

Chapter 1 : John Paul Jones - Wikipedia

John Paul Jones A founder of the U.S. Navy John Paul was born at Arbigland, Kirkbean, Kirkcudbright, Scotland, 6 July Apprenticed to a merchant at age 13, he went to sea in the brig.

See Article History Alternative Title: Apprenticed at age 12 to John Younger, a Scottish merchant shipper, John Paul sailed as a cabin boy on a ship to Virginia, where he visited his older brother William at Fredericksburg. After two years he quit the slave trade and shipped passage for Scotland. When both master and chief mate died of fever en route, he brought the ship safely home and was appointed a master. In he purchased a vessel in the West Indies but the following year, after killing the ringleader of a mutinous crew, he fled the islands to escape trial and changed his name to John Paul Jones. Two years later he returned to Fredericksburg and when the Revolution broke out, he went to Philadelphia and was commissioned a senior lieutenant in the new Continental Navy. Assigned to the Alfred, flagship of the little fleet commanded by Commodore Esek Hopkins , Jones distinguished himself in action in the Bahamas and against the British ship Glasgow on the return trip. In he was in command of the Providence, and between August and October he ranged over the Atlantic from Bermuda to Nova Scotia , twice outwitting British frigates, manning and sending in eight prizes, and sinking and burning eight more. Again in charge of the Alfred, later in the same year, he reached port unmolested with several prizes in tow. Appointed by Congress to the newly built Ranger June , Jones made a spectacular cruise through St. Arriving at Brest , France , on May 8, , he was hailed as a hero by the French. In August Jones took command of the Bonhomme Richard and, accompanied by four small ships, sailed around the British Isles. In September the little squadron intercepted the Baltic merchant fleet under convoy of the British ships Serapis and Countess of Scarborough. What followed was one of the most famous naval engagements in American history. The Bonhomme Richard sank soon afterward from damage received in the engagement, and Jones sailed both the Serapis and the captured Countess of Scarborough to the Netherlands. This period in his life was uniformly disappointing, and he was plagued with lack of recognition and false accusation. In he returned to Paris embittered and physically broken. He died soon after and was buried in an unmarked grave. More than a century later, however, U. Learn More in these related Britannica articles:

Chapter 2 : Commodore Barry

*Paul Jones, Founder Of The American Navy: A History, Volume 2 [Augustus C. Buell, Horace Porter] on calendrierdelascience.com *FREE* shipping on qualifying offers. This is a reproduction of a book published before*

His father John Paul, Sr. His parents married on November 29, in New Abbey , Kirkcudbright. John Paul started his maritime career at the age of 13, sailing out of Whitehaven in the northern English county of Cumberland as apprentice aboard Friendship under Captain Benson. For several years, Paul sailed aboard a number of merchant and slave ships , including King George in as third mate and Two Friends as first mate in He found his own passage back to Scotland, and eventually obtained another position. During his second voyage in , John Paul had one of his crew flogged, leading to accusations that his discipline was "unnecessarily cruel". These claims initially were dismissed, but his favorable reputation was destroyed when the sailor died a few weeks later. The man who died of his injuries was not a usual sailor but an adventurer from a very influential Scottish family. Leaving Scotland, John Paul commanded a London-registered vessel named Betsy, a West Indiaman mounting 22 guns, engaging in commercial speculation in Tobago for about 18 months. He felt compelled to flee to Fredericksburg , leaving his fortune behind, with the additional purpose of arranging the affairs of his brother, who had died there without leaving any immediate family. About this time he assumed the surname of Jones, in addition to his original surname. It is not known whether his plans were not developing as expected for the plantation , or if he was inspired by a revolutionary spirit. Jones left for Philadelphia shortly after settling in North America to volunteer his services around to the newly founded Continental Navy , precursor to the United States Navy. With help from influential members of the Continental Congress , Jones was appointed as a 1st Lieutenant of the newly converted gun frigate Alfred in the Continental Navy on December 7, It was aboard this vessel that Jones took the honor of hoisting the first U. The fleet had an unsuccessful encounter with a British packet ship on their return voyage. Congress had recently ordered the construction of thirteen frigates for the American Navy, one of which was to be commanded by Jones. In exchange for this prestigious command, Jones accepted his commission aboard the smaller Providence. During this six-week voyage to Nova Scotia , Jones captured sixteen prizes and inflicted significant damage in the Raid on Canso On November 1, , Jones set sail in command of Alfred to carry out this mission. While at the port, he began feuding with Commodore Hopkins, as Jones believed that Hopkins was hindering his advancement by talking down his campaign plans. They promised him the command of Indien , a new vessel being constructed for America in Amsterdam. It is thought that during this time Jones developed his close friendship with Benjamin Franklin, whom he greatly admired. On February 6, , France signed the Treaty of Alliance with America, formally recognizing the independence of the new American republic. Jones wrote of the event: He persuaded his crew on April 17, , to participate in an assault on Whitehaven , the town where his maritime career had begun. Therefore, the attack took place just after midnight, but the mate responsible for dropping the anchor to halt Ranger right alongside Drake misjudged the timing in the dark Jones claimed in his memoirs that the man was drunk , so Jones had to cut his anchor cable and run. The wind shifted, and Ranger recrossed the Irish Sea to make another attempt at raiding Whitehaven. They also hoped to terrorize the townspeople by lighting further fires. As it happened, the journey to shore was slowed by the still-shifting wind, as well as a strong ebb tide. To remedy this, some of the party were sent to raid a public house on the quayside, but the temptation to stop for a quick drink led to a further delay. Dawn was breaking by the time they returned and began the arson attacks, so efforts were concentrated on the coal ship Thompson in the hope that the flames would spread to adjacent vessels, all grounded by the low tide. However, in the twilight, one of the crew slipped away and alerted residents on a harbourside street. The Earl was discovered to be absent from his estate, so his wife entertained the officers and conducted negotiations. Canadian historian Peter C. Newman gives credit to the governess for protecting the young heir and to the butler for filling a sack half with coal, and topping it up with the family silver, in order to fob off the Americans. Jones bought the plate himself when it was later sold off in France, and returned it to the Earl of Selkirk after the war. The attacks on St. Return to Ireland[edit] Jones led Ranger back across the Irish Sea,

