



# Mission: History

*Studiorum Historiam Praemium Est*



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## 1943: *Ranger* Fights Her Only Battle



*RANGER* TRANSITING PANAMA CANAL. She spent four years in the Pacific in the 1930s, and what was learned was that she was too slow for that broad ocean. She spent most of the war on escort duty in the Atlantic, returning to the Pacific in the late stages of the war as a training ship.

*Arthur Beaumont painting*

### 1827: *Codrington's Victory at Navarino Bay* *In Last Battle Under Sail Costs Him His Job*

The Battle of Navarino which took place 20 October 1827 at the western Peloponnesian port of Navarino, now Pylos, on the Ionian Sea was notable in several respects.

The victors were an odd consortium of nations bearing considerable antipathy toward one another, it was the last naval engagement fought wholly under sail, the chief beneficiary of the victory was not directly involved, and the victorious commander was sacked by his government for his efforts.

The War of Greek Independence, which had begun in 1821, had been a series of small revolutions by Greek partisans against Turkish rule. It was of interest to European powers for a number of reasons. Greek seamen plundered vessels trading with Turkey and, because she had a thriving trade with the Turks, Austria maintained a large fleet in the Levant. The English elite, classically educated, felt great sympathy for the Greeks and this was fueled by reports by George Gordon Byron from Cephalonia.

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### Her Planes Sink 23,000 Tons of German Ships Off Norwegian Coast

On 4 October 1943, USS *Ranger* (CV-4) took part in her only action against enemy ships, and came away a winner. But she didn't exactly put herself in harm's way.

*Ranger*, commanded by Capt. Gordon Rowe, was part of a task force led by the British Home Fleet Commander in Chief, Admiral Sir Bruce Fraser, in an effort to interdict German shipping in northern waters. Fraser flew his flag in the battleship HMS *Duke of York* and had with him the fleet carrier HMS *Anson*, three cruisers and six destroyers. U.S. Rear Admiral Olaf M. Hustvedt added *Ranger*, the cruiser *Tuscaloosa* (CA-37) and a destroyer screen to Fraser's force.

Operation LEADER, as the effort was called, had as its objective the port of Bodø, above the Arctic Circle on Norway's Atlantic Coast. Bodø was well known as a rendezvous for shipping be-

*(Continued on page 2)*



AN SBD DAUNTLESS is waved off while attempting to land on *Ranger*. Most of her pilots were in their first action at Bodø.

## Embarrassed Germans Thought Sub had Sunk Ranger

### Hitler Personally Decorated Commander of *U-404* For Sinking American Ship

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tween Vidkun Quisling's Norway and Germany. *Ranger* would launch her planes from a point on the Arctic Circle, about 100 miles offshore.

The launching point and the target were within minutes of German airfields in Norway but the enemy could not have suspected *Ranger* would be anywhere but at the bottom of the sea. On 25 April 1943, German radio had announced the sinking of the American flattop and shortly thereafter Adolf Hitler personally decorated Leutnant Otto von Bulow, commander of the submarine *U-404* with Oak Leaves to the Knights Cross for sinking *Ranger*. The events of 4 October would prove an embarrassment to both von Bulow and his Führer.

*Ranger* had played a part in the Battle of Casablanca on 8 November 1942. Her pilots had reported eight French aircraft shot down with the loss of four Grumman F4F Wildcats, but it was naval artillery that had silenced the French battleship *Jean Bart*. For the next 11 months, she was assigned to the tense business of



VERY MUCH ALIVE despite claims by the Germans that she had been sunk by a U-Boat, *Ranger* is shown in her Atlantic camouflage paint job three months before the raid on Bodø. She served under the command of the British Home Fleet for that action.

convoy protection. Though she had earned a battle star for her part in Operation TORCH, there was a feeling that she had not accomplished a lot.

