THE
DAYBOOK®

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President Franklin D. Roosevelt visits the Norfolk Navy Yard

Cover Illustration: On the cover is William P. Randall. Before the American Civil War, Randall was an officer in a successful whaling operation out of New Bedford. After he heard about the firing on Fort Sumter, Randall immediately volunteered to serve in the Navy. The Fleet assigned him to serve on the sloop-of-war USS *Cumberland*. The day the ironclad CSS *Virginia* sank *Cumberland*, Randall was in charge of the ship's aft pivot rifle, and had a very different account of what happened that fateful day.

HAMPTON ROADS NAVAL MUSEUM
Local History. World Events.

About The Daybook® *and the Museum*

The Daybook® is a registered trademark of the Hampton Roads Naval Museum (HRNM), Department of the Navy, an agency of the United States Government. It is an authorized publication of 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 reports to the Naval Historical Center's Museum's Division. 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*.

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

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NAVAL HISTORICAL CENTER

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Summer Work

The Director's Column

by Becky Poulliot

Summer is here and we made it through the site visit by the American Association of Museum's inspection team. The two team members will provide a written assessment of HRNM's adherence to professional standards. AAM will report back to us in November on whether we have received official accreditation.

Summer is the high point for our visitation as America goes on vacation. To assist us, HRNM has a great group of summer interns on board.

Stephen Hebert comes to the museum from Old Dominion University. Stephen received his B.A. in History from Louisiana State University and is finishing his master's thesis in classical studies with a focus on ancient Roman civilization. Stephen plans on continuing his education by pursuing a Ph.D.

A familiar face is Matthew Eng, who is now in his third summer as an education intern at the museum. Matthew recently finished his master's degree at Old Dominion University. His interests include naval history, maritime history, and history of the Soviet Union. He hopes to build on his experience in a future pursuit of a Ph.D. in naval history or a job in museum studies.

Curt Schmitz, our third intern, is currently pursuing a B.A. in History and Museum Studies at Luther College in Decorah, IA. A native of Cresco, IA, he enjoys Civil War history and is a Civil War re-enactor. He enjoys working at the museum and interacting with visitors through the museum's education programs.

Stephen Hebert, Matt Eng, and Curt Schmitz are the museum's interns for 2008. The interns work in the education space on the battleship Wisconsin, *conduct education programs in the museum's gallery and at off site locations. (Photo by Marta Nelson Joiner)*

Come down and visit the Hampton Roads Naval Museum this summer and you will run into one of our knowledgeable summer interns. Below is a list of some of the programs they will conducting in the museum's gallery and on the battleship *Wisconsin*.

2008 FAMILY FUN PROGRAMS (also visit, www.hrnm.navy.mil)

Here is the 2008 summer rundown:

JJ's room open 7 days a week 10 a.m. to 4 p.m. (subject to change) on board the battleship *Wisconsin*.

Wednesdays: Explore Naval History 11 a.m. and 2 p.m. in the Gallery.

Thursdays: Meet and Greet Costumed interpreters at 11 a.m. and at 2 p.m. in the Gallery.

Every Friday: Sail through the Navy on Family Fun Friday! Get a passport and explore the Naval Museum and BB-64 as you try to collect all the stamps for a great prize!

Becky

The Fleet Arrives on the West Coast

Four months after it left Hampton Roads in November 1907, the Atlantic Fleet finally arrived on April 13, 1908 in California. Coastal cities in California fiercely competed for the privilege of hosting the ships. The Fleet bestowed San Diego with the honor of being the first host, although the Fleet had to anchor in Cornado as flag officers deemed San Diego's harbor to be too shallow.

From there, the fleet split to visit the rest of Southern California, including Los Angeles (technically San Pedro), Santa Barbara, and Long Beach. Once it reassembled,it made its grand entrance into San Francisco, marking the end of the its journey to the West Coast.

The ships of the Fleet were starting to

Uncle Sam's Greatest Show on Earth

The Great White Fleet One Hundred Years Later

show the wear and tear of travelling several thousand miles. Petty Officer Stoffer's ship, USS *Kansas* (BB-21), started to have issues, requiring a detour to Bethelehem Steel's drydock at Hunter's Point in San Francisco. *Maine* (BB-10) and *Alabama* (BB-8) had been problem ships from the start of the cruise and gained the additional reputation as fuel hogs along the way. They were replaced by the Navy's two Pacific-based battleships *Nebraska* (BB-14) and *Wisconsin* (BB-9).

The following text is taken directly from Stoffer's diary; he did not have the best command of the English language.

April 1 Wednesday [Magdalena Bay, Mexico]
We eat breakfast at six bells and began coaling at seven taking aboard about nine hundred tons by two bells in the evening and filling up the ship. We fired a salute for someone but who it was I do not know.

Saturday April 4
Worked half the day and then I was put on auxiliary watch for the next week. Man was buried on the beach with due ceremony.

Sunday April 5
We had to stay on the ship all day because the first lieutenant is a damn fool and would not allow any of us to go visiting other ships.

From the forecastle of USS Kansas *(BB-21), sailors watch their ship and USS* Connecticut *(BB-18) steam through the Golden Gate and into San Francisco Bay on May 3, 1908. The fleet's first leg around the world was now complete. (Photo from the collection of William Stewart/www.greatwhitefleet.info)*

Monday April 6
I had all day to my self and I scrubbed clothes from three thirty until five thirty. Visiting parties come aboard every night. Torpedo boats arrived here last night.

Tuesday April 7
Orders were given to scrape every ditty box on the ship and then varnish them.

Wednesday April 8
Varnished my ditty box and then slept part of the time. Paint is flying in every direction.

Thursday April 9
Same as yesterday except that it is my 23 anniversary.

Friday April 10
Mail aboard and I received two letters and a post card. No work today for it is my day off. Racing is all the go today between crews of the different ships and all are represented but the Kansas. A man was buried off the Vermont.

Saturday April 11
Worked hard all forenoon and one man was disrated because he burnt too much coal. Were clearing up all the time to get under way. Raised anchor at 4 oclock in the afternoon and went out of the bay in single file making a grand sight whenever the flag ship changed her course. We may never see dear old Magdalene again.

Sunday April 12
Was on watch from eight to twelve came off and eat dinner and will now sign up for our monthly money. I will draw forty bucks.

Tuesday April 14 [San Diego]
Arrived in San Diego about 12 oclock. Came in four columns and anchored.

Wednesday April 15
Worked half a day and was told to get ready to go ashore laid around all afternoon and got into the boats about eight oclock and laid there about three quarters of an hour and then was called back. The air was blue for a while.

Friday April 17
Worked half a day getting ready to get under way in the morning.

Saturday April 18 [Los Angeles]
Raised anchor at 6 oclock in the morning and started for San Pedro and arrived at that place about 5 oclock in the evening and I went ashore on liberty until seven oclock the next morning had a fine time.

Greatest Show continued on page 4

(Poster provided by www.greatwhitefleet.info)

Greatest Show continued from page 3

There was said to be one hundred and eighty thousand people on the beach the day we arrived in San Pedro.

Monday April 20
Went ashore again for 24 hours had a good time. Visitors aboard every day.

Tuesday April 21
Came back from liberty at 7 and went to work about nine worked until noon and was off again in the afternoon visitors aboard.

Friday April 24
Went ashore again and had an automobile ride around the city and had a good time after the ride. Last day in San Pedro.