hoping to make another attempt at the Drake, still anchored off Carrickfergus. This time, late in the afternoon of April 24, , the ships, roughly equal in firepower, engaged in combat. Earlier in the day, the Americans had captured the crew of a reconnaissance boat, and learned that Drake had taken on dozens of soldiers, with the intention of grappling and boarding Ranger, so Jones made sure that did not happen, capturing Drake after an hour-long gun battle which cost the British captain his life. Lieutenant Simpson was given command of Drake for the return journey to Brest. The ships separated during the return journey as Ranger chased another prize, leading to a conflict between Simpson and Jones. Both ships arrived at port safely, but Jones filed for a court-martial of Simpson, keeping him detained on the ship. It is clear, however, that the crew felt alienated by their commander, who might well have been motivated by his pride. Jones believed his intentions were honorable, and his actions were strategically essential to the Revolution. Bonhomme Richard[edit] Engraving based on the painting Action Between the Serapis and Bonhomme Richard by Richard Paton , published The " John Paul Jones flag " was entered into Dutch records to help Jones avoid charges of piracy when he captured the Serapis under an "unknown flag. When the squadron was only a few days out of Groix , Monsieur separated due to a disagreement between her captain and Jones. On September 23, , the squadron met a large merchant convoy off the coast of Flamborough Head , East Yorkshire. Shortly after 7 p. Serapis engaged Bonhomme Richard, and soon afterwards, Alliance fired, from a considerable distance, at Countess. Quickly recognizing that he could not win a battle of big guns, and with the wind dying, Jones made every effort to lock Richard and Serapis together his famous, albeit possibly apocryphal , quotation "I have not yet begun to fight! Alliance sailed past and fired a broadside, doing at least as much damage to Richard as to Serapis. Meanwhile, Countess of Scarborough had enticed Pallas downwind of the main battle, beginning a separate engagement. When Alliance approached this contest, about an hour after it had begun, the badly damaged Countess surrendered. Jones later remembered saying something like "I am determined to make you strike", but the words allegedly heard by crew-members and reported in newspapers a few days later were more like: Alliance returned to the main battle, firing two broadsides. Again, these did at least as much damage to Richard as to Serapis, but the tactic worked to the extent that, unable to move, and with Alliance keeping well out of the line of his own great guns, Captain Pearson of Serapis accepted that prolonging the battle could achieve nothing, so he surrendered. Jones accepted the honor, and desired the title to be used thereafter: By contrast, in Britain at this time, he was usually denigrated as a pirate. As a result, he was given assignment in Europe in to collect prize money due his former hands. At length, this too expired and Jones was left without prospects for active employment, leading him on April 23, to enter into the service of the Empress Catherine II of Russia , who placed great confidence in Jones, saying: As a rear admiral aboard the gun flagship Vladimir, he took part in the naval campaign in the Dnieper-Bug Liman an arm of the Black Sea , into which flow the Southern Bug and Dnieper rivers against the Turks , in concert with the Dnieper Flotilla commanded by Prince Charles of Nassau-Siegen. Petersburg for the pretended purpose of being transferred to a command in the North Sea. Another factor may have been the resentment of several ex-British naval officers also in Russian employment, who regarded Jones as a renegade and refused to speak to him. Whatever motivated the Prince, once recalled he was compelled to remain in idleness, while rival officers plotted against him and even maliciously assailed his private character through accusations of sexual misconduct. In April Jones was arrested and accused of raping a year-old girl named Katerina Goltzward. On June 8, , Jones was awarded the Order of St. Anne , but he left the following month, an embittered man. In May Jones arrived in Paris. He still possessed his position as Russian rear admiral with a corresponding pension, which allowed him to remain in retirement until his death two years later, although he made a number of attempts to re-enter the service in the Russian navy. By this time his memoirs had been published in Edinburgh. His Fifty Years of Exile". In June , Jones was appointed U. Consul to treat with the Dey of Algiers for the release of American captives. Before Jones was able to fulfill his appointment, he was found dead aged 45 lying face-down on his bed in his third-floor Paris apartment, No. The cause of death was interstitial nephritis. The area was later used as a garden, a place to dispose of dead animals and where gamblers bet on animal fights. Ambassador to France Gen. It was preserved in alcohol and interred in a lead coffin "in the event that should the United States decide to claim his remains, they might more easily be identified. Louis Cemetery for Alien Protestants. Sounding

probes were used to search for lead coffins and five coffins were ultimately exhumed. The third, unearthed on April 7, , was later identified by a meticulous post-mortem examination by Doctors Capitan and Georges Papillault as being that of Jones. The autopsy confirmed the original listing of cause of death. The face was later compared to a bust by Jean-Antoine Houdon. On approaching the American coastline, seven U. The US Navy were also awarded the Freedom of the Port of Whitehaven, the only time the honour has been granted in its year history.