Now, as the ships of Operation LEADER steamed through the North Sea,

there was a feeling of anticipation. As *Ranger* passed through 66°33' north latitude on the evening of 3 October, a boatswain's pipe squealed through the ship's loudspeakers:

"Now hear this! Now hear this! The USS *Ranger* has just crossed the Arctic Circle. The captain congratulates all those on board attaining membership in the Bluenose Society. With Neptune's permission and the blessings of Aurora Borealis, Bluenose Certificates will be issued to all hands."

By the time the pilots and their crews had turned in, they were fully briefed on their mission. Former members of the Royal Norwegian Air Force had drilled them until, in the words of one, every pilot could draw from memory a map of that part of Norway including fjords and offshore islands. Photographs of German ships had been studied and planes had been armed and fueled for the big day. Everything was ready.

On 4 October, Reveille was sounded early – about 0200 – and "Flight Quarters" followed at around 0430. In their ready rooms, pilots were told that dive bombers would hit the port of Bodø, torpedo planes would attack shipping south of there and fighter cover would



A SEEMINGLY BEMUSED Capt. Gordon Rowe poses with a German propaganda handbill showing German Leutnant Otto von Bulow with his two children at a ceremony where Adolf Hitler personally decorated him for sinking USS *Ranger*, Rowe's ship.

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# Ranger Was the Horse Designed by a Committee, a Camel, And She Had to Prove Herself Every Day She Was Afloat

## Pilots Wanted a Flush Deck, Captains Wanted a Bridge, Gunners Wanted Turrets

USS *Ranger* (CV-4) was the first American warship built from the keel up as an aircraft carrier and, as such, was the product of compromise. And, because of the many compromises, she was a failure.

*Ranger* was like that horse designed by a committee — she was a camel.

Aviators wanted a flush deck, stem to stern, unblemished by superstructure, gun turrets and funnels. They also wanted boiler gases kept out of the air their airplanes would use while landing. Sailormen wanted a bridge from which to command the ship — from which they could view ships and other hazards that lay about them. Ordnance men wanted 5-inch gun mounts, with which to protect the ship, but aviators countered that they, and their aircraft, would provide the necessary protection.

Nobody got what he wanted, but a better way to put it would be: Everybody got something he didn't want. And they all got a slow ship that carried too few aircraft.

*Ranger* was built by Newport News Shipbuilding and commissioned at the Norfolk Navy Yard on 4 June 1934. She ordinarily carried 72 aircraft, was armed with eight 5-inch 25 caliber guns and could make 30 knots with a following wind. *Lexington* (CV-2) and *Saratoga* (CV-3), built on the hulls of cancelled battle cruisers and commissioned seven years earlier, carried 86 planes, could bend on 34 knots and had 16 5-inch 38 caliber guns. *Yorktown* (CV-5) and *Enterprise* (CV-6), commissioned within a year of *Ranger*, carried 85 planes, had a top speed of 34 knots and were protected by eight 5-inch 38 caliber guns.

Following a shakedown cruise that took her to Rio de Janeiro, Buenos Aires and Montevideo, *Ranger* operated off the Virginia Capes until March of 1935, when she was sent to the Pacific. For the next four years, she participated in Pacific Fleet exercises and western sea-

board operations, returning to Norfolk in April 1939. She was too slow for the vast Pacific and would not return there until World War II was nearly over.

After war broke out in Europe in September 1939, *Ranger* commenced neutrality patrol operations along trade routes in the mid-Atlantic and from Trinidad to Newfoundland. When the U.S. entered the war, she was sent on patrol to the South Atlantic but returned to Norfolk for maintenance in March 1942. For most of that year, the carrier was used to ferry Army P-40 fighters to the Gold Coast of Africa, but in October was brought home for battle practice around Norfolk.

As the only large carrier in the Atlantic Fleet, *Ranger* led a task force consisting of herself and the four SANGAMON class escort carriers in providing air support for Operation TORCH, the Allied invasion of northwest Africa on 8 November 1942. After the successful completion of that operation, she returned to Norfolk for overhaul. Then it was back to ferrying P-40s to Africa.