Saturday April 25 [Santa Barbara]
Raised anchor about five oclock in the morning and started for Santa Barbara and reached that port about four oclock in the afternoon. This is also payday for the fleet.

Wednesday April 29
Went ashore today and had a fine time, took the train to Oxnard.

Thursday April 30
Raised anchor about 5 oclock this morning and started for Monterey and reached that port about 6 oclock

Saturday May 2 [Santa Cruz]
Raised anchor about 6 oclock in the morning and started for Santa Cruz and reached that port about ten oclock. It looks like a small place but can not tell much from here. Liberty party went ashore.

May 3 - 18 [San Francisco]
The second flotilla came in today from San Pedro. Everything is quiet at this port but the boys are having a good time the ship is quarantined and visitors can not come aboard on May 4 the second squadron joined the rest of the fleet at this place and on the fifth of May Fighting Bob joined the fleet and about three oclock in the afternoon we raised anchor and started for the entrance of the Golden Gate and reached there about six oclock in the morning of May sixth and anchored outside the Golden Gate until ten thirty we steamed slowly into the Bay of San Francisco through the narrows. On May the seventh we had a big parade and from this day to the seventeenth we went ashore every fourth day. Coaled ship in the 13teenth.

Monday May 18
We left San Francisco about ten oclock this morning for Bellingham, Wash going at the rate of 13 knots an hour and reached that place about two oclock Thursday May 21 and a liberty party went ashore immediately.

Friday May 22 [Bellingham, WA]
I went ashore today and we had a sad accident two of the boys off the New Jersey were killed by an electric car when coming home from the park the people felt very bad over it. Returned to the ship at one oclock in the morning.

Saturday May 23
We raised anchor this morning and started for Seattle and reached that place about three thirty in the afternoon the dock and hills were black with people out to see the ships come in.

Sunday May 24 [Seattle]
I went ashore today to have my tooth looked at, did not do much good.

Monday May 25
Went ashore again today for the same reason went to lodge in the evening and enjoyed a feed and they gave me the largest apple I ever saw.

Tuesday May 26
We had a parade today and each ship was presented with a cub bear for a mascot and the one we received was a dandy.

Wednesday May 27 [Tacoma, WA]
We left Seattle about eight oclock in the morning for Tacoma and arrived there about three oclock in the afternoon sent a liberty party ashore until one oclock in the morning.

Thursday May 28
Left Tacoma about eight oclock in the morning for San Francisco going about 11 knots and about five oclock in the afternoon our mascot committed suicide by jumping over the side and we miss him very much.

Saturday May 30 [En route back to San Francisco]
Everything was going fine until about eleven thirty something gave away on the circulating pump and we had to leave all the discharge water out into the bilges and we all got a hot salt water bath.

Sunday May 31
Arrived at San Francisco in a crippled condition and anchored about twelve oclock about the same place we were before and all hands started to repair the ship after working the best part of the night we found there wasn't anything wrong with the pump. We did not get any liberty for about three days.

June 1 - 13 [Bethelehem Steel, Hunter's Point Shipyard]

During all this time we were repairing and cleaning ship. I stood watch one week and when I was not on watch I went ashore every other day. Had my pictures taken.

Greatest Show continues on page 5

Greatest Show continued from page 4

June 14 - Sunday
The Kansas made a record breaking docking. We raised anchor about eight thirty in the morning and started for the dock and had to wait outside for about an hour and the tug took us in tow and put us in the dock and the gate was not any more than shut the boys were over the side and scraping her sides and when the water was all pumped out of the dry dock the boys had her bottom all scraped and ready for painting. Meanwhile the engineer's force was in the fire and engine rooms overhauling valves and doing other necessary work and part of the force worked nearly all night.

June 15 Monday
Everybody was called at five oclock and we began to dig in again this time on her stern sheets and finished by nine oclock. Meanwhile the deck force was painting [giving] her two coats [on] a surface of forty thousand square feet. This was done from five until eleven in the morning and they began flooding the dock and we were out by two in the afternoon and started for our old anchorage arriving there a half hour later.

June 18 Thursday
All hands were called at four oclock this morning and began coaling ship at four thirty. We put on eighteen hundred and forty tons quitting at eight oclock in the evening. The ship was awful dirty.

June 19 Friday
Cleaning ship is all the go today and she certainly needed it.

June 30 Tuesday
Nothing doing in the morning but about four oclock in the afternoon we began coaling ship and put on 500 tons by nine oclock in the evening.

July 1 Wednesday
Taking on stores and cleaning ship went ashore and got my pictures.

Friday July 3.
Worked in the forenoon and went ashore at one oclock and bought stores for the trip around.

Saturday July 4
We did not work today had a big dinner and all is well.

Monday July 6.
Everything is hustle and bustle getting ready to get under way tomorrow. Are taking on stores of every description.

Tuesday July 7.
Everything is ready we took on the last stores this morning. We lighted fires at ten oclock A.M. and the whole fleet got under way at two P.M. going at a speed of ten knots an hr. We did a few maneuvers outside the gate then steamed due west. It was a little foggy during the evening.

The people of Seattle packed the parade route to watch the sailors of the Fleet march pass. Once the parade was over, crowds mobbed the sailors and expressed their appreciation to the Fleet. (HRNM photo)

Thursday July 9
Are having fine weather and it is warm. Every body is complaining of the heat.

Thursday July 16. [Honolulu]
Sighted land early in the morning and reached Honolulu between twelve and one oclock in the afternoon and floated around out in the harbor for about two hours then we went in and tied up to the dock the Connecticut, Wisconsin Minnesota and Vermont doing the same. The dock was lined with people and the streets are all decorated with red, white and blue electric lights it looks pretty nice.

Friday July 17.
Began coaling at one oclock in the afternoon and put about 900 tons aboard by nine oclock.

