

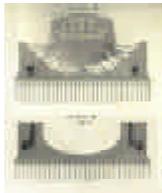
The Daybook

Vol. 8 Issue 4

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About The Daybook and the Museum

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

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

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

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

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



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In Search of a Patriot to Honor

Cover Illustration: On the cover is the USS Portsmouth at the Norfolk Navy Yard in 1872. Much of the damage caused to the Yard by the Civil War had yet to be repaired. Adding to the Yard's woes was a neglectful administration and charges of corruption. The region's most important military and social institution suffered dearly throughout a decade that many naval historians refer to as the Navy's "Dark Ages."

It's Been an Honor

The Director's Column

by Becky Poulliot

On February 28th, the Hampton Roads Naval Historical Foundation hosted a farewell party for its Executive Director Major Gen. Dennis J. Murphy. It was a first-rate sendoff befitting the man who has spent more than 13 years supporting the Hampton Roads Naval Museum. The Museum has experienced change unimagined in 1989, such as a volunteer force of 150 strong, attendance of ½ million per year, an active speakers' bureau, a popular program for schoolchildren, and of course one of the best military museum galleries anywhere.

What started out on Naval Station Norfolk in 1989 was a museum staff of three, augmented by a few temporary military personnel, and General Murphy. All of the Museum's assets today in terms of the galleries, educational programs and volunteer efforts have received direct assistance from General Murphy. It was the Hampton Roads Naval Historical Foundation that underwrote the relocation of the Museum's exhibits to Nauticus, and is now paying for the Wisky Walk exhibit. The Foundation sponsors the annual volunteer appreciation dinner, and has underwritten or administered the funding of a number of our educational services to include the lecture series and the implementation of the Hunter, Hunted, and the Home Front middle school program. General Murphy has been in the forefront of all of this action. He has been a friend to all of us here, and a mentor. He asked that I share this letter with the staff and volunteers.

"We've been together on a much longer cruise than I had ever planned for and now it is time for me to hit the beach and pursue the next phase in life.

We started over thirteen years ago. In that time, we met and overcame a great many challenges. I very much appreciate all your assistance along the way. There are many more challenges in the future and I wish you all every success in tackling

Docent Honor Roll

100 hour awards:

Andy Tingle, John Wyld, Welland Shoop, Richard Schroeder, Harry Riley, Bill Reiss, Mike Hodgis, Kenzy Joyner, Reginald Henry, James Jenkins, Frank Moore, Arthur Rebman, Curt Belile, Bill Clarke, Tom Gonzalez, Eric Daw, Peter Bielenburg, James Ripley.

250 hour awards:

Sonny Wright, Bill Kinne, Steve Kingsley, Allen Hilliard, Reginald Henry, Robert Henn, Jane Frieden, Ken Wiley, Pat Spear, Arthur Rebman, Harry Raney, Fred Bariteau, Beverly Bachman.

500 hour awards:

George Stuart, Sterling Yoder, Marvin Rosenthal, Carrol Morgan, John Johnston, Jim Hornshaw, Andy Grynewytsch, Lloyd Belperain.

750 hour awards:

Joe Mosier, Glenn Pendelton, David Page, Jim Owen, Eugene Kanter, Bob Fall, James Curtin, Fred Bouwman, A.J. Benson.

1000 hour awards:

Bill Wagner, Wyndham Curles, Joe Curtis, Rick Bailey, John Peters.

1250 hour awards:

John Peters, Ed Burk, Ben Benzel.

1500 hour award:

Ben Benzel.

1750 hour awards:

Eleanor Dipeppe, Harrell Forrest.

2500 hour award:

Bob Comet.

3500 hour award:

Al Petrich.

4000 hour award:

John Lewis.

them.

I am particularly in awe of the dedication and contributions of all the volunteers. You can be very proud of the large part you have played in the accomplishments that have been achieved, and you will be vital to the successful attainment of future goals and objectives. You have my sincere thanks, and wishes for a bright future.

Again, many thanks for all your kindness and good luck in the years to come. We'll be watching your continuing progress.

*Sincerely,
Major General Dennis J. Murphy USMC (Ret.)"*

We recently honored our volunteer docents for their service in 2002 at our annual docent appreciation dinner. This year, the docents logged more than 19,000 hours of service in the museum and on board Battleship Wisconsin. We issued 108 awards to docents that had reached a certain number of hours of service. Of the awards issued, we gave 31 awards for service in the 1,000 to 4,000 hours range.



Rear Adm. Byron “Jake” Tobin (Ret.) Takes Over as Executive Director of Museum’s Foundation

The Hampton Roads Naval Historical Foundation (HRNHF) is now under new leadership after the resignation of retired Marine Corps Maj. Gen. Dennis J. Murphy, who had been the Foundation’s Executive Director since October 1989. In February, the President of the Foundation, William J. Jonak, Jr., appointed retired Rear Adm. Byron “Jake” Tobin as Murphy’s successor.

“We’re very sorry to see Gen. Murphy go. He’s been a member of our museum family for 13 years and will be greatly missed” noted Hampton Roads Naval Museum Director Elizabeth Poulliot. “Gen. Murphy has been a wonderful director for the foundation and one of the museum’s biggest supporters.”

However, Tobin is no stranger to the Hampton Roads Naval Museum.

Tobin comes to the foundation having

been closely related to the museum’s operations in the past during his tenure as Commander, Naval Base, Norfolk.

Tobin, a graduate of Naval War College in Newport, RI, holds a degree from the School of Finance and Commerce of the University of Pennsylvania in addition to a Master of Science degree in International Affairs from George Washington University.

In his early Navy career, Tobin was an aviator, piloting such planes as the P-5M Marlin and the P-3 Orion.

As Commander, Naval Base, Norfolk, Tobin played a vital role to bring the museum to its current location within the Nauticus facility.

“I’m looking forward to continuing to improve the foundation and our ability to support the museum,” Tobin said.

“Having worked for Adm. Tobin in the past, I’m confident that the foundation is in

good hands,” added Poulliot. “Adm. Tobin is the embodiment of a great leader. He is charismatic, energetic and willing to take on new challenges. I look forward to his vision of how our organizations will grow together.”

The Hampton Roads Naval Historical Foundation supports the museum primarily in the funding of exhibits and educational programs. In August 1991, the Foundation pledged \$500,000 to pay for the museum’s exhibits in Nauticus. That pledge was paid in full in March 1999. In June 2001, the Foundation pledged \$150,000 to pay for the cost of the design, fabrication and installation of the Wisky Walk exhibit in the corridor leading to the battleship *Wisconsin*. As of October 2002, \$75,000 had been paid toward that pledge. Including these two major projects, the Foundation has provided nearly \$800,000 in support of the museum’s programs since October 1989. 

The Museum’s World War II Program a Huge Success

The Hunter, Hunted and the Home Front is meeting its third year of existence with great success. This spring over 1,500 students are scheduled to participate. The program is seeing an increase in Peninsula, Williamsburg, and private school registration in addition to the Southside schools that have traditionally participated. Many teachers are choosing



One part of the “Hunted, Hunter, and the Home Front,” teaches students about the Submarine Force during World War II and some of the challenges it faced. (Photo by Gordon Calhoun)

the Hampton Roads Naval Museum as their spring field trip for the third year in a row. Word of this program is spreading fast.

