

The Daybook

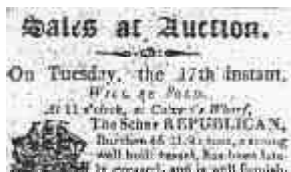
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About The Daybook

The Daybook is an authorized publication of the Hampton Roads Naval Museum (HRNM). Its contents do not necessarily reflect the official view of the U.S. Government, the Department of Defense, the U.S. Navy, or the U.S. Marine Corps and do not imply endorsement thereof. Book reviews are solely the opinion of the reviewer.

The HRNM is operated and funded by Commander, Navy Region, Mid-Atlantic. The museum is dedicated to the study of 225 years of naval history in the Hampton Roads region. It is also responsible for the historic interpretation of the battleship Wisconsin.

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

Questions or comments can be directed 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 gbcalthoun@nsn.cmar.navy.mil, or write The Daybook, Hampton Roads Naval Museum, One Waterside Drive, Suite 248, Norfolk, VA 23510-1607. The museum can be found on the World Wide Web at <http://www.hrnm.navy.mil>.

The Daybook is published quarterly with a circulation of 2,000. Contact the editor for a free subscription.

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Reviewed by Margaret Mitchell

American Maritime Prisoners in the Revolutionary War by Francis D. Cogliano. Reviewed by Ira R. Hanna



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Did You Know John Paul Jones Did Battle with Communist Robot Sea Monsters?

Cover Illustration: Fitting out a privateer during the Age of Sail can be best compared to starting up a dot com company in the 20th century. The costs and risks were extremely high, but the profit potential was huge.

Ten such ventures originated from Hampton Roads during the War of 1812. A few even made money. On the cover is an ad announcing the sale of the British merchant vessel *Marina*, which was captured by the Norfolk privateer *Governor McKean* during the war.

Let the Games Begin

The Director's Column

by Becky Poulliot

Oh, the joys of Spring: the first year anniversary of USS *Wisconsin*, Easter Break, and the annual field trip pilgrimage of school children. We are truly fulfilling our mission of being the Navy's educational outreach center to the community. Just last week, we served 900 children in one day! Despite the increase in aspirin being purchased, we are having fun.

In one year, we have developed and can offer teachers an entire menu of items from which to select. Educators can choose from several types of tours pertaining to the battleship, hands-on programs such as instruction in signaling, and activities that appeal to varying ages of children. For example, a teacher can decide in advance if the class wishes to partake in an SOL-based program pertaining to the Civil War, World War II, life aboard battleships or submarines, or combine a trip to the Naval Museum with Nauticus. We even have a cooperative program with the MacArthur Memorial, courtesy of a grant from



Docent John Sadler teaches a group of kids from the Little Creek Amphibious Base Youth Center about the wonders of knots. (Photo by Kathryn Holmgaard)

the Centennial of the U.S. Navy Submarine Force National Commemorative Committee. This collaborative program with the MacArthur, "The Hunter, Hunted, and Homefront," is in its second year and thus far in 2002 has seen a 150% increase in school enrollment. We thank the Hampton Roads Naval Historical

Foundation for the administration of this project.

The achievement of a well-rounded educational format is no small feat and it has taken the combined effort of all museum staff-civilian, military and of course volunteer. Special thanks goes to Nancy Perry, our contract educator who recently left us to head the Portsmouth City Museums. Our loss is the City's gain. Nauticus educators have been great too.

The Naval Museum has had to rely on three special Nauticus staff members (**Susie Hill**, **Jennifer Kodolitsch**, and **Odean Vanthul**) to present "Blacks in Blue," a program for Norfolk 6th graders about the achievements of African-Americans in the Navy. We estimate 2,000 students will become WWII gun crew members in this ½-hour hands-on program.

We also are proud to announce our association with Sea Scout Troop 670 from Chesapeake, VA. This brand new troop is led by Abdul Alummathllah and will be helping Mary keep *Wisconsin* looking sparkling clean.

New museum staff members arrived this Spring. **Beth Bilderback**, a Norfolk native, has joined us as an educator. She is returning to the area after a decade spent in Atlanta and Dallas, and has done everything from scouting movie locations to marketing for Starbucks Coffee Company. Her responsibilities will include co-coordinating the "Hunter, Hunted, Homefront" as well as teacher outreach efforts designed to publicize our outstanding education programs.

Jared Myers, the museum's first permanent Public Relations Coordinator, comes from Pennsylvania. A recent graduate of Slippery Rock University, Jared's related experience includes PR work with the Red Cross. He is also skilled in writing, having served as publications manager for the Ginger



HRNM docent Preston Turpin doing what he loved to the most: sharing his wisdom with the school children. Preston and Brent Striner, another HRNM docent, both recently passed away. (Photo by Gordon Calhoun)

Hill (PA) Fine Arts Journal. Jared is jumping in at the best time possible to publicize our new exhibit (USS *Wisconsin* silver, see pages 4 and 5) and to coordinate *Wisconsin*'s first year anniversary here at the museum.

Farewell, very sad ones, are in order, too, with the loss of two museum docents. **Brent Streit**, a retired Naval aviator, shared his devotion to the service with visitors in the museum gallery for two years before becoming ill. He passed away and we miss his wit and depth of knowledge.

Another gallery guide, **Preston Turpin**, died on January 23. His fellow docents will back me up when I say that Tuesday and Thursday afternoons simply aren't the same without him. Preston was a man of many talents and a former Army officer who gave willingly to the Naval museum as a docent for eight years. Preston was a man that always made something work. An optimist, he saw the museum as being on a continuous upcurve. If we faced staff shortages, no problem. I recall the time that Preston personally delivered our educational material to every Social Studies Coordinator in Chesapeake. His real forte lay in his first-person interpretation of an 18th century ship pilot. Preston would go one-on-one with school children about life at sea during the Age of Sail, and they would love learning from him, as did his fellow staff members here at the Naval Museum.

Becky


New York Artist Donates *Wisconsin* Paintings

Brooklyn, NY artist Mark Churms recently donated two original copies of paintings of the battleship *Wisconsin* to the Hampton Roads Naval Museum. They are currently on display in the museum's library.

The first painting is entitled "Kamikaze Killer," and it depicts *Wisconsin* during operations off the coast of Okinawa during World War II when the battleship was escorting the aircraft carriers USS *Enterprise* (CV-6) and USS *Langley* (CVL-27). The second painting is a 1996 work entitled "Preparing For the Storm." In this work, Churms shows *Wisconsin* and her sister ship USS *Missouri* (BB-63) conducting underway replenishment with

the oiler USS *Sacramento* (AOE-1) shortly before the U.S.-

led offensive against Iraqi forces in Kuwait.

Both paintings are "Giclee" canvas reproductions. Giclee is a French printing process that allows an artist to reproduce original work to such a high resolution that every reproduction looks like an original. Churms commissioned the originals for veterans of the battleship. More information about these paintings, more detailed views, and other original military history works by Churms can be found at his website at <http://www.markchurms.com>. 



"Kamikaze Killer"-USS *Wisconsin* (BB-64) downs a twin-engine Japanese bomber off the coast of Okinawa while escorting USS *Enterprise* (CV-6) and USS *Langley* (CVL-27). (1996 Giclee canvas reproduction by Mark Churms. Image courtesy of MarkChurms.com)



"Preparing For the Storm"-USS *Wisconsin* (BB-64) and USS *Missouri* (BB-63) refuel from USS *Sacramento* (AOE-1) days before the opening of Operation Desert Storm. (1996 Giclee canvas reproduction by Mark Churms. Image courtesy of MarkChurms.com)

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757-322-2987

<http://www.hrnm.navy.mil>

Volunteer Opportunities:

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Nauticus' Wisconsin Exhibits:

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www.nauticus.org

jburge@city.norfolk.va.us

Wisconsin Project Partners:

USS *Wisconsin* Association:

www.usswisconsin.org

Battleship *Wisconsin* Foundation:

www.battleshipwisconsin.org



From the People of Wisconsin

Battleship *Wisconsin*'s Silver Service

by Joe Judge

In the 1890s the Navy emerged from a long period of slumber. The combination of new construction techniques and the willingness of the country to take on international responsibilities called for a modern fleet of steel cruisers and battleships. These were the ships that won the Spanish-American War and sailed around the world in 1907. Lithographs, postcards, magazines and books testify to the surging popularity of the American bluejacket and the new steel Navy.



