



Empire Patriot

Empire State Society
Sons of The American Revolution
Descendants of America's First Soldiers

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THE EVOLUTION OF THE CONTINENTAL NAVY

THE FORERUNNER OF

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THE NAVY: THE CONTINENTAL PERIOD, 1775-1890

by Michael A. Palmer

The North American colonies of Great Britain developed in the seventeenth and eighteenth centuries as parts of a powerful European maritime empire. Americans provided the mother country with a variety of export goods, among them naval stores, and even constructed ships. American sailors, some by choice, some as the result of the efforts of British press gangs, served in the men-of-war of the Royal Navy. Continental navy Captain Nicholas Biddle, for example, served as a youth in the Royal Navy alongside Horatio Nelson.

During the colonial wars of Great Britain with France and Spain, Americans took part not only in the campaigns fought in the west along the frontier but also in the North Atlantic and Caribbean. Americans, among them Lawrence Washington, the elder half-brother of George Washington, served in Admiral Edward Vernon's abortive Central American expedition (1739-1741). In 1745 New England sailors and troops landed on Cape Breton Island and besieged and captured the French fortress of Louisbourg, which guarded the approaches to the Saint Lawrence River. American merchants armed scores of ships as privateers and operated them against the commerce of Great Britain's enemies.

Thus, in 1775, Americans were no strangers to the ways of the sea, either in peace or in war. In the years immediately before

the outbreak of the rebellion, Americans demonstrated their growing disenchantment with British rule by taking action against ships collecting revenue or delivering tea in Boston Harbor. Once the revolution began, Americans recognized that events in the Atlantic Ocean theater would have a major, and potentially decisive, impact on the course of the war in North America. In the fall of 1775, Americans initiated a privateering campaign against British commerce, and on 13 October the Continental Congress, after some difficult political debate, also established a small naval force, hoping that even a diminutive navy would be able to offset to some extent what would otherwise be an uncontested exercise of British sea power.

The Continental Congress had a very limited role in mind for the navy. It was not expected to contest British control of the seas, but rather to wage a traditional *guerre de course* against British trade, in conjunction with the scores of privateers outfitting in American ports. The Continental navy's ships were to raid commerce and attack the transports that supplied British forces in North America. To carry out this mission, the Continental Congress began to build up, through purchase, conversion,

and new construction, a cruiser navy of small ships—frigates, brigs, sloops, and schooners. For the most part, Continental navy ships cruised independently or in pairs in search of their prey, avoiding whenever possible fights with Royal Navy men-of-war.



BU2 Justin Metz, US NAVY Recruiter, Albany, NY



Members (approximately 40) of the "Fort Smith 3rd NY Regiment Commanded by "Colonel" Kate Bowman & "Colonel" Cindy Watson

HISTORY IS ALIVE AND WELL IN PAINTED POST, NY

Recently I had the privilege of meeting with the "Fort Smith 3rd NY Regiment" that number about 40 members in their ranks. What is amazing about these young men and women is the fact that they are 3rd and 4th grade students of Calvin U. Smith Elementary School in Painted Post, New York

They are Commanded by "Colonel" Kate Bowman and "Colonel" Cindy Watson, two dedicated history minded teachers that recently spent a week at Fort Ticonderoga living as soldiers in preparation for this Revolutionary War era program.

The Troops wear the traditional tri-cornered black felt cocked hats and have haversacks that they sewed themselves. Among their duties, they have been instructed in the making of mock rifle cartridges for the mock rifles they carry as they drill in formation. They learn what it was like back in the Revolutionary War era and how to conduct themselves accordingly as though they had gone back in time and are portraying the Patriots of those times. They also were drawing Forts (I imagine it was "Fort Smith") and the fortifications that surrounded it. I was very impressed with the way these young recruits handled themselves in their drills, formations, the knowledge each one possessed about the Revolutionary War and the happenings of those times. In one instance, "Colonel" Bowman called on the troops to name each of the Bill of Rights. Not only could they recite the Bill of Rights, but went on to explain just what each one of these Rights meant. I sensed that these young men and women take this program very seriously, not only meeting twice a week for 2 hours on their own time AFTER school, but their Patriotism, love, and respect for their Country was truly amazing to experience. "Colonel" Cindy Watson best expressed her feelings for the group saying, "The experience has created a group of Revolutionary War buffs and Patriotic Citizens. They'll never forget what it's like to be a soldier".

These young men and women have also been taught to play the fife, keep records in their own journals, write letters home about their exploits, dangers, and Status of the ongoing war. One such letter to a mother reads.

"Dear Mother,
I hope we will win the war. I already miss you and feel that I will die soon. But I will die for my Country and that makes me feel dog on good. Those darn Lobster Backs are goin' to get a wippin'
Love Dana"

Each recruit receives a salary of \$6 per month in Colonial Dollars which they covet very closely while spending some for meals of apples and bread After undergoing a brief dental exam, checking to make sure their teeth were in good condition for tearing open the cartridges of powder for their weapons, the troops enlisted by signing their names to a ledger with a quill pen. "General" Karen Bracy (also known as Calvin U. Smith Principal) handled the swearing in of the recruits during an induction ceremony.

The regiment has plans to march in the Annual Colonial Days Parade in Painted Post, NY on June 12, 2004, playing their fifes to the tune of "Yankee Doodle" and carrying their Betsy Ross as well as their Don't Tread On Me Flags. After that, they will be going to the "battlefield" (Newtown Battlefield State Park) for the day to cook, set up campsites, and drilling.

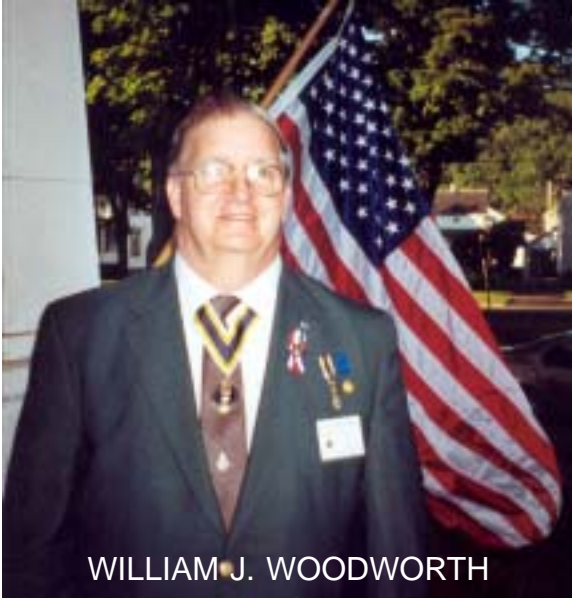
Donations, both monetary and personal talents, were given by several organizations and persons to make this program a success. Originally organized as an after school club this year, "Colonel" Bowman said she hopes to continue the activities during school next year as part of the 4th grade Social Studies curriculum. Other teachers in the Corning-Painted Post School District have also expressed an interest in this program.