The program, a collaborative effort between HRNM and the MacArthur Memorial, is designed for fifth graders and middle-schoolers studying World War II. Students are greeted with a 45-minute interactive tour of Battleship *Wisconsin* where they learn about her design, mission and actions during the war. They then take part in the “Up Periscope” submarine simulation activity in the museum gallery’s new education space, The Wardroom. At the MacArthur Memorial, a guided tour of the memorial gallery is followed by a classroom activity that provides insight into the mobilization of people of all ages on the American home front.

HRNM, in conjunction with the MacArthur Memorial and the Children’s Museum of Virginia in Portsmouth, is the recipient of a portion of a substantial U.S.



The second part of the program introduces students to the Battleship *Wisconsin*. The third part of the program, a module about the American home front during World War II, takes place at the MacArthur Memorial. (Photo by Gordon Calhoun)

Department of Education grant awarded to the Virginia Beach Public School system. This will provide buses for all VBPS seventh grade students to participate in an expanded version of the Hunter, Hunted and the Home Front program to include a new segment on the WWII-era Norfolk Naval Shipyard at the Children’s Museum.

Teachers interested in the program should contact Kathryn Shaffner at 757-322-3108 or kshaffner@nsn.cmar.navy.mil. 

Museum Adds New Features to Web Site

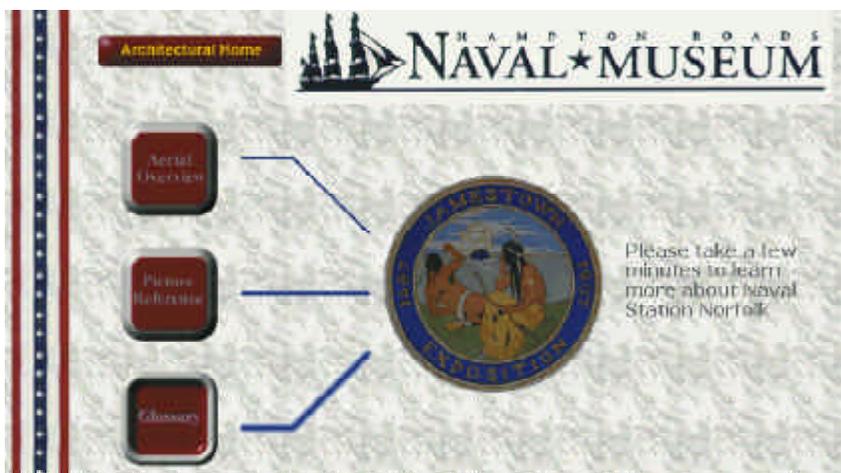
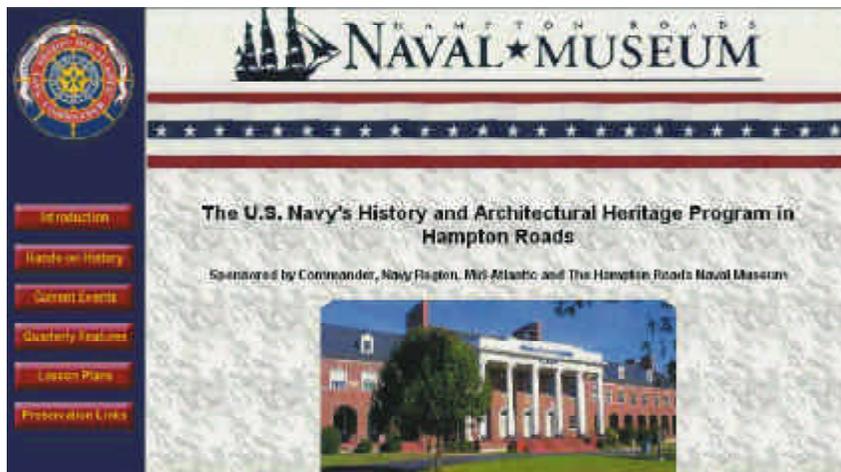
The Hampton Roads Naval Museum is pleased to announce major improvements to its web site. In cooperation with Commander, Navy Region Mid-Atlantic and VERSAR, a Northern Virginia-based environmental services

**Go to
www.hrnm.navy.mil
to see the new additions**

consulting company, the museum has focused web site improvements on the museum's architectural heritage program.

Some of the improvements include an easier to use interface, an increased number of photographs of historic buildings at Naval Station Norfolk, primers about the preservation program and historic preservation as a discipline, and ready-to-use teacher's lesson plans for use in the classroom.

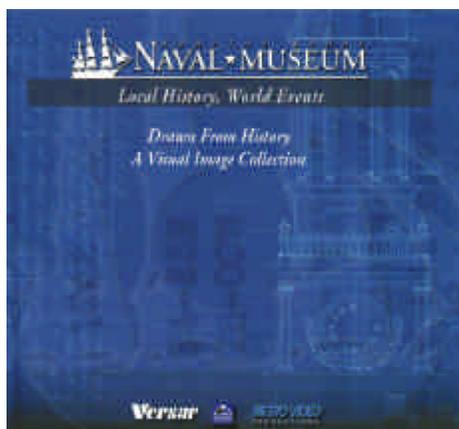
Additionally, there is an innovative interactive map of the historic districts at



Naval Station Norfolk. A new section of on-line exhibits about McClure Field now exists, structures at Naval Air Station Norfolk, and the 1907 Jamestown Exposition and the buildings associated with the fair.

The web site is constantly being changed and updated with new pictures and information. Interested visitors can view them at www.hrnm.navy.mil. For general questions about the program, contact Michael Taylor at 757-445-8574. 

New Museum CD Release



The Museum is planning the release of its fourth compact disc. This new CD contains digital copies of the *Sea Bag*, the Norfolk Naval Training Station's (NTS) newspaper, during the World War II years. It will also have a search engine allowing users to easily find relevant topics.

The *Sea Bag* was the official weekly newspaper for NTS and contained articles about the daily events at the base. While it did cover many world events, the newspaper is a priceless resource for

researchers.

Other Museum CDs include: *Drawn from History: A Visual Image Collection*, a digitized collection of ships, ships' plans, documents of the Fifth Naval District, and architectural drawings of buildings at Naval Station Norfolk; *Battle of the Atlantic*, a history of the battle as told by documents from the National Archives; and *Images of History*, a collection of some of our most requested photographs.

Those interested in receiving a CD free of charge should contact the museum. 

Museum Begins Work on New Exhibit on the Cold War

The invasion of South Korea, the closing off of Eastern Europe, and the victory of the communists in China led the National Security Council to believe that communists posed a grave national security risk and that a future world war was possible. Local Naval units were placed on the front lines of the Cold War conducting the daily patrols of far off stations.

Titled "National Emergency," the Hampton Roads Naval Museum is currently working on a new permanent exhibit for its Modern Navy gallery to highlight the participation of local naval units. Specifically, the exhibit will focus on the Korean and Vietnam Wars; the role of ships and submarines intelligence gathering, with a special emphasis on USS *Liberty* (ATGR-5); the Cuban Missile Crisis; and

the Bay of Pigs operation.

We are currently seeking artifacts from veterans who were on Norfolk-based ships between 1950 and 1988 that participated in these operations. Some of the ships we have identified as fitting this criteria are: USS *Enterprise* (CVN-65), USS *Coral Sea* (CV-43), USS *Essex* (CVS-8), USS *Randolph* (CVS-15), USS *Newport News* (CA-148), USS *Liberty*, USS *Norfolk* (DL-1), USS *Lapon* (SSN-621), USS *Scorpion* (SSN-589), and any destroyer from Task Force Alpha or warship involved in the Cuban Missile Crisis quarantine. We also plan to include items from the Little Creek-based SEAL Team 2. The list is far from complete. We encourage veterans to contact us.