Of course, a world power has to dress in dignity, especially on formal occasions. The Navy represented the nation, and the American battleship represented the Navy. The dreadnaughts of the era were traditionally named for states (and cruisers were named for cities). In the spirit of the times, American cities and states came forward in the 1890s with silver services for the new steel ships. Like the ships, these gleaming formal services were a reflection of national and local pride. Not all Navy ships of the period had silver services – it was not a requirement, but a custom. The practice had its heyday between 1890 and



Battleship Wisconsin's silver service is now on display on the landing between the first and second floor of Nauticus, just outside the museum. (Photo by Greg Vick)

was still under construction, the state legislature of Wisconsin voted to fund a silver service for the ship. The State also established a commission to plan appropriate ceremonies for the battleship's entry into the fleet. This commission was

also in charge of ordering the silver. It was the usual practice at the time to award the contract to an in-state jewelry firm. In 1899 the commissioners gave the contract to the C. Preusser Jewelry Co. of Milwaukee.

The Preusser Company did not actually manufacture the silver. It selected and ordered pieces

from a larger silver manufacturer. In this case, Preusser sub-contracted with the Gorham Company of Providence, Rhode Island. (Gorham had much experience with Navy presentation silver. The company made more than two dozen of these services between 1891 and 1907.) The state of

Wisconsin paid \$5,500 for a 35-piece set. It was placed aboard the battleship shortly after the ship's commissioning in 1901.

Wisconsin's silver is stamped "sterling." This word is an English term that means the metal is 92.5% pure silver. Silver in its pure form is very soft and has to be hardened by mixing with some other metal, usually copper, which makes up the other 7.5% of the metal. USS *Wisconsin's* silver used a historically significant hardening agent. A presentation plaque from the 1899 set carries the following inscription: "Presented / by the / People of Wisconsin / Cast from bronze fittings recovered from the wrecks of the Spanish / cruisers destroyed by the United States fleet near Santiago, Cuba / July 3, 1898." It would be difficult to imagine a better illustration of the late-nineteenth century mind set.

The *Jeweler's Circular* magazine of May 16, 1900 summarized the purpose of the silver: "In all respects the service is one calculated to please the gallant sailor folk for whom it is intended and to reflect credit on the state." (One wonders if the gallant sailors detailed to polish the set fully

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The presentation plaque made originally for the first Wisconsin. Some of the metal used came from Spanish cruisers captured during the Battle of Santiago. (Photo by Greg Vick)

1910. The museum's new permanent exhibit for 2002 features the silver service of two battleships, USS *Wisconsin* (BB-9) and USS *Wisconsin* (BB-64).

The first *Wisconsin* (BB-9) was built in San Francisco and commissioned in February 1901. In 1899, while *Wisconsin*

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appreciated the sentiment.) The set featured two punch bowls, one large and one small. The *Jeweler's Circular* noted that these bowls were considerable vessels that should quench the thirst of the ship's officers. Two large trays, a pair of candelabra, 24 punch cups, a fruit dish, a compote and an elaborate centerpiece complete this set. The larger pieces reflect the symbols of the state of Wisconsin by using ornamental figures such as pinecones, branches, sheaves of wheat and badgers. The designers also added nautical symbols such as dolphins and seashells and even the head of King Neptune.

The set was used for formal receptions on board the battleship from 1901 until the ship's decommissioning in 1920. After the first *Wisconsin* passed from the scene, the



Punch ladle (Photo by Greg Vick)

silver was used aboard the aircraft carrier *Yorktown* (CV-10), which did not possess a service of her own. At some point (probably at the beginning of World War II) the service was removed from *Yorktown* and placed in storage in San Diego.

Battleship design proceeded apace throughout the 20th century, culminating in the ultimate "fast battleships" of the *Iowa* class. The third of these magnificent ships to be laid down was USS *Wisconsin* (BB-64), the second ship to bear the name of the Badger state. As in 1899, in 1943 the state legislature desired to furnish the ship with a silver service. The legislature appropriated \$7,500 for the refurbishment of the 1899 set, and for some additional pieces. Again, a Milwaukee jeweler (Schwanke-Kasten) was awarded the contract and again this local firm sub-contracted with the Gorham Company to do the actual work.

A few pieces from the old set had to be replaced (a ladle, a punch cup and four centerpiece "branches"). Fortunately, Gorham had the original casting patterns

from the 1899 set. More significant was the decision to add a tea and coffee service, consisting of a coffee pot, a teapot, a hot water kettle, a sugar bowl, a cream pitcher, a waste bowl and a tray.

The silver was not placed on the battleship immediately, due to the war. Instead it was placed on exhibit in various venues in Wisconsin until October 26, 1945, when members of the state committee traveled to San Francisco to present the silver to the battleship. Captain Roper accepted it while a band played "On Wisconsin."

When the battleship was decommissioned in 1948, the service went back to Wisconsin for the state centennial celebration. It then was returned to the Navy for a second period of service aboard an aircraft carrier, this time USS *Coral Sea* (CV-43).

When BB-64 came back to active duty in 1951 and the silver was reassigned to the battleship, where it remained until the second decommissioning in 1958. At that time, the service went on exhibit at the State Historical Society of Wisconsin in Madison, from whence it emerged for

official state functions.

The reactivation of the *Wisconsin* in 1988 called the silver back into active duty also. The ship had a special display case constructed for the wardroom to hold the silver. At the third decommissioning in 1991 the service, no doubt somewhat weary with travel, was sent back the State Historical Society of Wisconsin.

In 1998 the Hampton Roads Naval Museum began work on the interpretation of the *Wisconsin* as an historic artifact, with a view toward opening the ship for public visitation in the year 2001. As part of this assignment, museum staff began to assemble collections that might bring the battleship to life. Many visitors and other interested parties asked about the ship's silver. Like the chest of gold on a pirate ship, everyone had heard of the silver. Everyone wanted to know if it could be brought to Norfolk.

Commander, Naval Supply Systems Command manages the Navy's collection of presentation silver. Museum staff contacted that command in September, 2000, and began the process of securing permissions



Tea service (Photo by Greg Vick)

to borrow the silver. The State Historical Society of Wisconsin, for so many years the guardian of the set, graciously agreed to transfer the silver to Virginia, a prerequisite to obtaining official Navy permission. In July 2001 the silver was packed by a Fine Arts shipper and arrived in its new home, the Hampton Roads Naval Museum.

The museum's exhibit will emphasize the Navy's view of presentation silver, found in the sea service's instruction for treatment of the pieces: "Presentation silver and gold presents us with a vast number of time capsules, each representing a unique exchange and many with a fascinating tale to tell. The circumstances surrounding each presentation piece provoke our curiosity and raise questions about specific people, places and events that beg to be answered. Presentation silver is considered to be 'priceless' and many of the skills used in creating it are a 'lost art' and of irreplaceable artistic expression."

Editor's Note: Much of the information for this article was found in an extremely useful and detailed article, "The USS Wisconsin Silver Service," by Anne Woohouse, Curator of Decorative Arts, State Historical Society of Wisconsin, printed in USS Wisconsin: A History of Two Battleships (1988, State Historical Society of Wisconsin). Additional information was provided by the original research efforts of Ms. Sherry Langrock of Woodside, California, who is researching Navy presentation silver for future publication. We would also like to thank Greg Vick for allowing us to publish his photographs of the silver.

