



Summer 2023

The Ship's Whistle

An occasional e-mail bulletin of newsworthy information for Members of the **Massachusetts Bay Council**, Navy League of the United States and other friends of the Navy, Marine Corps, Coast Guard and U.S.-flag Merchant Marine. The Navy League is a civilian organization dedicated to the education of our citizens, including elected officials and the support of the men and women of the sea services and their families.

Calendar

- August. Tour Coast Guard Command Center TBA
- Sept. Tour Coast Guard Command Center TBA
- Sept. 23 Admiral Stavridis at Holy Cross
- Oct. Change of Command, Sq. Seven Zulu, Quincy, TBA
- Oct. Navy Birthday event TBA

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USCGC William Sparling (WPC 1154) delivered



Bollinger Shipyards delivered the USCGC William Sparling to the U.S. Coast Guard in Key West, Florida in July. This is the 180th vessel Bollinger has delivered to the U.S. Coast Guard over a 35-year period and the 54th Fast Response Cutter ("FRC") delivered under the current program.

The USCGC William Sparling will be the fifth of six FRCs to be homeported in Sector Boston, which is known as "The Birthplace of the Coast Guard."



USS Thomas Hudner (DDG 116)

In July, the Pentagon announced sending additional fighter jets and USS Thomas Hudner, which was in the Red Sea, to the Strait of Hormuz and Gulf of Oman to increase security in the wake of Iranian attempts to seize commercial ships.

Capt. Amy Grable, USCG, promoted to RADM



Admiral Grable served as C.O., Coast Guard Base Boston since 2021. Command changed in June to Capt. Chad Brick who had been C.O., Coast Guard Sector Houston-Galveston. A Coast Guard Academy graduate in 2001, Chad Brick's background includes command of USCGC Drummond (WPB 1323) which was involved in two major drug seizures off Florida that netted \$1.1 million in illicit goods.

SEA CADETS

The experience of participation in the Sea Cadet program is of value in many ways, for example:

Gosnold Division

For the 2023 graduates for 2023, their plans were: Jack Yuskaitis received an appointment to the Naval Academy Prep. School; Craig Hill appointment to Mass. Maritime Academy; Jeremy Lopez will be employed by the State Steamship Authority.

Oulette Division former Cadet Alejandro Garber is a midshipman at Maine Maritime Academy.

Worcester Division Former cadet Chief Petty Officer Jeffrey Vandenengel graduated from the Naval Academy in 2008, now Commander Vandenengel, USN, and was selected for a submarine command. (cont'd)

Sea Cadets (cont'd)

Squadron 7 Zulu:

BZ to the Squadron: So far this year signed up ten new cadets and five new officers. Goal is to sign up at least ten more cadets this year.

A Change of Command is scheduled for Oct 29th where the XO, Bill Desmarais, will replace Barry Crawford as Commanding Officer. Barry will become the NE Area Commanding Officer of a Training Group (COTG) for MA, RI, and CT. Our thanks to Barry for serving as C.O. and best wishes on the new position.

Save the date. Sept 23.

The O'Callahan Society, College of the Holy Cross will be hosting Admiral James Stavridis, USN(Ret), former head of NATO and Dean of the Fletcher School at Tufts. Currently he is Vice Chair, Global Affairs and Managing Director of the global investment firm, the Carlyle Group.

Admiral Stavridis will give a special talk on "The Ukraine War and Geopolitics."

Saturday, September 23, 2023. Free admission. 5 p.m. Hogan Ballroom, 1 College St., Worcester



USS Ramage (DDG 61) extended

Under a plan announced last week, Ramage will see its service life extended to fiscal 2035. Ramage was commissioned in Boston in 1995.



USS Constitution defeating HMS Guerriere

Interesting reading:

[Source: Naval History and Heritage Command]

Escape from an Enemy Squadron, 1812

Old Ironsides' Battle Record: Documents of USS *Constitution's* Illustrious Deeds

When war was declared on Great Britain, 18 June 1812, the *Constitution* had just left Alexandria, Virginia, destined for Annapolis, Maryland. After resupplying she set sail for New York. Her captain, Isaac Hull, did not know that a squadron of British ships was organizing off New York to blockade the harbor. On 15 July, *Constitution* ran into HMS *Guerriere*, which was soon joined by four other vessels in chase of the American warship.