Chapter 3 : John Paul Jones - A founder of the American Navy

Paul Jones, Founder of the American Navy: A History, Volume II [Augustus C. Buell] on calendrierdelascience.com
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Apprenticed to a merchant at age 13, he went to sea in the brig Friendship to learn the art of seamanship. At 21, he received his first command, the brig John. After several successful years as a merchant skipper in the West Indies trade, John Paul emigrated to the British colonies in North America and there added "Jones" to his name. At the outbreak of the American Revolution, Jones was in Virginia. On 1 November, he commanded the Ranger, sailing for France. Commanding four other ships and two French privateers, he sailed 14 August to raid English shipping. Richard was blasted in the initial broadside the two ships exchanged, losing much of her firepower and many of her gunners. Captain Richard Pearson, commanding Serapis, called out to Jones, asking if he surrendered. Jones and his crew tenaciously fought on, even though their ship was sinking beneath them. Pearson tore down his colors and Serapis surrendered. Bon Homme Richard sank the next day and Jones was forced to transfer to Serapis. He died in Paris at the age of 45 on 18 July. He was buried in St. Louis Cemetery, which belonged to the French royal family. He wrote Secretary of the Navy George Bancroft and requested the body be brought home aboard a ship of the Mediterranean Squadron. Had they not, another problem would have arisen. Jones was in an unmarked grave and no one knew exactly where that was. American Ambassador Horace Porter began a systematic search for it in 1895. President Theodore Roosevelt sent four cruisers to bring it back to the U. Naval Academy Chapel in Annapolis, Md. Today, a Marine honor guard stands duty whenever the crypt is open to the public. Public visiting hours are from 9 a. He was the reputed son of John Paul, who acted as gardener to Mr Craik of Arbigland, by his wife, who had been cook to the same gentleman. It was generally believed, however, that Mr Craik was the real father of this extraordinary adventurer. The education of Paul Jones "to use the name which he assumed in after life" was in no respect different from that usually given in Scotland to boys of his rank; and it is not recorded that he showed any symptoms, while at school, of that capacity by which he was undoubtedly distinguished in advanced life. From his earliest years he manifested a decided predilection for a seafaring life, and at the age of twelve, was apprenticed as a mariner to a Mr Young, a respectable merchant in Whitehaven, whence he made his first voyage in 1773, in the ship Friendship of that port, under the care of a captain Benson, for the Rappahannoc, Virginia. Living on the shore of the Solway, all the amusements and ideas of young Paul seem to have been from his very cradle maritime. While yet a mere child he hoisted his mimic flag, rendezvoused his tiny fleet, and gave forth his orders to his imaginary captains, with all the consequence of a veteran commander. The town of Dumfries was at this period deeply engaged in American trade, particularly in importing tobacco, and the Nith being too shallow to float the larger vessels up to the town, their cargoes were discharged at Carse-thorn, on the Galloway coast, where the subject of this memoir was a daily observer of their operations, and not unfrequently ventured to challenge the modes of procedure followed by experienced seamen. Here, too, he had early and abundant opportunities of becoming acquainted with the colonists engaged in that traffic, whose bold and liberal sentiments seem, at a very early period of his life, to have made the New World, as he afterwards expressed himself, "the country of his fond election. With this brother he made his abode during the time his ship was in the Rappahannoc on his first voyage, and most probably on his subsequent voyages; which could not fail in some degree to have attached him to the country, though he had been devoid of any prepossessions in its favour. The early indications of genius, which we have noticed above, were fully supported in his new station. His singular intelligence and propriety of conduct excited the wonder, and, in some degree, the respect of his ship-mates, at the same time that they gained him the esteem and the confidence of his employer, who promised to give him the proof of his approbation by appointing him to the command of one of his ships. Unfortunately for both parties, untoward circumstances prevented the master from having it in his power to pay this substantial tribute of respect to the merits of his faithful apprentice, whose time having expired, he entered to the command of a slave ship, and made several voyages to the coast of Africa in prosecution of that disgraceful traffic. How long he continued in this trade his biographers have

not told us; but to his honour they have stated that he felt disgusted with the employment, and at length "confined his services to the command of vessels engaged in a more reputable and legitimate commerce. There is nothing more curious in the history of the human mind than that satiety and languor which so frequently come over the most active spirits. Cowley often had thoughts of burying himself in the woods of America, where he fancied he would be happy, in seclusion from all intercourse with the busy and bustling portions of society: Cromwell, with all his unconquerable daring and unquenchable activity--and Hambden, one of the brightest, the boldest, and the most disinterested spirits that have adorned any age or country, despairing of the state of political affairs in their native land, sought to escape their uneasy sensations, and to secure religious peace and happiness, by the same expedient. Akin, perhaps, to these cases was that of Paul Jones, whose mind seems from the first to have been replete with lofty aspirations, fitting him for greatness, while his connexions in his own country were of a nature to prevent his ever gratifying them. We can easily conceive this bold and enthusiastic man sensible of the superiority of his powers above those of most other men, but fretting at the cold obstructions which were put before him, by the rules and habits of society in his own country, and also perhaps at the notoriety of his ignoble origin; therefore preferring to lose himself in an American forest, where, if he did not gain any distinction, he would not at least be esteemed as lower than his personal merit warranted. Had the colonies been in a state of tranquillity, Jones would probably have spent the remainder of his days as a simple colonist, or perhaps gone back to sea, to escape the monotony of a life but little suited to his faculties. The country, however, was now in a state of high effervescence, which was every day increasing, and which called forth the energies, such as they were, of every individual among them, either on the one side or the other. Great dissatisfaction had for a long period been prevalent respecting the measures of the British government in reference to the colonies, and in the speculations of the colonists with regard to the steps necessary to be taken for counteracting these measures, Jones found the tedium of his retirement wonderfully relieved. Open resistance was no sooner proposed, than he found that he had mistaken the natural bent of his genius, which was much more turned towards action than solitary speculation; and when Congress, in the close of the year , began to equip a naval force to assist in asserting American independence, he stepped boldly forward to offer his service. He was at once appointed to be first lieutenant aboard the Alfred, one of the only two ships belonging to the Congress; and in that capacity hoisted with his own hands for the first time the flag of independent America. In the end of the year , he was sent to France, in command of the Ranger, a new sloop of war, with despatches containing an account of the victory obtained by the colonists at Saratoga. As a reward for the important services he had already rendered to the Americans, it was ordered that he should be promoted to the command of the Indian, a fine frigate built for the Congress at Amsterdam, the Ranger, at the same time, acting under his orders; but the American commissioners at Paris, from motives of policy, assigned the Indian over to the king of France. Captain Jones, of course, remained in command of the Ranger, with which he convoyed a fleet of merchant-men to Quiberon Bay, and there, from the French commandant, received the first salute that had ever been given to the American flag. Highly indignant at the resolution taken by the British governments to treat every colonist who supported Congress in their aims at independence as traitors, and emulous of the exploits of some British seamen on the American coast, Jones soon after entered the Irish channel, and on the night of the 22nd of April came to anchor in the Solway firth, almost in sight of the trees which sheltered his native cottage. The place must have awakened many strange associations; but they were of no friendly import. With thirty-one volunteers, he sailed in two row boats for the English side of the firth, with intent to burn the shipping upwards of two hundred sail in the harbour of Whitehaven. This bold and hazardous project he had certainly executed, if the receding tide had not retarded his progress so much, that the day began to dawn before he reached the shore; as it was, he could scarcely have failed had he been seconded by his followers. The smaller of the boats he sent to the north of the port, to set fire to the ships, whilst he himself passed southwards to secure the fort. The morning was cold, and the sentinels, suspecting nothing less than the approach of an enemy, were in the guard-room; a circumstance of which Jones knew well how to take advantage. Climbing up by the shoulders of one of his men, he crept through one of the embrasures, and was promptly followed by all his company. Making fast the door of the guard-room, he spiked every gun on the fort, thirty-six in number, and, without having hurt a single individual, proceeded to