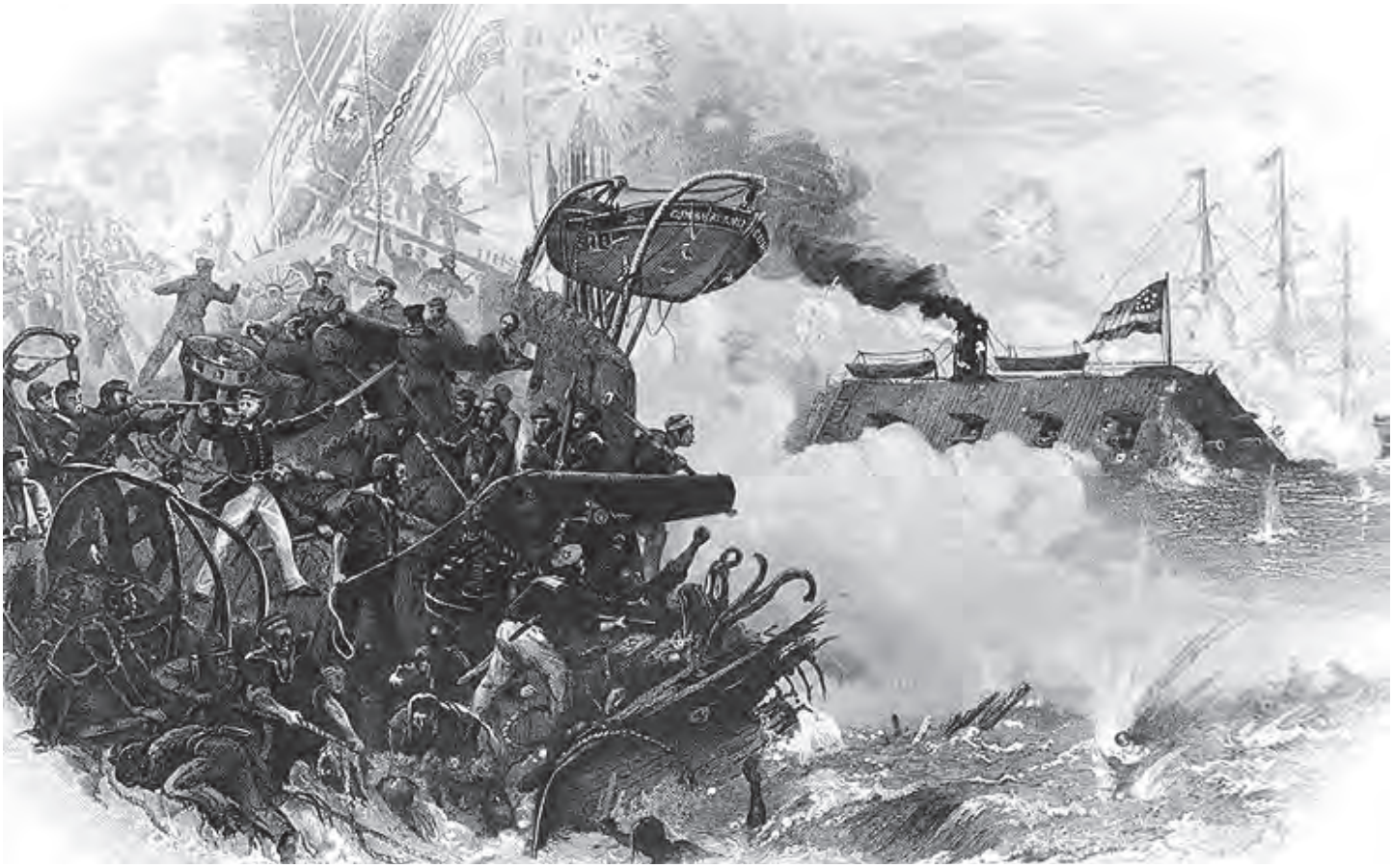
Saturday July 18
Every body turned to at five oclock this morning this being field day also we left the dock and went out into the bay about nine oclock in the morning.

Sunday July 19
Had quarters in the morning and then we went ashore at one oclock seen the queens palace and then went out to the beach to watch the natives ride the surf.

Tuesday July 21
Went ashore again today and enjoyed a little mountain climbing going to the top of Diamond Head which is seven hundred and forty some feet high it being the highest peak surrounding an extinct volcano which is said to be ten miles across and is shaped like a bowl.

Wednesday July 22 [En route to New Zealand]
There being no liberty today we raised anchor at six oclock in the evening and started on our longest journey for Auckland New Zealand taking between sixteen and seventeen days. The Minnesota stayed on Honolulu for two days to get the mail.

Thursday July 23 - Aug 9
Everything is going fine. We crossed the Equator Tuesday morning the 28th and the Minnesota came in line also and the boats were lowered and the mail brought aboard and also initiated some of the new recruits and we are maneuvering two hours and one half every day having lovely weather but it is hot below. Passed Samoa some of our possessions and had some rough weather a few days before we reached Auckland in the morning about nine oclock. We could not go ashore because the officers wanted to go first.



When the ironclad CSS Virginia *defeated USS* Cumberland *on March 8, 1862,* Cumberland *was remembered as a ship that fought with courage against impossible odds with bravery, courage, and honor even though her loss was one of the greatest defeats in Naval history. (Engraving from* Battles and Leaders of the Civil War*)*

His Record Lives

The Story of William Pritchard Randall and the sinking of USS *Cumberland*

by Gordon Calhoun

The term hero is a frequently used word in everyday life. Despite the dictionary definition of the word, it is still a very subjective term. To most, a hero is someone who conducts himself with courage in the face of danger, often at risk to his own life. We honor heroes with medals, rewards, and public fame. Heores are model citizens to be emulated because they have done something others never would have had the emtional resources to do.

One officer aboard the sloop-of-war USS *Cumberland* has been universally labeled as a hero. But, upon closer inspection it appears that there might be another, more worthy candidate.

On March 8, 1862, the ironclad CSS *Virginia* engaged and sank *Cumberland* in the opening hours of the Battle of Hampton Roads. After the ship was sinking and obviously defeated, *Virginia*'s commanding officer Commodore Franklin Buchanan demanded *Cumberland*'s surrender. *Cumberland*'s acting commanding officer Lieutenant George U. Morris responded back, "I will never strike!" The ship went down with the national ensign still flying.

Upon hearing about Morris' response, newspapers throughout the North hailed the lieutenant's act as the ultimate act of bravery in the face of certain defeat. The public turned the ship into a martyr for the Union cause and it became the defining moment of the ship's history. Even his Confederate opponents expressed a certain amount of respect towards Morris for not surrendering. Morris' statement was modified and changed throughout the years until one newspaper quoted him as saying "You have caused a great slaughter! Damn you! I will never strike! I will sink the colors flying!" The print shop Currier & Ives wrote "defeated but never conquered" on their print of *Cumberland*'s sinking. Morris' act was the perfect embodiment of the Navy's unofficial motto, "Don't Give Up the Ship!"

When Morris died in 1875, at least one newspaper elevated him from hero to a deity. "Morris went down with his ship, but his life was saved, and now after a dozen tears, amid the calm of peace and where no murmur of sobbing seas break upon his ears, he has died. His memory will not be honored in this generation as it deserves, but his is a glory that will enlarge through the years, until at last, in the imaginations of men, he

Randall continued on page 7

Here are two pictures of William P. Randall that vividly show the effects of war on the human body. On the left is Randall in 1861 when he worked on whaling ships out of New Bedford, Massachusetts. On the right is the same man as a warrant officer shortly after escaping death aboard USS Cumberland *just a year later. (Naval Historical Center photos)*

Randall continued from page 6

will be pictured as a demi-god, one of those Titans who lived in the earlier world, who loved nothing so well as his native land, who feared nothing but dishonor," the newspaper wrote.

The public accepted the conclusion that *Cumberland* was an obsolete wooden ship that was sunk by a technologically superior vessel, but nonetheless had a gallant company led by the brave commanding officer Lieutenant George U. Morris. Henry Wadsworth Longfellow, the nation's quintessential 19th century poet and scholar, was so moved by what he had been told about *Cumberland*'s last stand, that he ended his self-imposed exile after his second wife's tragic death to pen an epic poem entitled "The Cumberland."

One stanza reads:

"Strike your flag' the rebel cries, In his arrogant old plantation strain.
'Never!' our gallant Morris replies: 'It is better to sink than to yield!'
And the whole air is pealed, With the cheers of our men."

Longfellow's classmate Nathaniel Hawthorne wrote for *The Atlantic Monthly*, "Nor can any warrior be more certain of enduring reknown than the gallant Morris, who fought so well the final battle of the old system of naval warfare, and won glory for his country and himself out of inevitable disaster and defeat."