My special thanks to "Gen." Bracy, "Col." Bowman, "Col." Watson, and the "Troops" of Fort Smith 3rd NY Regiment for inviting me to their "Regimental Meeting" and especially for keeping History and Patriotism alive in Painted Post, NY. I'm sure we can count on Patriots such as these to keep our Country safe.

One added note to the article - the "Fort Smith 3rd NY Regt" took 1st Place out of 80+ units who marched in the Colonial Days Parade here in Painted Post, NY for the "Crowd Pleaser Award".

*As Submitted By William J. Woodworth, President
Empire State Society*

A MESSAGE FROM OUR STATE PRESIDENT



WILLIAM J. WOODWORTH

It is my privilege and honor to serve you once again as your State President. I would like to extend my congratulations to several persons beginning with the Officers, new Board of Managers members, and the "re-ups" of the Empire State Society, SAR. Installation services were conducted by Ron Newton during the Annual Meeting held 15 May 2004 at the Beeches in Rome, NY. I believe this meeting was one of the biggest attended meetings we have had in some years. A special thanks to the Oriskany Battle Chapter for hosting.

Congratulations are also in order to Oriskany Battle Chapter for their winning the Addams Cup Membership Award and their Past President, Burke Muller, being awarded the SAR Meritorious Service Medal - these awards both being well deserved by their recipients.

Frederick Morgan, ESSAR Knight Essay Chairman, was also presented the SAR Meritorious Service Medal for his fine work in this position and doing a lot of "leg work" to make sure the high schools' know of the SAR's involvement in this contest.

Ron Newton, VPG of the New England District and Past President of the ESSAR, was called upon to present the SAR Patriot Medal. He said we were allowed to present one award for up to every 500 active members and because our ESSAR membership went over 1000, we were able to present 3 awards. Lloyd Loop was a very surprised recipient and I believe he attended the meeting thinking that a friend of his was going to receive this award. I was as equally surprised when Ron presented me with this

award and I feel greatly humbled as well as honored to even be considered for such a prestigious medal. My special thanks to all of you and it sure did make a great birthday present. A third recipient was not in attendance and his award will be presented at a later date.

As your representative, I have been busy with several speaking engagements "getting the word out" about our Society which has been producing more interested prospective members. The Charter has been ordered for the new Finger Lakes Chapter and we are in the process of setting up meetings to get the officers elected, Constitution and Bylaws

written, and all the rest of the activities that it takes to get a Chapter going.

One of the organizations that I recently visited was in my own backyard and I wasn't aware of it until reading an article in the newspaper. It's a group of 3rd and 4th graders who call themselves the "Fort Smith 3rd NY Regt." and commanded by two very history conscious teachers - "Col." Kate Bowman and "Col." Cindy Watson. These "troops" meet on their own time twice a week for about two hours AFTER school and they really know their Revolutionary War History. They were "sworn in" and signed the troop roster with a quill pen. It was quite an interesting group of young men and ladies to talk with.

In closing, I would like to welcome back Peter K. Goebel, our recently elected ESSAR Capital Region Vice President and Chaplain, from his tour of duty in Iraq and personally thank him for his service to our Country. ○

William J. Woodworth

BOARD OF MANAGERS SEPTEMBER 2004

The next regular Board of Managers meeting of the Empire State Society, Sons of the American Revolution, hosted by the Columbia Chapter, will be held September 11, 2004 at Pegasus Restaurant, Route 9w, Coxsackie, NY. From the south it can be reached from the Catskill exit (# 21) of the NY Thruway. From this exit, take 23 east

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to Route 9w and then 8 miles north. From the north, it can be reached from the Coxsackie exit (# 21B), which is route 9w, and proceed south 5 miles. There is a Best Western (518-731-8100) & a Red Carpet Inn (518-731-2722) at the Coxsackie exit.

The meeting will start promptly at 11:00 am with Coffee & Danish available at 10:00. As this meeting is being held on the anniversary of 9/11/01, the president of the Columbia Chapter, John Helmeyer, has invited Lt. Col. Peter Goebel, who has recently returned from a tour of duty in Iraq, to address the group prior to the meeting. The topic of his address will be "Iraqi Freedom". Peter, a member of Saratoga Battle Chapter, was recently elected to serve as Chaplain and Vice President of the Capital Region on the State level of the ESSAR.

The lunch menu will be Caesar Salad, Macaroni Salad, Assorted Cold Meats with Rolls, Hot Roast Beef with Garlic Mashed Potatoes and a Vegetable, Peach Cobbler, Coffee, Tea or Milk. Reservations are \$15.00 each, made payable to Columbia Chapter ESSAR and mailed to Lloyd M Loop, Chairman, 940 Glasco Turnpike, Saugerties, NY, 12477-3306 by August 31, 2004. (914-246-6392). There will be a \$5.00 surcharge for those attending and not wishing to join us for Lunch.

Chapter members and wives are invited to join us on this Historic Anniversary of a National Tragedy that has left a devastating scar on humanity worldwide. ○

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The record of the Continental navy was mixed during the revolutionary war. Its cruisers ranged far and wide and demonstrated that British commerce was nowhere safe, not even in British home waters. Few of the navy's larger ships ever put to sea, however, because most of the frigates Congress authorized to be built were either destroyed by British forces or burned by the Americans to prevent capture. There were occasional triumphs in single-ship engagements—for example, the capture by Captain John Paul Jones's *Ranger* of the British sloop of war *Drake* in April 1778. Jones gained international notoriety for his operations against the British in the North Sea and raided the coast of Great Britain itself. The navy was somewhat less successful in small-squadron actions. Its successes included the 1776 amphibious raid against New Providence in the Bahamas, but there were even more failures, most notably the ill-fated Penobscot expedition of 1779. While the Continental navy had its share of tactical triumphs, not once did its efforts cause the British an operational or strategic check.