On 19 August 1943, *Ranger* joined the British Home Fleet at Scapa Flow

and was put to work patrolling the approaches to the British Isles. Following Operation LEADER, she resumed her patrols with the Home Fleet until returning to the U.S. in December. She was then used as a training carrier, operating out of Quonset Point, R.I., until April 1944, when she ferried P-38 fighters to Africa.

After repairs at Norfolk, *Ranger* sailed for the Pacific, arriving at San Diego on 25 July 1944. There she took on a night fighting squadron and about a thousand Marines and sailed for Hawaii where she conducted night carrier training for the next three months. She then returned to California where she trained carrier pilots until the end of the war, when she returned to the East Coast.

*Ranger* was decommissioned at Norfolk and struck from the Navy list in October 1946. She went to the ship breakers in January 1947.

Though her duties in World War II consisted almost entirely of ferrying airplanes for the Army, training pilots for the Navy and patrolling sea lanes, *Ranger* finished the war with two battle stars — one for Operation TORCH, another for Operation LEADER.



THE ONLY LARGE CARRIER in the Atlantic at the time of Operation Torch was *Ranger*, so she led four escort carriers in providing air cover with her Wildcats (above) and Dauntlesses.



## War of Greek Independence Forges Alliance of Antipathetic European Powers

### *Codrington Tells Ibriham 'I'm Here to Give Orders, Not to Receive Them'*

(Continued from page 1)

The English, however, were unwilling to weaken Turkey to Russia's advantage. Russia was extremely hostile to the Turks because each sought hegemony around the Black Sea.

Russia also sought to establish a naval presence in the eastern Mediterranean, a sea regarded in England as the province of the Royal Navy. France was so anti-Russia that some of her naval officers were serving in the navies of Turkey and Egypt. England had been at peace with France only since 1815 and the two countries had fought each other in a succession of wars for more than a hundred years.

Early in 1827, there was a conference of the European powers in London that resulted in the Treaty of London, signed in July, under which Britain, France and Russia agreed to secure – not seek, secure – independence for Greece.

In command of the British Mediterranean fleet at the time the Treaty of London was signed was Admiral Sir Edward Codrington, who had his flag in *Asia*, an 84-gun ship of the line. He was possibly the most prominent British naval officer since the death of Admiral Lord Horatio



NAVARINO (A), the site of the last naval engagement fought wholly under sail, is now Pylos. The allied combined fleet entered Navarino Bay from the south, between Pilos and the island Sfaktiria. British Admiral Sir Edward Codrington kept his fleet at the Turkish port of Smyrna (B), now Izmir. The French commander, the Comte de Rigny used the port of Milo on the Cyclades island of that name (C) for a home port. The Greek provisional government made its headquarters at a stronghold at Nauplia (D) at the head of the Gulf of Argolis. The Muslim fleet at Navarino had sailed from Alexandria, Egypt. The Russians had no Mediterranean base.

Nelson at Trafalgar in 1805. Codrington had served as a lieutenant in Admiral Lord Richard Howe's *Queen Charlotte* at the Glorious First of June in 1794, became one of Nelson's "Band of Brothers," and had commanded *Orion* at Tra-

falgar.

The French contingent was led by the Comte de Rigny, who met with Codrington at Smyrna, now Izmir in western Turkey, on 1 August to discuss plans and contingencies. Neither at the time had received instructions from their governments, but both received notice a week later of reinforcements. Two British and four French ships of the line would join them, as would a squadron of Russian ships. Codrington had been instructed to use force only as a last resort, but that threshold had been left to his imagination.