join the party who had it in charge to burn the ships. A false alarm had deterred this party from executing their orders. Jones, however, proceeded to fire the ships within his reach; but the inhabitants were by this time alarmed, and hastening to the protection of the port; and he was compelled with his small party to retreat, after having set fire to three ships, one of which only was totally destroyed. But this attempt was only the first exploit which signaled the 22nd of April. Happily for his lordship, he was not at home, and Jones, as he approached the house, and learned that there were only ladies within it, wished to return to his ship without farther procedure; but his followers had no such exalted ideas. In venturing upon an undertaking so hazardous, they were influenced by the hope of plunder, which, being now in view, they refused to relinquish. He succeeded, however, so far, that they agreed to offer no violence to any one, that they should not enter the house, and that the officers, having made their demand, should accept of what might be put into their hands without further inquiry. These stipulations were punctually fulfilled; but the inmates of the house were not aware of them, and, terrified for their lives, were glad to redeem them by delivering up the whole family plate, which was carried off in triumph by the sailors, who neither understood nor cared for the discredit, which it brought upon their intrepid commander and the cause they served. The circumstance was, as he probably foresaw, improved with great effect to his disadvantage. To heighten the odium of the affair, it was industriously but most falsely given out that the father of Jones had been gardener to the earl of Selkirk, and that it was from this circumstance he had learned all the localities of the estate, which enabled him to commit the robbery without danger either to himself or his marauding crew. In a correspondence which was carried on between Jones and lady Selkirk relative to the affair, her ladyship most gratefully acknowledged the generosity and the integrity of his character. But these exploits on shore did not exhaust the good fortune of Jones. In this short period, besides destroying a number of valuable ships, he had thrown the coasts both of Scotland and Ireland into the deepest consternation. This cruise, short as it was, occasioned the British government immense sums of money for the fortification of harbours, and it was the ostensible cause of embodying the Irish volunteers, a measure of which we have yet only a few of the consequences. Notwithstanding the brilliant success that had attended his exertions, Jones was now subjected to no small degree of mortification. As a token of good-will to the United States, the French ministry had promised to furnish him with a ship, aboard of which he was to hoist the American flag; but after multiplied applications, and a number of written memorials, the engagement seemed to be forgotten or disregarded. Wearied out with the delays and apologies which he was daily receiving, Jones set out for Paris to make his application to the French ministry in person, in consequence of which he obtained the command of the *Duras*, a ship of forty guns, the name of which, in compliment to a saying of poor Richard, "If you would have your business done, come yourself," he changed to *Le bon homme Richard*. In this vessel, badly manned and poorly furnished, Jones sailed with a little squadron, to which he acted as commodore. This squadron consisted of the *Alliance*, of thirty-six guns, the *Pallas* of thirty-two, the *Serf* of eighteen, the *Vengeance* of twelve, and two privateers, who were promised their share of the prizes that might be made. Having taken a number of prizes, the *Alliance*, the *Serf*, and the privateers deserted him, in order to pursue their own plans singly. The courage and skill of the commodore, however, did not forsake him, and after again alarming the coasts of Ireland, he sailed by the North Sea round to Leith, in the roads of which he appeared with his own ship, the *Richard*, accompanied by the *Pallas* and the *Vengeance*, in the month of September, evidently determined to seize upon the guard ship and two cutters that lay in the roads, and to lay Leith and perhaps the city of Edinburgh under contribution. The wind, however, which was fair when he made his appearance, shifted during the night, and the next day he continued working up the firth with great labour and slow progress. While he was thus employed, a boat from the shore, sent out by an official character, who mistook his ships for British, informed Jones that he was greatly afraid of a visit from that desperate buccaneer Paul Jones, and begging that he would send him some powder and shot. Highly amused with his mistake, the good-humoured republican sent him a barrel of gunpowder, with a civil answer to quiet his fears, and a modest apology for not including shot in the present he had sent him. In the mean time he relaxed nothing in his exertions to come at the ships of war in the roads, and other two tacks would have laid him along side of them, when a sudden gale of wind sweeping down the firth sunk one of his prizes, and carried his squadron irresistibly out to sea. The captains of the *Pallas*