It was writings such as these that helped shape the public memory of the battle. By the 1880s, it had been set in stone. Authors and historians would repeat the similar theme over and over, and continue to use this interpretation today.

But one of *Cumberland*'s officers had a different take on the battle. His name was William P. Randall and he held the rank of acting master on March 8, 1862. Randall was not an Academy man. Like many officers in both the U.S. Army and Navy during the American Civil War, he was a volunteer. Two months after the firing at Fort Sumter, Randall was preparing to head out to sea on one of his company's whaling vessels from New Bedford, Massachusetts. He decided instead to volunteer for the Navy.

Before he had stepped on board a U.S. Naval vessel, Randall was a local legend among the New Bedford whaling community. He was from a prominent Massachusetts family who owned a successful whaling operation. Formally schooled in the United States and France, Randall had over twenty years of sea experience before the start of the Civil War, including several voyages north of the Arctic Circle. Among his many experiences at sea, he had to shoot one of his own sailors. While out in the Pacific Ocean, Randall split his hand open while trying to deliver the fatal blow to a harpooned whale.

Randall continued on page 8

Lieutenant George U. Morris served as Cumberland*'s acting commanding officer when Commander William Radford was called away to preside over court-martials. The son of Commodore Charles Morris, the public hailed him as a hero of the Union cause when he refused to surrender his ship to the Confederacy. (Naval Historical Center photo)*

Randall continued from page 7

As if that were not enough of a danger, one of his rowers, a large Polynesian sailor, had a psychotic episode and became violent when the whale boat lost sight of the main ship during the hunt. After unsuccessfully attempting to calm the sailor, Randall felt it necessary to pull out the boat's harpoon gun and shoot the sailor dead for the safety of the rest of his team. As a result of these and other experiences, Randall was, if nothing else, very confident of his ability to be an officer in the U.S. Navy and was proud of his sailing record. When he approached the Navy about joining the service, he brought along letters of endorsements from insurance companies as proof of his ability to handle a ship.

The Navy was in particular need of men like Randall, as the Department had purchased or was constructing several dozen warships in order to make President Abraham Lincoln's blockade proclamation a reality. There were not enough commissioned officers to operate all these ships, an issue made worse by the resignation of several officers who elected to serve with the Confederacy. To meet this demand, the Navy tapped one of the Northern states' unheralded advantages over its Southern counterpart: its vast merchant fleet and the experienced seamen who operated it. The Department flung its doors open to any merchant marine officer willing to serve with the fleet. The Department gave these men the rank of "acting master" or "acting master's mate," depending on experience and put them to work in coordinating a ship's daily sailing operations.

Cumberland was in Boston at the time of Randall's desire to join the Navy. She had just come from Hampton Roads to have her hull repaired and to receive new weapons. While in port, the ship's commanding officer, John Martson, went looking for men to serve on his ship. Initially, he asked the Department for an additional lieutenant as one of his other officers received his own command in Hampton Roads, and any midshipmen available, as none were present on the ship. He did not get a replacement nor did he get any midshipmen.

Lieutenant Thomas Selfridge, one of the ship's division officers, recruited one young merchant marine officer by recommending to Martson a young friend of the family, Charles F. O'Neil, to serve. Martson agreed and made the boy an acting master's mate. Along with O'Neil, Martson signed on two other merchant marine officers as acting masters while in Boston. The first was William Kennison and the second was Randall.

Over the next nine months, *Cumberland* served as part of the North Atlantic Blockading Squadron in Hampton Roads, occasionally participating in larger actions such as the Cape Hatteras expedition in 1861. Then on March 8, 1862, she met and engaged the ironclad CSS *Virginia* in their historic battle. During the battle, Randall served as the gun captain of the aft pivot gun, a weapon that has been incorrectly described as a "70-pounder rifle" (it was more than likely a 5.4-inch, 60-pounder Parrot Rifle). By that afternoon, *Cumberland* had been sunk. The nation mourned *Cumberland*'s loss, but praised her brave commanding officer, Lieutenant Morris for defying certain death and refusing to surrender.

As the nation was heaping praise upon Morris, however, Randall stewed in quiet anger as he believed that the newspapers, Congress, and the public-at-large had been told the wrong account. For years after the war, the ship's aft pivot gun captain had kept quiet about the March 8 events, as he did not feel it was his place to say anything that might tarnish the reputation of his commanding officer.

Nonetheless, Randall began to comment in private to his friends that he felt the popular account of *Cumberland* in the Battle of Hampton Roads was not correct. Among other issues, his account of the battle was far different from the heroic and defiant stand that politicians, journalists, and poets sought to portray. For starters, Randall painted a significantly more graphic account of the battle. He remembered not being able to take off his uniform that was "caked with the blood and brains of the Cumberland crew" for four days after the battle. "The living on that vessel could not step without trampling on the dead and wounded. The way was slippery with blood and the mutilated humanity was a sight too awful for description."

The only other line officer on board Cumberland *the day she sank was Lieutenant Thomas O. Selfridge. During the battle, he commanded one of the gun deck divisions. His memoir of service is the most often cited when discussing* Cumberland's role *in the Battle of Hampton Roads. (Naval Historical Center photo)*

More significantly was his recollection of Morris' legendary rejection of Buchanan's surrender demand. According to the former whaling ship captain, when Buchanan demanded Morris surrender, Morris did not respond immediately as many had stated. Instead Morris asked Randall what he should do. Morris is to have said to Randall "I don't want to haul the colors down, but the gun deck is a slaughter pen. Selfridge's division is about all killed." Randall gave what could be initially interpreted as a

Randall continues on page 9

Morris [to Randall:] "I don't want to haul down the colors, but the deck is a slaughter pen."

Randall: "For Christ's sake, let her go down with her colors flying, she can't float two minutes longer, she will sink before they give us another broadside."

-William P. Randall's recollection of USS *Cumberland*'s last moments

Randall continued from page 8

flippant response. He said "For Christ's sake let her go with her colors flying, she can't float two minutes longer, she will sink before they give us another broadside."

But his next act demonstrated that he was being anything but flippant. According to Randall, Morris was now inspired enough to issue his famous "I will never surrender" statement. Some sailors disagreed with their officers and wanted to strike the colors. A sixty-year old quartermaster named Joseph Gardner rushed up to Randall and informed him of a possible mutiny.

Randall ordered Gardner to go to the halyard and shoot any man who tried to strike the colors. Gardner responded, "None will touch them sir." Randall remarked years later, "And [Gardner] did go there and stayed by them until she sank. He was about the last man that I saw on her decks."

After issuing the order to the quartermaster, Randall proceeded to get one last shot off at *Virginia*. He rallied a few sailors together around the pivot gun and with the order, "Now, Tenny let her go" fired *Cumberland*'s last shot. He believed the shell passed through one of *Virginia*'s gun ports. Randall cheered the successful shot by standing on top of the Parrot rifle, waved his cap, and proclaimed, "Well done, well aimed!"

There was an opportunity for him to set the record straight many years after the war. In the early 1880s, *Century* magazine began one of the great projects of American history when it began to collect the memoirs of Union and Confederate veterans of the war. The project would eventually become the indispensable six volume series *Battles and Leaders of the Civil War.* Randall had heard through sources that John Taylor Wood, an officer on board *Virginia*, was working on a piece for the magazine about his recollections of the Battle of Hampton Roads.

