



Mission: History

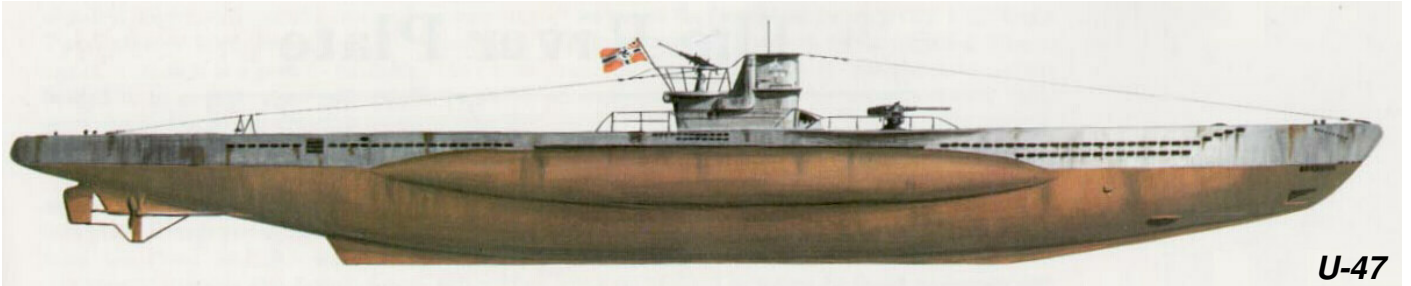
Studiorum Historiam Praemium Est



5 March 2001

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Volume 3, Number 3



U-47

1941: U-boat War Gets Its Name

1819: Congress Asks President to Suppress Piracy in West Indies

Following the Napoleonic Wars and the American War of 1812 with the British, both ending in 1815, Spanish possessions in the Western Hemisphere began clamoring for independence. It is difficult to escape the conclusion, now unacceptable in the salons of the elite, that North America was settled by a higher class of man than other parts of the New World.

In the words of Francis B. C. Bradlee in his 1923 book, *Piracy in the West Indies and Its Suppression*, "Revolutionary governments are, at best, generally attended by acts of violence, but when undertaken by the ignorant and depraved people of the South American colonies it not only ... led to rapine and piracy, but adventurers and outlaws from all over the world flocked to these provinces as soon as the standard of rebellion was raised, ostensibly to serve against Spain, but in reality attracted by the prospects of plunder."

Spain's colonies in Central and South America, upon declaring their independence and lacking navies of any sort, lent their authority to scores of privateers that



Günther Prien who, in 1939, took his U-47 into Scapa Flow and sank the British battleship HMS Royal Oak, had accounted for 30 other ships by the time he was sunk in March 1941.

soon ignored the fine line that separates the privateer from the pirate. These freebooters based themselves on the many unsettled islands of the Caribbean and in coves and estuaries of the mainland, including the Mississippi River delta and the protected bays of Florida's Gulf Coast.

Prime Minister Aimed At Threat to Britain's Lifeline to New World

'The Battle of the Atlantic Has Begun,' Churchill Says

In March of 1941 the struggle to keep open Great Britain's lifeline to the New World was given a name and notable victories were achieved in that struggle. The Battle of Britain had been won in England's skies the previous year, but now the U-boat menace was a mortal danger.

Hitler, always bellicose, had said in a speech in Berlin "In the spring, our U-boat war will begin at sea, and they (the British) will notice that we have not been sleeping."

Early in March, exceptionally heavy losses were reported to Britain's War Cabinet by Admiral Sir Dudley Pound, the First Sea Lord. Meeting with Pound in the Prime Minister's room at the House of Commons, Winston Churchill said to the admiral "We have got to lift this business to the highest plane, over everything else."

On 6 March 1941, Churchill issued the directive that gave the U-boat war its name.

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Five U-Boats Sunk in Western Approaches Following PM's Address

Submarine Commander Who Sank HMS Royal Oak Is Himself Sent to Bottom

(Continued from page 1)

In view of various German statements, we must assume that the Battle of the Atlantic has begun.

The next four months should enable us to defeat the attempt to strangle our food supplies and our connection with the United States. For this purpose –

We must take the offensive against the U-boat and the Focke-Wulf (Fw. 200 Condor) wherever we can and whenever we can. The U-boat at sea must be hunted, the U-boat in the building yard or in dock must be bombed. The Focke-Wulf and other bombers employed against our shipping must be attacked in the air and in their nests.

Churchill continued, specifying in another 12 paragraphs how the Battle of the Atlantic was to be won and ways in which existing resources could be used more effectively. He had given the battle its name and, having a name, the battle acquired a focused strategy.