Prizes for Sale:

Local Privateers in the War of 1812

by Joe Mosier

As soon as war was declared against Great Britain on June 18, 1812, preparations were made in seaports throughout America to send private armed vessels against the British merchant fleet. The *Norfolk Herald* of July 17, 1812 editorialized: "Privateering – This species of marine warfare is likely to become a means of considerable annoyance to our enemy. From the expedition already used in fitting out privateers in all our ports, we may calculate, that in less than two months, we shall have a *private* navy equal, at least in numbers (if not so in strength) to that of Britain. Since the declaration of war three schooners have been converted into privateers in this port manned and equipped; one of them has sailed on a cruise, and the other two will probably sail this day. A number of other vessels, we understand, are in a state of forwardness, and will be got ready for sea with all speed."

The enthusiasm of John O'Connor, the *Herald's* editor (an émigré Irishman and long-time Anglophobe), was not shared by all. In fact only 10 privateers are known to have been commissioned in Norfolk during the war. This number pales in comparison to the 122 privateers and letters of marque vessels that sailed from Baltimore. Also in comparison, during the American Revolution, Virginia issued over 100 privateer commissions.

Several reasons can be postulated as to this dearth of privateering activity. Financially, both the Embargo of 1807-1809 and the Non-Intercourse Acts that followed had hit the city's merchants hard. For the first months of the war, more money was to be had in sailing ships under British license to the Iberian Peninsula with foodstuffs for Wellington's army. Politically, many of Norfolk's residents did not share the Republican fervor for the War. After the Revolution, the city had been repopulated by Northerners who were apt to view the administration's war aims with the same skepticism as their New England brothers.

Whatever the reason for the small number of Norfolk privateers, their rarity has the benefit of making it possible to recount stories of their cruises more thoroughly.

Norfolk Privateer Cruises

Several of Norfolk's privateers remain largely unremembered. George Emmons' recapitulation of the U.S. Navy written in 1853 lists four for which only a limited amount of information remains. Emmons lists the schooner *Chance*, captained by W. Derrick as an 84-ton schooner carrying one gun and 20 men.

The schooner *Comet* of 83 tons with three guns and a crew of 55 men was commanded by B. Grafton. T. Rooke was master of the 46-ton schooner *Four Friends* with one gun and 20 men. Lastly, the small schooner *Virginia* (38 tons) under Captain R. McCleary

cruised with two guns and a crew of 20. No captures are listed for any of the four. For others we are fortunate to have more information.

Schooner *Dash*

In keeping with her name, perhaps the first out of the blocks was the armed private schooner *Dash*. As the *Norfolk Herald* of July 10, 1812 reported:

"We have the pleasure to announce the capture of H.B.M. schooner *Whiting*, burthen of about 150 tons, carrying four guns and 25 men, and commanded by Lieut. Maxey, by the little privateer schooner *Dash*,

Sales at Auction.

On Tuesday, the 17th instant,
WILL BE SOLD.
At 11 o'clock, at Calvert's Wharf,
The Schoer REPUBLICAN,
Burthen 46 3/4 tons, a strong
well built vessel, has been late-
ly greased, and is well furnish-
ed with Sails, Rigging, Cables and Anchors,
and can be sent to sea at a small expence —
Terms one-third Cash, one-third at 90 days,
and one third at 180 days.
McConaico & Langley, Auc'rs.
Nov 13

A Privateer for Sale.

On FRIDAY, the 20th instant,
WILL BE SOLD,
At Southgate and Dickson's wharf, at 11 o'clk.
The remarkable fast sailing Schoer
FRANKLIN,
Burthen 65 tons. She is com-
pletely fitted for a Privateer,
mounts one long six pounder on a slide, and
one brass nine pounder on a carriage, with a
sufficiency of small Arms, Pistols, Swords,
&c. and may be sent to sea in 48 hours, with
little expence. Inventory may be seen at my
Office. Terms, accommodating, made known
at the time of sale.
WM. PENNOCK, Auc'r.
Nov 16

If one was interested in fitting out a privateer in Hampton Roads, one would look no further than the local newspapers for a ship. In the lower advertisement, one time local naval agent William Pennock offers the schooner Franklin, complete with two cannons, small arms, and swords for boarding, to an adventurous spirit. (HRNM photo of the November 16, 1812 Norfolk Herald)

Captain [John] Carraway, belonging to this port. The *Whiting* sailed from Plymouth [England] on the 3rd of May last destined for Annapolis, with dispatches for Mr. Foster, the ex-British Minister, and arrived in Hampton Roads on Wednesday last [8 July], short of provisions. A pilot went on board off Smith's Island, who engaged to take the *Whiting* up to Annapolis, but the commander concluded to stop for a short time in the Roads to procure some provisions. Meantime the pilot had never mentioned a word about the Declaration of War, and Lieut. Maxey supposed himself in a country

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at peace with his own. He therefore cast anchor, ordered out the boat, and himself and four of his crew put off to procure supplies; before he reached the shore, however, he was overhauled by the *Dash*, and himself and his boat crew made prisoners. *Dash* then hauled alongside the *Whiting*, all her men (32 in number) being well armed and eager for boarding. The sailing master of the *Whiting* (being then the commanding officer) enquired of the pilot what schooner the *Dash* was, and why she was making towards them. The pilot replied that she was a Revenue Cutter, and was authorized to board every vessel that came in. This reply suppressed

whenever the opportunity occurs.”

Unfortunately for the crew of the *Dash*, the capture was disallowed by the Federal courts. On August 13, *Whiting* was escorted to Hampton Roads by the Revenue Cutter *Gallatin*, Captain Edward Herbert. *Whiting*'s crew was placed back aboard at the very place where the schooner had been taken. Lieut. Maxey was then ordered “to quit the waters of the U. States with all possible speed.”

Captain Carraway of the *Dash* probably received this bad news when the schooner put into Ocracoke Inlet for water and provisions. Since her disallowed captured

made immediately, and their superior sailing brought them nigh. They hoisted American colors and invited us to stop with a shot, and continued firing their bow guns and musketry, under the American flag, until we struck. They then hailed, and ordered the sails to be taken down, or they would sink us, which was done. They then hoisted English colors, and boarded us from each vessel. The proved to be the brigs of war *Rhodian*, Capt. Boos, and *Variable*, Lieut. Yates. We were carried into Nassau, and the Captain and 1st Lieutenant put in close confinement, and the rest of the crew on board of the prison ship, one of whom entered on board the *Variable* & another was put on board the *Rhodian*. The prisoners' fare in Nassau was small, but we hope there is more honor and liberality in the American character than to starve or treat a man ill because he has the misfortune to become a prisoner of war. Some of the prisoners were flogged on board the prison ship. The tubs or buckets in which they answered the necessary calls of nature at night, they were compelled to take their victuals in by day.”

However arduous the captivity of the crew of the *Dash*, it was short lived. Captain Carraway and 27 of his crew arrived in Charleston on November 2, 1812 on board the cartel schooner *Nassau* together with 84 other exchanged prisoners. Carraway returned to Virginia and in April 1813 was appointed Master in the U.S. Navy by Captain John Cassin, then commanding Naval Forces at Norfolk. It is believed that Carraway went on to command one of the gunboats used in the defense of Norfolk during the Battle of Craney Island on June 22, 1813.



The New England privateer brig Nancy Anne is cheered on to her latest War of 1812 cruise. As privateers needed fast sailing vessels to be successful, brigs typically were the largest ship they would use. One of the ten Hampton Roads privateers, Revenge, was a brig rigged ship. (HRNM photo of a 19th century painting by an unknown artist)

all suspicions on the part of the Master, who permitted the *Dash* to come along side, when the whole of her crew leaped on board the *Whiting* and took possession of her, without we are happy to say, any blood being spilt. At this crisis the Master of the *Whiting* (agreeable the orders he is said to have received) threw the dispatches overboard. The *Whiting* was brought up into port last evening, and the 25 men put into close confinement. The conduct of the pilot was highly praiseworthy, and we hope will be imitated by all who are of that calling

of *Whiting*, she had had no further success against the enemy. Putting back out to cruise, Carraway's luck turned from bad to worse. The *Herald* on November 13 quoted a report by the commander of the *Dash*:

“September 12, at meridian, in the Gulf Stream off Cape Carnival, saw two sail, one bearing East and the other Southeast; hauled our wind at E.S.E at 2 p.m. Raised their hulls and discovered that they were vessels of war. Being then in a bad position, tacked and stood to the North. A signal was made between the two vessels for chase, which was

Schooner *Franklin*

Unsuccessful but not unlucky may be the best description of the 65-ton schooner *Franklin*. The vessel made at least three cruises under three different masters neither capturing a single prize, nor ever being molested by the British. Her first voyage began about August 2, 1812 under the command of Captain Watkins. After departing the Virginia Capes, Watkins took the schooner south to cruise off Cape Hatteras. In less than a month, the privateer was back in Norfolk empty handed. By September 18, Captain Johnston had taken command and was out again on a cruise. The

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schooner was back in Norfolk by November 11, again without success. Her original owners appear to have given up on the hope of quick wealth from rich prizes.

