THE DAYBOOK®

VOLUME 18 ISSUE 2

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The HRNM reports to the Naval History and Heritage Command, Museums Division (www.history.navy.mil). The museum is dedicated to the study of 239 years of naval history in the Hampton Roads region. HRNM was accredited by the American Association of Museums in 2008.

The Daybook's purpose is to educate and inform readers on historical topics and museum-related events. It is written by staff and volunteers. Have a story idea or a submission? E-mail: daybookideas@gmail.com.

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Keep Coming Back

The Director's Column

by Becky Poulliot

(Comments for this column are distilled from my presentation given at the recent volunteer appreciation dinner on April 30.)

The Hampton Roads Naval Museum is well ahead of the industry in terms of volunteer allegiance and permanence. Unlike many other volunteer venues, we have a long term stable volunteer workforce. In 2014, 98 individuals donated almost 10,000 hours of service. In fact, HRNM volunteers comprise a museum family. Since we met last year we have lost some of our most devoted docents: Bob Webb, Jim Owen, Gene Biesecker, and Jim Ripley.

In order to discover why HRNM's volunteer force exceeds the expected hours of service and longevity, I decided to drill down to the grass roots level. Why do our volunteers do it? Why do they stick around year after year? Finally, what special perks do they receive from being an HRNM volunteer, aside from an annual holiday luncheon and a volunteer awards dinner? Because, we all know--to quote one of our volunteers-"the pay ain't worth a darn." Instead of being financial—the perks come in *Museum Moments*-those special magic times that are, according to a credit card commercial—Priceless.

So in the volunteers' own words, here are the answers:

Regarding why they volunteer, Sharron D'Angelo, photograph cataloguer, said, "I didn't know what I was getting into." But, bottom line, she likes to be around the staff and other volunteers…"The people who work as docents are absolutely the best of the human family…the staff members are too….We keep alive the spirit and history of the United States Navy in Hampton Roads."

Bob Tully, docent, volunteers to "assist our young sailors, to keep up our traditions and heritage of the U.S. Navy in the museum and on the ship." This next CPO Heritage Day will be his 14th one. John Mullen, a photograph cataloguer, says he volunteers because he "enjoys the research" and hopes his efforts "improve the Naval History offerings of the museum." Docent Tony D'Angelo likes to give his "yankee version" of the Civil War to visitors. Dick Schroeder, artifact photographer, says that when he puts on the white gloves and handles the artifacts, he feels "quite close to history." Jim Hahn enjoyed sharing the gallery with a docent from another maritime museum—and surprising the visitor with how great our museum is.

Hampton Roads Naval Museum Director Becky Poulliot speaks to volunteers and their guests assembled at the Norfolk Yacht and Country Club on April 30, 2015. (HRNM Photo by Diana Gordon)

> ***"Interaction with people is probably why HRNM docents keep coming back."***

Docent Russ Martin says becoming a docent was the start of something "very, very good"…he has learned more about history than he ever did in school. His work here with us is "one of his favorite things to do." Lou Gull, gallery docent, wrote a math equation of sorts: "Special=HRNM People."

Sebastian Rio, library assistant and battleship volunteer, became a special person to a visiting teenager who had moved here from Italy. She was a NATO dependent and needed assistance with a social studies project. Sebastian fit the bill, and has formed a life-long bond with her family.

Interaction with people is probably the universal reason why HRNM volunteer docents keep coming back. Their stories about visitor encounters are both meaningful and sometimes quite funny. For example, Hunt Lewis, one of our first person reenactors, likes to pose as a mannequin in the Civil War gallery. One time he was seated in the Life at Sea room, dressed in his Civil War uniform. A visitor sat next to him, threw his arm over his shoulders and told his buddy to take a picture. Hunt paused for a couple of beats, then turned and said, "Good Morning." To which the gentleman let out a yell that could be heard throughout the building.

Russ Martin learned that perhaps he needed to be more careful when joking with our guests. One morning, a couple walked in and inquired on how to get to the battleship. Russ answered that it had already left and was heading down the Elizabeth River. The husband became furious and started "fussing with his wife that she had taken too long getting ready at the hotel" and now they wouldn't get to see the *Wisconsin*. In another instance, Lou Gull had to make amends to office volunteer Sally Tully after a phone conversation in which he inquired about using the "Boat" for his retirement, and that he wanted to have "the BIG guns fired." When asked for his name, he said "Adm. Gull" and the phone went dead. Apologies came in the form of a bottle of wine to Sally.

And then there are the unforgettable moments of coming face to face with history. Docent Jim Reid learned a valuable lesson: Do not use words you cannot define. One day he was giving a group tour and used the word casemate to describe the ironclad CSS *Virginia*. An elderly lady asked him what that word meant. Not exactly knowing, Jim scrambled for an answer and said "well it must be an Army word, since that is the name of the Army Museum on Fort Monroe." The little old lady then proceeded to tell him the definition. Casemate applied to forts or ships where the sailors/troops slept and worked within the walls…..At this point, a bit flabbergasted, Jim meekly asked her name. She replied, "Mrs. Wool" (yes the

Keep Coming Back
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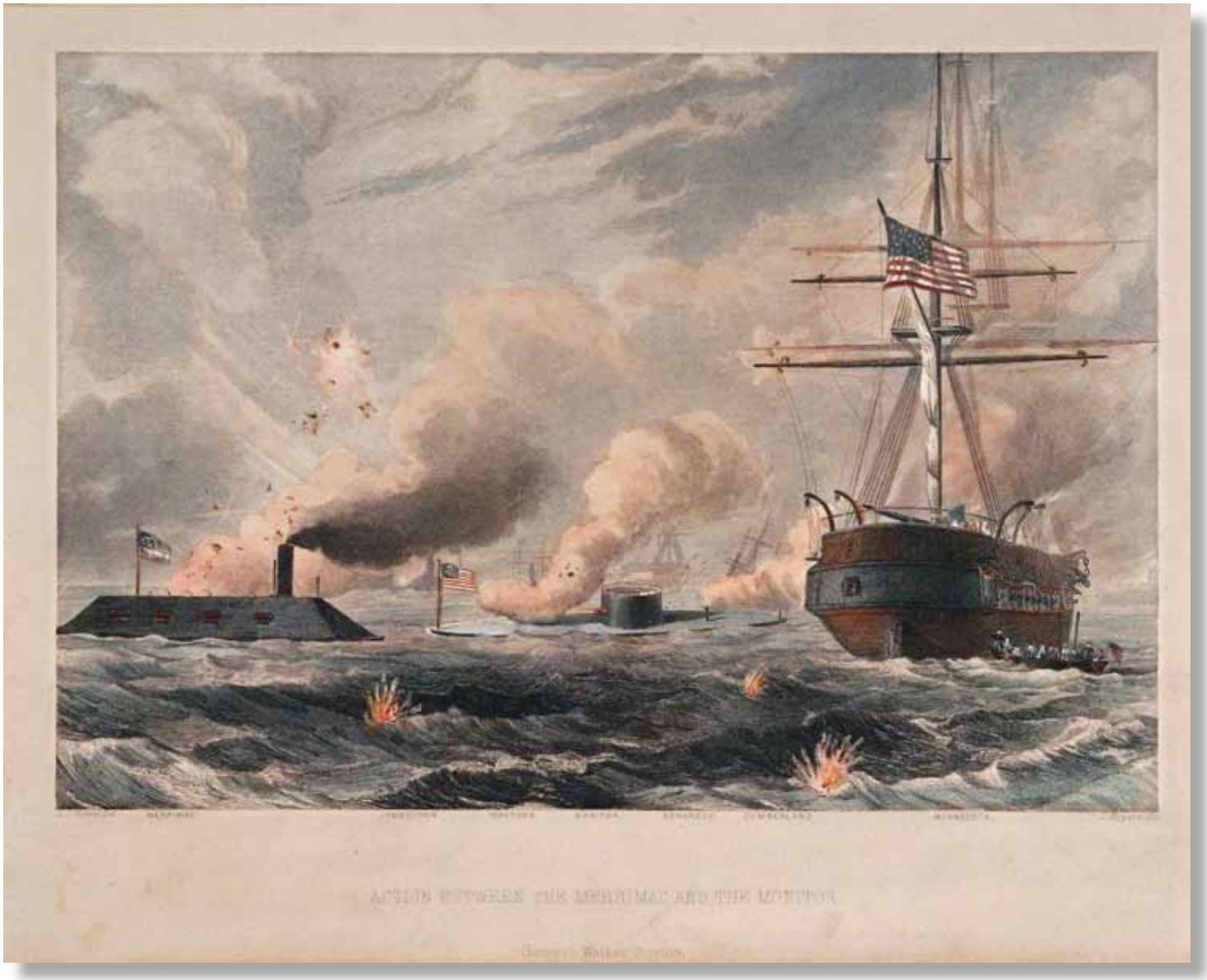


A.C. Warren's engraving, "Action Between the Merrimac *and the* Monitor*" is one of many that depict USS* Monitor *as larger than she actually was. Also, note the Confederate ironclad* Merrimack's *(CSS* Virginia's*) black smoke versus the white smoke wreathing her Union adversary. (HRNM Collection)*

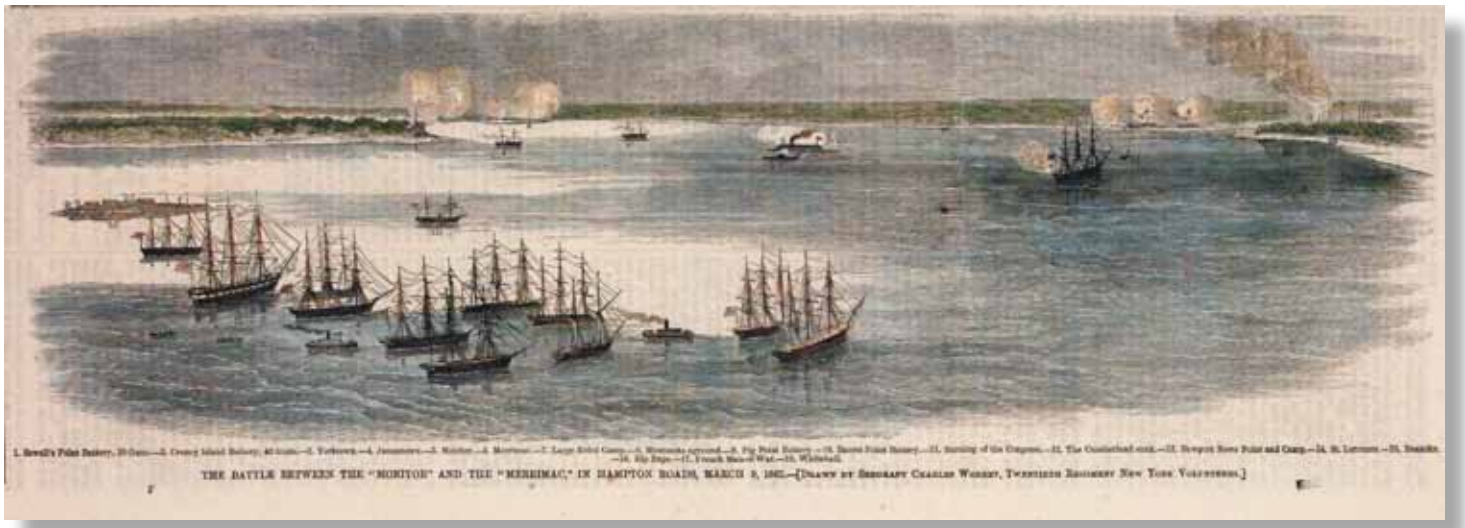
Monitor, *Merrimack*, and Memory

One Battle, Two Ships, Many Interpretations

By Elijah Palmer, HRNM Educator

The March 9, 1862 battle between USS *Monitor* and CSS *Virginia* (commonly referred to as the *Merrimack*) garnered global attention. Although there were quite a few iron ships around the world, the Battle of Hampton Roads marked the first time that these technologically innovative ships fought one another. While *Virginia* certainly was a new spectacle, the strange and revolutionary design of inventor John Ericsson's *Monitor* especially captured people's imaginations. The duel between these two vessels quickly became the iconic image of the naval side of the Civil War. The power and influence of the engagement would continue for more than a century, and indeed still resonates today.