Five U-boats were sunk in the Western Approaches during March, inspiring Churchill to say "though we suffered grievous losses, amounting to 243,000 tons by U-boat ... the first round of the Battle of the Atlantic may be said to have ended in a draw."

Perhaps a little better than a draw, for among the U-boats sunk was *U-47*, commanded by Germany's most dangerous submariner, Korvettenkapitän Günther Prien.

Prien and *U-47* had sunk 31 ships for a total of 193,808 tons and damaged eight others during 10 patrols which had him at sea for 238 days during the 17 months of war he lived through. He had been the first U-boat commander to be awarded the Knight's Cross by Hitler.

Prien, as a Kapitänleutnant, had gained worldwide fame for his 14 October 1939 sinking of the British battleship *HMS Royal Oak* where she lay in the theoretical safety of the Home Fleet anchorage at Scapa Flow. Four days later he was in Berlin for a press conference. American reporter William L. Shirer was there and described it in his book *Berlin Diary*.

The place where the German U-boat sank the British battleship *Royal Oak* was none other than the middle of Scapa Flow, Britain's greatest naval base! It sounds incredible.

A World War I submarine commander told me tonight that the Germans tried twice to get a U-boat into Scapa Flow during the last war, but both attempts failed and the submarines were lost.

Captain Prien, commander of the submarine, came tripping into our afternoon press conference at the Propaganda Ministry this afternoon, followed by his crew – boys of eighteen, nineteen, twenty.

Prien is thirty, clean-cut, cocky, a fanatical Nazi, and obviously capable. Introduced by Hitler's press chief, Dr. Dietrich, who kept cursing the English and calling Churchill a liar, Prien told us little of how he did it.

He said he had no trouble getting past the boom protecting the bay. I got the impression, though he said nothing to justify it, that he must have followed a British craft, perhaps a minesweeper, into the base.

British negligence must have be



Günther Prien is decorated by his Führer on 18 October 1939 with the Knights Cross for sinking a British battleship at her moorings in Scapa Flow.

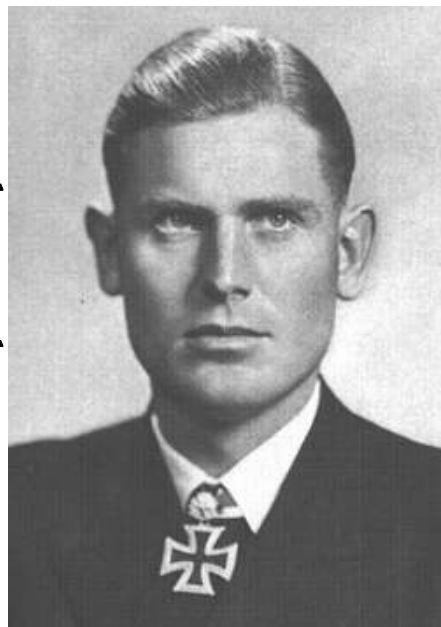
something terrific.

Prien left St. Nazaire on 20 February 1941 for his 10th patrol in *U-47* and reported attacking a convoy (OB290) on 24 February. The last radio message from *U-47* was received in the morning of 7 March 1941. Churchill wrote that *U-*

47 was sunk with all hands by the destroyer *HMS Wolverine* on 8 March. (Recently, doubt has been cast on *Wolverine's* claim for the kill, but there has been no evidence suggesting a more plausible alternative.)

On 12 March 1941, a U-boat wolfpack was operating southwest of Iceland. Kapitänleutnant Fritz-Julius Lemp in *U-110* spotted convoy HX112 consisting of about 50 deeply-laden merchantmen, eastbound in calm but frigid weather. He told the other German pigboats about HX112 and they spent several days planning their attack. What they didn't know was the convoy was guarded by five destroyers and two corvettes. Lemp had reported only two escorts.

At dusk on 15 March, Kapitänleutnant Joachim Schepke in *U-100* approached



Joachim Schepke was said to be Germany's handsomest U-boat commander. He was also one of its most successful and, it follows, most decorated.

HX112 on the surface, fired a spread of torpedoes at the overlapping ships and fled. In action the following night, 16-17 March, the wolfpack accounted for five Allied ships, but Germany lost two of its most celebrated U-boat captains. Some reports credit the five merchant ship sinkings all to Korvettenkapitän Otto Kretschmer in *U-99*. That may be – his boat had gone unnoticed while the escort commander dealt with Schepke.