The combined British and French fleets sailed from Smyrna on 15 August for Nauplia, in the Peloponnesian Gulf of Argolis, where they informed the provisional Greek government that proposals for Greek independence were to be submitted to the Ottoman government, or Porte. Codrington and de Rigny then separated, sailing to their home ports at Smyrna and Milo respectively. At about this time, a combined Turkish and Egyptian fleet had sailed from Alexandria for Navarino,

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THE MUSLIM FLEET was arranged in a horseshoe, defending the entrance to Navarino Bay. As the British led the allied combined fleet into the bay, Admiral Sir Edward Codrington warned the Turkish commander, Ibriham Pasha, the first Turk to fire would signal the destruction of his fleet. Codrington was good as his word.



## 'Enforce Maintenance Of Armistice by Sea,' Codrington Ordered

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and anchored in its bay on 8 September.

On 7 September, Codrington had learned from London that the Ottoman Sultan had refused the proposal of Greek independence. He was ordered to "enforce the maintenance of an armistice by sea." He was not told to create one. Codrington interpreted his orders to mean that he was to intercept Turkish military personnel and equipment being sent against the Greeks. In his instructions to his captains, he emphasized this was to be carried out, if possible, without force but "if necessary, and when all other means have failed, by cannon shot." He then sailed for Navarino.

On 19 September, Codrington sent word to Ibrahim Pasha, commander of the Egyptian-Turkish fleet, that he would not be allowed to sail with reinforcements to be used against the Greeks. Ibrahim, who had a much larger fleet than Codrington, ignored the message and prepared to sail. The British admiral was prevented by tides and winds from interfering but de Rigny suddenly appeared, causing Ibrahim to change his mind and negotiate.

During a conference on 25 September, word came that Lord Thomas Cochrane, a British officer in Greek service, was active in the Gulf of Patras. Ibrahim demanded to be allowed to deal with Cochrane by force, but Codrington refused, ending the meeting.

On 13 October, Codrington was joined by eight Russian ships under Rear Admiral Count Heiden, and the two sailed for Navarino in company. Four days later, de Rigny joined them. After a meeting on board *Asia*, a message signed by all three admirals was sent into Navarino Bay in the 42-gun *Dartmouth*, protesting to Ibrahim that the depredations of Turkish forces were an abrogation of all existing treaties.

The message was not delivered because Ibrahim had disappeared, but the captain of *Dartmouth* returned with a detailed description of the disposition of the Turkish-Egyptian fleet, which was anchored in a horseshoe formation across the mouth of the harbor. The



CODRINGTON'S FLAGSHIP *Asia* was able to work her way between the Turkish flagship and another ship of the line. According to contemporary reports, *Asia's* rapid broadsides had the effect of completely battering in the side of one, from forecask to quarterdeck.

Turks had three ships of the line, 15 frigates, 14 corvettes and five brigs. The Egyptians added four frigates, three corvettes and four brigs. Lesser ships were anchored behind the horseshoe.

After another meeting aboard *Asia*, the admirals concluded that the only way to present a message to the Turks was with a show of force. Codrington had 10 ships of the line and 17 other ships, mostly frigates. The 12 British and seven French ships were highly trained, with experience mostly in fighting each other. The Russians were untried. Codrington managed a plan which kept the Russians and French apart yet allowed each to

play a role consistent with national dignity. The British ships would deal with the Turkish flagship and other large vessels, the French would oppose the Egyptians and the Russians would assist the British by tying up the smaller Turkish ships.

On 20 October, a date which Codrington noted was the eve of Trafalgar, the allied fleet approached Navarino Bay, the British in the van, followed by the French and then the Russians. Ibrahim, who seems to have reappeared, sent a message warning Codrington not to enter the harbor, to which the Englishman replied he was there to give, not receive

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## *Ranger's* Aircraft Sink Six German Merchantmen, Severely Damage Others

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be split to provide protection to both groups. The torpedo planes were loaded with four 500-pound bombs and were to unload them at masthead height. Fighters would strafe the ships ahead, hoping to suppress anti-aircraft fire.

At about a quarter after six, 20 Douglas SBD Dauntless dive bombers and eight Wildcat escorts were launched for the Bodø strike. The flight deck was immediately spotted with 10 Grumman TBF Avengers and six Wildcats. Those planes were launched at about 0700.