The Battle of Hampton Roads was a two day affair, with CSS *Virginia* dominating the wooden Union ships on March 8. USS *Monitor* arrived too late to participate in the day's battle, and surprised *Virginia* the next day. Their engagement captured the public's memory, partly as it was a clash between two vessels with new technology, and partly, at least in the North, because *Monitor* prevented further destruction of the blockading fleet at Hampton Roads. Contemporary artwork of the battle proliferated, as there were no known photographs of the battle. Due to the popularity of the subject matter, a myriad of images appeared over the next few years. The Hampton Roads Naval Museum has some of these pieces in its Civil War



Not all contemporary views of the Battle of Hampton Roads compressed the action timeline, distorted the distance between various combatants, or the size difference between the two ironclads. Shown here in the April 12, 1862 Harper's Weekly *is a pretty faithful representation of the battle drawn by Sergeant Charles Worret of Company G, 20th New York Infantry Regiment, who enlisted 11 months before at the age of 42. (*HRNM Collection*)*

*The exterior of the "Battle of the Merrimac and Monitor" exhibition. (*The Official Blue Book of the Jamestown Ter-Centennial Exposition*)*

*This rare image of the panorama within the exhibit shows some of the ship models which transited on tracks between layers of painted fabric and wood, firing blanks and, in the same sequence as the original two-day battle, sinking on cue. Nightfall and dawn were also recreated between the battles. Its creator Edward Austen took pains not to declare a victor. (*The Official Blue Book of the Jamestown Ter-Centennial Exposition*)*

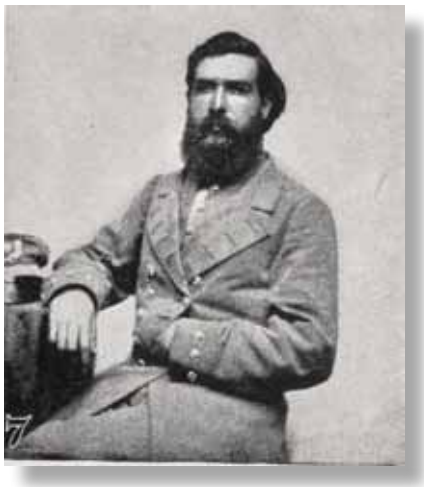
Gallery. Often these images were left up to the artist's imagination, or were loosely based on eyewitness accounts. This artistic license led to many instances of the 172-foot USS *Monitor* appearing the same size or even larger than the 263-foot CSS *Virginia*.

Other contemporary emblems of the battle appeared in the form of tokens with the image of *Monitor* or the engagement on the front. These items appeared to have only existed in the North, with art reflecting a patriotic aspect.

Public memory of the battle receded after the war, particularly with regards to art (or other cultural artifacts). The nation focused on reconciliation and westward expansion. Yet, by the 1880s and 1890s, the battle seemed to gain renewed popularity. This resurgent fame partially stemmed from the fact that the U.S. Navy was developing new ships and technology after a dormant phase. Viewing images of the battle was quite popular as its basic layout appeared in several different forms in different cities from coast to coast around the turn of the last century.

The Jamestown Exposition of 1907, a world's fair, revisited the Battle of Hampton Roads. Located at Sewells Point, overlooking the scene of the battle, the exposition celebrated the 300th anniversary of the founding of the Jamestown settlement, just up the James River. Due to the location of the celebration and the focus on Virginia history, the clash between *Monitor* and *Virginia* was a key component for the planners. To that end, an animated panorama costing $240,000 showcased the battle. Revenue numbers showed about one of every four people who paid

Another artist credited with accurately depicting the Battle of Hampton Roads (right down to the black smoke emitted by both ironclads) is B.A. Richardson. His paintings covered CSS Virginia*'s entire life cycle, from creation at Gosport to scuttling off Craney Island. All were sold as postcards at the Jamestown Exposition.*



Considering no known photographs were ever made of CSS Virginia *and most early depictions were considered innacurate, the fact that former* Virginia *engineer E.V. White, seen here in uniform in 1862, chose Richardson's images to illustrate his history of the vessel was probably high praise. (HRNM Collection)*

to get into the exposition also paid to see "The Battle of the Merrimac and Monitor," making it the most popular exhibit of the exposition. Although it only took in $138,365.75, that was impressive when considering that it captured nearly 22% of the $641,832.05 collected for all admissions to the exposition from April 26 to November 30. The exhibit's share of event proceeds is more impressive still when considering that it opened several weeks late.

Part of its popularity was rooted in its three-dimensional action and pyrotechnics, but another factor was rooted in its faithfulness to the battle's sequence of events and an ending that, in the words of an editor from *Confederate Veteran* magazine, left it up to the viewer "to determine which is victor." The exposition's official Blue Book explained, "Actual participants in the original encounter shared in perfecting the portrayal and the dispassionate, fair outcome of their labors have as a result a scene and story much more interesting than either biased account."

Due in part to its nonpartisan nature, Edward Austen's panorama was later used in

Only two images, one of which is the Battle of Hampton Roads, symbolize three centuries of history on the cover of this brochure, a testament to the lasting impact of the battle upon the exposition. (Theodore J. Wool Papers, HRNM)

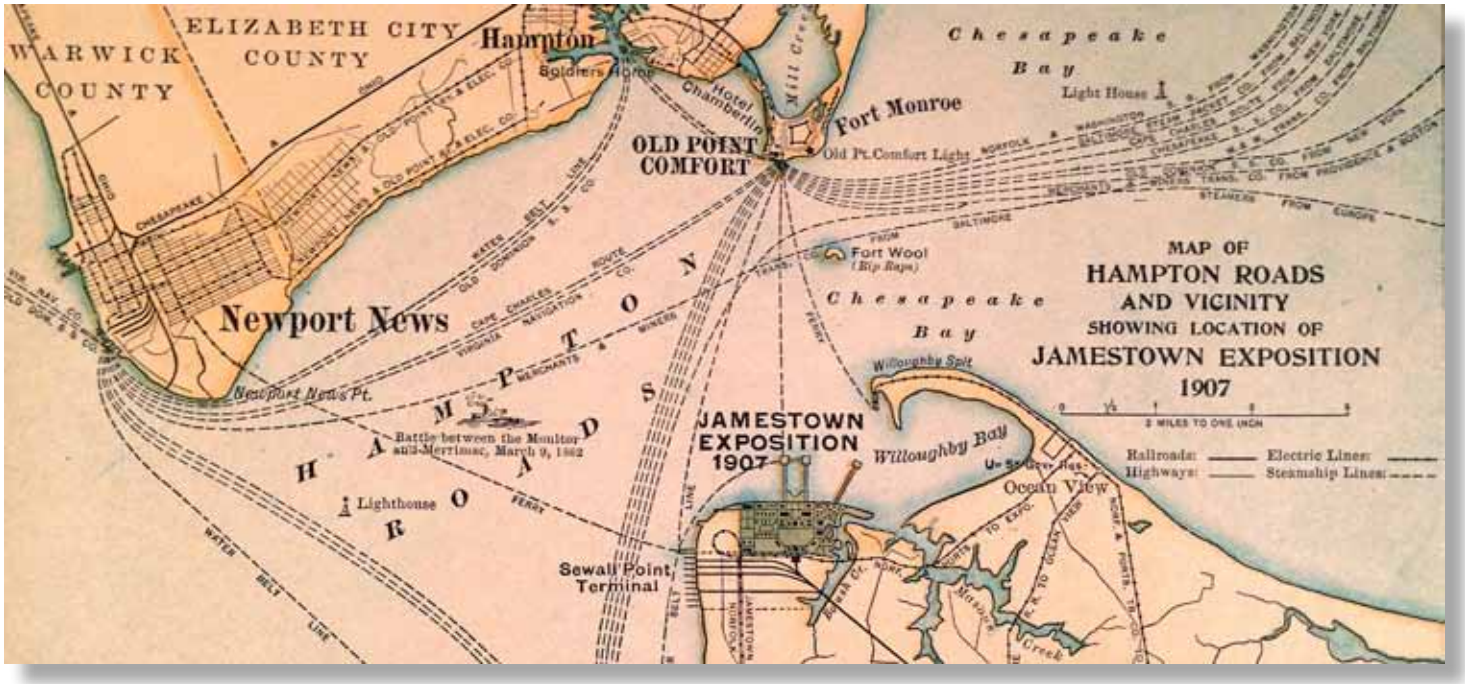
at least five other cities after the exposition.

Souvenirs were also popular. Considering the exposition happened 45 years after the battle, the popularity of this particular engagement lingered in the public's imagination. In general, postcards were popular at the expo, and vendors were quick to cash in using the uniqueness of the ironclads. Some of the cards were based on fairly accurate paintings of the battle, such as those from B. A. Richardson, while others were clearly aimed at a more sensationalist view.

Other types of souvenirs used armor plating purported to have come from CSS *Virginia* to produce items like commemorative coins. The Old Dominion Iron & Nail Works in Richmond made a variety of items from armor plating that had been salvaged off the ship, including a horseshoe from our museum's collection.

The government authorized campaign badges (later changed to medals) around the time of the Jamestown Exposition. Both Army and Navy variations were struck and they were available for anyone who had served in either the Union or Confederate service. While the Army version featured Lincoln's profile, the Navy version showed the Battle of Hampton Roads. This choice of the iconic image of the naval war can be viewed as a tactful move aimed at

ABOVE: Declaring, "This fight settled the fate of the 'Wooden Walls' of the world and taught all nations that the War-Ship of the future mist be- like the McCormick Harvester- a Machine of Steel," this lithograph from the HRNM Civil War gallery was modeled after the Cyclorama of the Monitor and Merrimac *exhibited in Toledo, Ohio, and produced for the McCormick Harvesting Company in 1881 as an advertising piece. Note that the two-day Battle of Hampton Roads was combined into one scene (HRNM Collection)* ***INSET:*** *The Hampton Roads Naval Museum Civil War gallery is one of the best places to see at a glance that USS* Monitor *(foreground) is only about 65 percent the length of CSS* Virginia *(also known by her prior name of* Merrimack*). (Marta Joiner/ HRNM Image)* ***BELOW:*** *Visitor maps given to Jamestown Exposition attendees pointed out the site of the Battle of Hampton Roads, yet showed no clear route to Jamestown. (Theodore J. Wool Papers, HRNM)*



A horseshoe "made from CSS Virginia *iron" by the Old Dominion Iron and Nail Works Company, actual size. (HRNM Collection/ Photo by M.C. Farrington)*

A commemorative token from 1863, maker unknown, shown larger than its original size of three-quarters of an inch. (HRNM Collection/ Photo by M.C. Farrington)

reconciliation as victory in the clash of the ironclads had been claimed by both sides of the conflict. Sailors from both navies could take pride in the battle.

The Battle of Hampton Roads continued to appear in popular culture after the Jamestown Exposition. Several trading card sets featured them throughout the first half of the 20th century. As early as 1911, the battle was illustrated on a cigarette card. These cards predated bubble gum cards and illustrated a wide variety of topics beyond just sports.

In 1954, the Bowman Chewing Gum Company printed a series of cards to commemorate American naval victories. Card #47 of the set portrayed the clash between *Monitor* and *Virginia*. It is interesting that this was included in the set, as most historians viewed the engagement as a draw. The artist showed *Monitor* with the upper hand in the battle. Likewise, the 1962 Topps "Civil War News" series (produced during the centennial) had a card featuring the ironclads. *Monitor* was portrayed with a distinct advantage in the fight. The scene featured wounded Confederate sailors and pierced armor. This series was renowned for having sensationalist artwork because it was aimed at young boys and tried to pique their interest.