The museum is also planning an exhibit about local naval units' participation in the current ongoing war on terrorism. Call either the curator Joe Judge at 757-322-



2984 or Gordon Calhoun at 757-322-2993 to find out more information about either one of these exhibits that are scheduled for installation later this year. 



Wisconsin Visitor Information

General Information

757-322-2987
www.hrnm.navy.mil

Volunteer Opportunities

757-322-3106
tdandes@nsn.cmar.navy.mil

Honor and Ceremonies

757-322-2988
lrobinson@nsn.cmar.navy.mil

Historical Information

757-322-2993 or 322-2984
gbcalhoun@nsn.cmar.navy.mil

Nauticus' Wisconsin Exhibits

757-664-1000
www.nauticus.org
jenny.burge@norfolk.gov

Wisconsin Project Partners

Hampton Roads Naval Historical Foundation
www.hrnm.navy.mil/hrnhf

USS *Wisconsin* Association
www.usswisconsin.org

Battleship *Wisconsin* Foundation
www.battleshipwisconsin.org



The Norfolk Navy Yard During the Navy's Dark Ages

The Region's Most Important Institution During the Navy's Worst Times

by Gordon Calhoun

When historians speak of Reconstruction, they discuss not only the physical rebuilding of the South from the ashes of the American Civil War, but also the attempts to bring the two sides back together as one nation. In Hampton Roads, the Norfolk Navy Yard has always been one of the most important social institutions for the region. It is a source of great pride to the local economy providing thousands of jobs over the years as well as being a vital piece of the nation's national security infrastructure.

During the Civil War, the yard was considered valuable enough that both sides sought to deny it to their opponent. At the beginning of the war, the Navy attempted to destroy the facilities of the yard only to have a large section of it captured by local forces. When the U.S. Army took Norfolk in 1862, the Confederates also attempted to torch the yard.

In both attempts, the ever-valuable stone dry dock went unharmed despite a concerted effort to destroy it. But many of the other buildings, such as the machine shops and timber sheds, were destroyed. Only five brick buildings and the dry dock remained undamaged. After receiving a condition report, Acting Rear Adm. S. P. Lee put it quite bluntly to Secretary of the Navy Gideon Welles, "It has been burned down and is a mere wreck."

Lee was among the first to suggest, however, that despite the condition of the yard (technically called the "U.S. Navy Yard, Norfolk" at the time), it still was usable and extremely important to the war effort. He commented, "If this burned and blockaded yard was in full repair, it is obviously advantageous to the public interest."

After the war was over, Welles echoed a similar theme to the President and Congress. During the earliest days of Reconstruction, he recognized not only the

importance of the yard to the Navy's operations, but also the facility's vitality as a social institution. In his 1866 report to the President, he commented, "The yards at Norfolk and at Pensacola are as essential to the Navy and the country as either of the yards at the north, and in the event of a foreign war we could better dispense with one of the yards north of the Chesapeake than with either of these. The rebellion has passed away, the States are parts of the Union, and the establishments which are to be renovated are national in their character, and of general interests to all."

Welles would repeat his plea for more money to renovate the yard in 1867 and 1868, but Congress allocated little and his suggestions went largely ignored. Norfolk was not being singled out by Congress or by the Executive Branch, but rather was a victim of external circumstances. The years between the end of the Civil War in 1865 and the construction of the first steel hulled warships in the early 1880s have been described by many naval historians as the "Dark Ages" of the U.S. Navy. It has been given such a gloomy title due to the sudden lack of interest in a military force that in 1865 was one of the largest, most powerful war machines in the world. In one of the largest drawdowns in naval history, the Navy went from a force of several hundred warships to just a few dozen in a matter of months.

Adding to this drastic cutback, Congress allocated only a small amount of money for new ships and facilities and was very reckless in the money that it did appropriate. There was little desire among



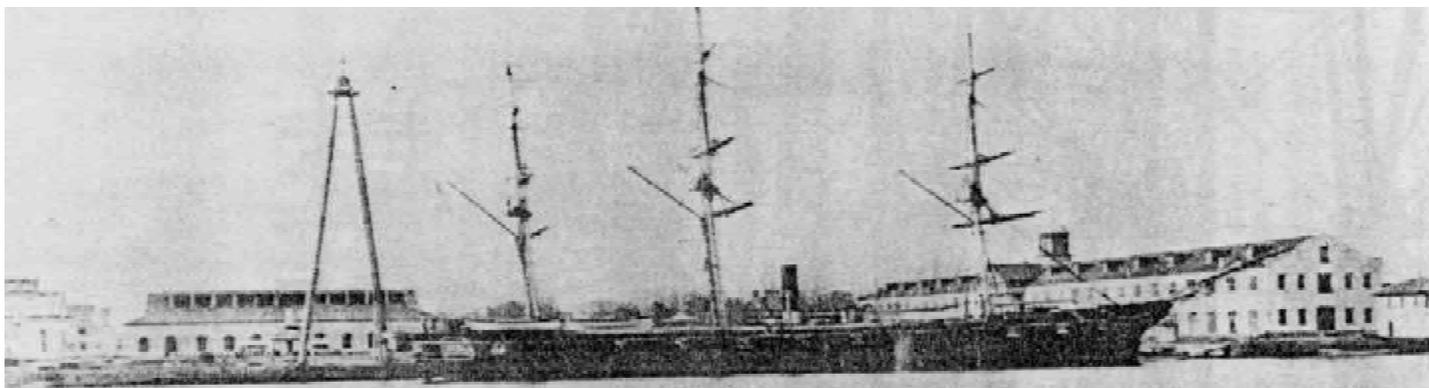
Mathew Brady took this photo of the Norfolk Navy Yard in 1864 showing the damage caused first by Union forces in 1861, and later by Confederate forces in 1862. "Reconstruction" was slow as Congress was reluctant to spend anything beyond the minimum necessary to keep the yard open. (HRNM photo)

many of the senior officers and civilian leadership to pursue new and innovative technologies that had been vigorously pursued by both sides during the previous war. Many naval authorities openly worried that the Europeans navies were already significantly better equipped for any future conflict.

Charles Dana, editor of the Democrat-leaning *New York Sun*, claimed to have an explanation for this national tragedy: government corruption. In a series of "investigative" articles published in 1872, Dana attempted to make the case that the new administration of Ulysses S. Grant was wasting, even stealing, public money allocated to ship repair and construction. He also claimed that construction materials and ships' stores were improperly bought and of substandard quality. While it was well known that Dana was an arch political opponent of the Grant administration and no other newspaper corroborated his claims, Dana created enough of a stir to force Congress to open a special investigation into the operations of the Government run Navy yards.

Two Congressmen and two senators (three Republicans and one Democrat) formed the committee shortly after Dana made his charges public. The hearings did not go on very long and by a three to one

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The sloop USS Portsmouth is shown here tied up at the Norfolk Navy Yard, 1872. Until Congress authorized Naval Operating Base Hampton Roads in 1917, the yard continued to serve as the regional naval station to the Navy's North Atlantic Squadron despite being under funded and under appreciated. (National Archives photo)

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vote, the committee cleared the Navy of any wrong doing.