The Dauntlesses, led by Lt.Cdr. G. O. Klinsmann, flew low over the Norwegian Sea bearing almost due east until they picked up the light at Myken Head. They then turned north and gained altitude as they approached Bodø. One formation of Dauntlesses peeled off to attack an 8,000 ton freighter and the rest continued on to Bodø roadstead through increasing flak. But there were no German aircraft – the attack was a complete surprise. As they approached their target, the planes inflicted severe damage on a 10,000 ton tanker, *La Plata*, which was later beached and a loaded 4,300 ton troopship. When they reached Bodø, they sank two German merchant ships and damaged two others before heading

for home. The flight lost two SBDs to anti-aircraft fire. Another Dauntless was forced to ditch and its crew spent the rest of the war as prisoners.

As the SBDs returned to *Ranger*, the Avengers, led by Cdr. J. A. Ruddy, were reaching the Norwegian coast between Sandnessjoen and Kunna Head, well south of Bodø. The first ship they saw was a large transport with the surprising name *Topeka*. Where *Topeka* went wasn't Kansas. It was the Avengers that forced *La Plata* to beach. They bombed another troop transport and left her burning before heading back to their carrier. Three aircraft of this contingent didn't make it back to the *Ranger* and a fourth almost joined them.

Ensign Gerry Thomas' Avenger had been badly mauled by anti-aircraft gunfire and he was right down on the deck, having just dropped a pair of 500 pound bombs on the deck of a ship that seemed headed for shore – probably *La Plata*. Just as he dropped the bombs, his engine took a direct hit causing a small explosion, a flash of fire and smoke in the cockpit. He thought the plane was done for and, gaining altitude, ordered his two crew members to bail out. His belly gunner, C. P. Jackson, apparently pulled his rip cord prematurely, and his station

filled with nylon. He couldn't jump, so Thomas decided to stick with his wounded plane.

Thomas was still being shot at by every shore battery and headed west, gaining altitude. When he had a chance he checked his instruments and found everything okay. He toyed with the idea of crossing Norway to Sweden, but that wall of flak convinced him to try for *Ranger*, even though he wasn't sure where she was.

Thomas fell in with other Avengers heading back to the carrier. He was streaming a lot of smoke and his gauges were telling him he didn't have a lot of time left. His approach was too hot, but he ignored a wave-off and banged onto *Ranger's* deck, his tail hook catching the last wire before the barrier and his starboard wing catching the island. He and his crew jumped to safety and let plane handlers get the deck clear so the other planes could land. He fully expected a reprimand, or worse, for ignoring the wave-off and cluttering up the deck, but it never came.

As *Ranger* and the rest of the combined force were turning for Scapa Flow, three German planes at last appeared. *Ranger's* combat air patrol shot two of them down.

The operation – a raid more than a battle – was deemed a success. Postwar review of German records confirmed that six ships totaling 23,000 tons had been destroyed and four others were severely damaged. Admirals Fraser and Hustvedt agreed that the raid showed that forces of Britain and the United States could work together effectively.