Many of the failures of the Continental navy were directly attributable to the uneven and uncertain quality of the highly politicized officer corps. Mediocre officers vied for rank and privilege. Many commanders lacked drive, and others, while perhaps excellent seamen, were simply incompetent warriors. Even highly successful officers, such as Jones, labored under marked character deficiencies. Nevertheless, whatever the shortcomings of the Continental navy, the course of the war demonstrated to Americans the importance of sea power. The control of the Atlantic by the Royal Navy allowed Great Britain to transport a large army to North America and to sustain it there. French sea power, allied with the American cause after 1778, enabled General George Washington to isolate and destroy the British army of Lord Charles Cornwallis at Yorktown in 1781. One of the decisive battles of the war, it ended Great Britain's hope of crushing the rebellion.

While sea power clearly had played an extremely important role in the Revolution, the years immediately following the war were difficult ones for the Continental navy. Under the Articles of Confederation, the Congress reserved for itself greater control over the nation's naval than its land forces, but this had less to do with a judgment of the importance of sea power than with the traditional Anglo-American fear of standing armies. The national government could be trusted with control of less politically dangerous, and more expensive, naval forces. Two years after the end of the war, the money-poor Congress sold off the last ship of the Continental navy, the frigate *Alliance*.

The failure of Congress to maintain a naval force was understandable. Navies were, and remain, expensive instruments of national power. Moreover, there were virtually no roles or missions that a small American navy could realistically be expected to play in the mid-1780s. The primary threats the new republic faced were to be found along the western frontier. In the Northwest, the native American tribes and the British, who refused to complete their withdrawal, challenged U.S. sovereignty and control of potentially valuable western lands. In the Southwest, the Spanish and their tribal allies held a lock on the lower Mississippi and disputed the southern boundary of the United States. Naval power could do little to change these balances of force.

A navy also could not remove the major impediments to the complete recovery of U.S. commerce. The problems the United States faced in its relations with Great Britain, Spain, and France were rooted in the philosophy of mercantilism and, as such, were more likely to be settled diplomatically than through the application of military force. Although a small effective navy might have been a source of national pride and an international display of nationhood, most congressmen were understandably less than eager, given the rather mixed record of the Continental navy, to embark on an expensive naval program.

Conditions began to change when the question of a proper response to aggressors became a national issue. In the Mediterranean, the corsairs of the Barbary states began to prey on U.S. merchant ships, no longer protected by the Royal Navy. Ships and cargoes were captured, and U.S. seamen were ransomed or sold into slavery. Although the number of ships and seamen actually lost were few, the psychological effect on Americans was marked. Among the possible responses that

the United States debated were paying the Barbary states to spare U.S. commerce from attacks and building a small navy to protect trade.

The debate over naval policy was both economic and philosophical. Many Americans, among them Thomas Jefferson, later minister to the French court from 1785 to 1789, favored a naval response. Jefferson wrote in the fall of 1784: "We ought to begin a naval power, if we mean to carry on our commerce. Can we begin it on a more honorable occasion, or with a weaker foe?" Other Americans feared the establishment of a navy, which they viewed as an instrument that, while less politically dangerous than a standing army, nevertheless could lead the United States into innumerable foreign embroilments. Still others, such as John Adams, took the exceedingly practical position that the American people had had their fill



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of war and that a negotiated settlement—that is, payment for protection— was the best course to pursue. Moreover, given the fiscal weakness of the Confederation Congress, the United States lacked the resources to undertake the establishment of a navy. In fact, Congress lacked the funds to offer a negotiated settlement.

While the Barbary depredations did not lead immediately to the resurrection of U.S. naval power, they did highlight the apparent helplessness of the country in the international arena and helped shape a consensus in the United States for the establishment of a stronger national government. In Philadelphia in 1787, delegates drew up a constitution, which was adopted in 1789. As part of that debate, the Federalists, the nationalists who supported the new scheme of government, envisioned a state powerful enough to maintain a navy capable of protecting U.S. commerce. Some Federalists went even further. Alexander Hamilton argued that while the United States could not challenge Europe's principal maritime powers on the seas, in the event of a European war pitting France against Great Britain, a small fleet of American battle-ships would allow the United States to play the makeweight in the balance of power in the Western Hemisphere. For Hamilton and his supporters, a navy could play a broad national role in pursuit of the interests of the United States, and not just a limited role protecting the ships and cargoes of U.S. merchants.

The U.S. Constitution gave the government the power to play such a role. In language that reflected the Anglo-American antiarmy tradition, Congress was given the right "to raise and support armies" but "to provide and maintain" a navy. Nevertheless, no consensus yet existed to support a large national navy. In fact, until the mid-1790s, the United States continued as it had under the Confederation Congress—without any naval force at all. Potential challenges to U.S. interests were many, but actual threats addressable by naval forces were few.

The outbreak of war in Europe in 1793 dramatically altered the equation. For Americans, European war presented the United States with opportunities. Both the French and the British began to rely heavily on U.S. shipping and, under the pressures of war, began to relax many mercantile commercial restrictions that had hindered the recovery of U.S. commerce. U.S. trade and the shipping industry expanded accordingly. Along with these opportunities, however, came great hazards. As more and more U.S. ships took to the seas, the possibility increased of depredations against them by the European powers. The British, for example, were more than happy to see

U.S. ships plying the sea-lanes in service of the interests of Great Britain, but did not look kindly on Yankee vessels trading with France or its colonies.

The initial challenge to the rapid expansion of U.S. commerce, however, came not from London or Paris but from the corsairs of the Barbary coast. In the 1790s the Algerians again began to prey on U.S. commerce in the Mediterranean. Once again, Congress debated whether the nation ought to buy protection or establish a navy to safeguard shipping. In March 1794 Congress decided to respond with force and passed a naval act that called for the construction of a half-dozen frigates.

The United States again had a navy. The new frigates were to be well built and heavily armed, akin to twentieth-century battle cruisers—fast enough to run from European ships of the lines, powerful enough to overwhelm any European or Barbary cruiser in a single-ship duel. Work began on the forty-four-gun frigates *Constitution*, *United States*, and *President* and the thirty-six-gun frigates *Congress*, *Constellation*, and *Chesapeake*. Successful diplomacy, however, cut short the program. The demonstrated willingness of the United States to respond militarily helped American diplomats negotiate a more reasonable financial agreement with Algiers in 1796, and the naval building program was put on hold, its future uncertain. U.S. diplomats were likewise able to negotiate successful treaties with Spain and Great Britain that secured the Northwest and Southwest frontiers and temporarily ended British harassment of U.S. trade.