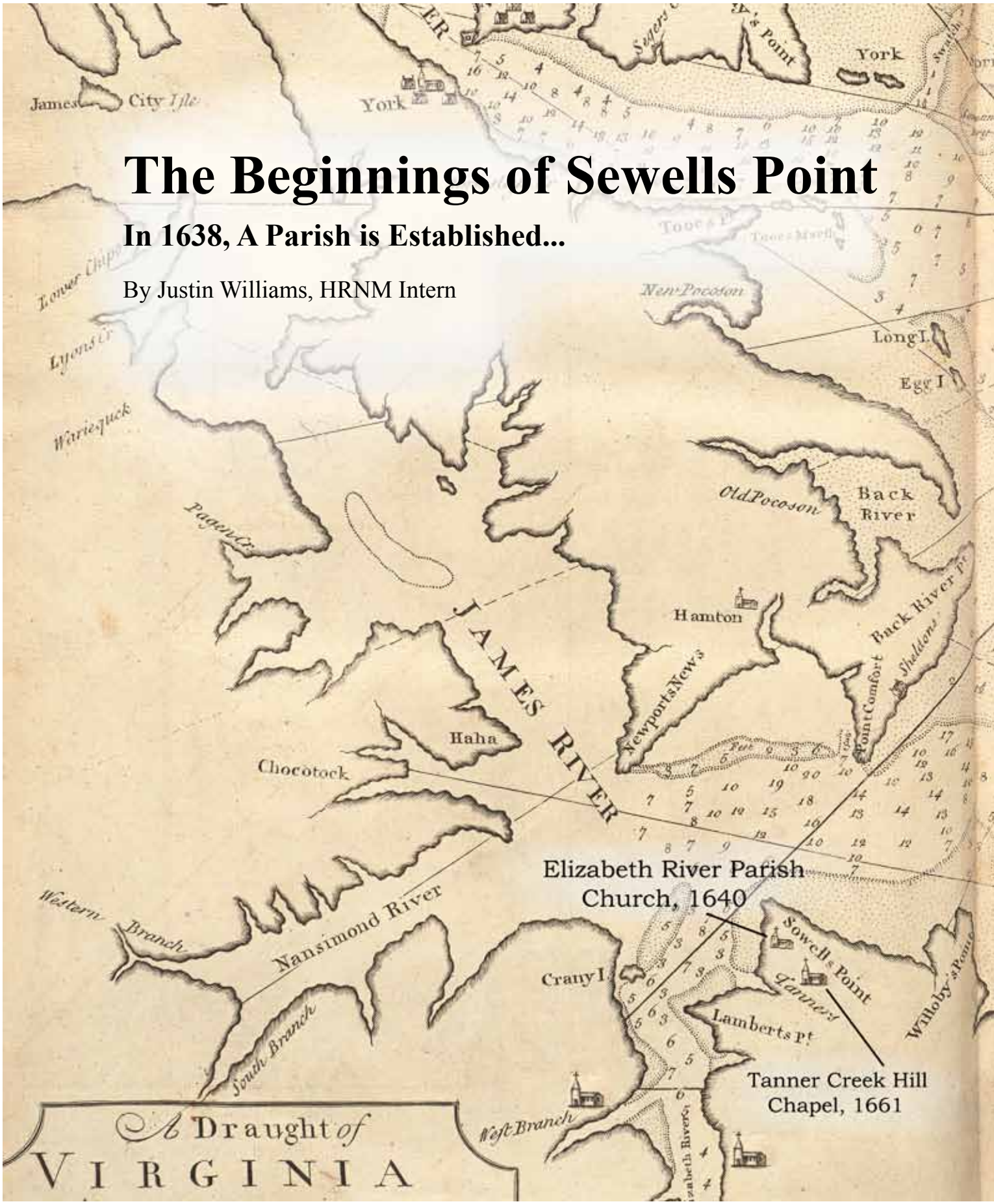
The Battle of the *Monitor* and *Virginia* maintained an important place in the public consciousness for a long time after the war ended, as demonstrated here. That became muted with the ever increasing distance from the events of March 9, 1862, but it has not been erased. In recent years there have been postage stamps, new paintings or digital art, as well as commercial aspects such as wine labels.

While no one would claim that the influence on public memory is anywhere as strong as it was while veterans of the Civil War lived, the clash of the ironclads remains an iconic moment in both naval history and the history of the United States.

The Beginnings of Sewells Point

In 1638, A Parish is Established...

By Justin Williams, HRNM Intern



In 1637, Captain John Sibsey and Henry Sewell were tasked with finding workmen to construct an Episcopal church in newly settled Norfolk. Completed in 1640, this church was the first established in the village and stood near the present location of the Norfolk Naval Station's Gate 2 on Sewells Point. Transportation issues immediately arose upon completion of the church, due to the majority of colonists living south of the location and a lack of roads to connect the Church with its constituents. No clear reason exists for the construction of the original Elizabeth River Parish Church at Sewells Point given these logistical issues, but Henry Sewells' influence within the church body and the natural protection from natives the peninsula afforded appear likely candidates.

The Parish's original minister John Wilson was supported not by money, but rather 1,500 pounds of tobacco and 16 barrels of corn at the beginning of his tenure. Over time these numbers substantially grew in number, but the goods given remained constant for well over one hundred years.

Due to the logistical problems, a chapel of ease was soon built further south on the peninsula closer to what was to become Norfolk's center. The exact location of this chapel remains contested, but its existence as a chapel of ease meant it was not permitted by the Sewells Point "mother church" to have its own vestry and minister, which essentially rendered it a subsidiary entity. By 1661 the Tanner Hill Creek Chapel finished construction and soon thereafter became the "mother church" of the Parish, thereby replacing the original church at Sewells Point. This marked the first move of the Elizabeth River Parish's center of worship, which was to be followed by two more moves in the subsequent years.

In 1686 the Parish received a land grant of a 100-acre glebe. The Chrysler Museum on Eastern Branch presently sits within the area of the granted land. When exactly the chapel built on this ground became the Parish's "mother church" is unclear outside of one prominent piece of evidence. A silver chalice donated to the Parish by one Captain Samuel Boush is engraved with the words "Parish Church of Norfolk Towne March 1700" meaning by that year the Tanner Hill Creek Chapel was no longer the center of worship. Boush's chalice is an important factor to consider, because in 1736 when Norfolk officially became a borough via a Royal Charter signed by King George II, Boush was at the forefront of constructing a larger church for the Parish in the same vicinity of the 1686 chapel.

Completed in 1739, the chapel became known as the "Borough Church" due to its inception being impeccably timed with the issuance of the Royal Charter. To add to this parallel, Samuel Boush was appointed the first Mayor of Norfolk in September of 1736, although he died less than two months after his appointment. Much of the original Borough Church stands today as St. Paul's, however that name was not given until a new congregation was organized there in 1832.

By 1761 the Elizabeth River Parish had grown to such an extent that organization became problematic. Therefore, that same year it split into three separate Parishes: Elizabeth River Parish, St. Bride's Parish (in present-day Chesapeake), and Portsmouth Parish. The Borough Church remained with the namesake of the original parish.

During the escalation of tension between Great Britain and her 13 North American colonies, the Elizabeth River Parish played a surprisingly fundamental role. From 1773 to 1776 its minister was one Reverend Thomas Davis, a man intimately acquainted with the zealously patriotic Sons of Liberty. With the Stamp Act's passage in 1765, Davis presided as moderator over a Norfolk courthouse assembly protesting the Act. It is speculated that he may have even been the pen behind the creation of the preamble and resolutions signed by 57 of the Borough's most prominent inhabitants denouncing the Stamp Act as a violation of their rights as Englishmen.

On January 1st, 1776, the British frigate *Liverpool*, accompanied by two sloops of war and the ship of the incumbent Governor Dunmore of Virginia, commenced shelling Norfolk. At the time, American Revolutionary forces occupied the town. Seeing the carnage inflicted on the town by the ships and seeking to prevent British looting or occupation, these forces set fire to the majority of the town. Although the Bor-

Beginnings of Sewells Point
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Map Source: "A draught of Virginia from the Capes to York in York River and to Kutquotan or Hamton in James River," by Mark Tiddleman, 1737 (Boston Public Library/ Norman B. Leventhal Map Center)

As Director of Naval History Sam Cox looks on, Chaplain Denis Cox greets Pamela Young, the conservator who restored the original 1816 Adams Chart, just before the ceremony commemorating the chart's official transfer to the Naval History and Heritage Command on April 29, 2015. A reproduction provided by the National Geospatial Intelligence Agency has now taken its place on the chapel wall. (HRNM Photo by M.C. Farrington)

Charting a Founding Chaplain

A 21st Century Chaplain Helps Save the Work of a 19th Century Forefather

By Clayton Farrington, Editor, *The Daybook*

Nearly 75 years have passed since a navigational chart of Hampton Roads made 199 years ago by the most famous Navy chaplain of the War of 1812 was rediscovered by another chaplain. The chart, made in 1816 by David Phineas Adams, graced the wall of the chapel conceived by Chaplain William Wilcox Edel. Edel discovered the chart and mounted it prominently after the chapel opened in 1941. There it remained until Naval Station Norfolk Chaplain Denis N. Cox realized in 2013 that immediate action had to be taken if the chart were to have any chance of surviving into the next century. Professional conservation ensued and the chart was rededicated and official ly transferred to the Naval History and Heritage Command (NHHC) on April 29, 2015.

Dozens of Chaplain Corps members, most notably Deputy Chief of Navy Chaplains Rear Admiral Brent W. Scott; members of the Naval Station Norfolk community, led by Captain Robert E. Clark; and members of the Hampton Roads Naval Museum, together with Director of Naval History Sam J. Cox, gathered in the David Phineas Adams Memorial Chapel to commemorate the event.

> ***"There is a point of no return. Fortunately... Chaplain Cox found it in the nick of time."***
>
> Conservator Pamela Young

The chart is one of the earliest made by and for the U.S. Navy in Hampton Roads and now resides in the archives of NHHC's Hampton Roads Naval Museum.

"I learned of David Phineas Adams when I was in Chaplain's School, on what *not* to do as a chaplain," said Commander Denis Cox, and the man whose interest in the chart led him on a two-year journey culminating in the ceremony. "But it wasn't until I came to this chapel, saw his chart, [and] read that plaque, [that I] instantly fell in love with Chaplain David Phineas Adams. I fell in love with who he was. I fell in love with what he accomplished. I fell in love with what he was able to do. As a chaplain. As a man."

Adams' Naval Career

A one-time literary journal editor in Boston and later professor of mathematics and astronomy at Columbia College (now Columbia University) in New York, the Harvard-trained Adams was appointed by President James Madison as a Navy chaplain on May 10, 1811. Although he performed the duties expected of chaplains at the time, the exigencies of war

Chaplain Denis N. Cox reveals that there is only one barely-detectable flaw on Chaplain Adams' chart (that its author carefully erased) during its rededication ceremony at the Naval Station Norfolk Chapel on April 29, only about 30 feet from where the chart was mounted for nearly 75 years. (HRNM Photo by M.C. Farrington)

aboard a single-ship waging a broad campaign against the world's greatest maritime empire demanded much more of him. His most famous exploits during the War of 1812 came while serving under Captain David Porter on the frigate *Essex*; not for ministering to the crew, but for taking temporary command of three captured vessels on Porter's epic cruise around Cape Horn into the South Pacific, in which Adams also took an active role in exploring and charting the Galapagos Islands.

USS *Essex* began her voyage on October 28, 2012, with orders from Commodore William Bainbridge to rendezvous with the Frigate *Constitution* and sloop-of-war *Hornet* at prearranged points in the South Atlantic. The first capture of the mission was made on December 12, the 10-gun packet brig *Nocton*, bearing 11,000 pounds in bullion. As one and then another rendezvous point came and went with no communication and with no guarantee that one or both of Bainbridge's ships were captured or sunk, Porter headed for the Pacific in January 1813.

> ***"It's just been sitting here for 75 years next to the door next to the weather under this light, and I thought, 'I've got to do something about this.'"***
>
> Chaplain Denis Cox

During the voyage, Adams, whose main duties as chaplain included instructing the many midshipmen assigned to *Essex* for the journey, became involved in other key elements of the mission early on.

Finding neither prey nor potable water after arriving at the Galapagos Islands, a place Porter only had one incomplete map of and had no familiarity with, Porter called upon Adams, who he must have known was the right man for the task at hand. On the third day after their arrival in May 1813, wrote Porter:

"I proposed to Mr. Adams that he should take two boats and proceed to the large island [present-day Santa Cruz] for the purpose of making an accurate survey of it, and examining the resources it would afford us. Mr. Adams (whose zeal for promoting geographical and mathematical knowledge does him great honour [sic]) grasped at the proposal with avidity, and at four P.M. of the same day, (supplied with a week's provisions and every necessary for the same period) he sailed on his voyage of discovery...."

After returning the following week, he drafted what might be the first full ren-

Chart of a Founding Chaplain
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To Commodore S. Decatur
of the Board of
Navy Commissioners

Sir,

This small and very hasty sketch is intended merely to illustrate the relative positions of a few interesting Points in the Chesapeak [sic] Bay.
I am extremely sorry that I am not, at this moment, able to present a better specimen of the poduce [sic] of the late Survey of this place, which has been executed under your direction and auspices. The field of operation is very spacious; and the materials are so numerous and varied, that much more opportunity, than what I have yet enjoyed, is requisite to collate and compose them. But before the termination of this winter, I trust that such a Chart, as may satisfy you, will be finished and presented.

