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Valour Fore and Aft:

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decision that unfortunate day on the Little Big Horn.

ROBERT C. BERKLEY
Commander (JAGC), U.S. Navy
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Rhodes, Anthony. *Propaganda, The Art of Persuasion: World War II*. Edited by Victor Margolin. New York and London: Chelsea House. 319pp.

Psychological warfare, we are reminded by Daniel Lerner in his academic "Afterword" to this outsize volume, "is as old as Joshua's trumpets at the walls of Jericho." The present work attempts, for the period 1933-1945, a comprehensive overview of the craft in all its dimensions. The output of only the principal Allied and Axis adversaries is considered (Germany, Italy, Japan, Great Britain, the United States, and the Soviet Union), but the elements comprising that output are lavishly displayed: poster, leaflet, radio, film, and postage stamp.

In addition to Lerner's 8-page monograph on propaganda and psychological war which really should have been boosted up to "Foreword"—there is a 6-page discussion by William Murphy of the propaganda film, buttressed by an elaborate "filmography" of Axis and Allied documentary productions. The principal author, Anthony Rhodes—an English journalist, novelist, and travel writer supplies the main text, which in each chapter is paralleled by black-and-white illustrations and rounded out with a color section. One chapter is devoted to Resistance propaganda on the continent of Europe.

For so various a project the number of spelling and typographical errors is not obtrusive, but one howler must be shared here: The Marshall Islands of the western Pacific emerge (p. 259) as "the Martials!" A few of the caption or title translations suffer rites of passage. For example, the Nazi anti-Semitic theme of *der Ewige Jude* (p. 49), which should be

translated as "The Wandering Jew," comes out literally as "the Eternal Jew." While the text several times assures us that Josef Goebbels, the German propaganda minister, was a genius at his work, the thesis is never analyzed. Indeed, the text as a whole, panoramic though it be and jampacked with names, will have little that is new to offer past students of the subject. The volume's index is grossly inadequate.

But such carpings pale in face of the overwhelming testimony of the illustrations themselves. Printed on first-class stock, every drawing is cleanly reproduced, and the color items are at times staggering. Considering the cost of artwork today, the book's price is not exorbitant. In sum, here is an opulent introduction to a very intriguing topic.

CURTIS CARROLL DAVIS

Rider, Hope S. *Valour Fore and Aft: Being the Adventures of the Continental Sloop Providence 1775-1779, Formerly Flagship Katy of Rhode Island's Navy*. Annapolis: Naval Institute Press, 1977. 259pp.

Mrs. Rider here traces the engrossing story of one small 12-gun sloop which enjoyed perhaps the most colorful career in the war at sea for American independence. Equally fascinating is the cast of characters who served as commanding officers of this inconspicuous trader turned man-of-war.

Owned by John Brown, merchant prince of Providence, *Katy* was chartered by the Rhode Island Government to protect the trade in Narragansett Bay shortly after open fighting erupted at Lexington and Concord. During the fall of 1775, the Colony purchased *Katy* "with her boats, stores and appurtenances" for \$1,250.

Abraham Whipple, local and active revolutionary, commanded *Katy* in the Rhode Island Navy. It was Whipple who, in 1772, led the band of defiant

firebrands which boarded and burnt His Majesty's Revenue Cutter *Gaspee*.

Katy performed her first duty for the general welfare of the United Colonies as requested by General Washington. The Virginia planter and soldier, in the unfamiliar environs around Boston, suffered from an acute shortage of gunpowder. This condition would become chronic. At the General's behest, *Katy* was dispatched on a fruitless trip to Bermuda for powder.

The Continental Congress on 13 October 1775 made the initial move to form a national navy. Esek Hopkins, a Rhode Island mariner, was named Commander-in-Chief. *Katy* transported Hopkins and New England seamen to Philadelphia where the first Continental fleet was forming. Upon arrival in the Delaware, *Katy* was taken into Continental service and renamed *Providence* for the city from whence she came.

Abraham Whipple was transferred to the larger Continental ship *Columbus*, and John Hazard, still another Rhode Islander, assumed command of *Providence*. The sloop was a part of Hopkins' fleet in the successful amphibious assault on New Providence Island in the Bahamas. Shortly thereafter, Captain Hazard enjoyed the dubious distinction of being the first officer cashiered out of the Continental Navy. Command of *Providence* went to John Paul Jones—his first Navy command.

Jones, in *Providence*, cruised successfully against enemy shipping in northern seas before passing the helm to Captain Hoysteed Hacker. *Providence*, operating next in company with the *Alfred*, Jones' new command, captured a large British transport carrying a cargo of winter uniforms intended for General Burgoyne's army in Canada, but which instead were destined to warm Washington's ever-needy troops.