Royal Navy Captain Donald Macin-

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Public Outrage Forces President's Hand, Navy Ordered Against Pirates

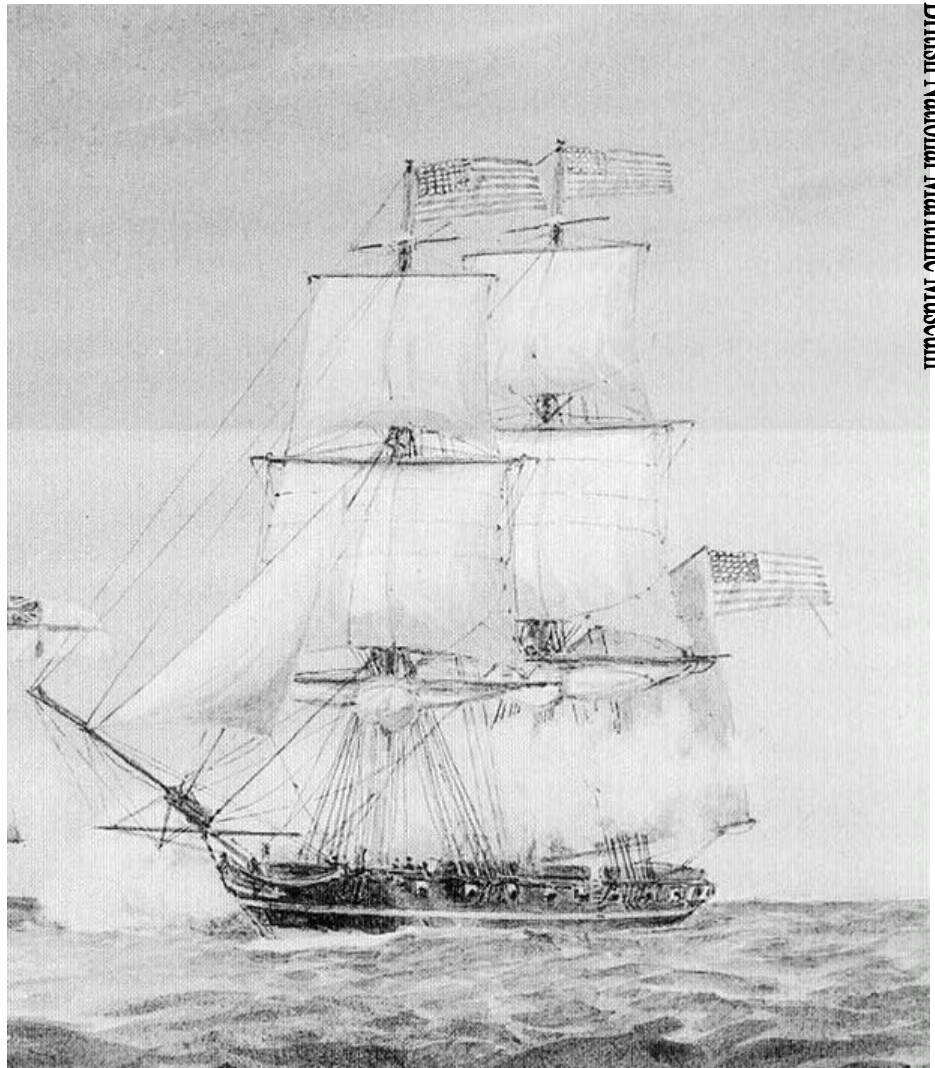
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Between 1815 and 1822, more than 3,000 ships were attacked by these pirates, and this does not include hundreds of ships listed by insurers as "missing" on their voyages. Public outrage in the United States led Congress on 3 March 1819 to pass legislation authorizing the president to suppress piracy in the West Indies. President James Monroe was already negotiating the acquisition of Florida from the Spanish and didn't want pirates in his new territory, but at the same time wanted to avoid interfering with the sovereignty of the newly independent nations.

Monroe began by sending a squadron under the command of the hero of Lake Erie, Commodore Oliver Hazard Perry, to Angostura, Venezuela, to protest letters of marque which allowed many pirates to fly the Venezuelan flag. He accomplished his mission but was stricken with yellow fever and, on 23 August 1819, died on the way to Trinidad, ending the expedition.

Further efforts were undertaken in the autumn of 1821 when a squadron under Commodore James Biddle sailed for the Caribbean. Biddle's fleet was made up of the sloop of war *Hornet*, the brigs *Enterprise* and *Spark*, and the schooners *Shark*, *Porpoise* and *Grampus*. The schooners each had a large rowing barge fitted with a gun, to be used to pursue pirates taking refuge in shallow waters. *Shark* was commanded by Matthew C. Perry, a younger brother of Oliver Hazard Perry, and famous later for his mission to Japan.