This is not to say the Department got off easy. The chairman of the committee, Michigan Republican Congressman Austin Blair, had a few scathing words for the Department. Blair, a charter member of the Michigan Republican Party, was one of a growing number of "Liberal" Republicans who were concerned that the Grant administration's governance was in dire need of reform and openly broke with the party on many issues. He dissented from the majority and wrote, "Vast sums of money have been spent and still the Navy shows no sign of improvement. Its situation furnishes the most unanswerable charge against the administration of the Secretary. It is barnacled all over."

The "secretary" Blair mentioned was Secretary George Robeson, one of the least effective Secretaries ever to be placed in charge of the Department. A lawyer by trade, Robeson was a political supporter of Grant and exchanged in some very shady business practices. Naval historian Robert Albion discovered that Robeson moved all of the Navy's accounts used to pay for overseas operations from a well established and connected British accounting firm to an American firm on the verge of bankruptcy that had no offices in foreign ports. Despite his reputation, the 1872 investigation cleared him and the Department for the time being.

Another explanation for Norfolk's state of disrepair was a change in national priorities. Department reports show that the Navy had decided to concentrate its efforts in the new frontier on the Pacific Coast. Specifically, the Department invested close to \$3 million of construction

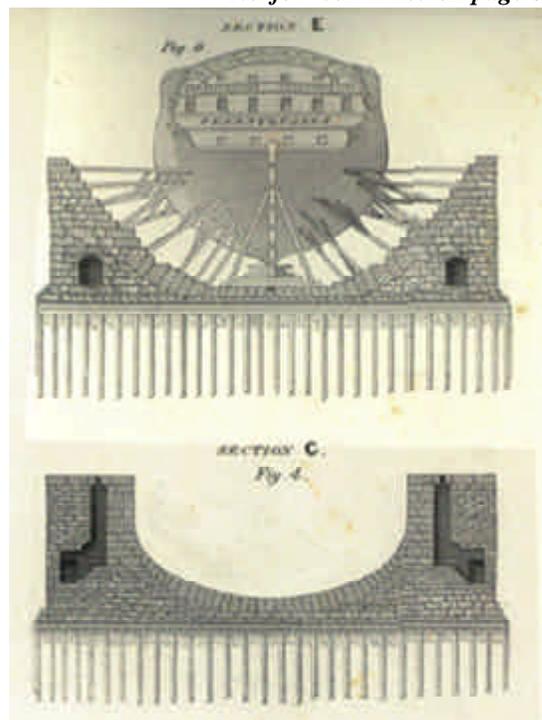
money over three years into the San Francisco-based Mare Island Navy Yard. Despite Robeson's request for "liberal appropriations," the Hampton Roads-based facility was left with the crumbs of about \$84 thousand a year over the same time span. While Mare Island received a new dry dock, Norfolk was allowed to rebuild two new timber sheds and keep existing buildings at a minimum operational level. One of the few bright spots, literally, was the installation of a new street light system fueled by coal gas.

There was talk, and even some preliminarily plans drawn, of building a special fresh water basin near the Great Dismal Swamp for decommissioned warships, specifically the monitors. Many of the Navy's ironclads had been laid up in the James River in order to remove the wooden hulled ships from salt water. Finding this spot inconvenient, it was thought that if a fresh water basin were built south of Norfolk, the ironclads could be readied for war more quickly. The project, like many other ideas to improve Norfolk, was never funded.

This is not to say the yard was dead. Norfolk continued to be used not only as a repair facility, but also as the region's naval station. Long before anyone considered building the present day naval station at Sewells Point, Norfolk was referred to "Naval Station Norfolk" because the yard was the base of operations for the North Atlantic Squadron. The squadron consisted of eight wooden steamers and two monitors and was active in peace time patrols and

operations in the West Indies, Europe, and South America. Among the many operations, the steam tug *Mayflower's* trip to Mexico was one of the most notable. *Mayflower* left Norfolk in 1872 to conduct survey work on a possible canal that would connect the Atlantic and Pacific. The yard also served as a base for ships transferring to other squadrons around the world and assisted the North Atlantic Squadron in watching over the "ghost fleet" of decommissioned ironclads in the James River.

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Norfolk's stone dry dock continued to be among the most important pieces of infrastructure in the fleet and made the yard's presence that much more valuable in the 1870s as new ones were very expensive. Shown here is an 1852 drawing of the dry dock with the mammoth 120-gun ship-of-the-line Pennsylvania on the ways. (1852 engraving by Charles B. Stuart)

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The squadron and the yard stopped routine duties due to the crisis caused by the capture of *Virginius* in 1873. The ship was a blockade runner commanded by an American with a mixed Anglo-American crew. The Spanish caught her running guns into Cuba and began to deliver swift and brutal punishment on the crew. The Navy was ordered to mobilize a squadron in Key West in preparation for a possible war.

There was a flurry of activity in the region when the mobilization orders went out. "CUBA, OUR VOICE IS STILL FOR WAR" and "What Our Navy Will Have to Hammer At," the *Norfolk Landmark* proclaimed in separate headlines. The founder and editor of the *Landmark*, James

They announced that work had begun on recommissioning the sail frigate *Savannah* and even the 60 year old *Macedonian*, which had not seen active service in many years.

The crisis was settled despite newspaper predictions. After timely intervention from British warships, Spain agreed to pay reparations to the United States and Britain and the President ordered the U.S. Navy to stand down. The crisis served as a wake up call to many that the Navy needed to be reformed and properly funded to better its readiness. Despite indications that a fleet was about to descend upon Cuba, the Navy had serious trouble preparing the fleet. Locally, of all the

of the current administration towards Hampton Roads. Entitled "I am an Employee of the Yard," one verse read:

*"They may violate orders the
Government has made
In extorting one hard earned day's
pay,
From each man to defray,
The cost and the charges of some
popinjay."*

While Hope's conspiracy proclamations may have sold newspapers, the real problems at Norfolk were quite serious and went deeper than Radicals retaliating against former rebels. First, employee job security at the yard was shaky. Workers would be hired for short periods of time, only to be laid off for several days due to a lack of appropriations.

Secondly, while Congress did authorize some new ships in the 1870s, the construction of the ships was conducted in a highly questionable manner. The first set was the *Galena*-class steam sloops, which the Navy officially classified not as new ships, but as "rebuilt" version of ships with the same name in order to stretch appropriations over a long period of time. The second set was the *Enterprise*-class steam gunboats.

In Norfolk, the yard received the contract to "rebuild" *Galena* and later to build the gunboat *Alliance* from the *Enterprise* authorization. Both ships took several more months to build than originally planned, and were largely obsolete when finished. Predictions were made during the *Virginius* crisis that *Galena* would be launched by the end of 1873. Instead, she was not launched until 1876. One ship, the *Galena*-class *Quinnebaug*, according to some historical sources was "rebuilt" in Norfolk, but other sources say Philadelphia.

In the 44th Congress (1875-77), the Democrats picked up over 100 seats, giving them a clear majority. Now in power, the Democrats set their sights on a full investigation of the Department to find out what was going on.

Along with questions about ship construction, Congress also wanted answers on the practice of political kickbacks and patronage. It was charged that in order to

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In reality, the Norfolk-built USS Galena was a brand new vessel. Officially, however, the Navy reported to Congress that she was the former ironclad USS Galena from the Civil War and that she was being "repaired," so that the Department could spread appropriations out over several years. This lengthy construction time became a subject of several heated political debates. (Naval Historical Center photo)

Barron Hope, noted the many advantages of the yard and how it was poised to be the center of activity for an upcoming conflict. Indeed, there was more activity at the yard than anyone had seen since 1862. Norfolk yard workers removed the monitor *Mahopac* from the James River to recommission her. They also awaited the arrival of the monitor *Manhattan* and steam sloop *Powhatan* from Philadelphia for additional preparations.