Next skipper to tread *Providence's* quarterdeck was John Peck Rathbun, one of the most audacious officers to serve under the Continental colors.

Rathbun sailed *Providence* back to the Bahamas, and with his lone sloop recaptured New Providence and that island's two forts. Commodore Hopkins earlier used a 6-ship fleet to carry out the same mission.

Early in 1779, Hoysteed Hacker returned for a second command tour on board *Providence* and, as it developed, he would be her last captain. Off Sandy Hook during May, Hacker after a sharp engagement took H.M. Brig *Diligent*—one of the few Royal Navy vessels to be captured during the course of the Revolution. *Providence* was now joined to the combined Continental Navy, Massachusetts Navy and privateer armada making up for the ill-starred Penobscot Expedition; certainly the war's greatest military fiasco.

Trapped in Maine's Penobscot Bay by the total ineptitude of the senior Continental naval officer present, Dudley Saltonstall, and by a British squadron under Adm. Sir George Collier, the American vessels fled in panic up the Penobscot River. There on the morning of 16 August 1779, *Providence* was put to the torch to avoid capture. Thus, on this dreary note ended the remarkable career of the "Lucky Sloop" which during 4 years of war had on more than one occasion painfully twisted the British lion's tail.

The author follows *Providence's* history faithfully in interesting easy-to-read prose. Mrs. Rider is a native Rhode Islander, and the reader is soon aware of where her affections rest. In amassing "firsts" for sloop *Providence* and the author's fellow Rhode Islanders, some Rhode Island "firsts," such as at Machias, Maine, and those on Lake Champlain are overlooked. All local patriots are "bold" and "able," and British actions are "high-handed," and their view "distorted." A bit more familiarity with "navalese," the seaman's language, would have served Mrs. Rider well. Although source citations do not so indicate, the author makes

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extensive use of the primary materials available in the already published volumes of the Navy Department's ongoing *Naval Documents of the American Revolution* series.

On balance, it is a book well worth reading. And, the Naval Institute Press is to be congratulated for producing a handsome volume which is an outstanding example of the bookmaking art.

WILLIAM JAMES MORGAN
Naval Historical Center

Simmons, Edwin H. *The United States Marines. The First Two Hundred Years 1775-1975*. New York: Viking Press, 1976. 342pp.

Brig. Gen. Edwin H. Simmons, U.S. Marine Corps (Retired) has written an excellent account of the first 200 years of the Marine Corps.

The objectivity of a marine writing about marines might be questioned and when the reviewer is also a marine one may well have cause to reflect on just how partisan this version of the Corps' history really is.

Skeptics with justifiable reservations and marines who pride themselves on their knowledge of the Corps might be surprised to learn that marines have commanded ships at sea in time of war. In the War of 1812, Marine Lt. John Marshall Gamble, from Capt. David Porter's 32-gun frigate *Essex*, was given command of the captured British privateer *Greenwich*. Lieutenant Gamble, with a prize crew of sailors and marines, then captured the biggest prize taken on the cruise, the 22-gun British frigate *Seringapatam*. Equally surprising is that hot-tempered, Irish-born Lt. Col. Anthony Gale, 4th Commandant of the Marine Corps, was dismissed from the service while in office by an Army General Court-Martial. Simmons tells us that among Gale's charges was "... being intoxicated in common dram shops and other places of low repute in

the city of Washington." (Marines have always enjoyed a Washington liberty—one wonders what the other charges were.) Simmons further reports that "Gale pleaded not guilty by reason of temporary insanity, but the court found him guilty as charged. President Monroe approved the sentence which was dismissal from the service, and it was put into execution on 16 October 1820." Such frank commentary appears throughout Simmons' work. He reports accurately and lets the reader form his own opinions and impressions. Simmons comes forward with some very interesting and little-known historical facts. For example, at the Battle of New Orleans, 1814, Gen. Andrew Jackson's center was held by Maj. Daniel Cormick and 300 U.S. Marines. It was at Jackson's center that the British attacks were directed and repulsed with heavy British losses, including their commander General Pakenham.

What Simmons has done is difficult at best. He has put together a very readable, accurate and unbiased history of the Marine Corps. He has reported facts and events on a subject normally given to exaggeration and perhaps a little fantasy. While there can be little argument that marines make good copy, the problem has always been where to draw the line or how much is enough? Simmons skillfully tells us just enough. He satisfies the casual reader and provokes the more serious.

The book is short, for the time span and events covered, but well organized and full of useful information. Simmons touches many bases in his narrative. For example, he identifies the literary contributions of such fine marines as Lawrence T. Stallings, *What Price Glory?*, and John W. Thomason, Jr., *Fix Bayonets!*, both classics of World War I. He tracks carefully but fairly the running battle of the Marine Corps' fight to survive as a service. It is all there. The early years are especially well done and the account is very informative. The