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“I Am Determined to Live or Die on Board My Ship”: The Life of Admiral John Inglis; An American in the Georgian Navy

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on the development of American national security under each of these presidents. "As we wrapped up eight years of a defense buildup and both positive and negative developments, from Iran-Contra to the Gorbachev era, we thought we had seen it all. But we could not imagine the tumult the next years would bring" (p. 150).

Perhaps the best chapter is the last: "Lessons Learned." Punaro provides a short synopsis of important lessons learned throughout his illustrious careers in the military, the Senate, and private business. These are lessons distilled after a lifetime spent in leadership positions and working with other great leaders. He writes, "If today's leaders could find the courage to apply these, they would be well on their way to solving most of today's legislative gridlock, finger pointing, and failure to act on even the most pressing issues" (p. 209).

The book is much more than a collection of autobiographical anecdotes. Punaro and his coauthor provide keen insights on important national-security issues in our nation's history that many of us have never heard before, told from a Washington insider's perspective. This book is a must-read for young military officers. I wholeheartedly recommend it.

THOMAS J. GIBBONS



"I Am Determined to Live or Die on Board My Ship": The Life of Admiral John Inglis; An American in the Georgian Navy, by Jim Tildesley. Kibworth Beauchamp, U.K.: Matador, 2019. 561 pages. £19.99.

This five-hundred-page biography is longer than many devoted to the

world's most famous admirals. One has to search quite carefully in the literature on the Royal Navy during the American Revolution and the wars of the French Revolution to find even a passing reference to John Inglis (1743–1807). During his forty-two years of active naval service, Inglis reached the coveted rank of post captain. Following his retirement from active service in 1799, he rose by seniority up the ranks of "yellow" half-pay admirals, eventually becoming a vice admiral.

The author of this work, Jim Tildesley, former director of the Scottish Maritime Museum, has unearthed—with admirable diligence, in more than twenty archives in England, Scotland, and the United States—the documentary evidence of Inglis's life. The result of many years' labor, Tildesley's book provides a fascinating and lucid account that serves as a valuable case study of a diligent and successful naval officer who retired as a captain.

From other historians, we know that two-hundred-some captains were serving in the fleet during Inglis's career, and only a small percentage of them could rise to flag rank on active service; then, as now, reaching the rank of captain meant that an officer had had a typical successful career. Thus, Inglis is part of a significant group of career naval officers worthy of study.

Tildesley follows Inglis's life and career, seemingly using every scrap of paper that relates to him, his family, and his ships, from log- and muster books to municipal tax records as well as newspapers, estate records, letters from family friends and acquaintances, and a wide range of official reports. The result is a remarkably complete view of an ordinary naval captain's life.

Despite being part of a large organization, captains have distinctive careers and different experiences within the broad range of activities that define naval service. From the outset, John Inglis was somewhat different, having been born in 1743 at Philadelphia, Pennsylvania, then the world's third-largest English-speaking city, after Bristol and London. John was the son and namesake of a wealthy Philadelphia merchant, slave trader, and slave owner. His father was born in Edinburgh, Scotland, and settled in Pennsylvania in 1730, after a period as a merchant at Nevis in the West Indies.

Young John joined the Royal Navy at age fourteen in 1757, as an aspiring officer in the frigate *Garland*, commanded by the notoriously ineffective future admiral Captain Marriot Arbuthnot. Young Inglis soon deserted his ship, but family connections to the three sons of Sir Gilbert Elliot of Minto in the Scottish Borders resurrected his career prospects. The eldest of the three Elliot brothers inherited the family's Scottish estates and became a member of Parliament and a Lord of the Admiralty; the second became a wealthy merchant in Philadelphia and married John Inglis's mother's sister; and the third was a naval officer in his first command.

This last took John Inglis on board and rated him a master's mate, a typical rating for an aspiring officer. Within a few weeks, Inglis saw his first fleet operations as part of Admiral Sir Edward Hawke's squadron in the Bay of Biscay. Quickly promoted to midshipman, Inglis remained with Elliot as he moved to a new command and was with him during his successful capture in the Irish Channel of the French privateer squadron under François Thurot in 1760. In 1761,

fully trained by Elliot, Inglis took his examination and was commissioned a lieutenant, then followed Elliot to the Mediterranean as fourth lieutenant in the seventy-gun *Chichester*.