The November 16 *Norfolk Herald* contains an advertisement for the sale at auction of the *Franklin* at Southgate and Dickson's Wharf:

"She is completely fitted for a privateer mounts one long six pounder on a slide, and one brass nine pounder on a carriage, with a sufficiency of small arms, pistols, swords, etc and may be sent to sea in 48 hours, with little expense."

Her new owners, the firm of Butler & Seymour, apparently decided there was more profit to be had in employing the vessel as a trader. The January 11, 1813 *Norfolk Gazette & Public Ledger* reports the arrival of "the letter of marque schooner *Franklin*, Capt. Glenn, in 4 days from Charleston with a cargo of rice & cotton."

No other record of her is known.

Schooner *George Washington*

The most detailed knowledge of any Norfolk privateer remaining is that about this schooner. Her first lieutenant, George Little, would describe his time aboard her in an autobiography written in 1843. Little's experience was not a happy one. He thought *George Washington* "in all respects a beautiful schooner, of the most exact symmetrical proportions, about one hundred and twenty tons burden, and said to be as swift as any thing that floated the ocean." She mounted one twelve-pounder on a pivot and two long nines. Little was pleased with his fellow junior officers, "a set of clever fellows." The schooner's commander Captain S. Sisson, however, he thought "a rough, uncouth sort of a chap and appeared to be fit for little else than fighting and plunder. The crew in Little's opinion were a "motley set...scraped together from the lowest dens of wretchedness and vice." On the morning of July 20, 1812, *George Washington* left Norfolk and after out sailing a frigate 10 miles off Cape Henry light. Her destination was the Spanish Main where Captain Sisson planned to intercept British traders between the West Indies and the ports on the Main.

In the Mona Passage, the schooner fell in with the New York-based privateer *Black Joke*, a sloop with bad sailing characteristics but a large crew. The two masters decided

to sail together for a few days. Later in a gale, *George Washington* ran afoul of *Black Joke* and carried away the New Yorker's jib boom. Setting off on his own, Captain Sisson two days later managed to close with a British brig. This vessel was of about 200 tons burden, armed with six six-pounders and a crew of 15. Sisson managed after a chase to close up under the lee of the brig and take her by boarding. It was a bitter fight that left the British master mortally wounded and two dead and seven wounded from the *George Washington*.

The aftermath of the capture disgusted Little with privateering "especially when I saw so much loss of life, and beheld a band of ruthless desperados – for such I must name our crew – robbing and plundering a few defenseless beings, who were pursuing both a lawful and peaceful calling." After this battle, Sisson sailed to Cartagena, then in rebellion against Spain, to replenish the schooner's water and provisions. There *George Washington* again fell in with *Black Joke*. The two vessels cruised together capturing several small British schooners. One prize was loaded with prisoners and set free; the others were burned. Sisson decided to send a party ashore near the Rio de la Hache to fill water casks. The natives in this area had a reputation for fierceness and cannibalism. Little, who spoke Spanish, volunteered to lead the detail and bargain with the Indians in a small village on the beach. Once ashore he and the boats' crews were captured, beaten and threatened with being roasted before finally being ransomed [see page 16].

Two days after the affair with the Indians, the Norfolk privateer fell in with a Spanish schooner that Captain Sisson captured by raising the flag of Cartagena. It seems he had accepted a privateer's commission from the rebel government in the hopes of capturing Spanish as well as English prizes. Little felt this amounted to "piracy to all intents and purposes, according to the law

of nations." The prize was manned and ordered to Cartagena. Once there, "the Second Lieutenant and myself immediately demanded our discharge, and a share of prize money, which were granted." No record of the career of the *George Washington* exists following Little's departure. Captain Sisson does reappear, however, as captain of the

MARSHAL'S SALES.
 UNITED STATES, VIRGINIA DISTRICT.
 Pursuant to the Decree of the Hon. John Tyler,
 Judge of the District of Virginia,
 On Thursday, the 29th instant,
 At Whittle's wharf, I shall proceed to sell at
 Public Auction, to the highest bidder, for
 ready money.
 The British Ship **MARINA**,
 AND CARGO,
 Condemned as lawful prize to
 the Owners, Officers and Crew of the priva-
 teer Governor McKean. The said ship is about
 300 tons burden, appears staunch and sound
 —The following supposed to comprise
HER CARGO, viz:
 61 hogheads and 6 tierces SUGAR
 138 tierces COFFEE
 89 tons LOGWOOD
 13 and an half tons EBONY
 32 puncheon RUM
 5 bales COTTON
 Probably there may be other articles.
 The Sale will commence at 10 o'clock.
 W. M. P. FOSTER, D. M. for
 ANDREW MOORE, M. T. D.
 Oct 19

After a privateer captured a ship, her captain had to bring it before a Federal judge who would determine if the ship was a lawful prize of war. The prize and its cargo in turn would then be auctioned off. The proceeds would then be split among the officers, crew, and the owners of the venture. (HRNM photo of the October 29, 1812 *Norfolk Herald*)

merchant schooner *Brothers* sailing between Norfolk and Haiti in early 1815.

Schooner *Mars*

Another early sortie was conducted by this 64-ton vessel armed with three guns and carrying a crew of 46. Under the command of John B. Fisher, the schooner departed Norfolk about July 14, 1812 and headed for southern waters. On August 19 off the Bahamas, *Mars* captured the armed British snow *Leonidas*, Captain John Gammock, mounting 10 guns enroute from Jamaica to

Prizes for Sale continued on page 9

Prizes for Sale continued from page 8

Belfast. The prize was sent into Savannah where the vessel and her cargo of rum, sugar, pimento and dye woods were sold for the equivalent of £15,000 sterling.

One outcome of the seizure contains an indication of the more “civilized” nature of war at sea in 1812. On November 12, *Leonidas*’ master and a passenger placed an advertisement in the *Norfolk Gazette & Public Ledger*. In it they declared themselves “greatly indebted to [Fisher’s] lieutenants Mr. Lambert and Mr. Allen, for their kind treatment, in leaving us on board the prize, with the steward to attend us, and taking care of our clothing. Should Mr. Allen or Mr. Lambert fall into the hands of any of His Majesty’s cruisers, we sincerely hope they will meet with same kind treatment.”

The future actions of the *Mars* are somewhat uncertain. There were a number of American privateers that bore the same name. It seems likely that the schooner conducted at least one more cruise later in the war. The *Norfolk Herald* reported on March 15, 1814 that “Another of the prizes taken by the privateer *Mars*, has got in. She is a brig called the *Superb*, laden with salt from Turks Island and has arrived at Charleston.”

Emmons lists the schooner *Mars* as being destroyed off Sandy Hook, New Jersey, on March 7, 1814, but the location makes it unlikely that this was the Norfolk-based privateer.