In 1797, however, the French, enraged by their former ally's agreement with Great Britain, retaliated by

striking at U.S. commerce. Hundreds of ships and cargoes were seized worldwide, although most were taken in the Caribbean. The United States responded as it had in 1794 to the Algerian depredations, by offering to negotiate, while work resumed on the frigates already under construction. Since the bulk of the French navy was blockaded in its home ports by the Royal Navy, the prospect of a limited U.S. naval response to depredations primarily in the Caribbean appeared to be realistic. When the negotiations with the French collapsed, in what has become known as the XYZ Affair, Congress between 1798 and 1800 passed a series of bills expanding the navy to a force of more than thirty ships and, on 30 April 1798, passed an act that established the independent executive Department of the Navy.



Continental Sloop Providence

Between 1798 and 1800, this new, jury-rigged navy fought the undeclared Quasi-War with France. For the United States, this was not another *guerre de course*. Because the Royal Navy had all but swept French commerce from the seas, there were few targets for U.S. privateers or navy cruisers. Instead, the navy found itself protecting U.S. ships from French corsairs. Operations were centered in the Caribbean, although during the course of the war U.S. Navy ships operated along the American coast, in the approaches to the Mediterranean, and in the Indian Ocean basin, cruising as far as the Sunda Strait.

The Quasi-War was a limited conflict. Congress, in an effort to protect U.S. commerce, allowed the navy to operate only against armed French ships on the high seas. Directed by its first civilian secretary, Benjamin Stoddert, the navy employed a variety of techniques to carry out its congressional mandate. Warships convoyed merchant vessels and patrolled the shipping lanes on the lookout for French privateers, but Stoddert also chose to employ his small force as offensively as possible. He dispensed with escorts for convoys and patrolling and, in a move that carried the war to the Caribbean, sent virtually the entire navy south, where French privateers operated, and eliminated the French threat along the coast.

Stoddert also excelled as a manager, weeding out many of the service's mediocre officers, among them more than a few Continental navy veterans, and establishing a pipeline of young midshipmen and lieutenants who made the navy their career and would become the future "ornaments" of the service. The U.S. Navy managed during the Quasi-War to do what the Continental navy had failed to do during the American Revolution, that is, to emerge from the conflict with an excellent reputation and broad political support. Stoddert and other U.S. navalists used wartime political backing in an attempt to build not only a small force to protect commerce but a larger battle fleet that would be able to play the broader national role envisioned by Hamilton. Congress initially supported Stoddert's ambitious programs, and in 1799 and 1800, construction began of six powerful ships of the line. In 1801, however, waning political support for a large navy, discontent over the high taxes necessary to complete the program, and a change in administration ended the effort.

If Stoddert's hopes of building a U.S. battle fleet were doomed by the election of President Thomas Jefferson in 1800, the future of the U.S. Navy was not in doubt. Jefferson took office in March 1801 as a crisis with Tripoli loomed on the horizon, and the U.S. Navy found its squadrons en route to the Mediterranean. Between 1801

and 1805, the U.S. Navy protected U.S. commerce from Tripolitan corsairs, but Jefferson did not limit the navy to patrolling and convoy escort. He used sea power in a forward, offensive manner, blockading and bombarding Tripoli, and supporting the march of an army of mercenaries in 1805 from Egypt to Derna in an effort to topple the dey of Tripoli from his throne or force him to negotiate.

The successful application of naval power during the Quasi-War and Barbary Wars by the Federalist administration of Adams and the Republican administration of Jefferson marked the political coming of age of the U.S. navy. By 1807 there existed in the United States a clear political consensus supporting a naval establishment. Its role was circumscribed, being restricted to protecting the nation's commerce and not the nation itself. Primary responsibility for coastal defense rested, and would continue to rest, primarily with the U.S.



Commodore Oliver Hazard Perry, an officer in the U.S. Navy, was dispatched with a naval force to challenge British supremacy on the Great Lakes. The Battle of Lake Erie occurred on September 10, 1813, with Perry leading the capture of the British fleet and sending his famous message: "We have met the enemy and they are ours." This painting depicts Perry leaving his damaged flagship, the *Lawrence*, during the battle.

Army and its coastal fortifications and the state militias, although the navy's fleet of gunboats, principally the brainchild of Jefferson, were expected to play a supporting role. This was not by any means a witless policy, given the nature of the threat and the nature of the newly established federal government. While the small but powerful navy envisioned by Stoddert might have been able to play a role in national policy, perhaps even deterring Great Britain from harassing Americans on the seas during the years leading up to the War of 1812, the United States in 1800 possessed neither the fiscal resources nor the manpower necessary to provide and maintain such a force. Already saddled with an enormous debt

from the Revolution, the country could not afford the additional cost of Stoddert's naval program. Nor could the nation, which at the time filled the ranks of its navy with volunteers, have found the thousands of seamen and officers necessary to man such a fleet. Ships were generally undermanned during the Quasi-War by about 10 percent, and the officer corps was barely up to the demands imposed by a small force.

The second war with Great Britain—the War of 1812—led to a resurrection of the naval debate in the United States. As it had during the wars with the French and the Tripolitans, the U.S. Navy found itself fighting a *guerre de course*, this time not to protect U.S. commerce but against British shipping. The frigates built in the 1790s, commanded by officers who had begun their professional careers under Stoddert, scored numerous successes. In 1812 the *Constitution*, commanded by Captain Isaac Hull, destroyed the Royal Navy frigate *Guerriere*. The *United States*, commanded by Captain Stephen Decatur, Jr., captured then scuttled the British frigate *Macedonian*. Late in the year, the *Constitution*, commanded by William

Bainbridge, captured the *Java*. U.S. men-of-war won many other single-ship engagements, although several were also lost for example, the *Chesapeake* was captured by the *Shannon* in June 1813.

Despite the brilliant victories, and despite the successes of the campaign waged by the U.S. Navy and hundreds of American privateers against British commerce, the costs to the United States because it lacked adequate naval power were quickly driven home. Great Britain was able to send numerous naval squadrons and several armies across the Atlantic. The United States found its ports blockaded and its trade all but destroyed. The British raided the coast at will. In the summer of 1814 a small British force captured Washington, the national capital, and burned many public buildings and facilities, including the navy yard and the White House.