Henry Wadsworth Longfellow, the quintessential 19th century American poet and scholar, penned an epic poem entitled "The Cumberland." The poem, which praised Morris and only Morris, was widely published and read. (National Park Service photo)

In 1885, Selfridge inquired to Randall if he had heard about the *Century* magazine history project. Randall replied that he did, but did not want to contribute anything out of fear it would stir up hard feelings about the war. He wrote, "These articles (in my opinion) are going to lead to dispute and controversy" and asked Selfridge to hold off any contribution until the two of them could speak in person. He even suggested that the two of them should gather the thoughts of all the surviving officers before proceeding. Randall was correct about the project stirring up trouble as the articles led to a significant amount of finger pointing and criticism among old friends.

Selfridge proceeded to inform Randall that he would write his contribution to *Century* magazine without any assistance. If Randall wanted to write his own version of the battle, he would have to do so on his own, as he believed Randall was ignoring him. Selfridge's attitude infuriated Randall. In a letter to Dr. Charles Martin, one of *Cumberland*'s surgeons, Randall explained that he simply felt that he could not do justice to the subject. He would only publish something if the other articles were grossly wrong and even then he wished one of the surgeons, Martin or Edward Kershner, to do the actual writing.

Still, Randall was bitter that he never got credit for saving *Cumberland*'s honor. "Morris could have given me that credit, without injury to himself" he wrote to Selfridge. "[Morris] wanted everything, and he got it. No commander ever lost a feather from his plume by a generous acknowledgment of gallantry in others."

The story of Randall's act was never widely published, mostly due to Randall's humility. He told Martin that he did not want to be a "dog in the Manger," possibly a reference to the manger that was the home of the infant Christ.

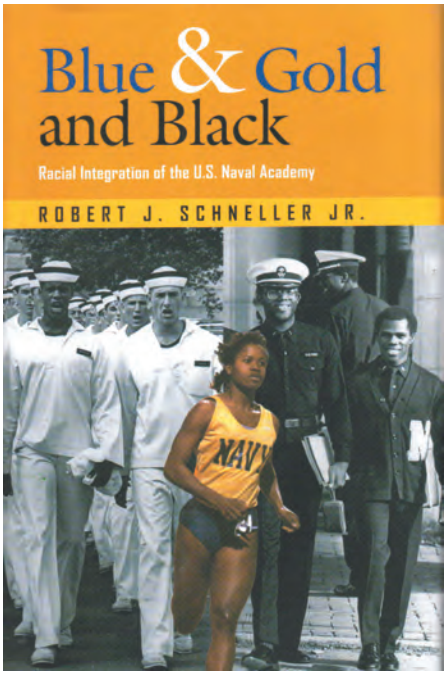
Gardner, the quartermaster tasked with guarding the flag, won more fame in the press than Randall. According to

Randall continued on page 14

Book Reviews

Black & Gold and Black: Racial Integration of the U.S. Naval Academy

By Robert J. Schneller, Jr.
Reviewed by Ira R. Hanna



There have been many books written about black enlisted men in the U. S. Navy but few concerning black officers. Even less has been mentioned about the struggles of those that graduated from the Naval Academy. *Blue & Gold and Black* establishes the benchmark for the research of that subject and a clear picture of the changes in the Naval Academy's policies and culture during the later half of the twentieth century. Author Robert J. Schneller, Jr. weaves the memories of hundreds of midshipmen, white and black, through those changes, thus solidifying the transformation of the Academy into one that produces men and women of all races who have become naval leaders, many of whom have influenced the destiny of our nation.

Robert J. Schneller, Jr. *Blue & Gold and Black: Racial Integration of the U.S. Naval Academy*. College Station, TX: Texas A&M University Press, 2008. ISBN 1-60344-000-3. $45.00.

Racial integration at the Naval Academy took decades to be accepted socially as well as institutionally. Schneller is uniquely qualified to tell that story because he has been a historian in the Contemporary History Branch of the Naval Historical Center for seventeen years. He documented his book expertly by the use of the archives of several different Navy and other Government archives. But he did not use official records alone to tell his story. The hundreds of interviews documents and reports of former midshipmen and officers stationed at the Academy as well as in the fleet, produced a balanced picture of what actually happened.

On July 3, 1965, President Lyndon Johnson sent a memo to the Secretary of the Navy with the observation that there were only nine African Americans in the Naval Academy's 4,100-man brigade. From that point on, the change began to take hold. Until then, neglect of racial issues and toleration of discrimination was the rule and reflected the nation's attitude as a whole. In the period before 1965, there were only three or four minority graduates in each class. Even though those numbers increased during the intervening five years, when Johnson reported aboard, there were only fifty two African Americans in the brigade. With the support of the Superintendent, ADM James Calvert, Johnson invigorated the minority recruitment program begun in 1965, which resulted in 476 African American graduates in the classes of 1969-79.

As Schneller noted, at that same time, "racism was a fringe attitude, sexism was mainstream." Black females had a difficult time being assimilated into the brigade, but "no white midshipman in their right mind" would dare make offensive racial remarks in public or on Academy grounds. But, "during the 1980s and '90s, black midshipmen, male and female, had a much more elaborate support network than their predecessors, enjoying access to a broader array of social groups. By and large, black midshipmen from the classes of 1980-99 joined or formed social groups on the basis of common interest rather than race."

Schneller ends his last chapter and essentially the journey of the Naval Academy's progress toward full integration with this statement. "Black midshipmen, male and female, from the classes of 1980-99 looked back with pride at the Naval Academy as an unparalleled opportunity to obtain a first-class education, a gateway to the naval profession and a ticket to a lucrative civilian career." African-American midshipmen and officers of today owe a large debt of gratitude to those who endured the racial bias of those earlier years and survived to graduate from the Naval Academy.

This is Schneller's second book about racial integration at the Naval Academy. His first, *Breaking the Color Barrier: The U. S. Naval Academy's First Black Midshipman and the Struggle for Racial Equality*, was published in 2005. *Blue & Gold and Black* carries this subject to a successful conclusion.

Although there were a few factual errors, such as "all stewards were black" in the 1940s and '50s (actually many were Asians), none detracted from the overall content or conclusions. The organization of the book made it easy to read and provided a perspective of each time period.

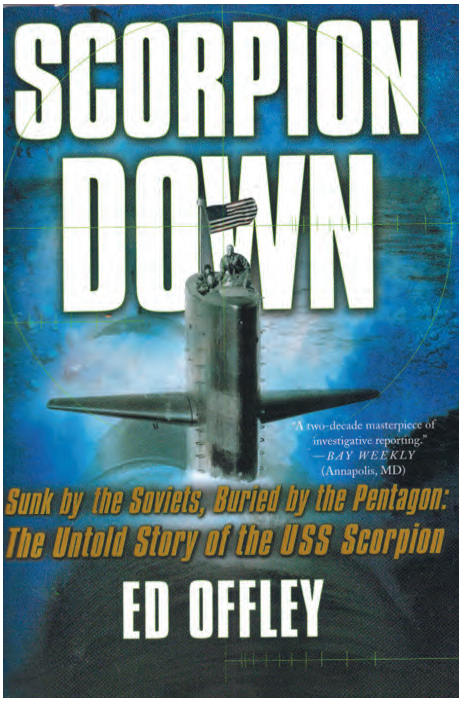
As a Naval Academy graduate (class of 1957) and a Candidate Guidance Officer for more than 30 years, I observed, participated in, and can substantiate the social and institutional changes at the Academy that Schneller described. Only two African-Americans graduated in my class, one from New York City, and the other from Washington, D.C., where they had family support and experience in the ways to blend in and respond to racial slurs. Many of Schneller's examples proved that in order to survive the racial bias during most of the years covered by his book, blacks had to have a support system in the Annapolis black community. Even today, from my experience, that continues to be true and could have been expanded in his book.