and Vengeance were so much dejected at this accident, that they could not be prevailed upon to renew the attempt. A desperate engagement ensued, in which Jones displayed the most consummate skill, dauntless intrepidity, and perfect presence of mind. The battle was obstinately contested; but the Countess of Scarborough was at last obliged to strike to the Palms, and the Serapis to the Bon Homme Richard, which was so shattered in the action, that next morning, after all hands had left her, she went to the bottom. Though the Serapis was nearly in the same condition, Jones hoisted his flag aboard of her, and under jury masts, with some difficulty, steered her along with his other prizes into the Texel. He now used all his influence with the French court to have his prisoners exchanged against American prisoners in England, in which he had the pleasure of succeeding to the utmost of his wishes, receiving, in a short time after, a letter from Benjamin Franklin, the American minister at Paris, which informed him, "that he Franklin had just completed the noble work, which he Jones had so nobly begun, by giving liberty to all the Americans that then languished in England. Jones now took the command of the Alliance, the captain of which had been summoned to Paris to answer for his insubordination, in deserting the commodore on the coast of Ireland; but his situation was now perilous in the extreme. Summoned to deliver him up to the vengeance of the English government as a pirate and a rebel, the Dutch were constrained to order him out to sea, where an English squadron was watching to intercept him. From this dilemma he could have been saved by accepting of a commission from the king of France, whose ambassador earnestly pressed him to adopt that alternative; but he thought himself bound in honour to decline the offer, and determined, at whatever hazard, to abide by and support the flag of the country which he had, upon the maturest reflection, adopted. Jones weighed anchor and escaped through the straits of Dover, almost under the eyes of the English men-of-war, all of which had strict orders to secure him, and were, besides, inflamed against him in a high degree from the repeated defeats that British ships had sustained at his hands. Towards the close of the year , he sailed with important despatches for America in the ship Ariel, and by the way meeting an English ship of twenty guns, engaged her, and with his usual gallantry made her his prize. Congress, in the month of April following, on the report of a committee, passed a vote of thanks to the chevalier John Paul Jones, "for the zeal, prudence, and intrepidity, with which he had sustained the honour of the American flag, for his bold and successful enterprises to redeem from captivity those citizens of America who had fallen under the power of the enemy, and in general for the good conduct and eminent services by which he had added lustre to his character and to the arms of America. In the year , the chevalier Jones, being charged with a mission to the court of Denmark, sailed for that country in the month of November, and passing through Paris on his way, he was strongly solicited by the agents of Russia to take the command of the Russian fleet in the Black Sea. This he declined, but he was scarce arrived at Copenhagen, when the empress Catharine, sent him, by a special messenger, an urgent invitation to visit St Petersburg. After what he had performed, it would have been strange if the chevalier Jones had not felt some reluctance to enter into the service of Russia, where every maxim by which he had been guided during his exertions for liberty behoved to be reversed, and where, instead of being directed by the united voice of an intelligent people, he must regulate his conduct by the single will of a despot. It is one of the greatest evils of despotism, that the despot, once established, has the means of corrupting and enslaving even the most generous minds. The chevalier Jones saw many reasons for declining to enter into the service of Catharine; but, flattered by her attention and kind offers, he thought he could not do less than to wait upon and thank her in person for her friendly intentions. For this purpose he set out instantly from Copenhagen, by the way of Sweden, but at Gushelham found the gulf of Bothnia blocked up by the ice. After making several unsuccessful attempts to reach Finland by the islands, he conceived a plan for effecting his progress by doubling the ice to the southward. With this view he sailed from Gushelham in a boat thirty feet long, followed by a smaller one that might be hauled over the ice, but told none of those who accompanied him what were his intentions.

Chapter 4 : John Barry (naval officer) - Wikipedia

John Paul Jones appears as a largely true-to-history character in the Revolutionary-era novel Richard Carvel by American author Winston Churchill, published in [citation needed] Jones was portrayed by actor Robert Stack in the film John Paul Jones, directed by John Farrow.

John Paul Jones A founder of the U. Apprenticed to a merchant at age 13, he went to sea in the brig Friendship to learn the art of seamanship. At 21, he received his first command, the brig John. After several successful years as a merchant skipper in the West Indies trade, John Paul emigrated to the British colonies in North America and there added "Jones" to his name. At the outbreak of the American Revolution, Jones was in Virginia. On 1 November , he commanded the Ranger, sailing for France. Sailing into Quiberon Bay, France, 14 February , Jones and Admiral La Motte Piquet changed gun salutes -- the first time that the Stars and Stripes, the flag of the new nation, was officially recognized by a foreign government. Commanding four other ships and two French privateers, he sailed 14 August to raid English shipping. Richard was blasted in the initial broadside the two ships exchanged, losing much of her firepower and many of her gunners. Captain Richard Pearson, commanding Serapis, called out to Jones, asking if he surrendered. Jones and his crew tenaciously fought on , even though their ship was sinking beneath them. Pearson tore down his colors and Serapis surrendered. Bon Homme Richard sunk the next day and Jones was forced to transfer to Serapis. He died in Paris at the age of 45 on 18 July He was buried in St. Louis Cemetery, which belonged to the French royal family. He wrote Secretary of the Navy George Bancroft and requested the body be brought home aboard a ship of the Mediterrean Squadron. Had they not, another problem would have arisen. Jones was in an unmarked grave and no one knew exactly where that was. American Ambassador Horace Porter began a systematic search for it in President Theodore Roosevelt sent four cruisers to bring it back to the U. Naval Academy Chapel in Annapolis, Md. Today, a Marine honor guard stands duty whenever the crypt is open to the public. Public visiting hours are from 9 a. Conrad; battle scene by James Hamilton Reviewed:

John Paul Jones is called the "Father of the American Navy," a title shared with Commodore John Barry. John Paul Jones had commanded the Continental Navy's first ship, Providence, in which, with 12 guns, it was the most victorious American vessel in the Revolution, capturing or sinking 40 British ships.