Command of the sea also allowed Great Britain to build up powerful forces along the Great Lakes. During the campaigns fought along the lake frontier between 1812 and 1814, Americans struggled to keep pace with the British in naval building races that consumed enormous amounts of money, manpower, and resources. Dramatic U.S. victories on Lake Erie (September 1813) and Lake Champlain (September 1814), unfortunately, were not matched on Lake Ontario, the most important of the lakes, and there, at the end of the war, the Americans faced a difficult dilemma.

When he resigned in late 1814, Secretary of the Navy William Jones informed President James Madison that Great Britain's ability to move resources, including partly disassembled ships, across the Atlantic to the lakes, principally to Lake Ontario, made loss of control by the United States inevitable. Jones suggested that the lakes be abandoned, the ships already constructed burned, and the frontier defended inland. Fortunately, Great Britain had no desire to continue the struggle and signed a treaty of peace late in the year.

For U.S. navalists, the course of the War of 1812 appeared to be a clear lesson of the importance of sea power. The commerce of the nation had been swept from the seas and its coast blockaded and subjected to raids and invasions, despite the presence of an enormous fleet of gunboats and an extensive, and expensive, network of fortifications. As the need for a seagoing battle fleet to keep the enemy at bay became increasingly obvious, navalists found themselves in the political ascendancy, with a national consensus to support the creation of a powerful battle fleet, much like that envisioned by Hamilton and Stoddert in the 1790s.

The crash naval building program that began in 1812 could not, of course, reach fruition before the end of the war, but this time the consensus for a strong navy survived the peace, and the program continued in the postwar years. Ironically, by the time the first of the ships took to sea, they were no longer needed. The century-long era of Anglo-French wars ended in 1815 with the Congress of Vienna and opened a new age of "free security" for the United States. The prospect of a British, French, or Spanish invasion of the United States was virtually nil, and the U.S. Navy did not need battleships to protect commerce from pirates or to suppress the slave trade.

Moreover, the United States, along with the rest of the industrializing world, had entered an era of rapid technological transformation that would shortly bring about enormous changes in warship-building technology that had heretofore been in a period of relative stasis for more than a century. For the most part, the powerful, beautiful, and expensive ships of the line constructed by the United States during and after the War of 1812 proved to be all but useless.

The major post-War of 1812 mission of the U.S. Navy remained commerce protection. Not long after the ink had dried ending the war with Great Britain, a squadron sailed for the Mediterranean,

where it blockaded and bombarded Algiers (1815). In the decades after the War of 1812, the navy kept small squadrons in the Mediterranean, the Caribbean, off the west African coast, and in the Pacific. While its ships supported commerce and diplomacy in the far flung corners of the world and suppressed piracy in the Caribbean and the slave trade off the African coast, as before, the navy was limited to support of the merchant class, and it was still not assigned any broad national roles during peacetime.

The U.S. Navy struggled during the decades following the War of 1812 to keep up with rapidly changing technology. While the navy was not in the forefront of technological change, it experimented with steam-powered propulsion systems, armor plating, breechloaders, shell guns, and the telegraph. The service also organized an engineering-oriented naval academy in 1845 at Annapolis, Maryland, in an effort to enhance what was already a well-established professionalism.

During the Mexican War (1846-1848), the U.S. Navy again demonstrated the value of sea power and, for the first time, proved itself to be a national asset. Along the California coast and in the Gulf of Mexico, U.S. naval forces blockaded Mexican ports and supported operations ashore. When President James Polk found himself confronting a weak Mexican government unable to negotiate a peace settlement, he turned to sea power as part of the answer. At Polk's direction, Major General Winfield Scott's army in 1847 moved by sea to Veracruz, Mexico. From there it marched inland on the Mexican capital, Mexico City, ultimately forcing an end to the war.

The Civil War, which began in 1861, also highlighted for the United States the potential national virtues of sea power. The Union had a near monopoly on naval power during the war. Naval officers, more so than army officers, remained loyal to the Union. The majority of the U.S. Navy's men-of-war were in northern ports. The absence of Confederate oceangoing sea power initially gave the Union de facto control of the seas.

As the war progressed, the Confederacy managed to purchase several swift cruisers with auxiliary steam power that wreaked havoc on commercial shipping in the North, although the Confederates were never able to challenge northern control of the seas, and warships such as the CSS *Alabama* were eventually run down and destroyed by Union men-of-war. Union control of the sea allowed the North to blockade the coastal ports of the South. Historians continue to debate the effectiveness of the blockade, and many now doubt whether it was as decisive as initially believed. Innumerable Confederate blockade runners evaded capture and carried critically needed supplies into southern ports. Without doubt, however, the blockade handicapped the southern war effort and was yet another advantage enjoyed by the North in the secession struggle.

Control of the sea and possession of strong naval forces also allowed the North to apply military force against the entire coastline of the South. Confederate commanders had to maintain tens of thousands of troops to guard against Union forays from the sea, a burden that northern leaders did not share. As had Scott's army in 1847, Lieutenant General George B. McClellan's Army of the Potomac moved by sea in 1862 to the James River to strike directly, although unsuccessfully, against an enemy capital, in this case Richmond. Two years later, Lieutenant General Ulysses S. Grant directed the operations against Richmond of two Union armies, both supplied by sea.

The North also flexed its naval muscles along inland waters. Armor-clad gunboats fought their way south with army ground operations and safeguarded river routes that usually became major

US Navy - Continued from Page 7

conduits for supply. In the critical battles fought along the Mississippi River, Union oceangoing and inland-water naval forces combined in a classic campaign to cut the Confederacy in two.

The victory of the North in the Civil War might have been expected to further cement the political position of pronaval forces in the United States. Union superiority on the seas had played a large role in assuring northern victory. Moreover, the quickening pace of technological change, epitomized in the May 1862 clash between the Confederate ironclad *Virginia* (actually the captured and rechristened Union *Merrimack*) and the Union ironbuilt *Monitor*, demonstrated that henceforth it would be increasingly difficult to create the jury-rigged naval forces that the United States had relied upon in its previous wars.