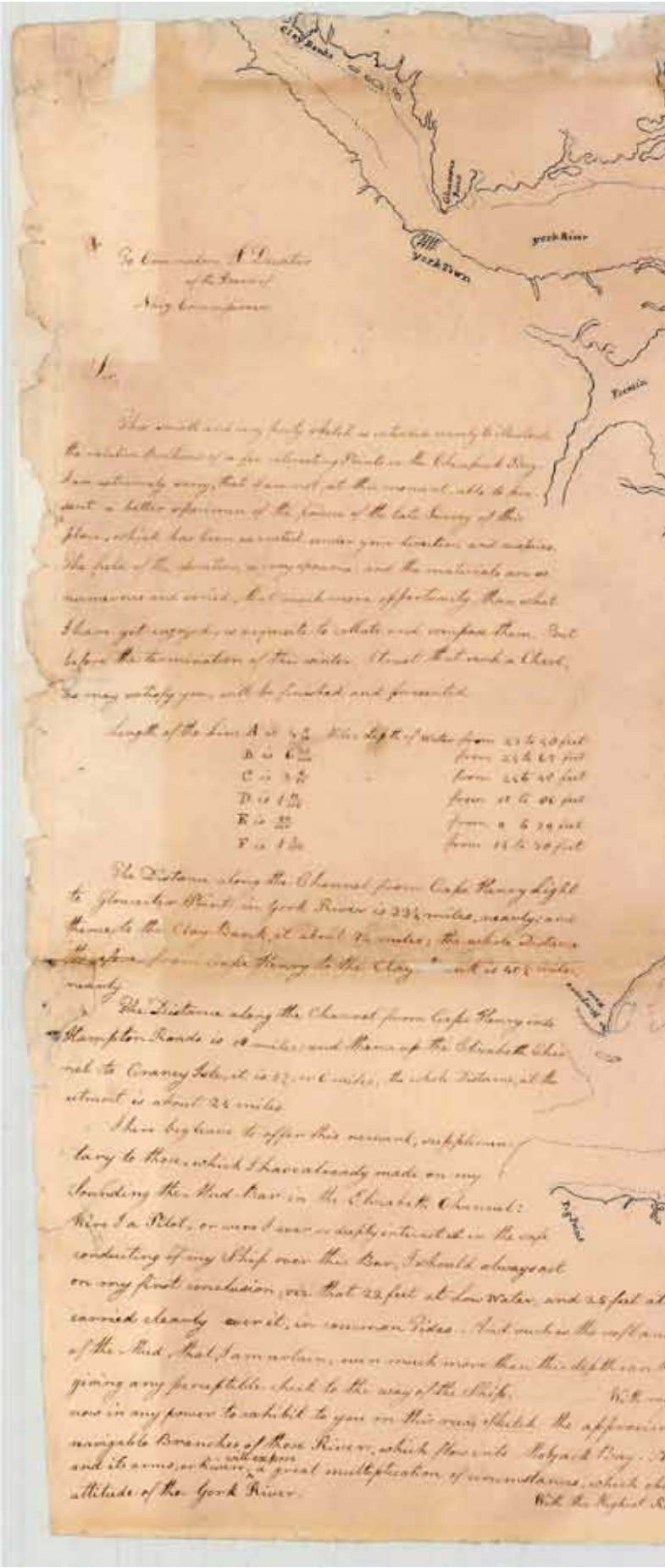
Length of the Line	Miles depth of Water
A is 4 5/10	from 23 to 48 feet
B is 6 25/100	from 24 to 67 feet
C is 3 6/10	from 24 to 48 feet
D is 1 11/100	from 11 to 86 feet
E is 95/100	from 9 to 79 feet
F is 3/100	from 14 to 78 feet

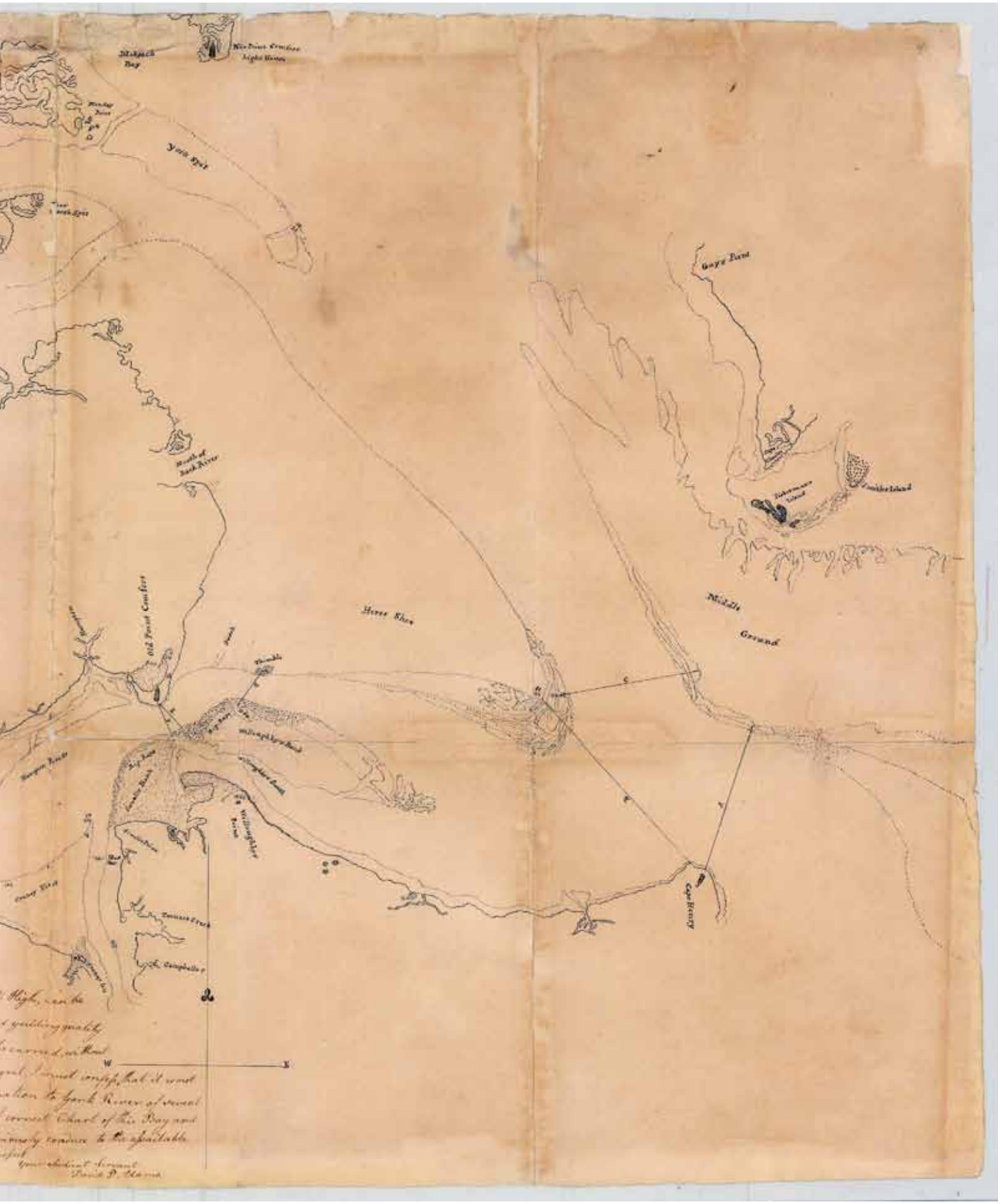
The Distance along the Channel from Cape Henry Light to Gloucester Point in York River is 33 ¼ miles, nearly; and thence to the Clay Bank, it is about 7 ½ miles; the whole Distance therefore from Cape Henry to the Clay Bank is 40 ¾ miles, nearly

The Distance along the Channel from Cape Henry into Hampton Roads is 18 miles; and thence up the Elizabeth Channel to Craney Isle, it is 5 ¾ or 6 miles; the whole Distance, at the utmost is about 24 miles.

I here beg leave to offer this remark, supplementary to those, which I have already made on my Sounding the Mud-Bar in the Elizabeth Channel:
Were I a pilot, or were I ever so deeply interested in the safe conducting of my Ship over this Bar, I should always act on my first conclusion; viz. that 22 feet at Low Water, and 25 feet at High, can be carried cleanly over it, in common Tides. And such is the soft and yielding quality of the Mud, that, I am certain, even much more than this depth can be carried, without giving any perceptible check to the way of the ship. _ _ _ _ _ _ _With regret, I must confess, that it is not now in my power to exhibit to you in this rude sketch the approximation to York River of seveal [sic] navigable Branches of those Rivers, which flow into Mobjack Bay. A correct Chart of this Bay [and] and its arms, or Rivers, <will expose> a great multiplication of circumstances, which obviously conduce to the assailable attitude of the York River.

With the Highest Respect
Your obedient Servant
David P. Adams.

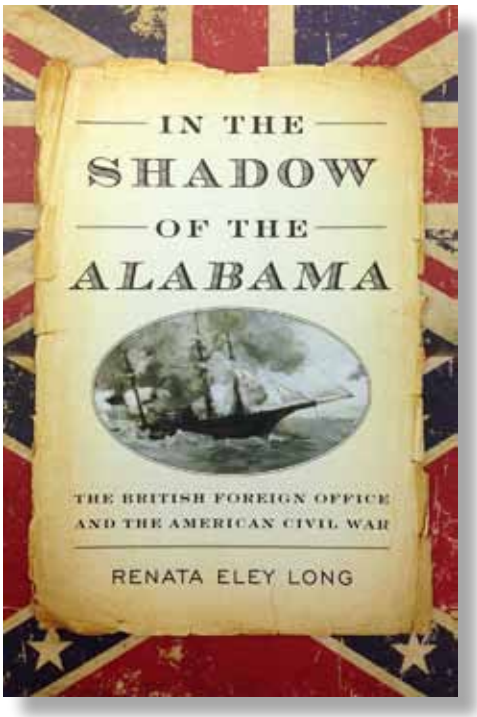



Middle
Ground
Cape Henry
Old Point Comfort
W
X

Book Reviews

In the Shadow of the Alabama: The British Foreign Office and the American Civil War

By Renata E. Long
Reviewed by M.C. Farrington



A wise king is said to have uttered long ago that there is nothing new under the sun. Those who partake of nonfiction spy stories, however, understand that the exposure of that which has been hidden can bring forth a new perspective, forcing a reappraisal of historical events. And so it is with Renata Eley Long's true spy story set in Victorian England.

From the onset, Long explains that her book is not a "revisionist text" attempting to overturn the prevailing narratives established by a number of books over the past eight decades, from Frank Lawrence Owsley Senior's *King Cotton Diplomacy* (1931) to James Tertius de Kay's *The Rebel Raiders* (2002). She explains, "The inquiry-based approach centers on the key actors, their personal stories, and the way they influenced important naval and diplomatic events in this period." Exploring the influence of individuals on historical events is a more formidable task than merely showing how broad movements shape individual actions, for the writer as well as the reader.

Renata E. Long. *In the Shadow of the Alabama: The British Foreign Office and the American Civil War*. Annapolis: Naval Institute Press, 2015. ISBN 978-1-61251-836-7.

There are a dizzying number of characters driving the story forward, yet, as is the case with most of the other histories in this genre, CSS *Alabama* takes center stage. Long gives an exhaustive narrative of every twist and turn in the story of Confederate agent James Dunwoody Bulloch and his steamer *Enrica's* construction and transformation into the most famous Confederate commerce raider after her escape from Liverpool.

The central mystery of the book revolves around who gave the critical warning to Commander Bulloch, that came as, in her captain Raphael Semmes' words, the raider was "within an ace" of being seized, giving her just enough time to escape into the Irish Sea. Despite Bulloch's exultation at the feat, Long observed, "The seeds of recompense were sown the moment the *Alabama* slipped out of the Mersey [River], and from that day on, the Americans would keep the prospect of such a claim high on their agenda."

Long's story is told squarely from the British side and how the country's reaction to the war was shaped by the fortunes and foibles of individuals in select positions great and small. It is from this latter, slightly more modest tier of middle class London society that Long reveals who she believes helped ensure *Alabama's* escape, Victor Buckley. The young Foreign Office clerk whose access to privileged communication between the American and British governments allegedly proved vital to Bulloch and his efforts to stay one step ahead of American minister Charles Francis Adams and his network of agents.

Diplomats like Thomas Dudley, U.S. consul in Liverpool, where the cruisers *Florida* and *Alabama* were built, proved to be better at detective work than covert action. His detailed reports, compiled with those of Adams' secretary Benjamin Moran, would later prove vital in establishing official British culpability for the damages caused by commerce raiders and blockade runners constructed in Britain.