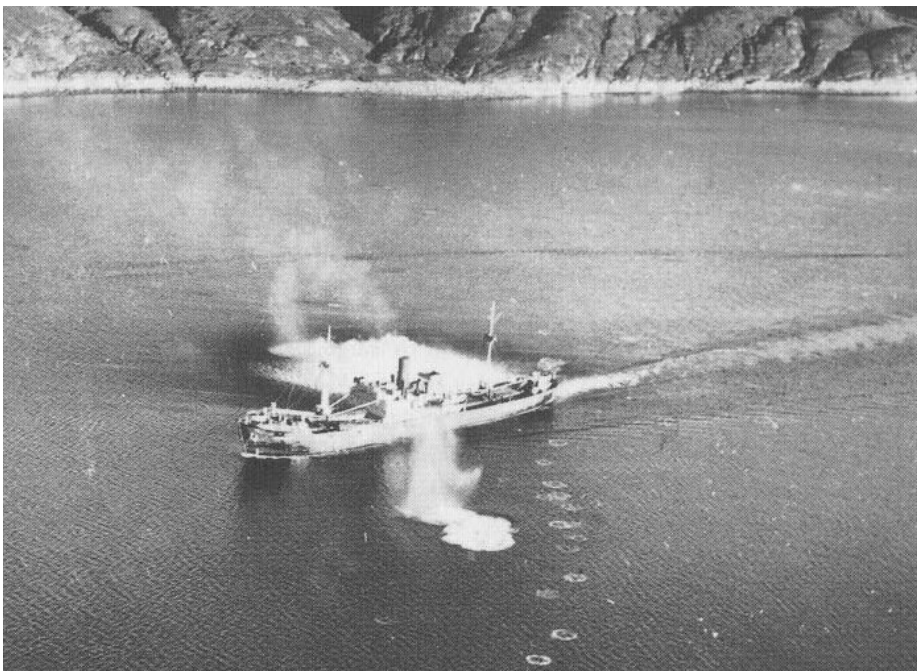
### 1914: Canal Opens, by *Jupiter*

The U.S. Navy christened the Panama Canal, newly opened on 1 October 1914, by sending USS *Jupiter*, Collier No. 3, through the Big Ditch on October 10-12.

It wasn't *Jupiter's* only "first," or even her first "first."

Built at Mare Island Navy Yard near San Francisco, the 19,360-ton collier was the Navy's first surface ship propelled by electric motors.

Six years after being the first U.S. Navy ship to transit the Panama Canal, *Jupiter* was decommissioned, but only for two years. In 1922, she was recommissioned as USS *Langley*, the Navy's first aircraft carrier, by *Jupiter*!



THE GERMAN MERCHANTMAN *Saar* under attack by a TBF from *Ranger*. Instead of tin fish, the torpedo planes carried four 500-pound bombs, which were dropped from masthead height. Here, a plane has expended its bomb load and is trying to hit the ship with machine gun fire. *Saar* was not one of the ships reported sunk or severely damaged by the raid.

## Sixty Muslim Ships Sunk Against Light Damage

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orders. He also said the first gun fired by the Turks would be a signal for the destruction of their fleet.

The Turks apparently intended to use one or more fireships against the allies. *Dartmouth* sent a boat to warn one such fireship off but the boat was fired upon, killing and wounding some of its crew. The Turkish sailors then set the fireship alight and abandoned her, leaving her to drift down upon the allied ships. *Dartmouth* sent another boat to tow the fireship aside and it was fired upon, killing its officer in charge. *Dartmouth* and the French *Signe* returned the musket fire, but de Rigny hailed the Turkish *Ihsania* to say he would not use his main armament.



ADMIRAL Sir Edward Codrington was, at the time of the Battle of Navarino, the most prominent British naval officer. A few weeks after the battle, he was dismissed from the service by the Duke of Wellington, who called the victory an "untoward event."

At that moment, a Turkish corvette fired two cannon shots, one striking de Rigny's flagship *Sirène* and killing a man. *Sirène* replied, *Ihsania* instantly opened fire and the battle was joined at about 1430. Fighting was fierce for about an hour and then gradually tailed off. After three and a half hours, it was over and even the Turkish shore batteries



MORNING AFTER. The Turkish-Egyptian fleet lies beneath the placid waters of Navarino Bay and all that remains is a bit of floating wreckage and a small boat. The ship at left is a French frigate repairing her masts so she can rejoin de Rigny's fleet which has sailed for Milos.

were silent.

*Asia*, which was a new and very heavily armed ship, quickly subdued both enemy flagships, sinking both. Most of the fighting was done by the British ships *Asia*, *Albion* and *Genoa*, the French *Sirène* and *Breslau* and the Russian flagship *Azov*.