Nevertheless, after 1865 the U.S. Navy entered a generation-long period of decline. The reasons for the deterioration of the service were many. Americans, North and South, were tired of war and struggled to reconstruct the nation politically and socially. The Civil War had challenged the country's belief in preordained progress. Almost a generation would pass before Americans recovered from the conflict and began to shape a new national consensus.

There also were no obvious threats to the nation's security in the decades immediately following the Civil War. Once the French had been chased from Mexico, there existed no foreign peril. No European struggle threatened to spill across the Atlantic or onto the ocean that might endanger U.S. commerce. American merchants and missionaries continued their work abroad in an era of relative global security and order.

On distant stations the U. S. Navy recommenced its pre- 1861 roles and missions—commerce protection and support for diplomacy, likewise aimed at expanding U.S. markets. U.S. naval forces returned to the Mediterranean, the Pacific, the Indian Ocean, and the Persian Gulf. The ships of the navy were aging and not always gracefully. In addition, as the pace of technological change accelerated, the service fell even further behind the navies of Europe. By the 1870s, the U.S. Navy was a collection of antiquated, obsolescent men-of-war, notable for their quaintness rather than their prowess as warships. ○

NEWTON BATTLE CHAPTER PRESIDENT'S REPORT

Members of Newtown Battle Chapter have been preparing for the big event in August which will be the 225th Anniversary of the Battle of Newtown. The dates of 27-29 Aug 2004 will have 1000+ Revolutionary War Re-enactors converging on the Battlefield Park just East of Elmira, NY. You can check out the event as well as other information, prices, etc. at the following web site; www.chemungvalley.org. As always Newtown Battle will have their SAR Information Booth present during the weekend and will have membership materials, information, and fund raising items available. We still have a few of the SAR Cook Books available, but when these are gone I don't believe there will be anymore published.

Since our last meeting we welcome new members Carl Townsend Walker, Douglas Earl Deuel, Stephen Arthur Carey, LTC. David Carl Ham, and John Ledyard Teague. Congratulations and welcome to the SAR. Their Patriot Ancestors and States of Ser-

vice are as follows, respectively; Johan Wilhelm Best, P A; Elijah Potter. RI; Elihu Carey, NY; William Lain, NY; and John Boisseau, NY

Our next regular meeting is scheduled for July in which we will present our Knight Essay Chapter Winner, Miss Brittany Hadlock with her award. She was unable to attend the April meeting when we presented the other awards. Future planned activities for the Chapter are the Annual Picnic which will be held at Newtown Battlefield during the 225th Anniversary. Event weekend and will be 28 Aug 2004 beginning at 11:00 AM. If you would like to attend please contact Bill Woodworth at billisue3@juno.com or 447 Brainard Place - Painted Post, NY 14870-1101 for further details. Several members participated in the "let Freedom Ring Program" on 4 July 2004 and will receive certificates for their participation. We are in the planning stages for our Annual Christmas Party where we bring gifts which will be delivered to the Bath VA Medical Center to say "thanks" to our Veterans who have done so much for us.

The Chapter has put together a "Chemung County Graves Registry" which lists all the known grave sites of Revolutionary War Patriots. It lists the cemeteries where these Patriots are interred as well as some Service and family information. These booklets (20+ pages) are available through the Chapter and will be one of the items sold as a fund raiser for the Chapter at the Information Booth. Newtown Battle Chapter hold their meetings on the 3rd Saturday during the months of January, April, July, and October. If you are in the area feel free to drop in and attend any of the meetings.

Remember the dates of 27-29 Aug 2004 for the 225th Anniversary of the Battle of Newtown and stop in at the SAR Booth to say hello. The "Main Battle" will be fought on 29 Aug 2004 and will involve the combined forces of 1000+ re-enactors. This "battle" will be fought on the same day, the same date, and the same land as the original battle fought 225 years ago. Unfortunately, we weren't able to get the same people to participate. If you're able to attend the Chapter Picnic, please let us know so we are able to plan the right amounts of food to accommodate everyone. ○

GEORGE S. AND STELLA M. KNIGHT ESSAY CONTEST

1. The George S. and Stella M. Knight Essay Contest will begin the first day of the school year and end on Friday, December 31, 2004. All essays must be postmarked on or before that date.
2. All entrants must submit their essays to the nearest S.A.R. Chapter.
3. It is the prerogative of each chapter to judge the merit and correctness of each essay, select one and send this winning essay for competition in the state-wide contest.
4. If more than one essay is submitted by students on their own they will be mailed to the local chapter president or committee chairman in the area of their origin.

Frederick Morgan, State Chairman ○

PLEASE NOTE

Because of space restraints, there were some photos and misc. informational items that had to be left out of this Issue. I will try to get them in the November Issue. Hank

NEW YORK ROTC CHAPTER ASSIGNMENTS - COLLEGES, UNIVERSITIES & HIGH SCHOOLS**NEW YORK ROTC UNITS COLLEGES AND UNIVERSITIES****U.S. Army**

Buffalo - Canisius College, Buffalo, NY 14208-1098
Buffalo - Niagara University, Niagara University, NY 14109-2024
Oriskany Battle - Clarkson University, Potsdam, NY 13699
Newtown Battle - Cornell University, Ithaca, NY 14853-1701
Huntington - Hofstra University, Hempstead, NY 11550-1090
Rochester - Rochester Institute of Technology, Rochester, NY 14623
Rochester - SUNY, Brockport, NY
Saratoga Battle - Siena College, Loudonville, NY 12211-1462
Syracuse - Syracuse University, Syracuse, NY 13244
Syracuse - Suny College at Oswego, Oswego, NY 13126
Saratoga Battle - Rensselaer Polytechnic Institute, Troy, NY 12180

U.S. Navy - Marine Corp.