Additionally, the newspapers reported several 11-inch and nine-inch guns with gun carriages were being made ready and workers were busy converting the screw tug *Mayflower* into an armed dispatch boat. There were four sailing warships, including the sloop-of-war *Constellation*, in ordinary and no one thought any were capable of serving again. Then one morning, the newspapers reported that the yard was "more lively and somewhat more warlike."

warships allegedly being made ready, *Mahopac* was the only warship to be successfully recommissioned and sent to the front lines.

Hope presented his own explanation for what he saw locally. Hampton Roads' literary champion wrote, "While prodigious sums of money have been expended by the government in the most profligate manner, the naval establishment of the country has languished for want of the necessary appropriation. At [Norfolk], there are signs of activity, but the vindictive policy of the Navy Department has been to ignore this dock-yard, as a punishment for our active participation in the struggle for Southern independence."

Hope expressed his feelings in another way when his paper published an angry poem in one issue condemning Reconstruction, the Radical wing of the Republican Party, and the perceived attitude



This is the Norfolk Navy Yard in 1872. Even though many suggestions were made to improve the yard in the 1870s, the only three items built were two new timber sheds and a new coal-gas lighting system. Innovative ideas such as a new fresh water basin for decommissioned ships, new rail lines, and proper seawalls were shelved. (National Archives photo)

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get a job at Norfolk, one had to pay a day's wages to the local political party. As Hope's poem showed, the practice had been going on for years despite several laws making it illegal. The committee's goal was to answer the question "What is the cause of such evils?" Unlike the 1872 investigation, Congress tasked the entire Committee on Naval Affairs to look into the matter. The committee looked at each Navy yard individually and called everyone to testify, from Secretary Robeson and the commandants of the yards down to the 12 year old waterboy who was paid \$1.02 a day. Though the problems with the Navy were present at every yard, Norfolk was considered to have the most serious issues and the committee made it the central part of the investigation.

The committee first noticed that in the months leading up to the November elections between 1872 and 1875, the number of workers at Norfolk skyrocketed only to drop off after the election was over. Specifically, the committee charged that the work on *Galena* was done, not for the benefit of national security, but rather as a way to employ 1,000 potential voters. "When any political purpose is to be accomplished, as, for instance, at Norfolk, when an election is pending, the *Galena*, a vessel that has been nominally undergoing repairs for the last three to four years, is ordered by the chief of the bureau at Washington to be worked upon," the committee wrote.

The chairman of the local Republican Party was called to testify to this and to the charge of kickbacks or patronage. In a short testimony, H.B. Nichols, who was also the postmaster for Norfolk, denied any knowledge of either practice. But Nichols was contradicted by a long list of witnesses, including the foreman of the yard, the chief



Shown here is the USS Quinnebaug in Venice. It is not clear exactly where the 1870s ship was built. Some sources say the Navy built her at Philadelphia, while others state that she was built in Norfolk. (Library of Congress photo)

Naval constructor, and several other skilled and unskilled laborers. All of them testified that they were forced to give money to the local party in order to work and that it was a well known system. Nichols' counterpart in Portsmouth, a Mr. Clements, confessed that he had knowledge of the practice, but denied any personal involvement and claimed renegade party members in the lower ranks were responsible.

Of all of the witnesses called, the most famous was probably John L. Porter, designer of the ironclad CSS *Virginia* and

former Naval constructor at Norfolk before the Civil War. The committee called him to answer questions about the quality of the yard's work. It was Porter's belief that the yard accepted substandard timber that was too small and of very poor quality. Furthermore, he stated, the wood was allowed to sit out in the weather and rot.

In charge of Norfolk at the time of investigation was Commodore Thomas Holdup Stevens, an officer that Hope described as a "very pleasant, affable gentleman." This investigation must have been quite humiliating for Stevens as he had served the U.S. Navy with the highest of honors during his forty plus years of service. During the Civil War, Stevens always seemed to be stationed where the heaviest fighting occurred. He had fought in several major campaigns during the war including a short two-month stint as commanding officer of USS *Monitor*. Additionally, his father fought along side Oliver Hazard Perry at Lake Erie and three generations of his descendants would all serve in the military.

Stevens did his best to defend his yard's work ethic. He stated that *Alliance* in

particular was "a superb ship," denied any corruption or other inefficiencies at the yard, and disavowed any knowledge of political patronage. As for the *Galena* contract, he simply stated that he used the number of workers assigned to him from Washington.

Fortunately for Stevens, the bureaucratic system he worked under provided plausible deniability and safety from Congressional prosecution. The Navy's infamous "bureau" system gave the

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Book Reviews

Fighting Sail on Lake Huron and Georgian Bay: The War of 1812 and Its Aftermath

by Barry M. Gough

Reviewed by Mark Tunnicliffe

Clausewitz warned that war is unpredictable. Nowhere was this dictum more evident than the War of 1812 in which the pre-war expectations of the principal combatants were turned on their ear. For the United States, the land war was to be simply “a matter of marching” with Henry Clay opining that “... the militia of Kentucky are alone competent to place Montreal and Upper Canada at your feet.” At sea however, the U.S. Navy, comprised of “... a few fir-built ships commanded by a handful of bastards and outlaws” would be easy prey for the Royal Navy.

Things did not turn out that way. While American attempts to take Montreal were turned back by Imperial forces much smaller than their opponents, the naval

Barry M. Gough. *Fighting Sail on Lake Huron and Georgian Bay: The War of 1812 and Its Aftermath*. Annapolis: Naval Institute Press, 2002. 215 pages. \$32.95.

picture was reversed. The young U.S. Navy triumphed in single-frigate engagements at sea and on Lake Erie, Oliver Perry captured the entire British squadron.

That engagement, in 1813, changed the strategic situation in Upper Canada immediately. Not only did Perry’s victory leave Imperial land forces vulnerable to flank attack, but it also surrendered access to the Upper Lakes to the United States. This potential was immediately realized by the American victory over Indian forces at Moraviantown while the U.S. freedom of action in the Upper Lakes promised to cut off the fur trade based in the Michigan and Wisconsin areas and the supply of goods that Britain used to retain the loyalty of Indian tribes there.

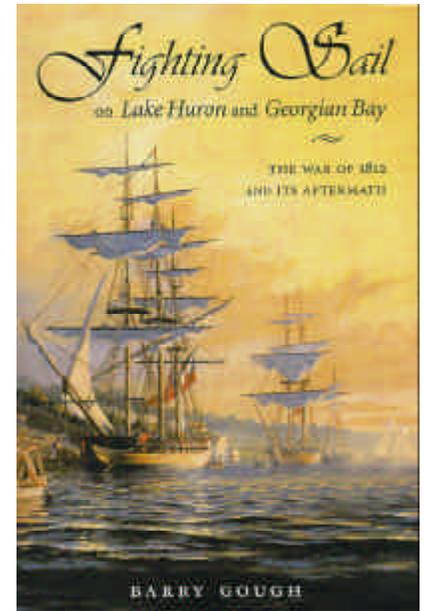
How then, did the United States exploit this opportunity to cut Imperial lines of communication? That is the focus of Barry Gough’s examination of the naval and

amphibious operations on Lake Huron and Georgian Bay. A professor of history at Wilfred Laurier University in Waterloo, Ontario, he is also an avid yachtsman sailing a sloop based at Pentanguishene on Georgian Bay. He blends these skills in his account of the confrontations on Lake Huron in 1814, exploiting his yachtsman’s appreciation for the geography of the region and its influence on navigation. His account traces the American and British responses to the revised situation on the Upper Lakes, the impact on the strategy of both sides, and the British moves to secure alternate means of communication with Lake Huron after the war by developing a base at Pentanguishene. His well-balanced account, based on extensive primary sources drawn from Britain, Canada and the United States, comes to the conclusion that by and large, the United States fumbled the opportunity afforded by Perry’s success.