Posted in America , Historical articles , History , Revolution , Ships , War on Wednesday, 27 February Click on any image for details about licensing for commercial or personal use. This edited article about John Paul Jones originally appeared in Look and Learn issue number published on 27 February Louis cemetery in Paris. He was only forty-five when he died – an almost forgotten man in the city where he had once been hailed as a hero. He had been a slave trader, and a man who had been on trial for murder. He had fought against his own country, and for good measure he had also been a Rear Admiral in the Russian Navy. From all this one might assume with some cause that John Paul Jones was something of a scoundrel, a man willing to sell his sword and soul to the highest bidder. This assumption would be quite wrong. His story, as must be already obvious, is a strange one. This fact, in itself, was to have an important bearing on his life. Sent to sea at the age of twelve, he made several voyages to America before he eventually landed up as chief mate on a Jamaica-owned slaver-brigantine. Several years later he turned up in America, under the name of John Paul Jones, and almost immediately embraced the cause of the revolutionaries, who were engaged in the War of Independence against the British rule there. Why was Jones, a Scotsman, willing to fight against his own countrymen? The answer was that he believed wholeheartedly in the principle of liberty, and the right of a nation to determine its destiny without interference from a foreign power. So, when the American Congress resolved to fit out a naval force he enlisted immediately as a senior lieutenant. In the space of two years, Jones was commander of his own ship, and already famous for his courageous exploits, which had culminated in a daring raid on Whitehaven, on the Solway Firth, where he landed at night with 31 volunteers and calmly spiked the cannons of the two forts there. From the records that exist, it does not appear that Jones even thought it strange that fate should decree that he should land and fight in Whitehaven, the town in which he had spent so many happy childhood days. But Jones was no longer interested in making nuisance raids. What he wanted now was a resounding victory at sea, which would destroy for ever the myth of the invincibility of the British navy. His chance came a year later on September 23, , while he was prowling the waters near Flamborough Head in his ship, the Bonhomme Richard. His squadron had already been sighted, and the warning drums of the militia were throbbing along the coast at Leigh and Edinburgh and Sunderland. Strained and tense, the inhabitants of the coastal towns mustered on the quays, armed with whatever weapons they had been able to find, to combat the expected invasion. But Jones had no thoughts of an invasion in his mind. It was the Baltic fleet he was after – 23 merchantmen, their holds crammed with wood and cordage for the British navy, who were already in sight. The cannons of both ships belched fire almost simultaneously. When the smoke cleared, Jones saw with dismay that the first salvo from the Serapis had destroyed two of his cannon and swept a number of his master gunners to oblivion. It was not an auspicious beginning. Worse was to come. The British eighteen-pounder continued to strike home with deadly efficiency, raking the carcass of the Bonhomme Richard from stem to stern, until it was little more than a riddled hulk. Outgunned and outmanoeuvred, Jones knew that he had only one chance to survive. Somehow he had to get muzzle to muzzle with the enemy, so that he could grapple with her. As if to answer his prayers, a strong breeze sprang up suddenly, carrying the Bonhomme Richard into the Serapis, which had been trying to cross her bows. Locked together in a deadly embrace, the two ships poured cannonade after cannonade into each other. It was a young sailor on the yardarm of the Bonhomme Richard who ended the battle with a hand grenade that exploded in one of the hatches where the powder and open cartridges were kept. A volcanic explosion erupted the deck of the Serapis, driving the hitherto brave British sailors into a blind panic. Reluctantly, and with a heavy heart, he struck his colours. But now the Bonhomme Richard was a blazing hulk, with at least five feet of water in her hold. Desperately, Jones tried to keep her afloat with the pumps, but the water continued to rise. Finally forced to abandon her he boarded the limping Serapis and became a prisoner of war. When a peace treaty was signed

between America and Britain in , Jones found himself a lonely man. He had made enemies in high places because of a long and bitter argument about the prize monies due to him, and as a sailor he was more or less redundant now that the war was over. There seemed to him only one course left open to him, if he were to continue with his naval career, and that was to accept an offer he had received from Catherine of Russia to enter her navy as a Rear Admiral. The venture was a mistake. His fellow officers, who resented him because he was not a Russian, flouted his orders whenever they could, and finally Catherine herself took an intense dislike to him. Dismissed by her, he went to Paris where he lived in semi-obscurity until he died there on July 18, He died an almost forgotten man because the American War of Independence had been over for ten years, and America was more concerned with looking forward to the future than with looking after the heroes of yesterday. In the case of John Paul Jones this omission was redressed a little more than a century later, when his body was found, taken back to America and interred in a crypt at the United States Academy at Annapolis, where his grave is now a national shrine. The popular ballroom dance, the Paul Jones, in which partners are changed at frequent intervals, is named after him.

Chapter 6 : John Paul Jones - "Father of the American Navy" - Self-Educated American

John Paul Jones (Navy History and Heritage Command) Life and Correspondence of John Paul Jones, Including His Narrative of the Campaign of the Liman The Serapis Project.

Sailor, Hero, Father of the American Navy is good biography. Jones is shown to be a very flawed individual who often let his own ambition and moodiness get the better of him. Yet, Thomas also paints a picture of a deeply dedicated, patriot whose actions would help change the history of the US Navy. This is a very enjoyable book. This is by no means a hagiography of John Paul Jones or an indictment. It simply shows the man as what he was with all of his flaws, mistakes, but his accomplishments shine through. This is a great place to begin for someone who is interested in the history of the US Navy. I think he was trying to make ones out to be a tragic hero Blind ambition and irascibility get in the way of Jones meeting his full potential I particularly appreciated the honesty. Paul Jones was dredged out of history and vaulted onto the slopes of mount olympus by the US government. The navy needed a hero. Paul Jones, his life most dynamic and farsighted of histories US naval commanders, obliged. Only many decades of death stood between his utmost living desires, Fame and Glory, and the realization. As a student of men and particularly men at sea and thei I found Mr. As a student of men and particularly men at sea and their commanders I find it invaluable to study those who have stood, quarterdeck pitching under their feet, in the line of fire, on the wild seas. I knew little about his life only his legend. The book provided that nicely. But I did not feel that I got a knowledge of what drove him. He was a very complex man with several flaws but also many strong characteristics. The best learning that I got from the book was the authors conclusion that Jones was generally vilified during his life and his accomplishments generally exaggerated after his death. Apparently, most of the quotes a This was a good Apparently, most of the quotes attributed to him were provided by earlier biographers. In spite of this, I enjoyed the book and would recommend it.