Captain Hull's official report (below) to the Secretary of the Navy outlines the three-day chase off the coast of New Jersey. In his own words he describes how he successfully outmaneuvered and outran the British squadron in one of the most dramatic American naval episodes. Eventually, Hull was able to dock *Constitution* at Boston. Just a few weeks later *Constitution* would meet *Guerriere* again under much different circumstances and, on August 19, 1812, USS *Constitution* met and defeated *Guerriere* in a one hour battle.

See letter below:

21 July 1812

Captain Isaac Hull to Secretary of the Navy Paul Hamilton

U.S. Frigate *Constitution* At Sea July 21st 1812

(Letter on next page)

Sir,

In pursuance of your orders of the 3d inst I left Annapolis on the 5th inst and the Capes on the 12th of which I advised you by the Pilot that brought the Ship to sea.

For several days after we got out the wind was light, and ahead which with a Strong Southerly current prevented our making much way to the Northward On the 17th at 2 PM being in 22 fathoms water off Egg harbour four sail of Ships were discovered from the Mast Head to the Northward and in shore of us; apparently Ships of War The wind being very light all sail was made in chase of them, to ascertain whether they were Enemy's Ships, or our Squadron having got out of New York waiting the arrival of the Constitution, the latter of which, I had reason to believe was the case.

At 4 in the afternoon a Ship was seen from the Mast head bearing about NE Standing for us under all sail, which she continued to do until Sundown at which time, she was too far off to distinguish signals and the Ships in Shore, only to be seen from the Tops, they were standing off to the Southward, and Eastward. As we could not ascertain before dark, what the Ship in the offing was, I determined to stand for her and get near enough to make the night signal. At 10 in the Evening being within Six or Eight miles of the Strange sail, the Private Signal was made, and kept up nearly one hour, but finding she could not answer it, I concluded she, and the Ships in Shore were Enemy. I immediately hauled off to the Southward, and Eastward, and made all sail, having determined to lay off till day light, to see what they were. The Ship that we had been chasing hauled off after us showing a light, and occasionally making signals, supposed to be for the Ships in Shore.

18th. At day light, or a little before it was quite light, Saw two sail under our Lee, which proved to be Frigates of the Enemies. One Frigate astern within about five or Six miles, and a Line of Battle Ship, a Frigate, a Brig, and Schooner, about ten or twelve miles directly astern all in chase of us, with a fine breeze, and coming up very fast it being nearly calm where we were. Soon after Sunrise the

wind entirely left us, and the Ship would not steer but fell round off with her head towards the two Ships under our lee.

The Boats were instantly hoisted out, and sent ahead to tow the Ships head round, and to endeavour to get her farther from the Enemy, being then within five miles of three heavy Frigates. The Boats of the Enemy were got out, and sent ahead to tow, which with the light air that remained with them, they came up very fast. Finding the Enemy coming fast up and but little chance of escaping from them; I ordered two of the Guns on the Gun Deck, run out at the Cabbin windows for Stern Guns on the gun deck, and hoisted one of the 24 Pounders off the Gundeck, and run that, with the Fore Castle Gun, an Eighteen pounder, out at the Ports on the quarter Deck, and cleared the Ship for Action, being determined they should not get her, without resistance on our part, notwithstanding their force, and the situation we were placed in. At about 7 in the Morning the Ship nearest us approaching with Gun Shot, and directly astern, I ordered one of the Stern Guns fired to see if we could reach her, to endeavour to disable her masts, found the Shot fell a little Short, would not fire any more.