Biddle's squadron did not take an olive branch to the newly independent Spanish colonies, but instead took powder and shot to the pirates. *Shark* distinguished herself by taking five pirate ships and assisting in the capture of a sixth. On 16 October 1821, *Enterprise*, under the command of Lieutenant Lawrence Kearny, came upon four schooners and a sloop in an act of piracy against three American merchant ships off Cape San Antonio, Cuba. The pirates set fire to two of the merchantmen and attempted to flee, but all were captured.



The third *Enterprise* was built in 1799 by Henry Spencer as a schooner carrying 12 guns. In, or perhaps before, 1811 she was altered to a brig and fitted with 14 18-pounder carronades and two long 9-pounders.

On 8 November, *Porpoise*, commanded by Lieutenant James Ramage, burned a pirate vessel, also off Cape San Antonio, and on 21 December, *Enterprise* destroyed a pirate ship in the same place. This time, Lieutenant Kearny sent a party ashore to destroy the pirate base there.

On 7 January 1822, Lieutenant John H. Elton in *Spark* retook from pirates a Dutch merchantman and landed a party to destroy the buccaneer base. On the same day, *Porpoise* and her crew destroyed six pirate ships and their base at Bahia Honda, Cuba. On 6 March, in the Gulf of Mexico, *Enterprise* captured or destroyed four pirate vessels.

Could one of *Enterprise's* victims have been Jose Gaspar, known as "Gasparilla" and a particularly vicious Spaniard pirate who had once been a favorite in the Spanish court? The timing is right, but contemporary accounts are

confused and Gasparilla's personal history has been further muddled by an annual festival in Tampa, Fla., that now labels him as "mythological."

Gaspar was a naval officer of some significance and so close to Charles III of Spain that he was able in 1782 to steal some of his monarch's jewels. When he was found out, he deserted his wife and children and took to the sea in a vessel prized by the Spanish fleet, which he and a crew of cut-throats stole. A price was put on his head and, when Gaspar heard that, he swore vengeance and began to plunder the commerce of Spain. From prince to pirate in one short step.

For the most of 40 years, Gaspar preyed on shipping in the Caribbean, making his headquarters in and around what is now called Charlotte Harbor, south of Tampa. An island at the mouth of the bay is today called Gasparilla Is-

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1820: Decatur Mortally Wounded in Duel With James Barron; Navy's Hero Pays with his Life for Attack on Fellow Officer

History Unjustly Unkind To Tormented Commodore

In the grey of the morning on 22 March 1820, two one-time friends faced each other on the dueling grounds at Bladensburg, just across the Maryland line from the District of Columbia. The portly older of the two, inactive Commodore James Barron, called out "Now, Decatur, if we meet in another world, let us hope we may be better friends." Commodore Stephen Decatur replied "I was never your enemy." But Decatur had been a good deal less than a friend when Barron needed one.

Barron's second, Captain Jesse D. Elliott, ordered the men to their places. Decatur's second, Captain William Bainbridge, intoned "Take aim," and then "Fire!"

Both guns fired, and both men fell. Barron was wounded in the groin and Decatur was mortally shot through the



Stephen Decatur, best known today for his famous toast which is most often incompletely quoted: "Our country! In her intercourse with foreign nations, may she be always in the right. But our country, right or wrong!"

stomach. Horrified, Elliott abandoned Barron and fled in his coach. Captain David Porter, who had declined Deca-

tur's request to act as second, had just then arrived, hoping to stop the duel. He chased Elliott, caught him and forced him to return to care for Barron.

Decatur was in intense pain until he succumbed to his wound that evening. Barron recovered and was eventually restored to the active list, but never went to sea again.

The event was, of course, tragic for both men. Decatur, the bona fide hero who had as a young lieutenant led his men into the harbor at Tripoli to burn the captured *Philadelphia* so she couldn't be used against the United States, who as a captain in command of the frigate USS *United States* captured the British frigate *Macedonian* during the War of 1812 and brought her home to be taken into his own Navy.

Decatur and his lovely wife Susan had become the darlings of Washington society, sought after dinner guests and welcome in all the city's mansions. With his prize winnings, he established himself as a prominent citizen of the new Federal City. Life for the Decaturs was socially, economically and politically rewarding.