Commodore Sinclair, Perry’s relief on Lake Erie, led an expedition to retake Milchilimackinac Island (which dominates the entrance to Lake Michigan), destroy the British fur trading infrastructure, and eliminate residual Imperial forces, but his dilatory approach resulted in missed opportunities and an embarrassing reversal of fortune.

Sinclair’s attempt to negate Milchilimackinac by cutting off supplies through the destruction of the only British naval unit left on the Upper Lakes proved his undoing, for in blowing up HM schooner *Nancy*, Sinclair permitted her crew to escape. Gough traces the remarkable expedition of *Nancy*’s commander to collect reinforcements and, in a daring cutting out expedition, capture both of the U.S. schooners left behind to blockade Milchilimackinac. This action essentially returned command of Lake Huron to the British who used their base at Milchilimackinac to retake Prairie-du-Chien (in southern Wisconsin.)

Gough’s account of this theater of operations is an engaging blend of tactical initiative and strategic result. The book is easy to read, keeps the reader’s attention, and



generally flows well. It could however, have benefited from closer editing, to clean up a sometimes choppy style and to reorder the narrative in a more logical sequence in some places. Occasionally, the structure is confusing enough to be comical. We learn for instance, that the leader of the British expedition to retake Prairie-du-Chien, “McKay, with 75 volunteers and 136 Indians, left Milchilimackinac in a canoe on 28 June ...”. Some canoe!

The book is reasonably well provided with a variety of maps and charts to facilitate comprehension of the vast areas of geography and the unfamiliar place names covered in the narrative. However, a map placed in the endpiece would have further aided readers in following the action in contrast to searching back through the text for maps unlisted in the table of contents. The book is well supported by reproductions of period paintings and photographs of reconstructions of some of the vessels involved.

This book is recommended, not only as an account of a relatively poorly studied aspect of the War of 1812, but also as an illustration of important precepts of war. In this campaign, the British, through initiative and enterprise, were able to maintain their communications and supply lines to their principal ally to maintain pressure on their opponent’s flanks. One hundred years later, at the Dardanelles, they would fail to do so with disastrous results. War is indeed unpredictable - however the principles are not. 

Mad Jack Percival: Legend of the Old Navy

by James H. Ellis

Reviewed by Ira R. Hanna

Although Jack Percival was a master sailor and a courageous patriot, it is odd that most modern naval history books hardly mention him, some not at all. This biography makes it clear that he deserves not only to be in them, but given a prominent place. Percival could have made a fortune as a merchant privateer. Instead, he chose service in his country's fledgling navy. He performed his duties well, but never received the acclamation given to his contemporaries. The fact that he did everything with a flourish gave the opportunity for events to be embellished and often given the wrong kind of attention. In the words of Peter F. Stevens of the *Dorchester Reporter*, "No novelist could have invented this Dorchester seaman,"

James H. Ellis. *Mad Jack Percival: Legend of the Old Navy*. Annapolis: Naval Institute Press, 2002. 240 pages. \$34.95.

even though a number of authors, including Hawthorne, Melvin, and Michener, based characters in their books on him.

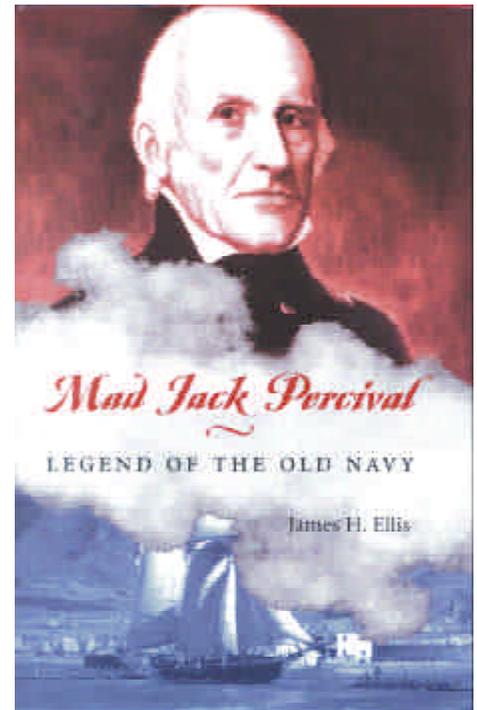
Few biographies of early U.S. Navy captains are as well researched as this one. In fact, in his meticulous way, Ellis proved that the conclusion of David F. Long, in his 1993 biography of Percival was false. Long contented that Percival robbed unlettered and impoverished seaman. This kind of persecution and negative personal attacks Percival often faced in his naval career. Ellis described "Mad Jack" as a man of many contrasts-beloved and hated, praised and reviled, but forever a staunch patriot.

At the time of Percival's placement on the reserve list in 1855, his 56-year career in the U.S. Navy was the longest of any American naval officer. He distinguished himself during the War of 1812 with the capture of HMS *Eagle* and as the sailing master on the sloop USS *Peacock* when she

defeated HMS *Epervier*. As a lieutenant in 1824, Percival commanded the schooner USS *Dolphin* when she was the first American warship to visit Hawaii (called the Sandwich Islands in 1824). He also tracked down the mutineers of the merchant ship *Globe* and rescued the survivors. These are but a few of the adventures detailed in this book. When reading this book, one is anxious to see what Mad Jack does to resolve his shipboard problems as well as those ashore. There are naval encounters with pirates and warships of other nations, diplomatic incidents, difficulties with island natives, and power struggles with overzealous Christian missionaries. An important conclusion reached by the author is that Percival made the connection between commerce and a strong navy, sixty years before Mahan stated it in his thesis on *The Influence of Sea Power Upon History*.

It was interesting to note how much time Percival spent in the Hampton Roads area. In 1809, while assigned to the Gosport Shipyard, he married Maria Pinkerton in Norfolk County. Several of his ships were repaired at Gosport and began their journeys from this port. He knew the capabilities of the workers at the shipyard. This knowledge helped Percival to convince acting Secretary of the Navy Daniel Henshaw to put him in charge of repairs to USS *Constitution* in 1843. If not for Percival, "Old Ironsides" would have been broken up instead of going on an around the world cruise. With Percival in command, *Constitution's* global voyage was a diplomatic success and a signal that America was a power with which to be reckoned.

At the end of his 84 year life, just at the beginning of the Civil War, Percival was asked what he would do if he were still in service. Mad Jack straightened up and replied that he would concoct a scheme to catch Confederate president Jefferson



Davis, put a fathom of hemp around his neck, politely wish him a safe passage, and run him up the yardarm. If Percival were alive today, one would not have to guess what he would do to the young Americans who fought for the Taliban.