Chapter 7 : Jones, John Paul: A Select Bibliography

John Paul Jones - the Scot who founded the American Navy Posted in America, Historical articles, History, Revolution, Ships, War on Wednesday, 27 February Click on any image for details about licensing for commercial or personal use.

After 3 more hours of fighting, the British surrendered. With 12 guns, it was the most victorious American vessel in the Revolution, capturing or sinking 40 British ships. In , sailing the *Ranger*, Jones raided the coasts of Scotland and England, striking terror and panic into the British Isles. Jones sailed to Scotland, and seized silver plating adorned with the family emblem, from the estate of the Earl of Selkirk, who lived on St. Thomas. Jefferson wrote to General Washington, The Empress has invited him into her service. Thomas Jefferson wrote to M. He commanded in the first engagement between the Russian and Turkish galleys proving his superiority over the Captain Pacha, as he did not choose to bring his ships into the shoals in which the Pacha ventured. I consider this officer as the principal hope of our future efforts on the ocean. Anne, conferred on you by the Empress of Russia. The Executive are not authorized either to grant or refuse the permission you ask. Consul in Paris to negotiate the release of captured U. Navy officers held in the Muslim dungeons of Algiers. Jefferson wrote to John Paul Jones, June 1, Foster, of Boston, was taken off Cape St. Irwins of Philadelphia, was taken by another, about 50 leagues westward of Lisbon. Lambe to ransom our captives, if it could be done for dollars a man, as we know that French captives had been just ransomed by the Mathurins Catholic Religious Order, at a price very little above this sum. He proceeded to Algiers; but his mission proved fruitless. The Senate were willing to approve this. He agreed he would enter into the provisional treaties with the Algerines, not to be binding on us till ratified here. He may possibly have imputed neglect to me, because a forbearance to correspond with him would have that appearance, though it was dictated by the single apprehension, that if he received letters from me as Minister Plenipotentiary of the United States at Paris, or as Secretary of State, it would increase the expectations of his captors, and raise the ransom beyond what his countrymen would be disposed to give and so end in their perpetual captivity. Barclay have still retarded their relief. Louis Cemetery for Alien Protestants. When his grave was finally identified, President Theodore Roosevelt wrote February 13, Naval Academy Chapel in Annapolis, Maryland, where they are guarded 24 hours a day. A frequent radio and television guest, his daily *American Minute* is broadcast nationally via radio, television, and Internet.

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Obscured by his contemporary, naval commander John Paul Jones, Barry remains to this day an unsung hero of the young American Republic. As most naval historians note, Barry can be classed on a par with Jones for nautical skill and daring, but he exceeds him in the length of service 17 years to his adopted country and his fidelity to the nurturing of a permanent American Navy. Indeed, Barry deserves the proud epithet, "Father of the American Navy," a title bestowed on him not by current generations of admirers, but by his contemporaries, who were in the best position to judge. In the space of 58 years, this son of a poor Irish farmer rose from humble cabin boy to senior commander of the entire United States fleet. Intrepid in battle, he was humane to his men as well as adversaries and prisoners. Wexford, at the southeasternmost part of Ireland, has always had a strong maritime tradition. The family was forced to relocate to the village of Rosslare. Barry grew to be a tall, muscular, well-respected seaman. At a young age Barry learned of the massacre of some 3,000 Wexfordians under an invading force led by Oliver Cromwell in 1649. Barry had good reason to make Philadelphia his new home. Further, the city was emerging as a great maritime trade center. Its growing population, which exceeded 30,000 by the start of the Revolution, hungered for imported goods brought in by ships piloted by captains such as Barry. Plying back and forth between Philadelphia and the West Indies, Barry gained his early skills of command at the helm of several merchant ships. In the West Indies trade, Barry honed his nautical skills making at least nine round trips without a single mishap. Philadelphians came to like "Big John" Barry due to his reliability, personable nature and his success in the merchant shipping business. His next command, the *Patty and Polly*, was a small brigantine which he took on but a single voyage. Shortly after, Barry took command of the *Industry*, a ton vessel which he described as a "good schooner. About the time colonial difficulties with the mother country necessitated the convening of the First Continental Congress in 1774, Barry began a lifelong friendship and collaboration with the Revolutionary financier, Robert Morris. Barry was assigned to their sleek ton ship, *Black Prince*. It was aboard *Black Prince* on a return voyage from England that Barry made the amazing and unparalleled record of travelling miles by dead reckoning in a 24 hour period – the fastest day of sailing recorded in the 18th century. Barry was consoled by his second marriage, this time to the socially popular and attractive Sarah Keen Austin, nicknamed "Sally" by her friends. The Barrys were regular parishioners at several Philadelphia Catholic churches: Rosseter was a neighbor of the Barry family in Ireland, and the captain also wound up living on the same street as John Barry in Philadelphia. His close association with the Barrys continued even in death, as the Rosseter plot lies next to the Barry plot in Old St. At the outset of the Revolution, Barry was given the singularly important task of outfitting the first Continental Navy ships which were put to sea from Philadelphia. Upon completion of his work, Barry was rewarded with what he most desired from the Marine Committee: I have the pleasure to acquaint you, that at 1: They killed two of our men, and wounded two more. We shattered her in a terrible manner as you will see. I shall give you a particular account of the powder that was taken out of her, as well as my proceedings in general. I have the pleasure to acquaint you that all our people behaved with much courage. This victory had a tremendous psychological effect in boosting American morale, as it was the first capture of a British warship by a regularly commissioned American cruiser. During the building of *Effingham*, Barry was approached by an acquaintance, perhaps his Tory brother-in-law William Austin or a member of the Cadwalader family that sympathized with the British, and offered a bribe of 15, guineas in gold or 20, pounds British sterling, plus a commission in the Royal Navy if he would turn *Effingham* over to the British. Barry was promised his own ship under Royal authority but he indignantly refused. In his own words, he "spurned the eyedee of being a traitor. The problem of getting enough hay for their horses proved problematic to the British throughout the war. With the British assault on Philadelphia imminent, Barry was forced to scuttle his new command, *Effingham*. Having to make do commanding only small craft, Barry carried out the boldest adventure of his career. His mission included the destruction of all British hay forage in the region, capture of enemy shipping in the Lower Delaware, and fighting off whatever came his way. He served with a company