Barron was not a hero. A workmanlike sailor, he had served in the American Revolution during his youth and had become a lieutenant in 1798. During the War with Tripoli, he had commanded the 44-gun frigate USS *President*, which was flagship for the Mediterranean Squadron of Commodore Richard Dale, famous as John Paul Jones' first lieutenant in the battle between *Bonhomme Richard* and *Serapis*. Barron was credited with having worked out the signal system used by the Navy and had been called upon to design gunboats. Though not a hero, Barron was an able commander and an asset to the Navy.

In 1807, Barron had been given what was left of the Mediterranean Squadron and the USS *Chesapeake* as his flagship. As he looked about his ship as it lay in Chesapeake Bay, the commodore must have been thankful for the long journey ahead. Her decks were crowded with unstowed supplies, many of her guns had not been mounted and sponges and

wads for the guns were too large and would have to be cut down to fit the bores. On top of that most of the crew consisted of freshly enlisted green hands, and there was no boot camp in those days. Barron would need the cruise to get both his ship and its complement in shape.

On the morning of 22 June 1807, *Chesapeake* slipped past Cape Henry and headed for the open sea. Lying off shore was a small group of British warships, one of which detached itself and began following Barron's ship. It was the 50-gun *Leopard*, and the chain of events that would lead to Bladensburg 13 years later was about to begin.



James Barron, captain of an incompletely fitted-out ship, and in command of a green crew, when taken under fire by a ship of a nation with which his country was at peace, could only implore his men "to fire one gun for the honor of the flag."

It had been more than 20 years since the 1783 Treaty of Paris ended the Revolutionary War with Britain and Barron saw nothing suspicious in *Leopard's* action. Shortly after 3:00 p.m., *Leopard* bore down and signaled a request to send dispatches aboard, again nothing unusual. Barron welcomed a British lieutenant into his cabin and was astonished by the content of two messages, one to him as commander of *Chesapeake*. One of the documents was an order to all British men of war from Vice Admiral

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In the Same Chesapeake, Another Captain Gained Immortality in Defeat

Barron Refused Demands Of British Captain to Search His Ship, and Paid for it

(Continued from page 4)

George Cranfield Berkely, commander of Britain's North American Squadron, whose headquarters were in Halifax. The order required captains of all British ships encountering *Chesapeake* to search her for deserters from the Royal Navy. A letter to Barron from the *Leopard's* captain expressed hope that the matter could be "adjusted" amicably.

It could not. Both Barron's nature and the U.S. Navy's standing order to resist such intrusion forbade it. As the lieutenant was being rowed back to *Leopard*, Barron ordered his serviceable guns run out. *Leopard* pounded *Chesapeake* with three quick broadsides, while half of Barron's crew ran below decks and others crouched behind guns they had no way to fire. Barron cried out "For God's sake, gentlemen, will nobody do his duty?"

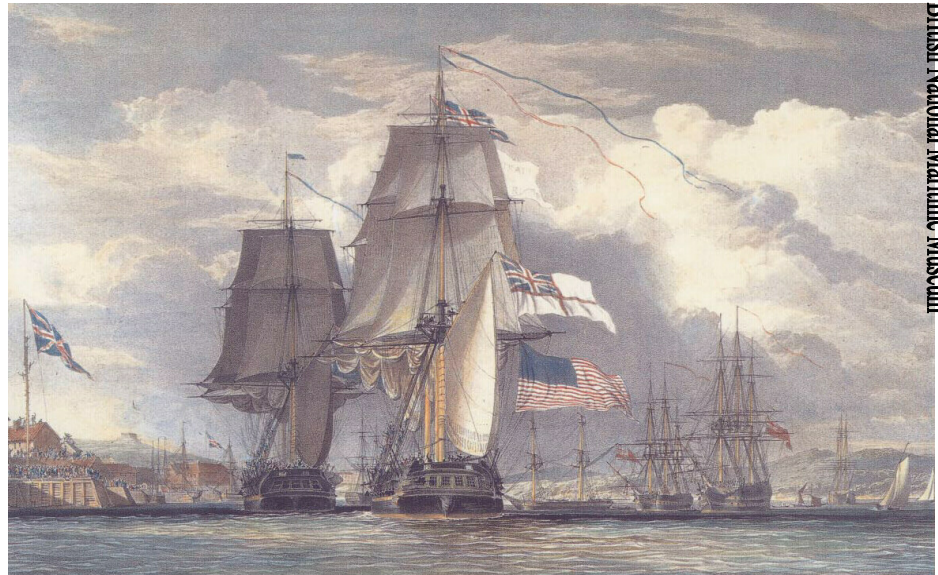
Before Barron would strike his colors, he implored his men "to fire one gun for the honor of the flag." Then it was all over. The British boarded *Chesapeake* and arrested three Americans and a fourth man who had enlisted in the U.S. Navy under a false name. The last was the only British deserter. Barron limped back into Chesapeake Bay, wounded and defeated.