Inglis's career touched on several naval operations that have a broader interest beyond his career. Tildesley's detailed accounts of these events often provide valuable new information based on documentary evidence. They include coverage of Inglis's first command, in 1768, of the eight-gun schooner *Sultana*—a replica of which was built in Maryland in 2001—and his service in that ship enforcing the Navigation Acts. This included operations in Chesapeake Bay, where he met Colonel George Washington, and later the notorious smuggling operations in Rhode Island's Narragansett Bay. While in command of *Sultana*, Inglis was professionally interested in law enforcement and became one of the subscribers to the first American edition of Blackstone's *Commentaries*. Later, Inglis was in command of a ship during the mutiny at the Nore. He participated in the battle of Camperdown and was involved with an attempt to persuade the Dutch warships under Van Dirckinck to defect to the British in 1796.

Tildesley's study of Captain John Inglis is a notable addition to the literature. His work complements recent studies, such as Hilary Rubinstein's *Trafalgar Captain: Durham of the Defiance; The Man Who Refused to Miss Trafalgar* (2005), Victor T. Sharman's *Nelson's Hero: The Story of His "Sea-Daddy," Captain William Locker* (2005), and Bryan Elson's *Nelson's Yankee Captain: The Life of Boston Loyalist Sir Benjamin Hallowell* (2008). In his work, Tildesley breaks away from the Nelson-Trafalgar focus and gives

a new, illuminating insight through this case study of a captain's career.

JOHN B. HATTENDORF



The Greek Genocide in American Naval War Diaries: Naval Commanders Report and Protest Death Marches and Massacres in Turkey's Pontus Region, 1921–1922, ed. Robert Shenk and Sam Koktzoglou. New Orleans: Univ. of New Orleans Press, 2020. 400 pages. \$24.95.

Living in an information-saturated world in which social media and ubiquitous cell phone use allow the worst atrocities of war to be livestreamed on a global scale in a matter of hours can make it hard for us to understand a time not so long ago when acts of senseless violence were obscured by long distances and the fog of war.

In the aftermath of the First World War, the Ottoman Empire disintegrated into a bloody intercommunal conflict between millennia-old Greek communities along the Black Sea and a new nationalist Turkish government. There to witness it was the U.S. Black Sea Fleet, which was tasked with maintaining the security of American interests, primarily relating to tobacco companies and U.S. relief workers, in the Turkish hinterland during the Greco-Turkish War. As neutral observers (the United States never declared war on the Ottoman Empire, despite its alliance with the Central Powers), the fleet used this network of contacts to report on allegations of ethnic cleansing and forced population removal. While the plight of the Ottoman Empire's Greek population on the Ionian coast during the great fire of Smyrna in 1922 is covered well in previous scholarship, editors Robert Shenk and Sam Koktzoglou shed additional light on the fate of the Pontic Greek

communities of the Black Sea coast, using the U.S. Navy as the narrator.

The bulk of *The Greek Genocide in American Naval War Diaries* uses condensed accounts from the war diaries deposited in the National Archives of American destroyers based on the Pontic coast to build a body of compelling evidence of wartime atrocities. Shenk, who previously has written more broadly on the region in *America's Black Sea Fleet*, and Koktzoglou highlight the challenges naval officers faced in discerning the ground truth in a wartime environment in which sea power stopped at the shoreline. The accounts capture the conflicting narratives heard, the incomplete information available, and the sense of impotence felt by U.S. naval officers with no sanction to intervene.

Using the naval war diaries as the backbone of the narrative and supplementing them with testimony from American businessmen and aid workers, Shenk and Koktzoglou make the case that elements of the Turkish government were involved in a direct effort to carry out what is defined in the modern era as *genocide* against the Greeks of the Pontus region. The war diaries detail a series of forced removals of the military-age males of the local Greek population conducted by Turkish forces, often resulting in reports of mass killings. Furthermore, the naval diaries present accounts brought by internally displaced persons and American aid workers from the interior of Anatolia detailing the wholesale destruction of Greek villages, ethnic cleansing, and mass rape. Coupled with these stories are discussions with Turkish government officials outlining their justifications for such extreme tactics, as well as the uncertainties USN officers