of Marines under the command of Philadelphia militia commander General John Cadwalader. Cadwalader was part-owner of the merchant shipping company that Barry had worked for before the war. His old employer selected Barry as his aide-de-camp. Thus the seaman became a soldier, and participated in the Battle of Trenton and led a spirited defense during the Battle of Princeton. General Washington chose Barry as his courier in conveying wounded prisoners through British lines and carrying a dispatch under a flag of truce to General Cornwallis. Back to the Sea On March 8, , Barry attacked a British fleet with a tiny squadron of tubs

â€” a plan made to order for the daring Irish commander. Barry took his mix of seven small craft, including rowboats, barges and longboats, and surprised two armed sloops as well as a fortified schooner capturing all three. Show me the Money Barry was on the active roll of American Navy until the end of his life. But he received little in the way of compensation from the always hard-pressed Continental Congress during the Revolutionary War. Washington sent Barry a letter commending him, stating "may a suitable recompense always attend your bravery. Unfortunately, shortly after getting out of port in late September of that year the Raleigh was sighted by the superior British forces which included the frigate, Unicorn, and the ship-of-the-line, Experiment. Cornered on Wooden Ball Island in the rocky Maine inlets, Barry determined to save his crew and fire his ship rather than let the British take possession. Barry saved two-thirds of his crew. But the perfidy of a traitorous American midshipman of English ancestry prevented the blowing up of the Raleigh and the complete escape of all hands. Nevertheless, Barry successfully guided 88 of his men to safety in rowboats to Boston. Pirateering Colonial seamen in the Revolution often found it more lucrative to sign up with "pirates," private ship owners who raided British ships, rather than with the fledgling Continental Navy. When a pirateer captured a British ship, the booty belonged to that captain who divvied it with his crew. While Continental Navy men would also receive some share of the spoils if they caught a British ship, it was nothing compared to work in the private sector. Further, life in the U. Navy imposed much more discipline than the freewheeling freebooters. The Brawny Barry Obviously, Barry was a commanding figure. His handsome, Irish features were accentuated by a small mole located at the upper bridge of a Grecian nose and unusually inverted eyebrows. Hazel eyes glinted brightly and his determination was evidenced by a square, Irish chin. Barry was owner of a wry sense of humor and had to control a sudden Irish temper on occasion. His great strength was well known in naval circles especially after he single-handedly suppressed three ship mutinies and threw the mutinous ringleaders in the hold. As a disciplinarian, he was firm though fair. Barry was still able to raise crews, despite the mass exoduses to the pirateering business. Barry was a firm believer in Divine Providence and regularly opened his ship day with a Bible reading to his crew. It was the one regularly commissioned ship afloat at the close of the Revolution In Barry captured numerous British prizes during the Revolution and holds the record for prize money returns in a single voyage. His Continental commands included successively: Unfortunately, however, the Alliance soon lay becalmed in the water due to a lack of wind. The two smaller British ships were able to employ sweeps and maneuver close to the prow and stern of the Alliance. They thus were able to rake the Alliance from either end. Barry conducted a relentless defense from the quarterdeck until a hurtling projectile of canister shot broken nails, metal fragments, and minnie balls struck him in the left shoulder. The rigging is much cut, damage everywhere great, many men killed and wounded, and we labor under great disadvantage for want of wind. Have I permission to strike our colors? If this ship cannot be fought without me, I will be brought on deck; to your duty, Sir. Replying to her helm, the battered Alliance swung about. The whole starboard battery was employed with decisive effect. Fourteen pound cannons were brought into the fray. After two successful broadsides, both the Atlanta and the Tresspassy struck their colors. The grueling battle had lasted nearly four hours and had cost the British two ships, 11 dead, including one of the two captains, and 25 wounded. The surviving British commander, Captain Edwards, appeared on the deck of the Alliance for the customary surrender ceremony. Edwards presented his sword. Barry received it, then returned it with the message, "I return it to you, Sir. You have merited it, and your King ought to give you a better ship. Here is my cabin, at your service. Use it as your own. On March 10, , Barry was returning from Havana aboard the Alliance escorting the Duc de Lauzon, a transport carrying a shipment of 72, Spanish silver dollars destined for the Continental Congress. In order to protect his escort and its precious bullion, Barry engaged the Sybil. A minute exchange of gunfire ensued, with Barry directing his

gun crews to superb results. The British vessel sheared off after experiencing severe punishment from the American crews who shattered her rigging, masts and hull. Between the years , Barry helped to open commerce with China and the Orient while captaining the merchant ship, Asia. Barry outfitted and supervised the construction of the first frigates built under the Naval Act of March 27, , including his own forty-four gun frigate the USS United States, which was to serve as his flagship. Commodore Barry Barry held the courtesy title of Commodore from this period since he served as squadron commander of the fleet which assembled in the West India Sea. He commanded all American ships during the undeclared naval war with France and personally captured several French merchantmen. Barry finished his active career as head squadron commander of the United States Naval Station in the West Indies at Guadaloupe Perhaps most significantly he trained numerous future sea heroes who won fresh laurels in the War of Despite being so engaged with naval matters, Barry was active socially while on land.

Chapter 9 : John Paul Jones: Sailor, Hero, Father of the American Navy by Evan Thomas

"When was Our Navy Founded: A Criticism of A.C. Buell's 'Paul Jones, Founder of the American Navy'." United States Naval Institute Proceedings (Mar): Preedy, George R. Life of Rear Admiral John Paul Jones: Chevalier of the Military Order of Merit and of the Russian Order of the Empress Anne,