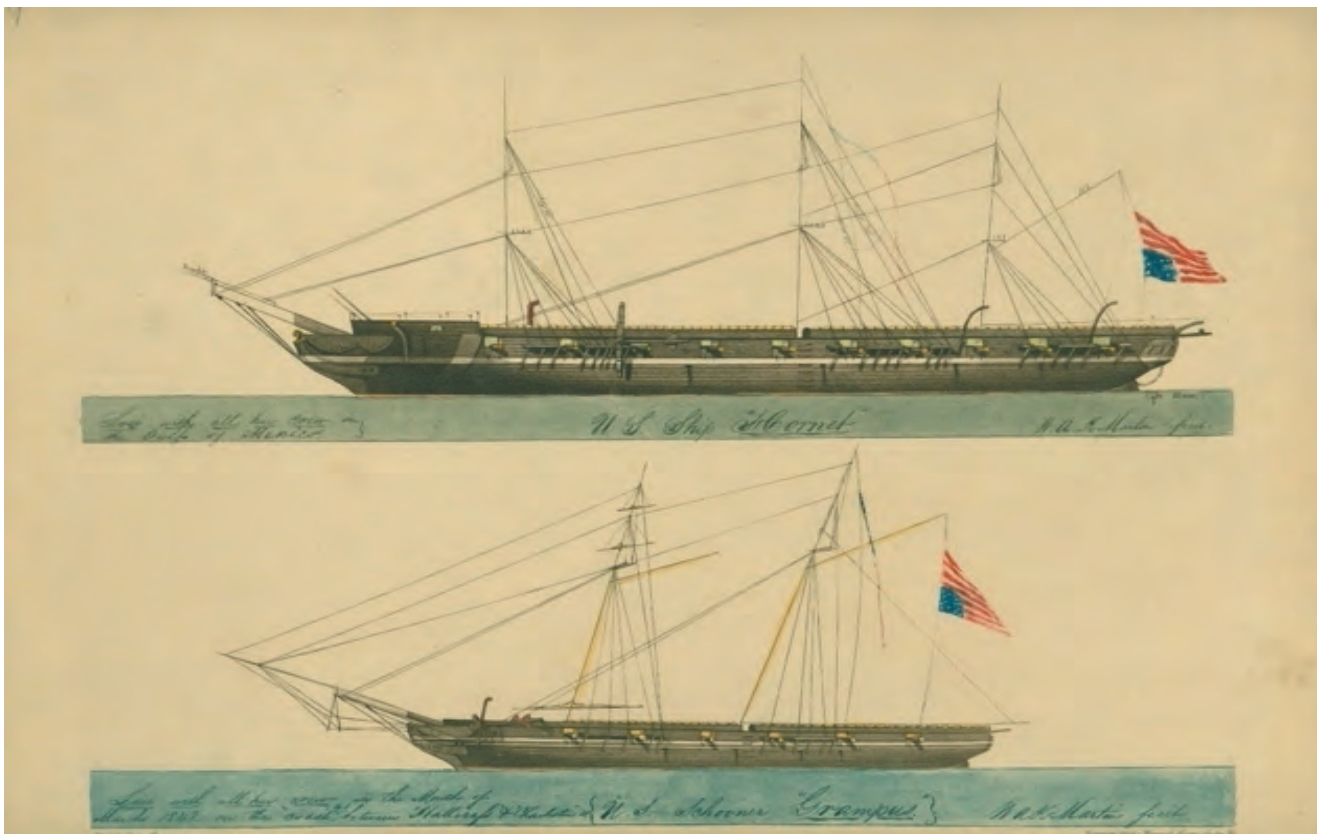


The squadron's second commodore was the legendary David Porter. Father to two future admirals and a hero for his command of the frigate *Essex* during the War of 1812, he took command of the squadron in 1822. (Image provided by the Naval History and Heritage Command)

on this account, I believe, is employed, for she was found to be of very little service, particularly in bad weather, when her sails are used & in light winds & calms she is propelled by her machinery. Her draft of water is 4½ or 5 feet."

On February 14, 1823, David Porter sailed from New York to an assignment that would prove both life-threatening and career-ending. 

Memorial to Fallen Warriors



This is a print of the pirate hunters USS *Hornet* and USS *Grampus*. Each is flying the national ensign upside down, which is the universal signal for a ship in distress, requiring immediate assistance. Both Norfolk-based ships were lost with all hands in separate weather related incidents, *Hornet* in 1829 and *Grampus* in 1843. (Image provided by the Navy Art Gallery)

In Our Next Issue...

-Father of Naval Aviation in Hampton Roads: P. N. L. Bellinger

-Part 2 of Fighting Terror on the High Seas

-Book Reviews: *George Washington's Secret Navy: How the American Revolution Went To Sea* and *Sir Samuel Hood and the Battle of the Chesapeake*