There are two areas that the author failed to fully cover. One was Percival's family life. Although Ellis mentioned Percival's marriage, his wife's death 48 years later, and the adoption of his wife's niece, Maria Weeks, there is no mention of their home life. Another problem is that Ellis referred several times to Percival's support of Isaac Hull in his dispute with William Bainbridge, but did not provide any connection to Percival's career. In addition, some scholars may be annoyed by the lack of footnotes within the text. However, there are adequate chapter reference notes and a bibliography at the end of the book.

This book provides an account of one of our early naval heroes, unrecognized by historians but not by those he trained or commanded. Percival was certainly recognized as the premier sailing master of the times. If one wishes to have the feeling of being there at the formation of the U.S. Navy, its purpose and policies, and the training of midshipmen before the establishment of the Naval Academy, then read this book. 

In Search of a Patriot to Honor

The Sage recently read an excellent article in *Navy Times* about ship names. It discussed how the Navy decides who or what receives the high honor, some controversies surrounding certain names, and even suggested list of future names. Now, The Sage takes particular interest in ship names and on previous occasions has hinted names he would like to see (still awaiting on Louis Denfeld as a destroyer name and Eugene Ely as an aircraft carrier). The Sage is



The Museum Sage

however somewhat displeased to see that Thomas Jefferson is a suggested name in this article.

For those of you who don't know, Thomas Jefferson may have been the "Sage of Monticello," but he was certainly not a sage of sea power. Jefferson's administration is most famous (or infamous depending on your interpretation) for favoring a naval doctrine that used small gunboats instead of frigates. His reasoning was both one of economics (gunboats cost less to build and man) and political philosophy (standing militaries and democracies don't mix).

The doctrine has been criticized and ridiculed early and often throughout the years on how not to form a national defense policy, as it was too optimistic and weak. So name schools, buildings, scholarships, and even fossils (see Nauticus's new temporary exhibit "Backyard Discoveries" to find out more about this), but for

goodness sake don't name a ship after him.

Unfortunately, the Sage has recently discovered that he is about 50 years too late to raise any objections. The Navy has already named not just one ship *Thomas Jefferson*, but two! The first one was an attack transport that served with great distinction in World War II and Korea. The second was an *Ethan Allen*-class ballistic missile submarine built by Newport News Shipbuilding in the early 1960s. Oh well.

As a result, The Sage went in search for a patriot worthy of a ship name. This is not to say Thomas Jefferson was not a devoted American. But The Sage needs to find someone who is both a patriot and a supporter of the Navy.

It didn't take long to come across the name of Thomas Paine. This man is the patron saint of newsletter editors, if there ever is going to be such a title. The Sage is once again reminded that if anyone thinks that 10 to 12 page newsletter cannot have influence, then one should look at the writings of Thomas Paine. He was one of the most gifted writers of the English language. *Common Sense*, his most famous publication, was only about 20 pages long, but it motivated thousands of citizens to the cause of independence. The most important and studied points in the publication are Paine's beliefs that Americans deserve more than to be ruled by a secular king who has little interest in the welfare of his citizens. Also imbedded in *Common Sense* is Paine's argument for an American Navy:

"In point of safety, ought we to be without a fleet? We are not the little people now, which we were sixty years ago (Common Sense was published in 1776); at that time we might have trusted our property in the streets, or fields rather, and slept securely without locks or bolts to our doors and windows. The case is now altered, and our methods of defense ought to improve with our increase of property. A common pirate, twelve months ago, might have come up the Delaware, and laid the city of Philadelphia under contribution for what sum he pleased; and the same might have happened to other places. Nay, any daring fellow, in a brig of fourteen or sixteen guns, might have robbed the whole continent, and



The Sage's latest nomination for the high honor of a U.S. Navy ship name: English writer Thomas Paine. (1793 engraving by William Sharp provided by the Thomas Paine Historical Association)

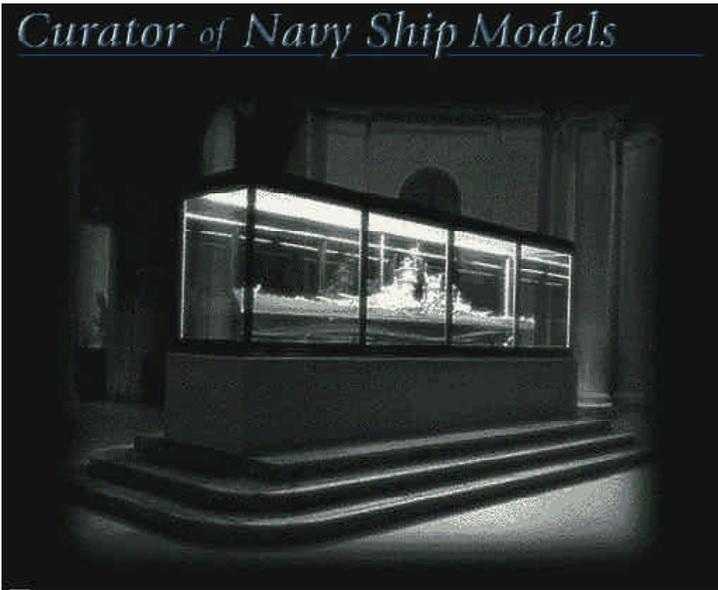
carried off half a million of money. These are circumstances, which demand our attention, and point out the necessity of naval protection."

Many ships are named in honor of the civilians who were advocates and friends of the Navy. Congressman Carl Vinson (D-GA), Sen. John Stennis (D-MS), and President Ronald Reagan all come readily to mind. Thomas Paine in this regard has the right credentials.

Now the one strike mark against Paine is that there is the possibility that Thomas Jefferson was heavily influenced by Paine's description of French gunboats while Paine was in France.

But we won't hold that against him, will we? The man, after all, went to France to stir up the masses against the French monarchy after he finished his work here. Additionally, he rarely accepted any money for his writing despite the fact that *Common Sense* was a national best seller. According to the Thomas Paine Historical Association, all the royalties for *Common Sense* went to help the cause of the American Revolution and he died in abject poverty. That, and not the motivations of the guy in Mel Gibson's movie, is sign of a true patriot. 🇺🇸

Useful Websites



www.dt.navy.mil/cnsm/-The trustee for some of the museum’s ship model collection is the Curator of Navy Ship Models. Located in Carderock, MD, this organization builds and maintains the Navy’s vast collection of models. This web site informs visitors about the Curator’s ongoing role in ship design and shows off some of the more important parts of the collection and the history behind it.

usswisconsin.org-This is the website for our friends at the USS *Wisconsin* Association. This the official origination of Battleship *Wisconsin* veterans. It has many useful pieces of information and a plethora of photos from the battleship’s historic career.





Commodore Thomas Holdup Stevens II was commandant of the Norfolk Navy Yard from 1873 to 1876. Though Congress investigated his command his reputation as a dedicated officer was not tarnished. He eventually was promoted to rear admiral and served on the Board of Visitors to the Naval Academy. (Photo provided by the Portsmouth Naval Shipyard Museum)

Norfolk continued from page 9

chiefs of each bureau blanket authority to command their section of the department. In Stevens' case, he answered to the Chief of the Bureau of Yard and Docks who would hand orders down to Stevens as to how and when to build ships. The orders would even include how many workers were to be hired to work on the ships. Many commandants openly complained that their sole job at the yard was to be a messenger boy to the chief engineer and constructors. The committee recognized this and was very careful not to embarrass the commandants as many were war heroes.

Stevens was one of these heroes and the committee cleared him of any charges. After being relieved of his command at the Navy yard, the Navy gave the Norfolk commandant his second star and assigned him to the Board of Visitors of the Naval Academy.