If details of the hidden side of war aren't enough to satiate a reader's thirst, Long also explores the hidden side of peace, including the role of Freemasonry in forging magnanimity behind the scenes of otherwise contentious negotiations after the war, laying the groundwork for the Geneva Tribunal of 1870-71. Its verdict found the British government responsible for the havoc wrought by the Confederate commerce raiders, to the tune of $15,000,000 in gold.

Long even explores the case's impact on a major literary figure. Arthur Conan Doyle apparently gleaned enough details about Buckley from one of Bulloch's former arms suppliers to write a similar character into one of his early stories.

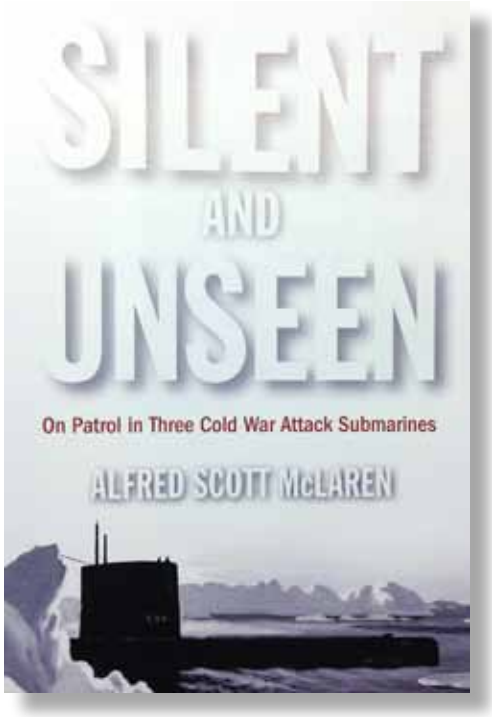
By comparison, CSS *Florida* is cast (no pun intended) in *Alabama's* shadow. Only Frank Lawrence Owsley Junior's *The CSS Florida: Her Building and Operations* (1965) gives the cruiser, which sank off Newport News Point in 1864, the same level of prominence her remains enjoy today at the Hampton Roads Naval Museum. To her credit, Long gives more details about her builder William C. Miller, a former Royal Navy shipwright, and the modifications he made to existing warship designs in conceiving and building *Florida*, than even Owsley's book on the raider. Those interested in the Civil War exploits of Bulloch's counterpart, Matthew Fontaine Maury, will also be disappointed as he rates only a mention here and there.

Why is the *Alabama* claims case still worthy of study and this book still relevant? Despite advances in technology since the time of the Civil War, diplomatic histories give a reader insight into the inner workings of foreign relations, which haven't really changed that much since then. And of course, the citizens and even governments of ostensibly neutral nations will always find compelling reasons to interfere in other nations' wars, and with that in mind, Long has written an intricately-crafted cautionary tale.

Silent and Unseen: On Patrol in Three Cold War Attack Submarines

By Alfred S. McLaren

Reviewed by Ira R. Hanna, HRNM Docent



Today's Navy places more emphasis on and funding for the nuclear submarine program than ever before, yet they still don't get the splashy public relations allotted to the prima donna of the fleet: the aircraft carrier. It is no wonder that the Naval Institute would want to publish a book about what it feels like to be part of a submarine crew, from the diesel electrics of WWII to the modern *Silent and Unseen* missile-carrying nuclear submarine.

This memoir combines McLaren's gift for story telling along with his engineering experiences aboard three Cold War submarines from 1958 to 1965. During those years, submarines were constantly on reconnaissance and intelligence collection missions that had to be accomplished while remaining hidden.

Alfred S. McLaren. *Silent and Unseen: On Patrol in Three Cold War Attack Submarines.* Annapolis: Naval Institute Press, 2015. ISBN 978-1-61251-845-9.

"Sea stories" are a tradition in the Navy, and they were as abundant on submarines as any other ship. McLaren splices several into a submaine's technical history in each chapter. Submarines were provided sophisticated equipment to help gather information about the Soviets, but they were to avoid confrontation. So there was lots of time for "sea stories" to be told and retold.

McLaren wrote nostalgically about his first submarine. The USS *Greenfish* (SS-351) had been in service for twelve years when he reported aboard in 1958. It had gone through several conversions - a special snorkel, the latest in sonar and electronic countermeasures equipment, plus state-of-the-art antishipping and antisubmarine torpedoes. This meant that space, even for the crew, was limited. Approximately a tenth of the crew had to "hot bunk" (as soon as one crewman left his bunk to go on duty, another hopped in–it always stayed warm). Even a few junior officers were included in this routine including him.

One system that was not sufficiently upgraded was heating and air conditioning. This caused much discomfort for the crew, which was added to by the newly installed rounded bow that made the sub cruise more smoothly and faster under water but very rough on the surface.

Near the end of a ten-day exercise in a training area near Pearl Harbor, McLaren's sonar man picked up a "mysterious boing" sound that he thought was a Soviet submarine. Over the next four decades the same sound was heard by ships in that same training area, but no sub was ever found. It was determined recently that the mysterious sound was the mating call of the dwarf minke whale.

His next assignment was to the USS *Sturgeon* (SSN-584), the submarine that conducted the first east to west hydrographic survey of the Northwest Passage. This was a very brave adventure but was not taken so seriously by the crew that they couldn't have fun playing the first baseball game at the North Pole.

The third part of this book concerned McLaren's tour on the USS *Skipjack* (SSN 585) whose motto was *Radix Nava Tridents* meaning "Root of the New Sea Power." Its design was the template for the American submarine in the modern era. McLaren said that his experience on that ship helped him to mature as a submarine officer and engineer. At the same time, he noted the difficulties and peculiarities of submarine life even while enduring overhaul periods in the shipyards. He recalled with amusement how his executive officer, when sleeping on the barge moored alongside the boat, would get up in the middle of the night to use the head and invariably would run into the adjacent bulkhead with a loud thud, followed by a groan (and a few unmentionables I imagine).

In July 1962, U.S. intelligence began to hear of the Soviet Union's increased military assistance to Cuba. The *Skipjack's* overhaul was shortened so that by September, she was ready for deployment to the Eastern Mediterranean Sea to be ready to act decisively against any threat to our ships and to counter any Soviet missile strikes to the continental USA.

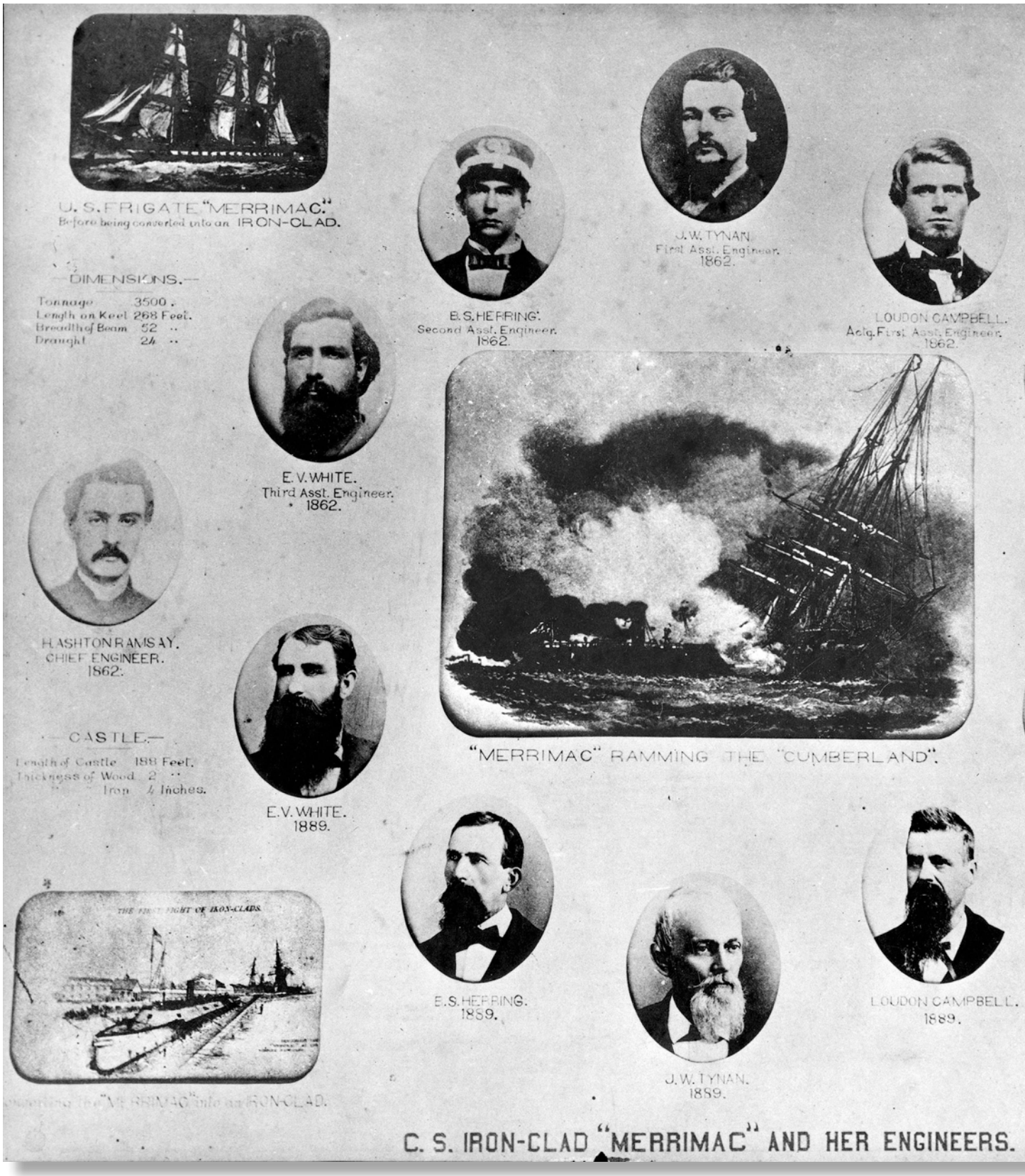
Despite the seriousness of the situation, McLaren described several incidents while on duty as a Shore Patrol Officer. One was when he was called to the Toulon Opera House to deal with a "dead sailor" who turned out only to be dead drunk.

Skipjack completed a considerable number of missions. Perhaps because of the difficulty to obtain security clearances, these were not fully described. There was no mention at all of the possible collision of the *Skipjack* and a Soviet destroyer while in the Barents Sea in 1960 that was mentioned in Sherry Sontag and Christopher Drew's *Blind Man's Bluff* (1998).

After enjoying 19 chapters that included many happy moments among equally serious ones, to end chapter 20 with McLaren's rather painful experience of having his commanding officer take the word of subordinate petty officers over his, left the reader with a negative ending. Otherwise, *Silent and Unseen* is a very enjoyable book. By reading this book, young officers can gain more realistic knowledge of submarine service and understand more clearly how important our modern nuclear submarines are to the safety of our country.