Barron was made a scapegoat, and tried on several charges by a court-martial on which an admittedly hostile Decatur sat. The unfortunate Barron was found guilty of "neglecting, on the probability of an engagement, to clear his ship for action." He was placed on the inactive list for five years without pay. Despised by his fellow officers, who had been his friends, Barron moved to Europe, where he remained until December 1818.

The War of 1812 had begun on 1 June 1812, while Barron was still on forced inactive status. In addition, he was for all purposes penniless in Europe and said he was unable to return to the United States. When he did return, Decatur for reasons known only to himself publicly rebuked Barron for his absence during



With her decks littered with unstowed supplies, with many of her guns unmounted and none ready to fire, Chesapeake was confronted by HMS Leopard, a two-decker of 50 guns. Barron refused the British demand to search his ship and the British responded with three quick broadsides. Barron was made a scapegoat.



On the first of June in 1813, with the War of 1812 a year old, Chesapeake encountered HMS Shannon in a battle between evenly-matched ships. The American captain, James Lawrence, gained immortality when mortally wounded he said "Don't give up the ship." The ship was captured after a brief fight and taken into Halifax.

the war. With some regularity, the two exchanged correspondence through 1819, leading to the fateful challenge.

Early in the correspondence, it seemed that Barron was seeking that Decatur publicly back away from the public opprobrium the older man felt had been heaped upon him, but Decatur responded saying "it is a matter of perfect indifference to me." As the confrontation grew closer, Barron wrote that he agreed with Decatur that fighting duels was a "barbarous practice," but the sub-

ject had been raised. In that letter, Barron said "You have hunted me out, have persecuted me with all the power and influence of your office...."

Decatur responded "I shall pay no further attention to any communication you may make to me, other than a direct call to the field." In a brief reply, Barron wrote "Whenever you will consent to meet me on fair and equal grounds ... you are to view this as that call." **M:H**

Captain McIntyre's Tired Tin Cans Bag a Pair of German Submarine Aces

One Top U-boat Commander Sunk in Icy Waters Off Iceland, Another Captured with Crew

(Continued from page 2)

tyre had spent the first months of the war commanding HMS *Venomous*, a destroyer veteran of the Great War. When war had broken out, the British were completing five destroyers for the Brazilian navy. They were taken over – and Brazil compensated – in 1940, and Macintyre commissioned one of them. This command was badly damaged by Ger-



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Otto Kretschmer was one of Hitler's top submarine commanders. In 17 months of war he had sunk 47 ships for a total of 274,333 tons and had damaged six others. Following the war, he served in the peacetime German navy, attaining the rank of Flotillenadmiral and serving as Chief of Staff of the NATO command as Commander Naval Forces Baltic Approaches.

man dive-bombers off Norway, so he was ordered to Liverpool at the beginning of March 1941 to assume command of HMS *Walker*, a somewhat battered between-the-wars destroyer.

With *Walker* came four first war destroyers, *Vanoc*, *Volunteer*, *Sardonix* and *Scimitar*, and two corvettes, *Bluebell* and *Hydrangea*. Macintyre was commander of the newly-formed 5th Escort Group. Before he put to sea, *Vanoc* was

equipped with an early form of radar.

An American escort had handed off HX112 southwest of Iceland and Lemp's presence had been detected. Schepke's attack on the 15th had not been a surprise and the return of the wolf pack on the night of the 16th-17th had been expected. Macintyre wrote of it in a 1956 book, *U-boat Killer*.

I was near to despair and I racked my brains to find some way to stop the holocaust. While the convoy stayed in impeccable formation, we escorts raced about in the exasperating business of searching in vain for the almost invisible enemy.

Our one hope was to sight a U-boat's tell-tale white wake, give chase to force her to dive, and so give the Asdics a chance to bring our depth-charges into action.

Everything had to be subordinated to that end and so, with binoculars firmly wedged on a steady bearing, I put *Walker* into a gently curving course, thereby putting every point of the compass under a penetrating probe. It worked.

As *Walker's* bow swung through its



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Prien, with Kretschmer behind him, welcomes another boat returning from patrol. These two and Schepke were the best of friends and it is ironic that the war for all three ended during a 10-day period in March 1941.

arc, Macintyre found a thin white line – the wake of a U-boat that turned out to be Schepke's *U-100*. Schepke dove and Macintyre depth-charged him, thinking as all destroyer men do that he was scoring a kill. Schepke was, in fact, sneaking

back toward the convoy. Macintyre takes up the account.