Brig Revenge

This brig was the largest privateer to sail from Norfolk during the war. Emmons listed her as being armed with 12 guns with a crew of 120 men. Her master, Woodbury Langdon, took her to sea probably in late 1812. The *Norfolk Gazette & Public Ledger* reported on January 11, 1813 the arrival of the 220-ton “British brig *Lucy & Alida*, Benson, prize master, prize to the privateer *Revenge*, Capt. Langdon, of this port, from London, bound to Surinam, with a cargo of dry goods. She was first taken by the privateer *General Armstrong*, of New York. Retaken by the British Letter of Marque ship *Brenton*, of Liverpool and on the 3rd of December, in lat. 30, long. 63, taken by the *Revenge*.” Following condemnation by the Federal District Court, the *Lucy & Alida* and her cargo were sold at auction at Marsden’s Wharf on May 27, 1812.



Shown here is a sail plan drawing (i.e. the ship would not carry all these sails) of a Chesapeake Bay-style schooner first developed in Mathews County, Virginia. This later became known as the “Baltimore Clipper” schooner. The vessels’ sharp lines and narrow waist gave it the advantage of speed over heavier British warships. Nine schooner-rigged privateers operated out of Hampton Roads during the War of 1812. (Howard Chapelle drawing of an 1813 privateer)

Revenge continued her cruise and on March 19 was reported northeast of the Bahamas in the company of the privateer schooner *Blockade* of Bristol, Rhode Island. At that time she had made no further captures. Langdon apparently decided to return to Norfolk. On April 6, 1813, the *Norfolk Herald* conveyed the news; “The fine privateer brig *Revenge*, of & owned principally in this place, we are sorry to state was captured on the 29th of March off Ocracoke by three British frigates.” According to Emmons, in addition to the *Lucy & Alida*, the *Revenge* captured two schooners and one sloop before her own seizure.

188-ton schooner *Roger* departed Norfolk on May 23, 1813. Her captain was Roger Quarles, a long time merchant seaman who had commanded a number of Norfolk-based ships since at least 1798. Soon after sailing the *Roger* fell in with the British look-out schooner *Highflyer*. This vessel was a former American privateer captured by the English 74-gun ship of the line *Poictiers* and subsequently taken into Royal Navy service. At the time of her encounter with the *Roger*, *Highflyer* carried 10 guns and a crew of 72. Quarles’ schooner was armed with 14 guns and 120 men.

The two vessels fought a prolonged battle often close enough to hear commands issued

“I saw so much loss of life, and beheld a band of ruthless desperados – for such I must name our crew – robbing and plundering a few defenseless beings, who were pursuing both a lawful and peaceful calling.”

-1st lieutenant of the Norfolk-based privateer *George Washington* George Little’s reflections on being a privateer

Schooner Roger

The last privateer to sail from Norfolk was also that port’s most successful cruiser. The

on the other ship. In the end the *Highflyer* sheered off with her captain and five other men dead and nine wounded. Rather than

Prizes for Sale continued on page 14

Book Reviews

On Seas of Glory: Heroic Men, Great Ships, and Epic Battles of the American Navy

by John F. Lehman

Reviewed by Margaret Mitchell

John Lehman's book *On Seas of Glory* is a true sea story of the famous, not so famous, and the infamous, who made the United States Navy what it is today. He brings Naval history to life with a recitation of the fledgling navy, unwanted by New Englanders, presidents and congressmen, among the many who saw no need to separate from the mother country, to its evolution as a world class entity, not to be contended with.

But we also learn about several other stories that come from the pages of Navy history. For example, the former secretary tells of the blockade-runners, and the privateers of the Revolutionary War running under Letters of Marque who caused havoc on both sides.

John F. Lehman. *On Seas of Glory: Heroic Men, Great Ships, and Epic Battles of the American Navy*. New York: The Free Press, 2001. 432 pages. ISBN 0-68487-176-9. \$35.00.

One of these privateers was the dainty brig *Fair American* who, if she was unable to outgun an opponent, could outrun her. The English eventually took her and her crew was sent to the notorious prison ship *Jersey* in New York harbor. One of the men taken was Lehman's four times great-grandfather, the ship's surgeon. As an officer, he was transferred to Old Mill Prison in Plymouth, England where he was able to escape.

There are many such incidents of family relationships throughout the book. There are the Decatur, father and son, and several generations of Porters, Roosevelts, and, of course, Lehmans.

Among other epic Naval stories he discusses are the war with the Berber Pashas and Revolutionary France. We learn of the change in attitude about the desired spread westward, versus the need for protection for our ships on the seas. By 1808, Jefferson's apathy had reduced the navy to almost

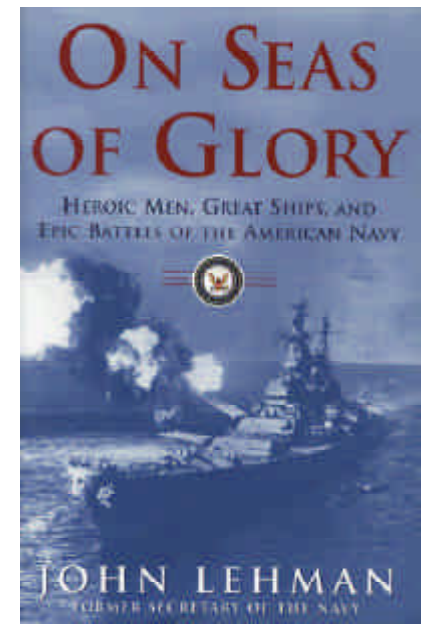
nothing. He believed that small, shore-defensive gunboats should be the extent of the navy. His reasoning did not hold up in regard to merchant shipping and the issue of impressment. One of several tales of the importance of the Virginia Capes is the firing on the unsuspecting frigate *Chesapeake* by the English man-of-war *HMS Leopard*, killing several men and impressing four others, one of whom was hanged.

The Civil War introduces the ironclads and rams, to Farragut at Mobile Bay, "Damn the torpedoes, Four bells!" and the beginning of the end of the wooden ship. Later we meet the brilliant, controversial Mahan, and the man who can be called the true father of the modern American Navy, Theodore Roosevelt. The evolution of the ironclads brought the United States to imitate the English dreadnaughts, the forerunners of the battleships as known today.

Along with the great epics, this book is replete with anecdotes—some tongue-in-cheek—from Comte de Grasse's kiss on George Washington's cheek, where the saying 'to turn a blind eye' comes from, and to the rescue of the sinking destroyer *William D. Porter's* can opener while it was being rescued by a warship commanded by Lehman's father. George Washington's attendance at a wedding reception and FDR's insistence on a bathtub on the Battleship *Iowa* are also in the book.

Secretary Lehman goes into intricate detail about what happened during sea battles, why they were fought, and who was involved. But, the where and when are frequently lost. Readers who are unfamiliar with the bays, rivers, and various inlets from the Mississippi to Nova Scotia are subsequently disorientated because names and locations are not immediately identified. This is also true of several words foreign to the reader who doesn't have a great understanding of naval terminology, i.e. 'scantlings', used several times, but not explained until much later.


Drawings, and pictures, of famous naval battles prove interesting. Since we cannot go to the actual battle site, the maneuvers are



made clear, especially Mobile Bay, the Coral Sea, and Viet Nam.

In the epilogue, the author speaks of the post Desert Storm Naval decline, and of his desire to keep tradition alive, to reawaken the Navy's spirit of innovation and leadership, to end its postwar defeatism and draw on its past to provide direction for the future.

At times, the narrative is slowed by a lack of judicious editing and overlong sentences. Foreshadowing, such as the Higgins boats, long before their importance is fully identified and name-dropping without identification is frequently confusing. For example, he mentions Hamilton while discussing Age of Sail events. One instantly thinks he is talking about George Washington's Secretary of the Treasury Alexander Hamilton. More than likely, however, he is talking about James Monroe's Secretary of the Navy Paul Hamilton. The reader should not have to guess. Additionally there are typos ("cruise" not "cruize") which is more the fault of the Simon & Schuster's editors than Lehman's.

Nonetheless, Lehman does not seem to have intended this book for the dedicated historian who sees all that is written about the seriousness of war without a certain sense of humor. Instead, it is for written for more popular audiences and this type of audience will enjoy the book. It is highly readable, informative, and entertaining to landlubber, old salts, and future seamen. 