Blue & Gold and Black is well documented, well written, and enjoyable to read, with many leadership lessons for all naval officers. It is particularly valuable to the midshipmen, officers and civilian faculty of the Naval Academy. A copy should be provided to them as part of a required reading list.

Scorpion Down-Sunk By the Soviets, Buried by the Pentagon: The Untold Story of the USS Scorpion

By Ed Offley

Reviewed by Howard Sandefer



This book is seems to be written as a tell-all pointing to the untrustworthiness of the military, specifically Navy leadership. The approach Offley takes to the story of the loss of USS *Scorpion* (SSN-589) is telegraphed by the subtitle of the book, and is typical of present day media coverage of the military. He asks us to believe that his experience as a reporter and in the Navy in Vietnam qualifies him to review the loss of *Scorpion* and to determine the identity of those responsible for the conspiracy to cover up the loss. Here are a few items that call into question his assumption.

Ed Offley. *Scorpion Down: The Untold Story of the USS Scorpion*. New York: Perseus Books Group, 2007. ISBN 0-46505-185-5. $27.50.

For starters, Offley's attempt to use nautical language as literature distracts from the narrative to an irritating degree. It offends the ear like an aria sung by Florence Foster Jenkins. Some of the more disconcerting examples:

1. Page 12: "Sailors with the day off… streamed down the piers and up the gangways."

2. Page 13: "…at 5:30 P. M. he bounded up the gangway'' How does one "stream" or "bound" on a vertical opening in a gunwale?

3. Page 14: On a track chart of the *Scorpion*, there is a mileage scale with the curious notation, "Longitudinal Nautical Miles." There is but one "nautical mile" and it is one minute of Latitude.

4. Page 65: The interior diagram and external bird's eye views of *Scorpion* shows the control room positioned with its aft bulkhead forward of the leading edge of the sail. The periscopes are located in the sail. There is no way to use a periscope forward of the sail.

5. Pages 118 and 134: These pages offer the interesting picture of, "…submarines, surface warships…state-owned merchant fleet…" with "…the Soviet Navy ensign flying from the jackstaff." A national ensign is flown from the flag staff; a jack is flown from the jack staff.

Despite the markedly distracting literary flourishes, there are some items of interest. The first question is why the author ignores and hardly mentions the two 500 pound gorillas in the room. His narrative puts the onus for the "cover-up" on the military leaders of the day. He mentions Admirals Thomas H. Moorer, Ephraim P. Holmes, Arnold F. Schade and "…a small number of their handpicked senior aides and naval intelligence officials…" as well as unnamed members of "the Pentagon" as responsible for the cover-up. No reason for the cover-up was offered.

He completely ignored the highly probable involvement of the Secretary of Defense, Robert McNamara, and barely mentions the President, Lyndon Baines Johnson. McNamara was a notorious micromanager, and Johnson bragged that "…they can't bomb an outhouse without my say-so."

To postulate that these two micro managers had no knowledge of *Scorpion* or other infamous events such as *Pueblo* (AGER-2) or *Liberty* (AGTR-5) is to strain credulity beyond known elastic bounds. The attacks on two intelligence gathering ships would, of course have been reported, as would the loss of a major warship like *Scorpion*. Yet the author chooses to remain strangely silent about any reports made by the military officers up the chain of command to McNamara or Johnson, nor does he report any contemplated reactions. He furthermore does not draw any inferences or express any curiosity about the abject failure to provide support for these ships being attacked or retaliation for the attacks. *Liberty* was under attack for "an extended period of time," in the Mediterranean Sea, which had two carriers on station. *Pueblo* was attacked "for an extended period" off Korea. Aircraft were launched in each case to support the ships attacked, but recalled by either McNamara or Johnson.

That these three incidents occurred in an eleven month period draws no comment from Mr. Offley, but they were a litany of unanswered assaults and insults to the American Flag. These incidents appear to point to a lax approach to military operations by the Johnson administration, despite the well heralded managerial expertise of Secretary McNamara.

Another problem with Offley's *Scorpion* scenario is that none of the information presented identifies the Soviet submarine which allegedly fired the fatal torpedo. Offley paints numerous pictures of underwater incidents including collisions between U.S. and Soviet submarines in both Atlantic and Pacific waters, being generous for a media representative by acknowledging that, "…it wasn't always the U. S. submarine that was at fault." However, he never identifies a hull number for the firing sub.

All in all, the book has some redeeming moments. One such topic is the extensive treatment of John Walker's treason, and the possible use of the national secrets he revealed in the incidents. The redeeming moments are obscured by the sight of the media axe that is to be ground.

FDR at the Yard

When President Franklin D. Roosevelt's "New Deal" economic program are mentioned by historians, they typically talk about how it put people to work by constructing national parks and roads and how it employed thousands of white collar workers as artists, writers, and actors.

It also rebuilt the Navy. Two of the New Deal programs set up the National Recovery Administration (NRA) and the Works Progress Administration (WPA). Through these agencies, Norfolk Naval Shipyard and Newport News Shipbuilding both received several contracts to build warships. The President paid an official visit to Norfolk Naval Shipyard on July 29, 1940 to check on its progress. The main purpose of the visit was to promote and even defend the agencies from critics who claimed it gave the President too much authority over the economy.

FDR arrived at the Yard in the Presidential yacht *Potomac* and held a press conference from his signature 1938

The Museum Sage

Ford Phaeton. Sitting with him were Secretary of the Navy Frank Knox and Roger Williams, vice-president of Newport News Shipbuilding . The commandant of Norfolk Navy Yard, Admiral Manley Simons, joined the conference and stood next to the President.

Here is a transcript of the conference. Notice how FDR lets other people do most of the talking and even allows them to correct him.

THE PRESIDENT: I am delighted to come back to Norfolk after a great many years, to see the splendid work being done, not only to facilitate new construction but also repair work.

President Franklin D. Roosevelt shakes the hand of the commandant of the Norfolk Naval Yard from his car during the President's official visit to the region. (HRNM photo)

I am very much reminded of 1917 and 1918 when this was one of the most important yards we had in the Navy.

THE PRESIDENT: Admiral, stand right out here and tell the newspapermen what has been happening here.

ADMIRAL SIMONS: I think most of them have that broadcast.

THE PRESIDENT: But they haven't got what I want, quite. I will just ask you some questions: How many men do you have in the Yard, all told?

ADMIRAL SIMONS: Twelve thousand.

THE PRESIDENT: How many did you have a year ago?

ADMIRAL SIMONS: Last September we had seventy-six hundred.

THE PRESIDENT: On construction work, we are building the Alabama, the first battleship to be built at this Yard.

ADMIRAL SIMONS: No, sir; the first modern battleship. The old Texas was built at this Yard.

THE PRESIDENT: That was almost before you and I were born.

ADMIRAL SIMONS: Yes, sir.

THE PRESIDENT: And we are preparing ways for one more battleship?