Recalling HMS *Vanoc* to assist in the attack, we set about our target with a series of carefully aimed patterns of depth-charges. Taking it in turns to run into the attack, pattern after pattern of depth-charges went down as we tried to get one to within the lethal range of about twenty feet of our target.

But he was a wily opponent and, dodging and twisting in the depths, he managed to escape destruction though heavily damaged.

More heavily than Macintyre knew. The U-boat plunged to more than 750 feet, and pumps could not keep up with flooding. Schepke had one option and that was to blow his ballast and surface. When he broke the surface, he was quickly picked up by *Vanoc's* rudimen-



uboat.net photo

Schepke in Berlin

tary radar, the first known instance of a surface combatant detecting an enemy by this means.

Macintyre had sailed *Walker* into a group of survivors from the torpedoed merchantmen and was taking them on board when he noticed *Vanoc* making high speed. Even as that registered, he heard her say over short-range radio, "Have rammed and sunk U-boat." There were six survivors, and British intelligence said they had never seen "such a lot of nasty little Nazis."

No sooner had Macintyre heard *Vanoc's* laconic victory message than his own Asdic crew reported contact with another German submarine. *Walker's* depth charges brought it to the surface almost immediately, where *U-99* chose to slug it out with gunfire. It was not an even match, and after an exchange, the U-boat signaled it was sinking. Chief

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'Please Save My Crew,' U-boat Commander Cries in English

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Petty Officer William Begg of *Walker* recalled the moment.

As we swung around again, the submarine suddenly broke the surface and as her gun's crew ran towards their gun, I



uboat.net photo

Kretschmer boarding U-99 at St. Nazaire, six weeks before he was captured.

ordered our gun's crew to open fire. The U-boat started sinking stern first.

Suddenly the Captain called across in plain English "Please save my crew." Captain Macintyre said, "Let the bastards sink!" (Don't forget we were in the heat of battle and had lost good men and ships, and some of them to a horrible death.)

Then he ordered us to throw over the scrambling nets and we drifted over towards the submarine, ourselves now a sitting duck for any other U-boats in the vicinity. We were off Iceland and death was quick in those waters.

Within minutes the officers and men of *U-99* were aboard *Walker*, including



uboat.net photo

Otto Kretschmer, enjoying a beer with U-99's crew following a patrol.



Royal Navy photo

HMS Vanoc, a first war destroyer that had been fitted with an early form of radar just prior to the escort duty during which she sank Joachim Schepke's U-100. Her detection of Schepke when he surfaced was the first known instance of a radar bearing on an enemy by a surface warship.

Kretschmer, who still had slung around his neck a splendid set of binoculars given him by Grossadmiral Karl Dönitz, commander of all the U-boats. The binoculars, appropriately, became a trophy for Macintyre, as would have an enemy commander's sword in an earlier age.

In the morning, Macintyre manned his upper deck rails with his prisoners and paraded the convoy, a display that was greeted by the cheers of the merchant crews and ships' whistles. The 5th Escort Group's return to Liverpool was jubilant, but when the prisoners were marched to Lime Street Station they

were mobbed by the city's women, the wives and daughters of men lost at sea.

Kretschmer was interrogated by Captain George Creasy and was shocked to learn how much the British knew about Germany's U-boat program and the submarine commanders. He was also astonished when Creasy mourned Schepke. "Poor Schepke," Creasy said, "We are very sorry about that. It was a horrible death for a bold commander. Please believe me when I say that while we are glad he was sunk, we would have preferred him to die differently."

In bagging Prien, Schepke and Kret-

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The 'Myth' Behind Tampa's Gasparilla Festival

land and is claimed as the pirate's headquarters by local real estate salesmen, but was most likely a lookout post.

By 1822, Biddle's squadron had made piracy perilous, and Gaspar was growing old. He had amassed a fortune that a 1923 account placed at \$30 million. He and his crew agreed to divide the spoils and live out their lives as honest men. In February or March of 1822, Gaspar was retrieving his fortune from six separate hiding places when what appeared to be an English merchant ship appeared off Boca Grande, a pass at the south end of Gasparilla Island leading into Charlotte Harbor. One more victim and *then* I'll quit, the old pirate thought. The pirates slipped around the north end of the island and closed the English ship, cutlasses drawn and grappling hooks at the ready.