American Maritime Prisoners in the Revolutionary War: The Captivity of William Russell

by Francis D. Cogliano

Reviewed by Ira R. Hanna

History often repeats itself. In a familiar political policy statement, Vice-president Dick Cheney stated that, “We do not recognize these captives as prisoners-of-war” when asked about the Taliban and al-Qaida captives held in Cuba. If we had lived during the American Revolution, it would have sounded equally familiar. These same words, said by Lord North, the British Prime Minister, would have referred to the American maritime prisoners held on prison ships in New York and in prisons in England. On March 3, 1777, Parliament passed a bill that required American seaman caught taking up arms against Britain to be brought before a civil magistrate and charged with treason, piracy, and rebellion. Thus, they would not be treated as prisoners-of-war, given full rations, or kept in conditions normally

Francis D. Cogliano. *American Maritime Prisoners in the Revolutionary War: The Captivity of William Russell*. Annapolis: Naval Institute Press, 2001. 224 pages. ISBN 1-55750-194-7. \$45.00.

accorded combatants.

Conditions aboard the prison ships anchored in Wallabout Bay, New York (located at the future site of the Brooklyn Navy Yard) in particular, were deplorable. Those fortunate enough to be taken to England and placed in Mill or Forton Prisons fared a bit better. In his book, Professor Cogliano provides a vivid account of what it was like to be an American captive.

As the title suggests, this is a chronicle of a true patriot who was loyal to his country's cause throughout the trials of his captivity. William Russell was a Massachusetts schoolteacher who participated in the Boston Tea Party, and later joined the Massachusetts militia in the abortive campaign at Newport, Rhode Island. As the British took over Boston, he found himself unable to support his family. As many before him, he decided to seek his fortune at sea on a privateer, hoping that it not

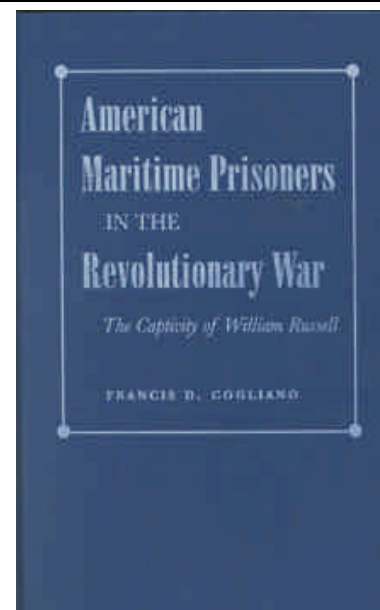
only would help the Revolutionary cause, but also provide needed funds for his family. It did neither.

Unfortunately, Russell's ship, named *Jason*, was captured on its first voyage. He was then transported on a British warship to England and served over two years in Mill Prison. Released in a prisoner exchange in August 1782, he came home to his wife and children in Cambridge. Still destitute, within weeks, Russell chose again to go to sea in another privateer. He stayed free no longer than the first cruise. This time, he was sent to the infamous prison ship HMS *Jersey*. Nicknamed “Hell Afloat,” prisoners awoke to the call, “Rebels bring up your dead.” It was moored in Wallabout Bay. The deprivation and unsanitary conditions aboard this ship equals the worst of World War II, Korean, or Vietnamese prisons. Russell was fortunate to survive and again return home in 1783.

Cogliano addresses a number of policy issues concerning American prisoners. One of these was whether the maltreatment of American prisoners was meant to induce them to enlist in the Royal Navy. Another issue concerned who was responsible for the prisons and their inmates. Ordinarily, the Lords of the Admiralty were, but in this case they were too involved with the war. Thus, the responsibility fell to the Commission for Sick and Hurt Seamen. Of course, the application of their regulations depended on the prison wardens. The farther from England, the less they were followed. This was especially true aboard the prison ships in New York.


Disease was the most feared occurrence on prison ships. The number of prisoners who died at Mill Prison, Russell notes, was 52 of 1,101 in the four years it kept records. In contrast, he said that approximately 8,500 of the 18,000 prisoners held aboard the New York prisons ships died. In actuality, it was much worse, as close to 12,500 men perished on the prison ships. A memorial to them was dedicated in 1997 at Fort Green Park in Brooklyn.

It was most interesting that Russell's



journal confirmed that there were a considerable number of British citizens who cared about the Americans in their prisons. Two ministers, several merchants, and a Member of Parliament were active in support of a financial subscription to benefit the prisoners of Mill and Forton Prisons. With this money, prisoners were able to purchase extra food, clothing and other items that enabled them to survive. Such was not the case on the New York prison ships. Prisoners had little room to exercise and no support from a mostly Tory populace.

The purpose of Professor Cogliano's book was to examine the experiences of American seamen captured by the British by focusing on one unfortunate captive, William Russell. To do so, Cogliano used numerous primary sources, mainly a daily journal written by Russell himself. He also quoted frequently from the *Memoirs of Andrew Sherburne*, a young boy who was imprisoned with Russell at Mill Prison.

As noted by the author, “This book is something less than an overall study of revolutionary prisoners or a biography of William Russell, but I hope that its sum is greater than its parts.” To say that he accomplished his objective would be fairly accurate, but the travails will deter some readers from finishing it. It may appear to those readers that this book is a series of research papers written by graduate students. This is unfortunate, because, for those with persistence, the epilogue gives perspective to the life of a brave American under the direst of circumstances. After the tragedy of September 11, we can appreciate this even more. 

“Old Ironsides” and Robot Sea Monsters

Did you hear the one about how John Paul Jones and *Bonhomme Richard* did battle with a Communist robot sea monster in the Sargasso Sea during the American Revolution? It’s true. Really! We have documents. No? OK, how about this one:

“The USS *Constitution* (Old Ironsides) as a combat vessel carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations. She carried



The Museum Sage

no evaporators.”

“However, let it be noted that: On July 1798, the USS *Constitution* set sail from Boston. She left with 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum. Her mission: to destroy and harass English shipping. Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum. Then she headed for the Azores, arriving on 12 November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine. On 18 November she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchantmen salvaging only the rum. By 26 January her powder and shot was exhausted.”

“Unarmed, she made a night raid up the Firth of Clyde. Her landing party captured a whiskey distillery and transferred 40,000

gallons aboard by dawn. Then she headed home. The USS *Constitution* arrived in Boston on 20 February, 1799 with no cannon shot, no food, no powder, no rum, no wine, no whiskey and 48,600 gallons of stagnant water.”

Wow! That’s quite a story and one that should inspire new sailors and officers alike. There is one problem: None of it is true. Zippo. The Sage has heard some whoppers and made several historical errors himself in his short life, but this “historical account” of *Constitution* is the biggest bunch of bad grog to ever fall off the boat. It has the same amount of truth as the robot sea monster story.

Under normal circumstances, The Sage wouldn’t send up the red flag except that this alcohol-filled yarn is making its way around the Internet along with several other urban legends (or sea legends as the case may be). Maybe we need to get Mr. Norton to create an anti-hogwash program to accompany his popular anti-virus program.

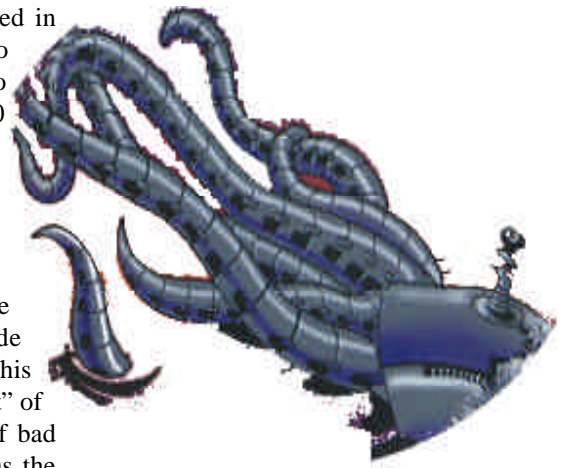
So what is so wrong about this little piece? Where should we begin?