In the morning, there was hardly a Muslim ship afloat. Of the 20 largest, only three were worth repairing, and at least 60 had been sunk, burnt or blown up. The allies lost 174 killed and 475 wounded. The Turkish and Egyptian casualties were estimated to be between 3,000 and 4,000.

The battle hastened the liberation of Greece, for Turkey was henceforward without a fleet. Though the War of

Greek Independence dragged on for another two years, it was finally settled with the 1929 Treaty of Adrianople.

In London, the victory at Navarino was regarded with dismay. It had ended the British dilemma of how to sympathize with Greek independence and at the same time support Turkey, but the government was far from pleased. The Duke of Wellington called it an "untoward event." Codrington was recalled and dismissed.

The Battle of Navarino is scarcely a footnote in the history of the Royal Navy. But it is highly regarded in Greece, Russia and France, and it is to the histories of those nations one must turn to learn of the last naval engagement fought entirely under sail.

## 1775: British Squadron Destroys Maine Seaport

When a British squadron of four ships commanded by Lt. Henry Mowatt in HBMS *Canceau* sailed into the harbor of Falmouth (now Portland), Maine, on 16 October 1775, the townspeople knew what was coming. The city had met Mowatt five months earlier in a skirmish called Sam Thompson's War. Mowatt had been captured, but set free. Now they would wish they had hanged him.

After Mowatt sailed away, George Washington described what he did as "An outrage exceeding in barbarity and cruelty every hostile act among nations."

Mowatt imposed an arbitrary deadline for the townspeople to surrender their arms. Surprisingly, some were handed over, but the deadline passed and Mowatt was unsatisfied.

Ninety minutes after the deadline, Mowatt's ships began shelling Falmouth. Then he sent shore parties to burn all the houses and businesses in town. Finally, he stole two of the 13 ships in the harbor and sank the rest.

Militiamen rushed to Falmouth to oppose the British, but had little sympathy for the victims' "tepid" response.



## 1812: The Short-Lived Glory of the American Sloop Wasp

### Captures HBMS *Frolic* After 45-Minute Battle; British Get Both in 2 Hours

The first USS *Wasp* was built in 1806 and she saw action only on one day during the War of 1812, but that action was in part so successful that three ships would be named after her before the war was out, and all would bear different names. How can that be? Read on.

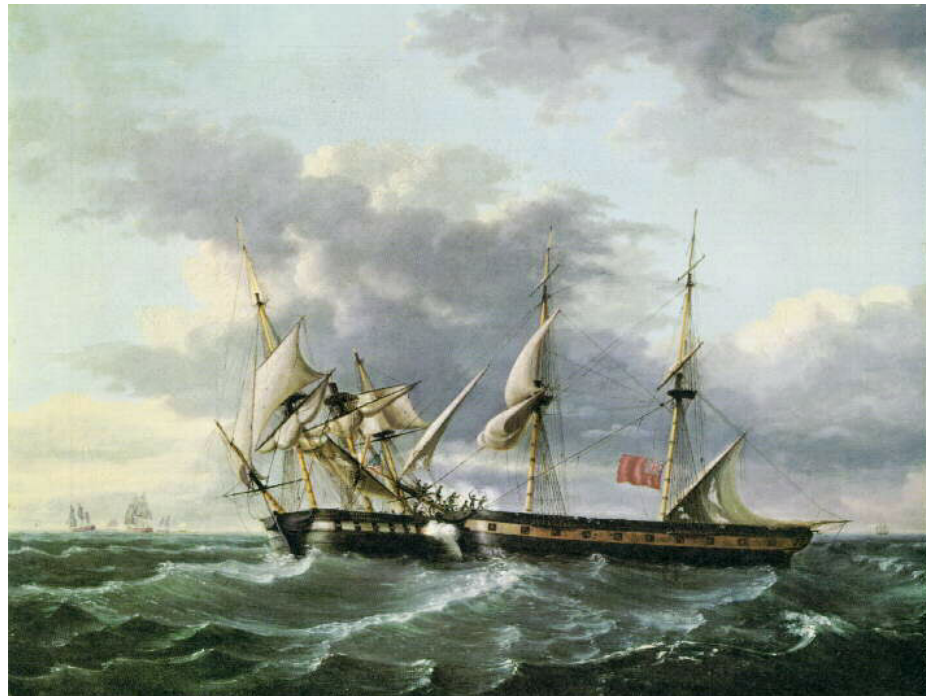
*Wasp* sailed from the Delaware on 13 October 1812, bent on intercepting British ships sailing north from the West Indies. Her captain was Master Commandant Jacob Jones, 45, who had joined the Navy as a midshipman when he was 33. He had just cleared the Delaware Capes when he rode into a fierce gale that cost him two men overboard and his jib boom.