ADMIRAL SIMONS: The new submerged ways will take care of three battleships. They will be 1,186 feet long and will take 47 feet of water over the sills.

THE PRESIDENT: The Admiral told me one interesting thing that is worth putting down, and that is the great deal of work that has been done the past few years by WPA labor. There are quite a number of these new ships that are being built by WPA labor. That is just as an illustration. It is a pretty good illustration. We have taken on, permanently, as permanent employees, about forty per cent. Is that right?

ADMIRAL SIMONS: Those figures are correct.

THE PRESIDENT: Forty per cent of WPA labor, and they are now under civil service. In other words, that shows that a fairly high percentage of WPA labor is efficient. That is the easiest way of putting it.

ADMIRAL SIMONS: Yes, sir; and a good many of them would have been taken on had they been capable of meeting the physical requirements. A great many of them were unable to meet the physical requirements.

SECRETARY KNOX: When running the Yard at ultimate capacity, what would be your total of men employed?

ADMIRAL SIMONS: I think between sixteen and twenty thousand.

Museum Sage continues on page 13

Museum Sage continued from page 12

There is one point we haven't brought up, and that is about our relations with labor at the present time. They are very satisfactory and a great many of the Union—the biggest men in the Union in the Yard—are wondering why we don't go on a six-day week. (Laughter)

THE PRESIDENT: They want to make more money.

ADMIRAL SIMONS: They are willing to do anything in the emergency, and I think they are all working with that spirit.

THE PRESIDENT: That is fine.

ADMIRAL SIMONS: Thank you, sir; I am very much honored.

Shown here is FDR's press conference at the Norfolk Naval Shipyard that he held from his car. Seated with him are Secretary of the Navy Frank Knox and Roger Williams, vice-president of Newport News Shipbuilding and Dry-dock Corporation. (HRNM photo)

THE PRESIDENT: I am very happy.

THE PRESIDENT: Captain Roger Williams was one of my Navy boys in the old days. We used to cruise together, and he is now Vice President of [Newport News]. I wanted Captain Williams to tell you what they are doing and what they have been doing the last year or two as compared with what they were doing the last ten years or so.

CAPTAIN WILLIAMS: 1933 was the low point, and that year we were assigned two large aircraft carriers and two cruisers, the construction of the cruisers to be scattered over the following years. Those aircraft carriers were the Enterprise and the Yorktown. After that we participated in other naval work, which came along. We got a few destroyers and considerable work for the Maritime Commission.

THE PRESIDENT: You have got a battleship, a sister ship of the one over at Norfolk.

CAPTAIN WILLIAMS: The battleship, that is the Indiana.

Q. Is that a 35,000 or 45,000?

CAPTAIN WILLIAMS: That is a secret. (Laughter) That is a secret. It is 35,000 off the record, but we do not know what it will be when we get through. We don't quote the tonnage. We have got the aircraft carrier Hornet about 45 per cent completed. And we have just taken on new contracts for seven more aircraft carriers and four light cruisers.

THE PRESIDENT: As many as that?

CAPTAIN WILLIAMS: Yes, sir. Today I made a terrific decision which involved 380 million dollars' worth of work. Even 380 dollars means a lot to me. (Laughter)

THE PRESIDENT: How many men have you?

CAPTAIN WILLIAMS: Twelve thousand, and we will work up to between eighteen and twenty thousand. But we have got a motto around he, "no housee, no shippee." If you put that in the paper and work up the housing people, it will help a lot. They are doing everything possible; they have one 500-unit housing project and one slum clearance project which will take care of about 250 more; but we do need a much larger housing development.

Q. [Mr. Durno] How does that 12,000 compare with normal?

CAPTAIN WILLIAMS: Our normal is 6,000, 67 hundred, 65 hundred.

THE PRESIDENT: Nearly all the people here are local people who are third-generation employees in some cases.

CAPTAIN WILLIAMS: That is true.

THE PRESIDENT: Also they have one of the most wonderful naval museums that Mr. Huntington started. I am sorry we haven't time to see it.

CAPTAIN WILLIAMS: It is a mariners' museum.

THE PRESIDENT: It is a marine museum, all kinds of models, but more Merchant Marine than it is Navy. Mine at Hyde Park is more Navy than it is Merchant Marine.

Q. Anything else you can give us?

THE PRESIDENT: I should also say that it is good eye demonstration of what we have been doing for national defense since last summer. I think they told you at the Airport just now that over the last three years they have quadrupled the facilities and the actual work which is going on. At the Fleet Base, with all the new work that is going on, I should say we have increased it fifty per cent in the last six—I should say the last year, and in the Navy Yard at Norfolk, I guess about the same thing. And I guess you have taken on fifty per cent more work in the last year?

CAPTAIN WILLIAMS: Yes, sir.

Q. Would you regard what we have seen as an adequate answer to the Administration critics?

THE PRESIDENT: This is just a beginning. We are going to see a lot more, George, before we get through.

Q.We hope some of it comes down this way.

THE PRESIDENT: I think you are doing pretty well down here. I don't think you have any kick coming. The whole Hampton Roads area is working overtime.

CAPTAIN WILLIAMS: All we can handle.

CAPTAIN WILLIAMS: I feel very inhospitable in not being able to offer you—

THE PRESIDENT [interposing]: It is all right. I have got to get back. Well, I guess that is all. Captain, I have been quite happy to see you again.

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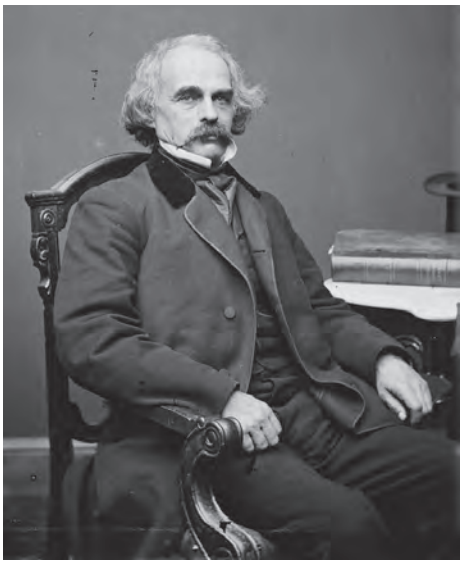
one account printed by the *New York Sun*, Gardner's act of standing by the flag with a gun in his hand was known " 'round the world." Another account told the story of an American fisherman on the island of St. Helena who refused to enlist on an American warship searching for the cruiser CSS *Alabama*. Upon seeing that Joseph Gardner was a part of the ship's company, the fisherman enlisted.



Nathaniel Hawthorne penned an article for The Atlantic Monthly *about his travels to Hampton Roads shortly after the battle. Like Longfellow, he praised Morris and only Morris for* Cumberland*'s place in history. (Library of Congress photo)*

Even the whaling community slighted Randall. In the book *The Story of New England Whaling*, a work that recalled the deeds of New England's more famous whale ship captains, Randall is given much praise for his bravery and skill during the Civil War. But on the pivotal issue of who saved *Cumberland*'s honor, the author gives all the credit to Morris.