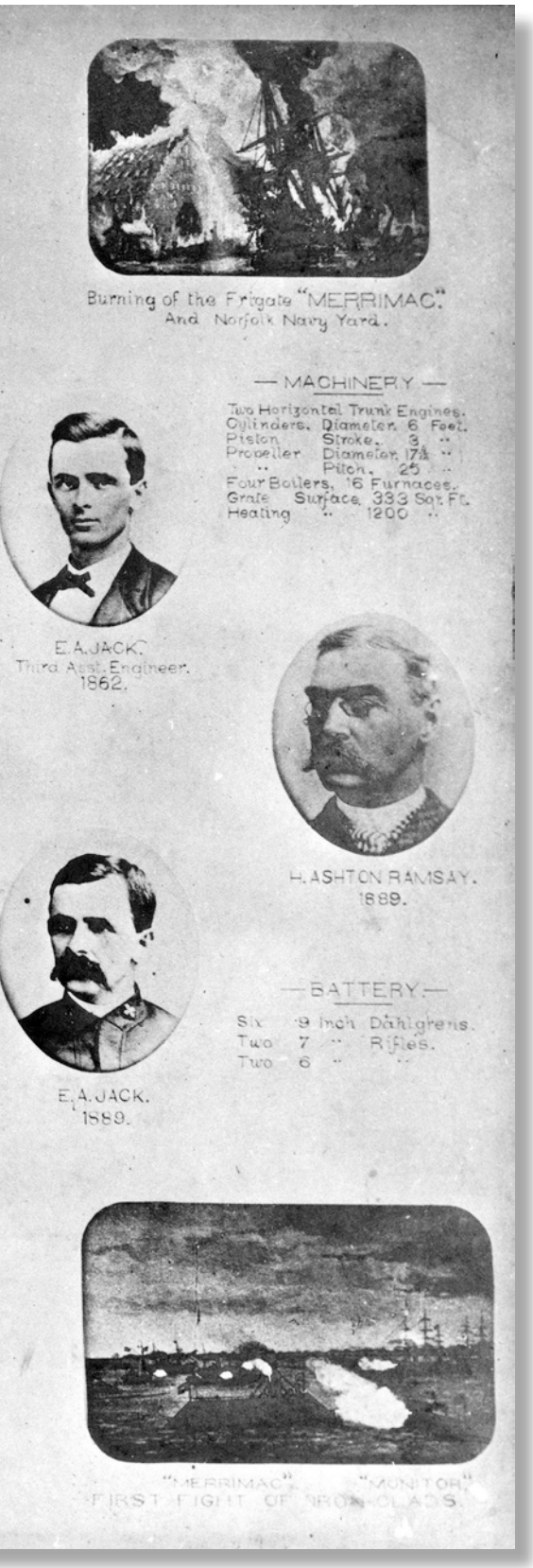
Remembering CSS *Virginia*

Twenty-Seven Years After the War, the "*Merrimac*" Engineers Reunite



From left to right: Chief Engineer H. Ashton Ramsay, Third Assistant Engineer E. V. White, Second Assistant Engineer B. S. Herring, First Assistant Engineer J. W. Tynan, Acting First Assistant Engineer Loudon Campbell, Third Assistant Engineer E. A. Jack (not pictured, George Washington City). (Courtesy the Mariners' Museum)

By Jonathan W. White, Ph.D., and Amanda Morin
Christopher Newport University



Seven men comprised the group of engineers in charge of ensuring the safety and efficient operation of the Confederate ironclad *Virginia*. *Virginia* is remembered for her innovation and the impact she had on the naval history of the Civil War. Above all else, however, she is remembered for engaging USS *Monitor* on March 9, 1862, at Hampton Roads, in one of the most important engagements in the history of naval warfare.

In 1889—more than a quarter-century after the Battle of Hampton Roads—First Assistant Engineer John W. Tynan contacted his fellow engineers with the intent to compile two photographs of each of the men in "a sort of combination picture, showing a picture of the '*Merrimac'* in the middle, surrounded by pictures of the Engineers as they appeared in war times and as they appear now." Tynan told his old comrades, "I am getting this up simply for my own gratification as a reminder of the old times, to pass on down to our grandchildren and not with any idea of publication or speculation."

Tynan went to great lengths to track down each of his old comrades, sometimes spending months writing to other people with the same names. Once he located the correct men he asked them for their photographs in order to assemble his collage. In addition, the old veterans reminisced about their personal lives and business ventures in the years since the Civil War.

For decades after the war, Union and Confederate veterans debated which side won the Battle of Hampton Roads, with both sides claiming victory. In his memoirs, Tynan's fellow engineer E. A. Jack, for example, maintained that *Virginia* had won the battle. As evidence, Jack claimed that a sailor from *Monitor* told him that the Union ironclad had retreated to shoal water where *Virginia* could not follow (although he would not name his source). Tynan sought to sidestep this debate in his commemorative photograph, instead choosing to place the greatest emphasis on a different moment in the battle.

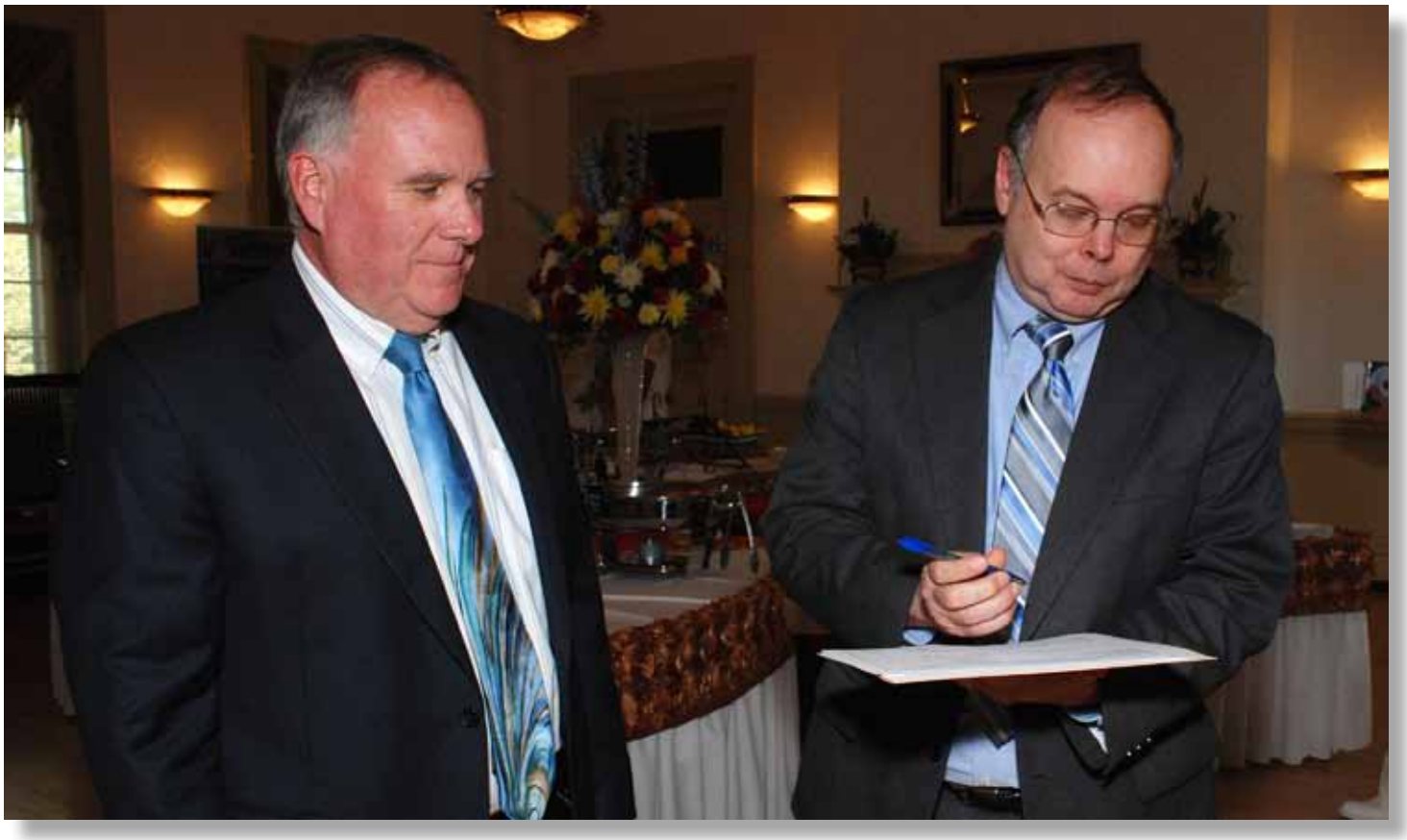
In 1890, another engineer, Loudon Campbell, suggested that Tynan make a larger collage than he had originally planned, with four smaller scenes from *Virginia's* career in the corners of the photograph. Tynan thought the idea a good one. In one corner he placed an image of "the original frigate '*Merrimac*' under full sail." In another, he showed the destruction of the *Merrimack* at Norfolk by Union forces. A third corner depicted the old wooden vessel "being transformed" into an ironclad. The bottom right corner showed the "duel between '*Merrimac*' & '*Monitor*'" on March 9, 1862.

The old engineer made a notable decision when selecting the center photo. Whereas most Americans today think of the fight between the *Monitor* and the *Virginia* on March 9 as the most consequential part of the battle, Tynan chose to commemorate a different moment from the previous day. "The center picture, much larger than the others," he told Campbell, was titled "'Merrimac' ramming the 'Cumberland.'"

Tynan's decision to focus on this moment in the battle reflected how Confederate pride in its naval achievements, a notion somewhat subordinate to the prevailing Lost Cause ideology. Here, the Confederates were at their strongest moment on the waters—an invincible ironclad destroying a 175 foot-long, 24 gun frigate. Confederate ingenuity and weaponry were the first to mark the death of the wooden warship.

In another sense, the destruction of

Remembering CSS *Virginia*
Continued on Page 23



Sam Cox, Director of the Naval History and Heritage Command (NHHC) as well as the Curator of the Navy, signs the official form accepting the 1816 David Phineas Adams Chart into the NHHC collection as Hampton Roads Naval Museum Curator Joe Judge looks on. (HRNM Photo by M.C. Farrington)

Chart of a Founding Chaplain
Continued from Page 11

dering of Santa Cruz, which he thoughtfully named "Porter's Island." In return, the captain saw fit to name a bay on nearby James Island [now known as San Salvador] in honor of Chaplain Adams.

Despite early hopes that Adams could find enough locally-sourced water to sustain the crew, the answer to their problem came from the holds of new prizes. So many were captured that Adams was temporarily given charge of the 20-gun captured whaler *Georgiana,* which was fitted out to be the store ship of Porter's burgeoning squadron. He was also given temporary command of the swift 6-gun whaler *Atlantic*, which was later rechristened *Essex Junior.* The final capture of the mission, the 10-gun whaler *Sir Andrew Hammond* was added to the squadron on September 15, 1813. Adams was drafted by Porter to oversee the rendering of oil from the several whales found tied alongside, a most unenviable task, yet one Porter believed the chaplain was the most qualified to carry out.

It had been a year of stunning successes: liberating captured American whaling vessels from a 15-gun Peruvian privateer and a 14-gun pirate vessel, which were captured; and taking a dozen whalers, thereby crippling the British whaling industry in the Pacific. Porter then split much of his prize squadron up, save *Essex Junior* and adjourned to repair his flagship on an island in the remote Marquesas Chain. It was there on Nuku Hiva that his mission drifted far beyond its original parameters. Porter became embroiled in tribal warfare and even claimed the island for the United States, naming it "Madison's Island," and leaving a small contingent in an ill-conceived attempt to establish a permanent settlement. Adams' name appears among the witnesses to the unilateral declaration of the island's short-lived annexation.

Porter's fortunes and those of his men faced reversals throughout the remainder of the cruise, which came to a violent and bloody halt in March 1814. Porter was forced to surrender USS *Essex* in Valaparasio, Chile, after sustaining an over 60% casualty rate following a savage beating from the frigate HMS *Phoebe* and sloop of war HMS *Cherub*. The successful sale of one prize whaler notwithstanding, the remainder of Porter's captured vessels were either burned or recaptured by the Royal Navy or by British mutineers whose loyalties reverted once escape from their American captors became possible.

Porter and 130 of his men were parolled and placed aboard the disarmed *Essex Junior* for what turned out to be a frustrating journey home, culminating in an escape from the ship by longboat in July 1814, after she was taken into custody by another Royal Navy vessel on blockading duty off Long Island. Adams and two others, however, were assigned to go all the way back to England with affadavits concerning *Essex's* capture. Finally on February 24, 1815, Adams reported to Navy Secretary William Jones that he had reached Norfolk, Virginia.

Adams was assigned by Captain Stephen Decatur later that year to undertake a survey of Hampton Roads for its suitability for future use by the Navy, which was completed in 1816. "[Adams spends] all year out here in Hampton Roads and charts all the shoal waters and does an incredible job," said Chaplain Cox. "[Adams] submits it back to the Navy. And then the chart

Just before the rededication ceremony for the 1816 David Phineas Adams Chart, Hampton Roads Naval Historical Foundation board member Channing Zucker, who spent a career at the Defense Mapping Agency (now known as the National Geospatial Intelligence Agency), traces the lines around what was then known as "Willoughby's Point" on the 1816 Adams Chart of Hampton Roads. Fellow attendee Elizabeth M. Dietzmann looks on. (HRNM Photo by M.C. Farrington)

just goes dormant. David Phineas Adams goes dormant. We don't read anything about David Phineas Adams after that. Nobody knows about him. He just falls off the charts."

"Until 1938," Cox added, after another chaplain, Commander William Wilcox Edel, succeeded in securing funding from Congress for the Naval Station's Protestant and Catholic chapels, as well as Frazier Hall.

Edel discovered the chart sometime during the construction of the new chapels, which were completed in 1941. "It's kind of falling apart because it's 125 years old at this point," said Cox. "[Edel] takes out Scotch tape and tapes this thing together, and then he puts it on acidic paper, and he puts it right next to the door. God bless him. He [was] a chaplain; not a preservationist."