Newtown Battle - Cornell University, Ithaca, NY 14853-1701
Rochester - University Of Rochester, Rochester, NY 14623
Saratoga Battle - Rensselaer Polytechnic Institute, Troy, NY 12180
First NY Continental - State Univ. of NY Maritime College,
 Bronx, NY 10465
First NY Continental - U.S. Merchant Marine Academy,
 Kings Point, NY 11024

U.S. Air Force

Oriskany Battle - Clarkson University, Potsdam, NY 13699
Newtown Battle - Cornell University, Ithaca, NY 14853-1701
Rochester - Rochester Institute of Technology, Rochester, NY 14623-5604
Saratoga Battle - Rensselaer Polytechnic Institute, Troy, NY 12180-3590
Syracuse - Syracuse University, Syracuse, NY 13244
New York - Manhattan College, Riverdale, NY 10471-4098

NEW YORK ROTC UNITS HIGH SCHOOLS**U.S. Army**

Saratoga Battle - Lasalle Institute, Troy, NY 12180
Stony Point - Minisink Valley HS, Slate Hill, NY 10973-0217
Buffalo - Buffalo Traditional School, Buffalo, NY 14209
Buffalo - Burgard Vocational HS, Buffalo, NY 14214
Rochester - John Marshall HS, Rochester, NY 14615-3636
Buffalo - Kensington HS, Buffalo, NY 14215
Buffalo - McKinley HS, Buffalo, NY 14207
Buffalo - South Park HS, Buffalo, NY 14220
Saratoga Battle - Christian Brothers Academy, Albany, NY 12208
Rochester - Edison Tech. & Occupational Educ. Center,
 Rochester, NY 14606-3195
New York - Dinkirk Sr. HS, Brooklyn, NY 11209
First New York - Fort Hamilton HS, Brooklyn, NY 11209
First New York - Francis Lewis HS, Fresh Meadows, NY 11365
Huntington - LaSalle Military Academy, Oakdale, NY 11769-1796
New York - Morris HS, Bronx, NY 11046-5390
Stony Point - New York Military Academy,
 Cornwall-on-Hudson, NY 12520
Stony Point - PIUS XII Chester Campus/Sugar Loaf
 Union Free School, Chester, NY
First New York - Port Richmond HS, Staten Island, NY 10302
New York - St. Francais Xavier HS, New York, NY 10011
First New York - Theodore Roosevelt HS, Bronx, NY 10458-5038
Stony Point - Washingtonville HS, Washingtonville, NY 10992-1498
Huntington - Wyandanch Memorial HS, Wyandanch, NY 11798-2698

U.S. Navy

Westchester-Putnam - Brewster HS, Brewster, NY 10509-9765
New York - Curtis HS, Staten Island, NY 10301-1610
Huntington - Floyd, William HS, Mastic Beach, NY 11951-1099
New York - Graphic Communication Arts HS, New York, NY 10019
Stony Point - Middletown HS, Middletown, NY 10940
Stony Point - North Rockland HS, Thiells, NY 10984
Oriskany Battle - Notre Dame HS, Utica, NY 13495
Huntington - Riverhead HS, Riverhead, NY 11901-2787
Westchester-Putnam - Rye HS, Rye, NY 10580-3834
Huntington - Southold HS, Southold, NY 11971-0470
First New York - Washington, George HS, New York, NY 10040
Rochester - East HS, Rochester, NY 14609
New York - Franklin K. Lane HS, Brooklyn, NY 11208
First New York - Evander Childs HS, Bronx, NY 10461

U.S. Air Force

Huntington - Patchogue Medford HS, Medford, NY 11763-3797
Columbia - Newburgh Free Academy, Newburgh, NY 12550-3798
Syracuse - Auburn HS, Auburn, NY 13021-5695
Huntington - Brentwood HS, Brentwood, NY 11717-6198
First New York - Dewitt Clinton HS, Bronx, NY 10468
Huntington - Roosevelt Jr/Sr. HS, Roosevelt, NY 11575
Buffalo - Seneca Vocational HS, Buffalo, NY 14215-3099
New York - Aviation HS, New York, NY 11101
Westchester-Putnam - Roosevelt HS, Yonkers, NY 10710

U.S. Marine Corps

Stone Arabia - Amsterdam, HS, Amsterdam, NY 12010-0670
Rochester - Mexico Academy & Central HS, Mexico, NY 13114-9597
Buffalo - Grover Cleveland HS, Buffalo, NY 14213-2595
Westchester-Putnam - Lincoln HS, Yonkers, NY 104704-2723
New York - Tottenville HS, Staten Island, NY 10312-9299
First New York - Thomas Jefferson HS, Brooklyn, NY 11207-4799
Huntington - Lindenhurst HS, Lindenhurst, NY 11757-2580

CONTEST RULES

The SAR awards the ROTC Medal to foster the principle of the "citizen-soldier", exemplified by the Minutemen of Revolutionary War days. This award is presented by a chapter, a state society, or the National Society to ROTC or JROTC cadets who are selected for having a high degree of merit with respect to leadership qualities, military bearing and general excellence. The recipients are selected by the Commanding Officer of the ROTC or JROTC unit, who should be given full latitude in making the selection.

The SAR ROTC Medal is approved by the United States Army, the United States Navy, the United States Marine Corps, and the United States Air Force. Each service has notified its ROTC and JROTC units of this approval and has authorized presentation to its cadets or midshipmen.

For ROTC or JROTC units with fewer than 500 cadets or midshipmen one medal will be awarded each year. For larger units, one medal may be presented for each 500 students enrolled in the unit. In cases where a school has more than one ROTC or JROTC unit, each unit is counted separately. It is desirable to have a medal and ribbon bar on display in a trophy case at each school where it is presented. This will serve as an incentive to the students and publicize the SAR ROTC program as well. For additional information, contact Peter Goebel. ○



Eagle Scout Michael Vrana receiving his Bronze Eagle Award from Logan Cheek, State Chairman for the Eagle Scout Awards program. The article below is the Essay submission written by Michael.

BATTLE AT VALLEY FORGE

By Michael Vrana

George Washington was the commander of the American troops in the American Revolution. During the winter months it was normal for the war to stop for a while so both sides could take up quarters. Washington chose Valley Forge, Pennsylvania in the winter of 1777 because provisions, wood, water, and forage were located there. In addition, the troops would be secure from a surprise attack by the British. A cache of American military stores was placed at Valley Forge and when the British found out they raided the village, stole the goods, and burnt down the houses before the American soldiers arrived.

When the Americans arrived at the camp they found nothing. This was the beginning of a horrible winter. The Americans soon became miserable. Their clothes were tattered; they were starving, cold, sick, discouraged, and bootless. Washington had the soldiers build crude huts to protect themselves from the cold winter. The men ate fire cakes and drank cold water the whole winter. The temperatures were in the 20's and the 30's Many men died from illness and not from wounds inflicted from bullets from muskets. Dysentery and typhus destroyed the troops. The illnesses were traced to unhealthy sanitation and poor personal hygiene. Makeshift hospitals informed officers at Valley Forge that one thousand troops were too ill for combat and three thousand men had died.