At 8 four of the Enemy's Ships nearly within Gun Shot, some of them having six or eight boats ahead towing, with all their oars, and sweeps out to row them up with us, which they were fast doing. It soon appeared that we must be taken, and that our Escape was impossible, four heavy Ships nearly within Gun Shot, and coming up fast, and not the least hope of a breeze, to give us a chance of getting off by out sailing them. In this Situation finding ourselves in only twenty four fathoms water (by the suggestion of that valuable officer Lieutenant [Charles] Morris) I determined to try and warp the Ship ahead, by carrying out anchors and warp her up to them, Three or four hundred fathoms of rope was instantly got up, and two anchors got ready and sent ahead, by which means we began to gain ahead of the Enemy, They however soon saw our Boats carrying out the anchors, and adopted the same plan, under very advantageous circumstances, as all the Boats, from the Ship

furthermost off were sent to Tow, and Warp up those nearest to us, by which means they again came up, So that at 9 the Ship nearest us began firing her bow guns, which we instantly returned by our Stern guns in the cabin, and on the quarter Deck; All the Shots from the Enemy fell short, but we have reason to believe that some of ours went on board her, as we could not see them strike the Water.

Soon after 9 a Second Frigate passed under our lee, and opened her Broadside, but finding her shot fall short, discontinued her fire, but continued as did all the rest of them, to make every possible exertion to get up with us. From 9 to 12 all hands were employed in warping the Ship ahead, and in starting some of the water in the main Hold, to lighten her, which with the help of a light air, we rather gained of the Enemy, or at least hold our own. About 2 in the afternoon, all the Boats from the line of Battle Ship, and some of the Frigates, were sent to the Frigate nearest to us, to endeavour to tow her up, but a light breeze sprung up, which enabled us to hold way with her notwithstanding they had Eight or Ten Boats ahead, and all her sails furled to tow her to windward. The wind continued light until 11 at night, and the Boats were kept ahead towing, and warping to keep out of the reach of the Enemy, Three of their Frigates being very near us. At 11 we got a light breeze from the Southward, the boats came along side, and were hoisted up, the Ship having too much way to keep them ahead, The Enemy still in chase, and very near.

19th. At day light passed within gunshot of one of the Frigates but she did not fire on us, perhaps for fear of becalming her as the wind was light Soon after passing us, she tacked, and stood after us, at this time Six Sail were in Sight under all sail after us.

At 9 in the morning saw a Strange sail on our Weather Beam, supposed to be an American merchant ship, the instant the Frigate, nearest us saw her she hoisted American colours, as did all the Squadron in hopes to decoy her down, I immediately hoisted English colours, that she might not be deceived, she soon hauled her wind, and it is to be hoped made her escape. All this day

the Wind increased gradually and we gained on the Enemy, in the course of the day Six or Eight miles, they however continued chasing us all night under a press of Sail.

20th. At day light in the Morning only three of them could be seen from the Mast head, the nearest of which, was about 12 miles off directly astern. All hands were set at work wetting the Sails, from the Royals down, with the Engine, and Fire buckets, and we soon found that we left the Enemy very fast. At 1/4 past 8 the Enemy finding that they were fast dropping astern, gave over chase, and hauled their wind to the Northward, probably for the Station off New York. At 1/2 past 8 Saw a sail ahead gave chase after her under all sail. At 9 Saw another Strange sail under our Lee Bow, we soon spoke the first sail, discovered and found her to be an American Brig from St Domingue bound Portland, I directed the Captain how to steer to avoid the Enemy, and made sail for the vessel to leeward, on coming up with her, She proved to be an American Brig from St Bartholemews, bound to Philadelphia, but on being informed of War he bore up for Charleston, S.C.

Finding the Ship so far to the Southward, and Eastward, and the Enemy's Squadron stationed off New York, which would make it impossible for the Ship to get in there. I determined to make for Boston to receive your further orders, and I hope that my having done so will meet your approbation. My wish to explain to you as clearly as possible why your orders, have not been executed, and the length of time the Enemy were in chase of us with various other circumstances, has caused me to make this communication much longer than I would have wished, yet I cannot (in justice to the brave Officers, and crew under my Command) close it without expressing to you the confidence I have in them, and assuring you that their conduct whilst under the Guns of the Enemy was such as might have been expected from American Officers and Seamen. I have the Honour to be [&c.]

Isaac Hull

[END]