1) Not to take *Constitution*’s stellar record away from her, but the frigate never defeated five warships in one cruise. She defeated four: *Java*, *Guerriere*, *Cyane*, and *Levant* over a period of five cruises (an impressive record in its own right).

2) Old Ironsides is the shining star of the U.S. Navy. However, the hero of the 1790s was not *Constitution* but *Constellation*.

3) Salvaging only rum? What about the captured ships and cargo worth several hundred thousand dollars? Right, who needs money when there are gallons of rum. The Sage would love to see the letter from Captain Charles Stewart to Secretary of the Navy explaining that one: “Sir, indigo and jewels thrown overboard, 38-gun frigate burned...rum deemed more valuable to the cause.”

4) Just a minor detail but WE WEREN’T AT WAR WITH THE BRITISH IN 1798.



We were at war with the French. If anything, the Americans and British were cooperating with each other to hunt French privateers. Yes, yes, The Sage knows. He should stop being so picky.

5) Even if we were at war with the British in 1798, why would *Constitution* make port in Jamaica? Correct The Sage please, but was Jamaica not a heavily fortified British colony? Do you really think the British would sell flour and rum to a hostile warship? It was hard enough to get ship stores in peacetime!

6) As for the “raid up the Firth of Clyde,” there are several other accounts (true ones at that) of U.S. Naval warships making daring raids in English waters that are far more interesting. The cruise of the brig *Argus*, for example, is one of them. We don’t need to cheapen them with a false story about a raid on a grog factory.

So, like everything else that comes across the Internet, such as chain letters and offers to save a bundle on product X, be wary of the facts. Personally, The Sage likes the John Paul Jones versus the Karl Marx-influenced robot sea monster story better. So let it be noted: if you are going to make something up, put some imagination into it. 🏴‍☠️

The editor would like to thank Steve Jackson Games, Inc. (<http://www.sjgames.com>) for granting us permission to use their picture and description of the communist Robot Sea Monster.

Understanding & Remembrance

A two-day symposium on the Korean War. June 26-27, 2002
at Old Dominion University



Sponsored by the General Douglas MacArthur Foundation and Old Dominion University, the symposium will be comprised of an impressive roster of keynote speakers and panelists to discuss the war, review its historical legacy, and honor veterans. For more information contact the MacArthur Memorial at 757-441-2965 or e-mail to mac_koreanwarcom@mindspring.com



Corrections and Horrible Errors

The Daybook is fortunate to have attentive readers to point out the fact that the editor made a horrible historical error that is in need of correcting. In this spirit, The Sage is proud to announce the beginning of a "Corrections and Horrible Errors" section, in which we correct mistakes made in previous issues that you the reader have pointed out to the editor.

So, The Sage would like to direct your attention to page 14 of the last issue. The picture of *Wisky* with a heavy cruiser and the destroyer is rapidly becoming one of the most mislabeled photos in naval history and *The Daybook* is no exception. First off, it was pointed out to The Sage, the heavy cruiser is spelled *Saint Paul*, not "St. Paul."

The second error is a little harder to tell. *Wisconsin*, in the Feb. 24, 1952 picture, is not refueling *Saint Paul* and the destroyer *Buck*. Rather, the battleship is receiving wounded South Korean marines.

So, keep the letters coming!

Useful Web Site



<http://www.msichicago.org/exhibit/U505/U505home.html>-This site discusses the Chicago Museum of Science and Industry's popular *U-505* exhibit. The site itself not only gives basic information about the submarine and how and when to visit it, but it also provides a most interesting virtual tour of the submarine. While the museum has had the submarine for several years, it is currently renovating the exhibits to make the attraction even more appealing.

Prizes for Sale continued from page 9

pressing the issue, Quarles took the opportunity to get to sea through the Virginia Capes. During this first cruise, *Roger* seems not to have had much success. Quarles brought her into Charleston, South Carolina some time around the end of September 1813 for provisions and refitting. She sailed

MARSHALL'S SALE.

Pursuant to a decree pronounced on Monday, the 5th day of May, 1815, by the Hon. St. George Tucker, Judge of the District Court of the United States, for the District of Virginia, will be Sold, at Frost's Wharf, On **THURSDAY**, the 1st of June, At 11 o'clock,

The British Ship **WINDSOR CASTLE**, Her Guns, Boats, Tackle, Apparel and Furniture—Also—

One box of Merchandize, (contents unknown) condemned as lawful prize to the American private armed vessel, *Roger*, *Roger Quarles*, Commander.

The *Windsor Castle* is a well built coppered ship of about 200 tons burthen, well found, and completely fitted as a Packet—

Terms—approved endorsed notes at 60 and 90 days, negotiable at either Bank in Norfolk.

Wm. P. FOSTER, D. M. for
ANDREW MOORE, M. V. D.

Inventory of the Ship may be seen at the Store of Messrs *Richard Drummond and Co.* May 10

MARSHAL'S SALE.

By virtue of an interlocutory decree of the Court, Will be Sold, on the 21st Instant, at Wilmington, N. C. for Negotiable paper in the Banks at Wilmington, at 60 and 90 days.

The Barque **AMIALE ISABELLA** and CARGO, consisting of

1104 Boxes	} Havana SUGARS—
49 half do.	
10 tons LOGWOOD, and	
65 Boxes SEGARS.	

Captured by the private armed schooner *Roger*, of Norfolk, *Roger Quarles*, master.

U.S. Marshals' auctions of prizes continued for several months after the Treaty of Ghent ended the war. The second prize came with quality Cuban products. This included 65 boxes of Cuban cigars, which, at the time, was a relatively new cultural fad in Europe and America. (May 22, 1815 ad from the Norfolk Ledger)

again from Charleston on October 28, 1813. Quarles decided to cruise south through the West Indies to Surinam on the north coast of South America. Along the way he met with the kind of success that would make his investors happy. Reports were received in Norfolk of the arrival in Charleston in February 1814 of the prize schooner *Henry*. That same month Quarles sent the British letter of marque brig *Variable* loaded with fish into St. Augustine; her value put


Last Deaths of the War of 1812?

The Treaty of Ghent that ended the war was signed on December 24, 1814 and ratified by the U.S. Senate on February 15, 1815. Several actions, of course, occurred subsequent to the treaty, but Norfolk may well have been the site of the last fatalities of the war. The *Norfolk Herald* of April 28, 1815 reported the facts:

"The crew of the *Windsor Castle*, brought in by the privateer *Roger*, were, on Wednesday last [26 April] put on board a small schooner, and sent down to Craney Island, in the charge of Mr. Westbrook, an officer of the *Roger*, with a guard of 8 U. States soldiers. Owing to a low tide, the schooner anchored some distance from the Island, and the prisoners had to be debarked in a row boat. Mr. Westbrook took 13 of the Englishmen, with 4 of the guard to row the boat to the Island, leaving 11 others in charge of 4 soldiers on board the schooner.

Before his return to the schooner, the prisoners on board, rose upon the guard and endeavored to disarm and throw them overboard, in which owing to the suddenness of the assault, they had nearly succeeded. Mr. Westbrook got alongside the schooner while the soldiers yet struggling with the superior numbers of their assailants, but they still held their arms. Desirous to quell the mutinous proceedings of the Englishmen, he

expostulated, entreated and threatened, but to no purpose, and it was evident from their expressions, that they were determined upon taking possession of the schooner and making their escape to her. He then leaped on board and attempted to rescue one of the soldiers, when the fellow who held him, quitting his hold, seized the tiller and aimed a blow at Mr. W. who warded it off and ordered the released soldier to fire at him, which he did and killed him. At the same time, another soldier having disengaged himself shot his opponent dead. The mutineers having the other two soldiers confined exclaimed, 'now is the time boys! Don't give them time to load again,' and were rushing forward to seize Mr. Westbrook, when he drew a pair of pistols, and commanded the mutineers in a firm and determined tone to go below, declaring that he would shoot the first man who refused. The decisive conduct had the desired effect; they all immediately descended into the hold, and were subsequently carried to the Island, where they were put in close confinement....