The English ship wore, as if to flee, and as she presented her side the Union Jack fluttered down and the Stars and Stripes took its place. Gun ports opened and the ship spit fire, shot ripping into the pirate vessel and disabling it almost instantaneously. Gaspar knew it was death or capture and he chose death, wrapping a piece of anchor chain around his waist and jumping into the sea. His men were hanged at the yard-arms with the exception of cabin boy Juan Gomez, a captive of Jose Gaspar, who told his tale before his death in Palmetto, Fla. in

1875.

On 26 March 1822, the U.S. Navy's West India Squadron was created when Biddle was reinforced by the frigates *Congress*, *John Adams*, *Macedonian* and *Cyane*, along with some smaller ships. The larger ships would prove to be of little use in chasing shallow-draft pirate vessels, but would form the backbone of support for the Monroe Doctrine, which the president would declare the following year.

When Commodore David Porter assumed command of the West India Squadron in February 1823, he brought with him the former Hudson River ferryboat *Sea Gull*, a paddle wheeler, that became the first steamship in the world to serve in hostilities. He also brought with him his adopted son, David Glasgow Farragut, now a lieutenant.

On 9 July 1823, *Enterprise* was wrecked on Little Curaçao island in the Netherlands Antilles, without injury to her crew. Suppression of piracy would continue without the third *Enterprise*, but the battle was mostly won.

The story of Jose Gaspar presented here is at odds in several ways with that told currently in the Tampa Tribune and other Florida newspapers in connection with the annual Gasparilla Festival. For the most part, our story of Jose Gaspar is taken from Bradlee's book. **M:H**

Churchill Was Too Modest; Britain Earned an Edge In Battle's First Round

(Continued from page 7)

schmer, the Royal Navy had removed from the seas commanders who had in 17 months of war sunk 115 ships with a total tonnage of 624,023, and had damaged 18 others with combined tonnage of 127,630.

Churchill had every right to feel the first round of the Battle of the Atlantic had ended in a draw. **M:H**



uboat.net photo

Otto Kretschmer was held in a Prisoner of War camp in Canada, returning to Germany in 1947. He joined the peacetime Bundesmarine and retired in 1970 at the rank of Flotillenadmiral. During the summer of 1998, he died following an accident. He was 86.

How to Get in Touch

Mission: History has been asked to provide an address for reader communications. E-mail may be sent to this address:

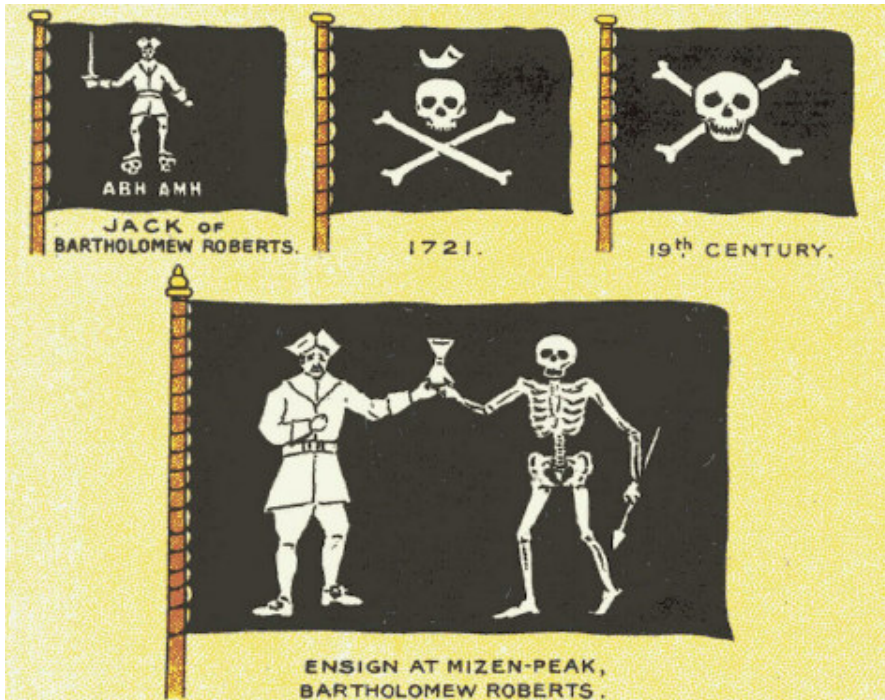
navhist@pacbell.net

Mail may be sent by conventional post to:

Ric Teague
2239 Wellesley Street
Palo Alto, CA 94306

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.



Portion of a color plate.
Bradlee: Piracy in the West Indies