Late the next day, Jones spotted several sail and, not knowing what they might be, hauled off until morning. They proved to be six merchantmen protected by a brig about the same size as *Wasp*. She turned out to be HBMS *Frolic*, a standard brig sloop of the CRUIZER class. Both *Wasp* and *Frolic* were armed with 16 32-pounder carronades plus two bow chasers. *Wasp* was ship-rigged, which was to prove an advantage.



MASTER COMMANDANT Jacob Jones, captain of *Wasp*, had been a lieutenant in *Philadelphia* when she was stranded in Tripoli and had spent twenty months in a Barbary prison.

Jones had the weather gage in seas still running high after the storm. His gunnery pounded *Frolic's* hull while that of the British tore at *Wasp's* rigging.



SAILORS from USS *Wasp* use HBMS *Frolic's* bowsprit to board the British sloop, which was taken after a 45-minute fight in which the superiority of the American design became manifest. Both ships had a main armament of 16 32-pounder carronades, but the ship-rigged *Wasp* was slightly larger than *Frolic*, which was rigged as a brig, a handicap since vital sails were more easily shot away.

Though *Wasp's* main topmast, mizzen topgallant and gaff were shot away, she was scarcely diminished. But when *Frolic* lost her gaff and with it another sail, she lost all ability to maneuver.

The fight lasted 45 minutes, and for the last half-hour *Wasp* lay across *Frolic's* bow, delivering a raking fire down her deck. Jones called a halt to the cannonade when both of *Frolic's* lower masts went over the side.

Finally, American sailors used *Frolic's* bowsprit to board her. On board the British ship, they found themselves opposed by about 20 of her crew who had not been injured. In his report, Jones said he "could not ascertain the exact loss of the enemy as many of the dead lay buried under masts and spars that had fallen upon the deck." He said that even after two hours of labor by American sailors attempting to clear the wreckage it was still impossible to tell the British losses.

It was bad, but not as bad as Jones thought. Of *Frolic's* crew of 110, 17 had been killed and 45 injured for a total of 62 casualties. Aboard *Wasp*, five were dead and another five injured.

The two hours attempting to clear *Frolic* of wreckage were two hours that

might have been better spent going somewhere else, for two hours after the engagement HBMS *Poictiers*, a 74-gun ship of the line arrived, and took both *Wasp* and *Frolic*.

*Frolic's* hull had taken such a pounding that she was not worth repair, but *Wasp* was taken into the Royal Navy and renamed *Peacock*.

In 1813, the U.S. Navy commissioned a new generation of sloops, a little bigger, a little faster and armed with 20 32-pounders and two long 18-pounders and named them *Wasp*, *Frolic* and *Peacock*.

### How to Get in Touch

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Submissions are not encouraged because of constraints on the time available for editing. If such are sent, they should be sent as e-mail attachments in Microsoft Word 6.0 or as type-written copy, double-spaced, accompanied by a 3½-inch diskette containing the submission in Microsoft Word 6.0 for Windows.

Quite welcome are suggestions of events for coverage. Please offer suggestions two months ahead of the anniversary of an event.