"So I am walking around here wondering what am I going to do," said Cox as he described his first encounter with Adams' chart shortly after taking over as command chaplain of Naval Station Norfolk in 2013. "And I look over here and I see this chart that's sitting on the wall. And I go, 'What is this?' And I started reading and thought, there's no way that this could be the original 200-year-old chart. There's no way. [But] yeah, it's the original 200-year-old chart. Unbelievable. It's just been sitting here for 75 years next to the door next to the weather under this light and I thought, 'I've got to do something about this.' So I called up [Hampton Roads Naval Museum Curator] Joe Judge, and Joe Judge says, call [conservator] Pamela Young, and I called Pamela Young and instantly fell in love with another great American."

Young subsequently spent about 30 hours over the next nine months painstakingly removing the adhesive tape Edel applied in 1941 and fabricating new "rag stock" paper to replace the cotton fibers that had leached away from the chart over the past two centuries. "This organic material is prone to deterioration," said Young, "and there is a point of no return. Fortunately... Chaplain Cox found it in the nick of time."

"We will make sure that it is taken care of," said Sam Cox, director of the Naval History and Heritage Command and Curator of the Navy, adding that the chart would also be protected from, in his words, "the ravages of ultraviolet light that are as bad as the ravages of time on memory."

"This chart was used by the Navy as a reason to bring the United States Navy down here to Hampton Roads," said Chaplain Cox. "This [was a] backwater area. Nobody lived out here in the 1700s and 1800s. Nobody but tobacco farmers and corn farmers...There was nothing but swampland until the Navy came here to Hampton Roads. And now we have millions," Cox added. "Blame a 'chap' for that."

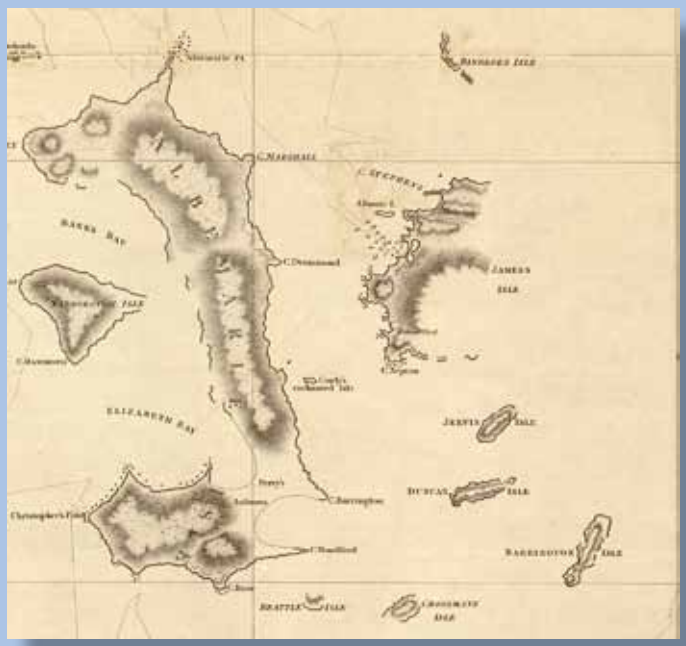
"Over the years many items of historic significance have come to light on the Naval Station," said Joe Judge of Adams' chart. When Chaplain Cox saw the chart, he knew what he had and took steps to do the right thing. He immediately addressed the conservation of the chart. He consulted with different people to produce valuable research. It's great that such a meaningful artifact has received such considerate, professional treatment.

"This chart brings the message home," said HRNM Director Becky Poulliot, "that the Navy and Norfolk's histories have been interconnected since our country's founding."

On the Legendary Journey of USS *Essex*

During the War of 1812, David Porter and David Adams Give the Early Naval Chaplaincy an American Meaning

After the first edition of *Journal of a Cruise Made to the Pacific Ocean, By Captain David Porter, in the United States Frigate* Essex *in the Years 1812, 1813, and 1814* came out in 1815, perhaps an ad hominem attack against it on the part of British writers should have been anticipated, considering the amount of economic damage Porter caused during the late war. And yet, there was something about William Gifford's 31-page Tory takedown of Porter's book in the *London Quarterly Review* that rattled Porter, so much so that his second edition included "An Introduction, In which the Charges Contained in the Quarterly Review, of the First Edition of this Journal, are Examined, and the Ignorance, Prejudice, and Misrepresentation of the Reviewer Exposed," a 71-page point-by-point rebuttal.



The Central Galapagos Archipelago as rendered by British explorer James Colnett in 1794. (Library of Congress image)

One of these "charges" involved David P. Adams. Or, rather, it was more of a wry observation about the unusual circumstances in which the chaplain popped up throughout Porters' memoir which didn't fit the mold of a standard British naval chaplain. "But our surprise was gratuitous," wrote Gifford, "and originated merely in ignorance of the American language, in which the word chaplain does not mean what it does in English, but a sort of Jack-of-all-trades."

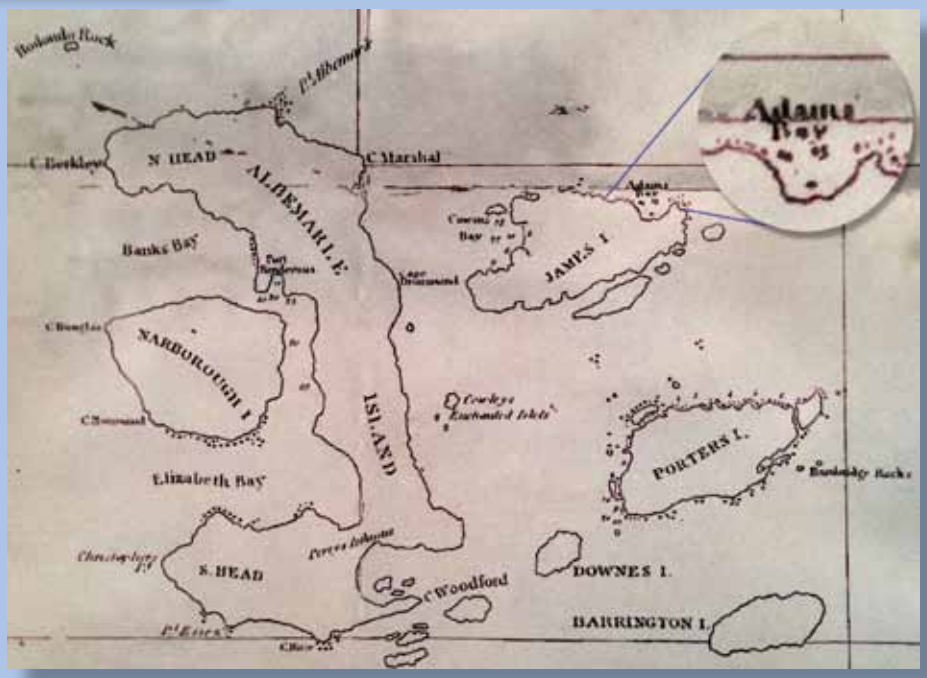
"His name occurs in three places," continued Gifford, "in the first of which he acts as a prize-master, in the second- as superintendent of the boiling of blubber, and in the third as a kind of deputy surgeon's mate."

Had Gifford been reading a little more closely, he would have also read Porter's description of a survey assignment in the Galapagos in which Adams "(whose zeal for promoting geographical and mathematical knowledge does him great honour [sic]) grasped at the proposal with avidity…"

So what kind of chaplain was David Adams? Was he the exemplar of religious leadership, as well as the type of spiritual advisor and counselor members of the naval service have always needed? Or were chaplains simply expected to possess a different skill set at the time?

Was he a rogue: the example young chaplains learn *not* to follow? Or were there more nuanced factors at work during these first decades of the Navy Chaplain Corps that required greater flexibility on the part of its tiny cadre of members?

One contemporaneous text refers to him as "Parson Adams," yet the native of Lexington, Massachusetts was not a man of the cloth, nor was he even ordained into any



This map contained in Porter's Journal of a Cruise Made to the Pacific Ocean *was, unfortunately, not made directly by David P. Adams, but it shows many of the geographical features he added to Colnett's in 1813, including "Porter's Island," now known as Santa Cruz. As for "Adams Bay" on "James Island," current maps now refer to it as Sullivan Bay, Santiago (or San Salvador) Island.*

particular denomination before becoming a chaplain. In fact, the chaplain who would one day be known not only for his exploits in the South Pacific and his later role as a predecessor of the United States Naval Academy professors of today, started his career as a man of letters. Under the nom-de-plume "Sylvanus Per-Se," this poor farmer's son two years out of Harvard became the first editor of the Boston Anthology Society's journal *The Monthly Anthology, or Magazine of Polite Literature.* "Adams, hoping possibly to imitate Joseph Dennie or Charles Brockden Brown, had determined to make a professional literary career for himself," wrote Louisiana State University English Professor Lewis P. Simpson in 1954. "Had he succeeded he would be remembered among Boston's first professional men of letters; but within six months, unable to lure either subscribers or contributors in sufficient numbers, he relinquished his editorship and with it his intended profession."

A truly great American life is nothing without reinvention, and Adams' life was no exception. After a few years, the disappointment of Boston long behind him, Adams had become a professor of mathematics and astronomy at Columbia College (later Columbia University). In 1811, however, Adams decided to join the Navy. As frequently happens to those who join the military, however, unfamiliarity with the process of how one secures a certain position can lead to unanticipated duties. Furthermore, the most direct path to a desired position is not always a straight line.

Although Adams originally applied for an appointment as "a teacher of mathematics and navigation," Captain James Lawrence (who during the coming war would command USS *Hornet* to victory and in defeat aboard USS *Chesapeake* would issue the immortal order, "Don't give up the ship!") stepped in and modified his application, informing Navy Secretary Paul Hamilton that he did so out of "a wish to benefit the service." Lawrence continued:

"Should you be pleased to give him an appointment similar to Chaplain Thompson deceased, I ... request as a particular favour [sic] that you will order him to the Argus for a few months, as I have a number of midshipmen aboard, all promising young men who would be much gratified with so good an opportunity of making themselves perfect in Navigation, particularly as Mr. Adams is considered one of the best Lunarians in the United States."

Adams' appointment as a chaplain was approved effective May 10, 1811, and a copy of his commission was sent to "Revd David P. Adams." Adams, however, was not ordained, and as soon as word of the error reached Secretary Hamilton, the record was corrected.

Of 41 chaplains listed as having served between 1811 and 1820, 30 of them, including Adams, have no affiliation listed. Whether affiliated with an established denomination or not, among his duties to the 319 men he served, under naval regulations established in 1775, Adams would have had to ensure that a "divine service" be performed twice a day aboard naval vessels and a sermon preached on Sunday.

The frigate Essex, *built in 1799, as she appeared from port side view, as a stylized illustration by artist Joseph Howard (1789 – 1857) of the ship, with cannon ports visible, in configuration at the Galapagos Islands, wearing a deceptive color scheme while on the hunt for British whalers. (U.S. Naval Academy Museum Collection)*

Adams would have probably also presided over funerals, such as that of the unfortunate gunner's mate James Spafford, accidentally shot by an officer on a foraging expedition on the island of Mocha shortly after the *Essex* commerce raiding expedition reached the Pacific. After the resulting inquest, Spafford's body "was committed to the deep," wrote Porter, "according to the funeral ceremonies of the Church."

Then there was John Rodgers, who Porter wrote had "too great a fondness for rum," and while intoxicated fell from the mainyard while assisting in furling the mainsail, shattering his skull.