For the civilian politicians, the committee was not so forgiving. Secretary Robeson was once again called to testify about Norfolk and all of the Navy yards. In the months leading up to the investigation, Robeson noted earlier Congressional criticism and graciously received what he called "authoritative

suggestions" to improve the conditions of the yards. But, when it came to corruption charges, he was very defensive and denied any wrongdoing.

The committee rejected his statement, pointing out that responsibility started at the top. "The Secretary stands convicted by his own admission of a gross dereliction of duty. He who weakens the national virtue, the public morality and the love of liberty deserves severe rebuke and punishment."

The committee's conclusions about the problems with the Navy were not unanimous. Eight of the 11 members, including three Republicans, voted for the conclusion. Congressman Washington Whitthorne, a Democrat from Tennessee, wrote out the details for the majority.

However, three Congressmen, all Republicans and one of whom was an ex-Confederate major from Alabama, disagreed and believed that the investigation into Norfolk was nothing more than a political witch-

hunt on the part of the majority. The objectors pointed out that the report was coming out right before a Presidential election and the system of political patronage at the Navy Yard was several decades old. They believed, with some validity, that it was Congress who failed the Navy, and not Secretary Robeson or local Republican bosses, because Congress refused to appropriate sufficient funds to run the fleet correctly. In other words, the reason ships like *Galena* took so long to build was not because of inefficient workers, it was because Congress did not give the yard enough money to finish the ship in a timely fashion, forcing the yard to spread out appropriations over several years.

The minority reserved its harshest words for Porter. They remarked that Porter's allegation that the yard accepted inferior wood was false as the Yard's own timber inspector, a Capt. Bishc, and several other officers certified both the size and quality of the wood. Furthermore, the minority reminded the majority that Porter, in their minds, was not exactly an impartial judge. "The testimony of Mr. John L. Porter and Mr. Jett," the minority commented,

"two gentlemen who are hanging around the outskirts of the Norfolk navy-yard, complaining of everything that is being done...[Construction of CSS *Virginia*] was the great pride of his life, and now he constitutes himself a general critic. [Porter] critics [*sic*] the conduct and doings of men who were standing by the flag of their country when he was attempting to destroy it."

Though the committee concluded that corrupt government officials deserved "severe rebuke and punishment," in the end, the investigation did not do much of anything. It did conclude that Secretary Robeson was responsible for allowing the Department and the yards to fall into such disarray. The committee, however, did not call for his resignation or even an official reprimand, a fact noticed by opponents of the findings. It also did not call for reforms in the way the Navy did business or for criminal prosecution. Both sides did find common ground on the issue of political patronage as they both condemned the practice. The committee did formally



Throughout his many years as the founder and editor of the Norfolk Landmark, the ever fearless James Barron Hope was the yard's biggest supporter. He placed the 1870s trouble squarely at the feet of the Radical Republicans. (HRNM photo)

censure Robeson in 1879 on the grounds that he overspent and mismanaged his appropriations. The censure failed to deter the ex-Secretary, as he later assumed a leadership post within the Republican Caucus as a Congressman from New Jersey.

The "Dark Ages" of the Navy and the Norfolk Navy Yard continued for the rest of the decade. Despite a change in Administration and in Congress, the Navy

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Congressman Washington Curran Whitthorne, a Democrat from Tennessee, was chairman of the Naval Affairs Committee from 1875 to 1881. An active participant in Confederate politics, Whitthorne was no admirer of the Grant administration during Reconstruction. Nonetheless, he also believed in genuine naval reform as he introduced the idea of a naval reserve in the 1880s. (Photo provided by the Biographical Dictionary of the United States Congress)

Navy Yard continued from page 14

continued to lag behind its European counterparts. At Norfolk, *Galena* and *Alliance* were both eventually launched. The official reports continued to list *Galena* as a “repaired” vessel. Robeson’s successor, R.W. Thompson, even went so far as to say that *Galena* showed “very little sign of decay, even after twenty-five or

“When any political purpose is to be accomplished at Norfolk, when an election is pending, the Galena, is ordered by the chief of the bureau at Washington to be worked on.”

-Congressman Washington Curran Whitthorne (D-TN), writing for the majority

“The testimony of Mr. John L. Porter and Mr. Jett seem to have been alone considered by the majority...[Porter] critics [sic] the conduct of men who were standing by their flag when he was attempting to destroy it.”

-Congressman B.W. Harris (R-MA), in response to the majority

thirty years of service.” The yard continued its watch over the James River monitor squadron and five ironclads in a “partial commissioned” state. A hurricane, which hit August 1878, set the yard back about a year in building improvements as it destroyed the newly built timber sheds.

It was not until the late 1870s and early 1880s that the situation at the yard marginally improved. Norfolk finally received the “liberal appropriations” that had been advocated by previous administrations, despite aggressive cost cutting in ship construction and extra-cautious spending by Secretary Thompson. The effect of Thompson’s policy could be seen locally, as the ships available to the North Atlantic Squadron were drastically cut. The squadron went from its 1873 force level of eight wooden steamers, two commissioned ironclads, and five partially commissioned ironclads down to six wooden steamers and no commissioned ironclads by 1881. One of the few events of a positive nature that occurred locally was the successful return of the steam sloop *Ticonderoga* in 1880 after a two year cruise around the world. She was the first American steam ship to circumnavigate the globe and was responsible for the first successful trade and peace negotiations with Korea.

Nonetheless, the yard itself received appropriations to complete some of its more urgent projects in the late 1870s. The extra



One of the star witnesses for the Democrats was none other than Naval constructor John L. Porter, famed builder of the ironclad *CSS Virginia*. Grant’s supporters on the committee, however, denounced Porter’s views as hypocritical and reminded the majority of Porter’s service with the Confederates. (Naval Historical Center photo)

money went to rebuilding the timber sheds, machine and boiler shops, the construction of a provision and clothing store and ordnance building, and the completion of a much needed quay along the waterfront. The yard also oversaw the removal of wrecks in the Elizabeth River sunk in the late war including the extraction of *CSS Virginia*. By the mid-1880s, the yard was finally in a position to help the Navy move into the modern era and constructed *USS Texas*, the service’s first steel hulled battleship as well as the protected cruiser *USS Raleigh*.

The irony of the Navy Yard’s troubles in the 1870s was that the alleged patronage system apparently did not help the Norfolk Republican Congressman since he was denied reelection in 1874. Likewise, the Democrats’ attempt to embarrass the Republicans on the national scene failed as Rutherford B. Hayes succeeded Grant.

Congressman John Holmes Burleigh, a Republican from Maine and long time veteran of the merchant marine as a sailor and an owner of ships, probably best summed up the Navy Yard and its problems in the 1870s. While he signed off with the majority in the 1876 investigation, he added his own addendum. “I sign this report, as I believe it is in accordance with the evidence taken and substantially just. Much of it is of a partisan character [that] I have no sympathy with,” he wrote. In other words, there were problems with the Navy and the Norfolk Navy Yard. Bitter partisan politics and ignorant policy makers impeded the real reforms to get the Department and the yard moving forward. 

James Barron Hope and the *Norfolk Landmark* Show Their Support for the Fleet, 1873



In Our Next Issue...

- Task Force Alpha and Operation Zapta
- Book reviews: *The Rebel Raiders: The Astonishing History of the Confederacy's Secret Navy and Splintering the Wooden Wall: The British Blockade of the United States: 1812-1815*