In the end, no one from *Cumberland* sent a contribution to *Century* magazine. Articles by John Taylor Wood, one of *Virginia*'s officers, Dana Greene, *Monitor*'s executive officer, and John Ericsson, *Monitor*'s designer, represented all the participants in the two day battle for the *Battle and Leaders* anthology. Selfridge did pen a memoir of the battle in 1893 for *Cosmopolitan* magazine, lauding Morris and the contribution of Selfridge's gun division, but left Randall's contribution out entirely. Selfridge later expanded the magazine article into his autobiography of his Naval service *No Finer Tradition*, which has since been accepted as the standard reference for *Cumberland*'s role in the Battle of Hampton Roads.

Morris died before the controversy erupted and never publicly told his side of the story. During the war, Secretary of the Navy Gideon Welles, did ask Morris to declare if Randall or Acting Master Kennison was the more deserving officer for promotion. While Morris believed Kennison was qualified to be a lieutenant, he would only say that both officers performed their duties equally well aboard his ship.

There is some evidence that Kennison, however, would not have cared about who was responsible for saving *Cumberland*'s honor or who was the true hero of the ship and that he was more out for himself. This is readily apparent in Kennison's actions after the battle. The shock of losing *Cumberland* had barely settled in before Kennison was trying to get a promotion. Just ten days after the battle, Kennison lobbied from his home in Boston Secretary Welles for a permanent commission of lieutenant in the regular Navy. In his letter, he minced few words about his intentions of why he made the jump from merchant ships to the U.S. Navy. "It has been my constant aim since I have been in the service to get ahead," he wrote. Both Randall and Kennison received promotions to the rank of volunteer lieutenant. Kennison, however, quietly exited the Navy in 1866 and was never heard from again.

As for the ship's other warrant officer, O'Neil, the young volunteer who would eventually make flag rank did not publicly comment on the battle until sixty years later. Shortly before his death in 1924, O'Neil published an account in *Proceedings of the Naval Institute.*

As a result, the debate about what happened moments before *Cumberland* sank was between Selfridge and Randall. To some, Randall's late account of the battle may come across as a warrant officer who had an axe to grind against an Academy man and that he was engaging in petty jealously. However, if one compares the two service records, Randall is the more believable man.

While Morris did not confess his preference among his officers during the war, he did indirectly give Randall the highest compliment by asking Randall to serve as executive officer on Morris' next assignment, the gunboat USS *Port Royal*. Randall accepted and served two years under Morris on the James River, and particpated in the Battle of Drewry's Bluff. The tour of duty would explain Randall's silence on the issue of what happened on March 8, as Randall would not have wanted to show up his commanding officer. Randall would later get his own command with South Atlantic Blockading Squadron.

Poet, diplomat, and Republican Party activist George Boker was one of the few national writers who mention Randall's participation in the battle as Randall remembered it. (Library of Congress photo)

As for Selfridge, for all of his boasting, and he boasted a lot, his career during the Civil War was shaky at best. Before the end of the war, the river ironclad USS *Cairo*, the river monitor-type ironclad USS *Osage*, the paddle steamer USS *Conestoga*, and the experimental submarine *Alligator* all sank or ran aground under his watch. He almost lost the gunboat USS *Hudson* to a Confederate shell fired from Fort Fisher in 1865, when the shell hit the vessel amidship. In almost every case, his connections and friendship with Rear Admiral David Dixon Porter allowed Selfridge to avoid trouble and land a new command.

After *Cumberland* and *Port Royal*, Randall served on several other ships, and his service after *Cumberland* was spotless After the war, Randall wanted to stay in there. He had to fight to get a promotion in the regular Navy after being discharged from the volunteer Navy. The war had not been kind to him as he suffered from vision problems and a hernia. Navy doctors wanted to remove him from service, but Randall

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believed he could still serve and he fought the medical board's recommendation. He solicited and received endorsements had eight different flag officers, among them John Worden, who all spoke to his honesty and dedication to duty. Congress agreed to promote him and keep him on active duty. He served on several ships after the war, eventually retiring as a commander in the regular Navy.

His most important post-Civil War service was as a senior advisor to the rescue mission launched in 1884 to save the Greely Expedition. The company originally set out to explore Lady Franklin Bay in northwest Greenland. After supply ships failed to reach Greely and his men, the Navy organized a rescue mission headed up by Winfield Scott Schley. While Randall was not in good enough physical health to participate, he had extensive experience sailing in the northern latitudes during his days as a whale ship captain. He sat on a committee convened by the Secretary of the Navy to advise how best to save the fateful mission.

As for the question of who was the hero of March 8, 1862, Randall mentioned many times to his friends and colleagues within the Navy that he did not want to cause a ruckus over the issue. He strongly implied that he did not want to refight the Civil War. At the same time, he was a proud man with a long and distinguished service in both the whaling community and the Navy.

After he read Selfridge's account of the battle in *Cosmopolitan*, Randall felt he could no longer be silent. In his opinion, not only was Selfridge telling the public an erroneous account of the battle, but several other *Cumberland* sailors were making false statements on matters of honor, such as who was the last person to fire at *Virginia* and who was the last person off the ship.

The commander sat down with a reporter from *The Evening Standard*, a local New Bedford newspaper. With the understanding that nothing from the interview could be reprinted until after died, Randall proceed to tell his side of events.

Randall retold what he had written to Dr. Martin back in 1883, namely, that when Buchanan demanded a surrender, Morris was standing next to Randall, and asked Randall what he should do. Randall advised him to let "her go down with her colors flying." Morris agreed, stepped to starboard gangway, and shouted his legendary response. Randall was particularly annoyed by the fact that Selfridge singled out the first division, Selfridge's division, as bearing the brunt of the fight.

Randall is shown here as a commander after he retired from active duty. He refused to go public with his story about Cumberland *until after he died in 1904, some forty-two years after the battle. (Photo provided by the New Bedford Whaling Museum)*

Of the many different epic poems written about *Cumberland*'s demise, at least one is based on Randall's recollection of events and not Selfridge's. Poet, playwright, and Republican Party activist George H. Boker penned the poem "On Board the Cumberland." In this poem and in stark contrast to the one written by Longfellow, Boker wrote:

"We reached the deck. There Randall stood:
'Another turn, men-go!'
Calmly he aimed his pivot gun:
'Now, Tenny let her go!'
It did our sore hearts good to hear
The song our pivot sang
As rushing on from wave to wave
The whirring bomb-shell sprang.
Brave Randall leaped upon the gun,
And waved his cap in sport:
'Well done! Well aimed! I saw that shell
Go through an open port!'

"Gardner did go there and stayed by them until she sank. He was about the last man that I saw on her decks."

-Randall's praise of Joseph Gardner, Cumberland*'s quartermaster after Randall ordered him to shoot anyone who tried to strike* Cumberland*'s flag.*

Randall died in 1904. Shortly after his death the *Evening Standard* published his version of events of the Battle of Hampton Roads. The paper described Randall as "one of the heroes of the Cumberland, who made himself a place in American history." Unfortunately, the public memory of the battle had been set and no one else picked up on the story.

Randall is buried in a New Bedford cemetery. His epitaph reads simply "His Record Lives." When the *Evening Standard* reporter asked the commander who in *Cumberland*'s company was the true hero during the fight with *Virginia*, Randall simply responded, "all hands-everyone on board her."

In Our Next Issue...

-The Fleet Heads to Japan

-What Sailors' Dreams Are Made Of: The Frigate *Chesapeake*'s First War of 1812 Cruise

-Book Reviews: *Capital in Flames: The American Attack on York* and *Unknown Waters*