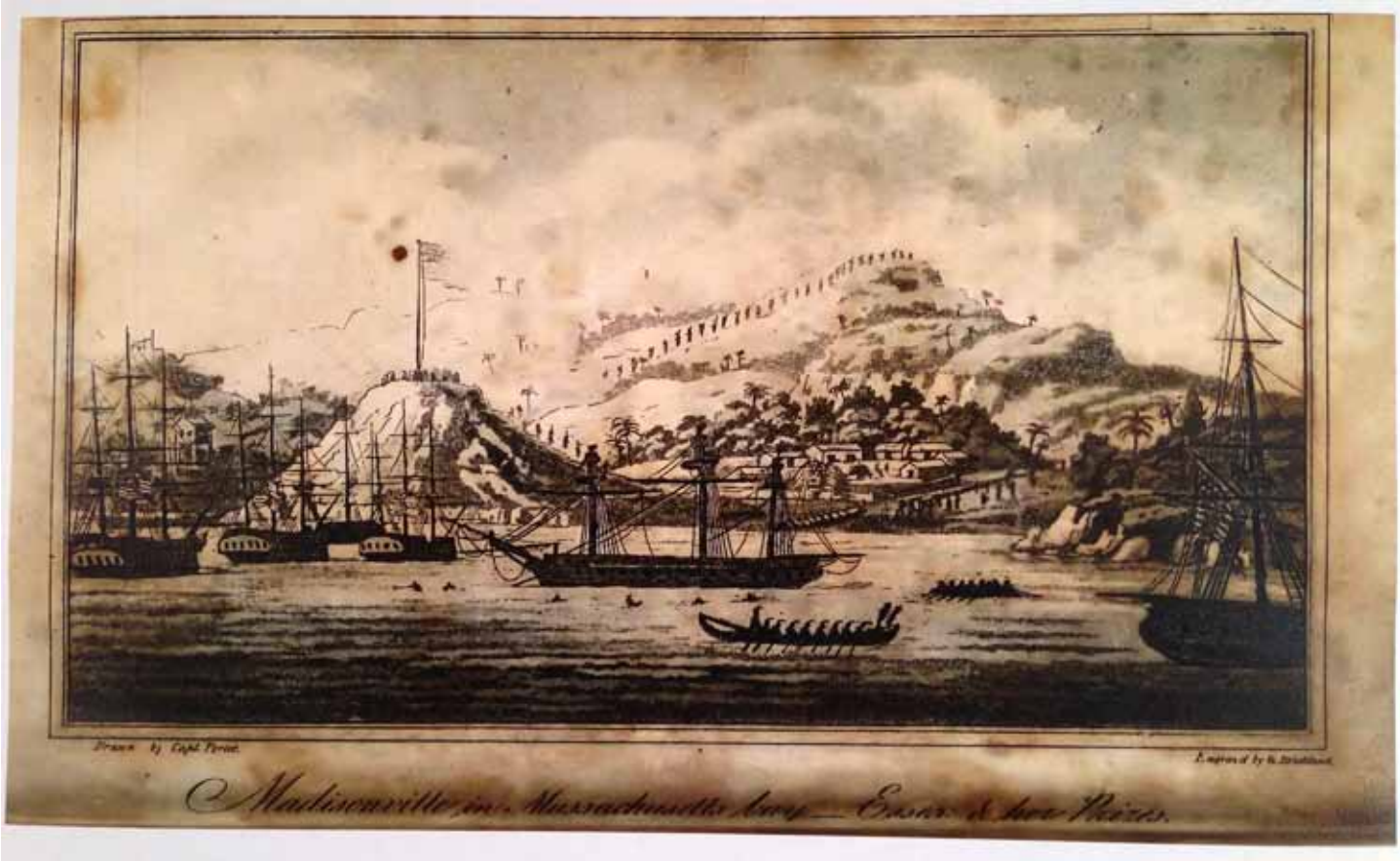
According to the Naval History and Heritage Command, "No corps of the Navy took so long to crystalize into a well-defined unit as the Chaplain Corps." Its early members were probably a heterogeneous lot indeed, without even a directive as to clothing until 1830, and no proscribed uniform items until 1838, when a regulation authorizing the same buttons other naval officers wore be worn on their "plain black coat, vest, and pantaloons or black breeches."

At that time, the bewilderingly diverse duties required of U.S. Navy chaplains defied easy categorization, and many years would pass until specific duties were delineated. Without a specific listing of prohibitions upon his proscribed duties to consult for an answer, the clearest answer to whether Adams was or was not really a chaplain as modern members of the Navy would recognize him can be found in the account of the battle between *Essex* and HMS *Phoebe*. Far from being at the helm of a prize vessel or even at a battle station, Adams could be found during the ferocious battle in the frigate's sick bay, tending to the wounded. His role there had become even more vital after the death of the ship's doctor months before.

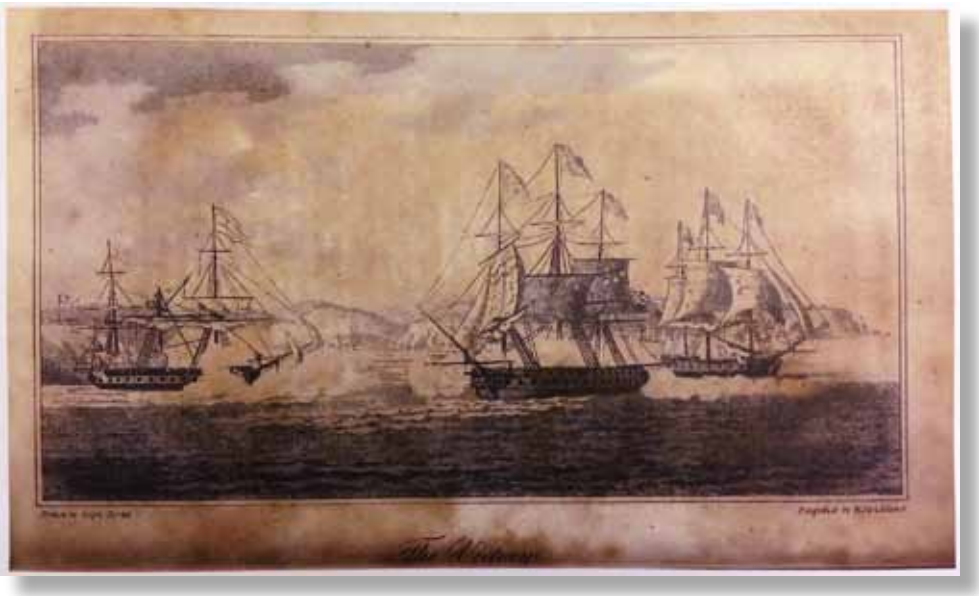
Porter wrote in his journal that the actions of the two acting surgeons and "the benevolent actions of Mr. D.P. Adams, the Chaplain, saved the lives of many of the wounded."

As to the British editor's slings and arrows aimed at "jack of all trades" Adams, Porter was adamant:

"With regard to the character of Mr. Adams, little need be said. Those who are acquainted with his pure morals, his amiable manners, his great scientific attainments, and his indefatigable activity in the discharge of every duty confided to him, need not be told, that as chaplain of the Essex, he never disgraced his station. That he acted on one occasion as prize-master, was owing to the circumstance of every officer of the ship that could possibly be spared, having been sent out of her to take care of the different prizes. Indeed, the number of prizes, and the multiplicity of duties consequent to the situation of Captain Porter's ships, rendered it indispensable



This illustration entitled "Madisonville, in Massachusetts Bay—Essex and her Prizes," depicts a little-remembered conquest. On November 19, 1814 Captain David Porter claimed Nukahiva Island in the South Pacific for the United States, renaming it "Madison's Island." (Porter/ Journal of a Cruise Made to the Pacific Ocean*)*



On March 28, 1814, Essex's *voyage came to an ignominious end after her main top-mast was carried away by a heavy squall while trying to break out of Valparaiso Harbor, Chile. HMS* Phoebe *and HMS* Cherub*, sent to the Pacific to track down and eliminate the American frigate, closed in. Fifty-eight crewmembers were killed, 27 injured, and 31 missing, a total of 154 casualties. . (Porter/* Journal of a Cruise Made to the Pacific Ocean*)*

that every person should be employed. If the Reviewer had paid due attention to Mr. Adams, he would have found him also acting as assistant surgeon. Again, he might have discovered Mr. Adams employed in promoting geographical and mathematical knowlege; in drawing and surveying, and in performing all the duties of his station, with a degree of attention as well of ability, honourable to himself, and highly useful to his country."

It was perhaps after the war that Adams finally took up the duties he had entered the Navy to perform. He received orders in 1816 to conduct more surveys of the Chesapeake Bay, as well as boundary areas of the northern states in the wake of the signing of the Treaty of Ghent.

Later the same decade, Adams was appointed chaplain in Norfolk of the 74-gun receiving ship USS *Columbus*, and in 1821, Adams would be put in charge of the Nautical School, a predecessor to the Naval Academy, at Gosport Navy Yard aboard the U.S. Frigate *Guerriere*.

Instead of the cerebral and sedate life of literary pursuits that his youthful heart desired, Adams would have to settle for the adventure of a lifetime in the United States Navy, securing for himself not a footnote in the annals of Boston's intellectual history, but a lasting legend as the only U.S. Navy chaplain ever to take charge of a prize vessel, the first member of the U.S. Navy to chart the Galapagos, and in all likelihood the maker of the first chart made to determine the best places to station U.S. Navy vessels in Hampton Roads.

Remembering CSS *Virginia*
Continued from Page 17

USS *Cumberland* in battle underscores a lack of glory, in the way that the *Virginia* went down a few months later. Even as a wreckage site, *Cumberland* was a proud monument to the men who had fought and died on March 8, 1862. Union nurse Harriet Douglas Whetten wrote in her diary on August 1, 1862, "Passing the *Cumberland* again I was more than ever struck with the tragedy of the sight—the deep pathetic sight—fit monument—grave and monument as well of heroes." But *Virginia's* burial at sea bore no such honor for her officers and crew. E.A. Jack recorded in his memoir his sadness upon learning that the *Virginia* would have to be scuttled, writing, "I felt that I had rather go down in her like the brave crew of *Cumberland* in honorable contest with the enemy."

Beginnings of Sewells Point
Continued from Page 9

ough Church was severely damaged by the fire, its walls remained mostly intact and still stand today as St. Paul's.

In 1785, the General Assembly of Virginia authorized a lottery to raise funds for the repair and reconstruction of the Borough Church in light of the damages it incurred during the Burning of Norfolk. That same year, two laymen of the Parish, Dr. James Taylor and Mr. George Kelly, were sent as representatives to an Episcopal congregations meeting in Richmond to begin the formation of a Diocese of Virginia. On September 19, 1790, the Reverend James Madison was consecrated as bishop, thereby validating the Richmond meeting. A cousin and namesake of the 4th President of the United States, Madison served as the 8th Chancellor of the College of William & Mary and is presently buried in the crypt underneath the Wren Chapel.

An influential entity since its inception, the Elizabeth River Parish truly embodied the origin and spirit of Norfolk.

Keep Coming Back
Continued from Page 2

same name as the Fort Wool we pass each time we go through the Hampton Roads Bridge-Tunnel). It seems her husband's father negotiated the sale of Sewells Point to the Navy for what would become Naval Station Norfolk; her husband's grandfather had led Union troops back into Norfolk in 1862. Yes, Jim had been sandbagged by a little old lady.

Historian and docent Howard Sandefer recalls a priceless encounter. Eager to highlight a recent accession (a chart of the D-Day Landing on Omaha Beach), Howard spent all day reading the chart and explaining its story to all visitors who would listen. Old maps and charts are Howard's thing. His last guests of the day were two elderly ladies. After Howard exhausted his knowledge of the subject, one of the ladies pointed to the plaque that described who the chart was issued to. It was used on D-Day by a landing craft coxswain delivering troops to Omaha East. "That was my husband," she said modestly.

All of us who love artifacts know it doesn't get better than when we connect history to a personal story to make a meaningful experience for our audience-military and civilian.

Hampton Roads Naval Museum Docent Jim Reid receives a 3,500-hour award certificate from Volunteer Coordinator Tom Dandes at the Norfolk Yacht and Country Club on April 30, 2015. (HRNM Photo by Diana Gordon)

> ***"Special = HRNM people."***
>
> Lou Gull

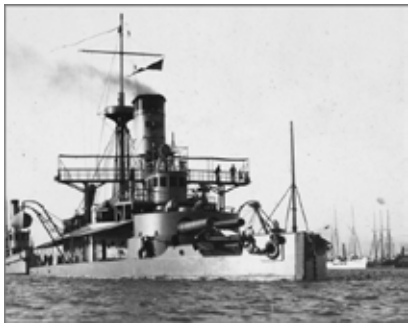
There are more interesting stories I could relate, and I hope to do so, in future issues of *The Daybook*. One of our volunteers Dick Hanna has suggested that we come up with a way to memorialize our volunteers—to amass those collective *Museum Moment* stories. I think it's a great idea, and if you would like to serve on a working committee, we'll make that happen. For now though, I will close with my best museum moments—they are those special times I share with each of you.

Becky

Aft Lookout: On the "War Path"

Along the amusement venue of the 1907 Jamestown Tercentennial Exposition called the War Path, visitors stroll around near the section's most popular exhibit, Edward J. Austen's massive animated panorama of the two-day battle between CSS Virginia *and Union warships blockading Confederate-held Norfolk. Read about the enduring popularity of the battle's imagery in Elijah Palmer's article* Monitor, Merrimack, *and Memory on page three. (HRNM Image/ Theodore Wool Collection)*

In Our Next Issue...

Admiral Knight's *Puritan* Test:

--One Experiment Earns Two Courts-Martial for a Navy Captain