In March of 1778, a new Quartermaster General, Nathaniel Greene, was appointed. There were many improvements under his command. The American soldiers' morale was increasing. He improved roads and bridges so equipment and rations could be brought to the soldiers. The soldiers received clothes and food. Also a baker was sent to work in the camp for the soldiers. Soon the army became a mob of men. There were no roll calls, bayonets were used to cook, and they did not know how to march or maneuver over the battlefield. Washington was enraged by this. Washington selected Baron von Steuben as inspector general of the American army to teach them the skills they would need to fight the British. The army was transformed from amateurs to professionals.

The morale of the troops was high because of France's entrance into the war as an ally of the United States. Each soldier was issued a gill of rum, French made uniforms and military gear. All those soldiers who survived the horrible winter were issued an extra month's pay.



The Vrana Family in support of Michael as he receives State recognition as an Eagle Scout in the Empire State Society competition. Seated table left Teresa, Andrew & Mom Barbara; Seated table right Michael, Katherine & Dad William

Also farmers brought fresh produce to the camp's markets. In June the British evacuated Philadelphia and Washington abandoned Valley Forge. The Americans were then notified that the British did not intend to fight them and that they truly were a match for the British. Even though there was no actual battle at Valley Forge, the American troops did survive the winter of 1777 and they all gained a sense of Pride and patriotism in their country. O

WINNING SMILES OF PATRIOT MEDAL RECIPIENTS

Past State Society President Ron Newton presenting Patriot Medals to (top photo) Lloyd M. Loop, Jr., Columbia Chapter and current State President (bottom photo) William J. Woodworth, Newton Battle Chapter. The third recipient, Richard Saunders, Saratoga Battle Chapter, was unable to be attend. Congratulations to all.



**ORISKANY BATTLE CHAPTER PARTICIPATES IN DAR SPONSORED
“HONORING THE UNITED STATES FLAG”**



Frances Pattarini, New York State Regent NSDAR



Tryon County Brigade of Minutemen, Campbell's Company

On June 13, 2004, there was a “Honoring the United States Flag” ceremony at the Herkimer Home State Historic Site, in Little Falls, NY. It involved the rededication of Historic Marker 2, one of many that currently marks the path of General Herkimer to the site of the Oriskany Battle.

This was sponsored by the Daughters of the American Revolution, involving over 18 New York State Chapters in NY State. The Keynote address “ DAR and The Flag of the United States of America” was given by Frances T. Pattarini, Regent, New York Organization, NSDAR.

The Pledge of Allegiance was led by Colonel Dana K. Roecker, Military Officers Association of America.

The National Anthem was led by Burke Muller, Oriskany Battle Chapter, ESSAR the song “America” was led by Philip J. Mosher, Nancy Starling Society, NSCAR Vice President, Philip is the nephew of Jonathan and Peter Goebel. His Mother, Grandmother and Grandfather were in attendance.

Participating in the ceremony were:
 Military Officers Association of America Fort Stanwix National Monument
 Sons of the American Revolution
 Children of the American Revolution
 Daughters of the American Revolution
 Tryon County Brigade of minutemen, Campbell's Company O

SARATOGA BATTLE CHAPTER PRESENTS GOOD CITIZENSHIP AWARD



Duane Booth presenting Silver Good Citizenship Award to Ranger Richard Beresford

Retiring Saratoga National Historical Park Ranger Richard “Dick” Beresford was presented the Sons of the American Revolution prestigious Silver Good Citizenship Award by the Saratoga Battle Chapter on March 26, 2004 at a ceremony attended by Chapter members and friends of Ranger Beresford. The ceremony was held at the Park’s Visitor Center in Stillwater, NY.

Beresford received his award based on his outstanding performance in his many careers and for his dedication and service to community organizations such as the SAR. During his many years as a Park Ranger he has gone out of his way to work with organizations that have hosted events at the Park. He has provided knowledge, guidance, and contacts in a way that made it look easy, which it wasn’t. Dick Beresford founded the “Friends of Saratoga Battlefield” and has written many articles for their publication “*The Battlements.*”

Ranger Beresford is a veteran of the US Army and has worked extensively in the field of public relations and promotions. During his career in these fields, he worked on projects for Air France, Time Life, International Paper and the United Nations. He has also written many articles on history and art, some of which have been translated into other languages.

Ranger Beresford was the Honorary Chair of this year’s 11 th Annual March For Parks event that was held on April 24th at the Schuyler House on Broad Street in Schuylerville. The March is sponsored by the Friends of Saratoga Battlefield and the Saratoga National Historical Park. *Duane Booth, Chapter President* O

DENNIS F M MARR, PAST STATE SOCIETY PRESIDENT SPEAKS AT DAR FLAG DAY LUNCHEON

Dennis F M Marr, past president of the Saratoga Battle Chapter, Sons of the American Revolution and past State President of the Empire State Society was the guest speaker at the Annual Flag Day Luncheon held by the Hendrick Hudson Chapter NSDAR on June 5th 2004 at Kozel's Restaurant in Ghent, NY. DAR members officiating at the luncheon were 1st Vice Regent, Jeane LaPorta, Honorary Regent, Dorothy M Avery, Chaplain, Rev Doris Pratt, vocalist, Nellie Rustick and members, Virginia Winnie and Mary Dawson.



Left to right Dennis F M Marr, Dorothy M. Avery, Jeane LaPorta

Dennis belongs to a number of genealogical societies and is currently president of the Capital District Genealogical Society. As well as researching his own family lineage he is very involved in helping others, sponsoring over 60 new members.

He is co-author of the award winning "Numismatic Aspects of Leprosy: Money, Medals and Miscellanea." and gives lectures on genealogical research.

He spoke primarily on Revolutionary War Pension Files and brought along with him his 4 volume set of Virgil White's "Genealogical Abstracts of Revolutionary Pension Files", which gives a brief summary of every Revolutionary War File in the Archives in Washington, DC.

He later allowed those interested to view the books in

hopes of finding data pertaining to their own ancestors.

Submitted, Dorothy M. Avery, Past Chapter Regent

O

NEWLY ELECTED STATE OFFICERS AND BOARD OF MANAGERS 2004/2005

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VP Western	Rex L. Fuller	Chautauqua
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Chancellor	Frank N. Decker, Jr., Esq.	Syracuse
Chaplain	LTC Peter K. Goebel	Saratoga Battle

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