The unhappy wretches who threw away their lives in this affair, are represented by the mate of the *Windsor Castle* to have been habitually turbulent and mutinous. Their names are John Barnicot and Thomas Danjay." 


at \$10,000.

In May 1814, another prize, the Russian ship *Fortuna*, arrived in Beaufort, North Carolina. She had been stopped enroute from Havana to Riga with a cargo of 1520 boxes of sugar. The courts condemned the cargo as British owned. Also in May, *Roger* captured a British brig laden with rum and sugar bound from Jamaica to England. In August 1814, the prize was an English schooner with Turks Island salt.

In addition to these captures, Quarles seized and burned some twenty smaller vessels off the coast of Surinam before returning to Wilmington, North Carolina about December 10, 1814. About three weeks later, the *Roger* sailed again this time for Madeira and the Western Islands. On her final cruise she made two significant captures. The barque *Amiable Isabella* with a cargo of Havana cigars and logwood was taken and sent into Wilmington.

On March 15, 1815, the *Roger* fell in the British packet ship *Windsor Castle*, Captain Sutton, in latitude 36,20N, longitude 20,10W. As the *Norfolk Herald* reported:

"The *Windsor Castle* mounted 2 long brass 9-pounders and 8 carronades, with a compliment of 32 men and 9 passengers. She was from Falmouth bound to Halifax, and had five mails on board, which she sunk on striking her colors."

Quarles manned her with a prize crew and the ships parted company on March 31. Both arrived in Norfolk about April 25, 1815. Despite the fact the capture had taken place almost four months after the war had ended, the 200-ton *Windsor Castle* was declared a valid prize. She was sold at auction on June 1, 1815 for \$7000 to William Taylor. On the 29th of that month, the sale at auction on Frost's Wharf of Quarles' schooner *Roger* story ended Norfolk's involvement in privateering. 

Dangers Ashore

George Little served as First Lieutenant in the Norfolk privateer *George Washington* under the command of Captain S. Sisson. Some thirty years after the War of 1812, Little published *Life on the Ocean; or, Twenty Years at Sea: Being the Personal Adventures of the Author*. Among those adventures, Little recounts his encounter with cannibals while serving with Sisson.

George Washington was sailing with a small prize schooner in company along the coast of South America. Lookouts spotted “a settlement of huts” ashore and Sisson decided to send a party ashore to refill water casks. Little who had experience along this coast warned the captain “that all Indian tribes on the coast of Rio de la Hache were exceedingly ferocious, and said to be cannibals; and it was also well known that whoever fell into their hands never escaped with their lives.”

Little urged Sisson to take a few Indians captive to act hostages for the good behavior of the rest. “At the conclusion of this statement, a very illiberal allusion was thrown out by Capt. S. and some doubts expressed in reference to my courage.” Little “immediately resolved to proceed, if I sacrificed my life in the attempt.”

Two boats with seven men each headed on shore with the water casks in tow. Only one Indian was seen ashore whom Little addressed in Spanish offering “some gewgaws and trinkets” in return for permission to fill the casks. Little went ashore after warning his men to cut loose the casks and return to the prize schooner if they “discovered any thing treachery or surprise.” As soon as Little jumped ashore, he asked if any livestock were available to buy. The Indian gestured to a hut some distance away. As he approach the hut “at least one hundred Indians jumped out...I was knocked down, stripped of all my clothing except an inside flannel shirt, tied hand and foot, surrounded by about twenty squaws, as a guard, who, with the exception of two or three, bore a most wild and hideous look in their appearance. The capture of the boats’ crews was simultaneous with my own.” After capturing the men ashore the Indians pulled out in the boats and took the six men in the

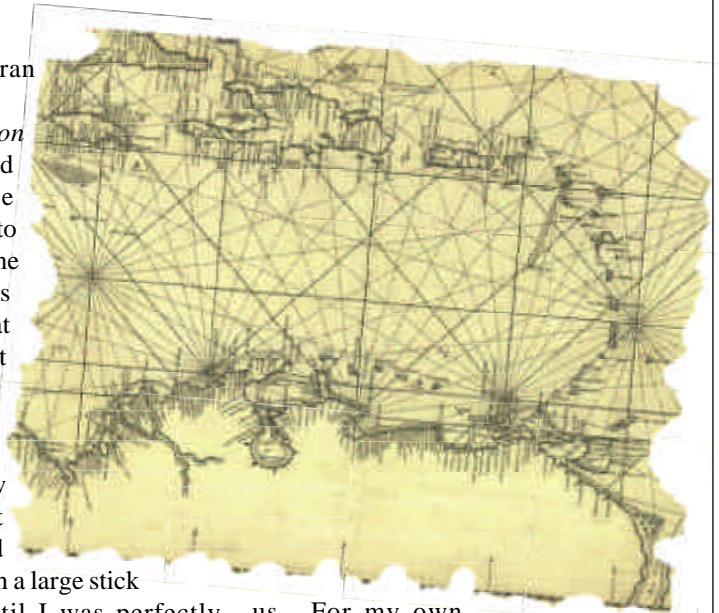
prize schooner and ran that vessel onshore.

George Washington closed the beach and fired a cannonade which merely served to enrage the Indians. One who had taken Little’s pistols turned to fire at the captive but fortunately the pistol misfired. “Turning around with a most savage yell, he threw the pistol with great violence, which grazed my head, and then with a large stick beat and cut me until I was perfectly senseless.”


By the time, Little regained consciousness, night was beginning to fall. The Indian with whom the first lieutenant had first conversed came “and with a malignant smile, gave me the dread intelligence that at 12 o’clock that night we were to be roasted and eaten.” Little decided a show of defiance was called for; “I told him that twenty Indians would be sacrificed for each one of us sacrificed by him.”

On a more positive note, Little offered a large ransom for their release. Another party of Indians then joined the group and finding rum onboard the prize schooner both groups began to celebrate the coming feast. Fortunately by the appointed dinner time, the natives were so intoxicated that a general fight ensued. “This was an exceedingly fortunate circumstance for us. With their senses benumbed, of course they had forgotten their avowal to roast us, or it may be the Indian to whom I had proposed ransom had conferred with others, and they no doubt agreed to spare our lives until the morning. It was a night, however, of pain and terror, as well as most anxious suspense.”

By morning it became apparent that the Indians were driven more by greed than hunger. *George Washington* hove into sight and the captives were untied and moved down to the shore. “To satiate their hellish malice, they obliged us to run on the beach, while they let fly their poisoned arrows after



us. For my own part, my limbs were so benumbed that I could scarcely walk, and I firmly resolved to stand still and take the worst of it, which was the best plan I could have adopted; for, when they perceived that I exhibited no signs of fear, not a single arrow was discharged at me.” An exchange then took place. Two of the captives were released at a time in return for such articles as the Indians demanded. Finally, Little was the only American left ashore. For him the Indians demanded a double ransom. Just as the payment came to the beach, another group of Indians arrived and demanded a share of the bounty. Failing that, they determined to hold Little for a larger ransom still. “These demands were refused, and a conflict ensued of most frightful and terrific character. Tomahawks, knives, and arrows were used indiscriminately, and many an Indian fell in that bloody contest.” In the confusion, Little made his way to the boat and rowed for the *George Washington*. “Such was the high excitement of my feelings, that I scarcely recollected how I gained the privateer’s deck. But I was saved, nonetheless, though I was weak with the loss of blood and savage treatment...I fainted and fell senseless on the deck.”

For a complete recounting of George Little’s privateering experience read *Every Man Will Do His Duty: An Anthology of Firsthand Accounts from the Age of Nelson*, edited by Dean King and John B. Hattendorf. 



Captain: “Got any good books on navigation?”

From the May 24, 1944 edition of *The Dope Sheet*

In Our Next Issue...

- *Cold Warriors: Wisconsin’s Korean War Crew*
- *New Exhibits: Silver Service, at the MAC Terminal, and the Cold War*
- *Book Reviews: Serving Proudly: A History of Women in the U.S. Navy and A Splendid Little War: The Spanish-American War*

