

DECKS AWASH

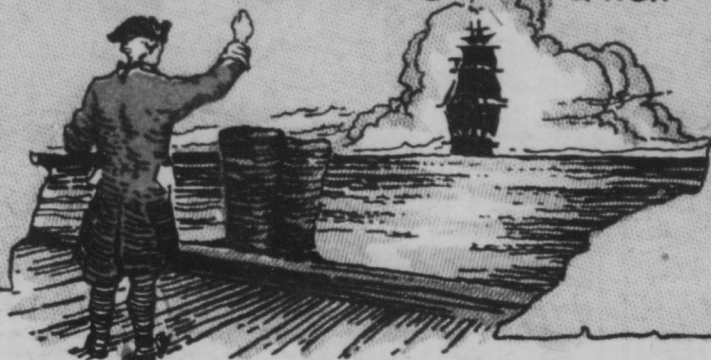
American Naval Heroes by AUGUSTUS J. ROBINSON

CAPT. JOHN BARRY

IN THE FALL OF 1780 CAPT. BARRY WAS GIVEN COMMAND OF THE "ALLIANCE" — THE SHIP WITH WHICH THE FRENCH CAPTAIN LANDAIS HAD DONE SUCH TREACHEROUS WORK IN THE BATTLE OF THE "BONHOMME RICHARD" AND THE "SERAPIS."

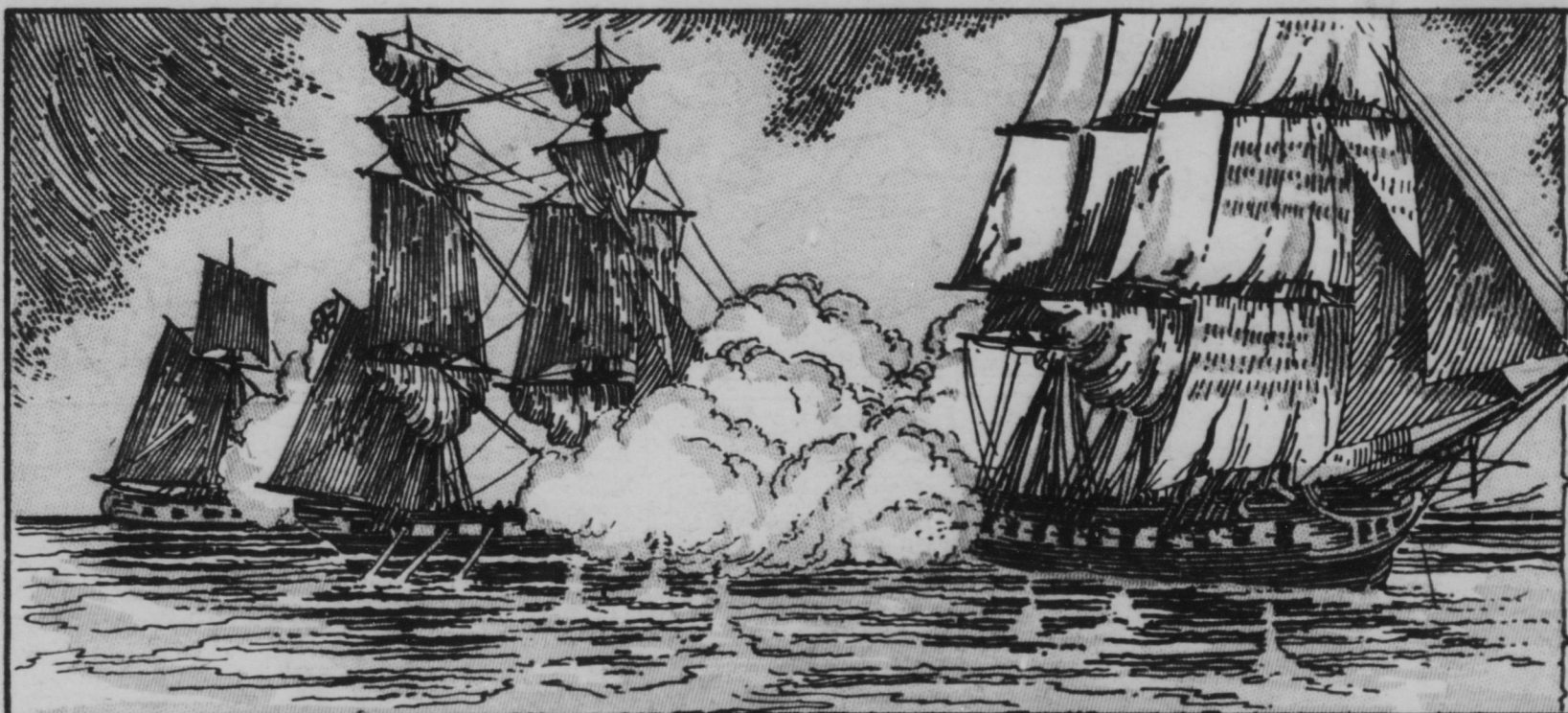
BARRY WAS ORDERED TO CONVEY TO FRANCE COL. LAURENS, WHO WAS BEING SENT, BY THE CONTINENTAL CONGRESS ON A SPECIAL MISSION TO THE FRENCH COURT.

THE SHIP LEFT BOSTON ON FEB. 13, 1781.



THE "ALLIANCE" WAS THE PRIDE OF THE COLONIAL NAVY.

ON THE VOYAGE BARRY CAPTURED A BRITISH PRIVATEER, IN COMPANY WITH A VENETIAN PRIZE — BARRY BELIEVED IN THE FREEDOM-OF-THE-SEAS, HE RELEASED THE VENETIAN SHIP, AND THE PRIVATEER WAS BROUGHT INTO PORT. AFTER A PASSAGE OF 24 DAYS, THE "ALLIANCE" ARRIVED AT L'ORIENT ON MARCH 9th.



THE VOYAGE HOMEWARD WAS A MOST EVENTFUL ONE.

BARRY FELL IN WITH TWO BRITISH VESSELS WHICH MADE A BOLD ATTACK UPON THE "ALLIANCE!"

A DEAD CALM RESTED UPON THE SEA — SAILING WAS IMPOSSIBLE, SO THE ENEMY SHIPS GOT OUT SWEEPS AND ROWED UP TO THE AMERICAN SHIP.

THEY TOOK POSITIONS ON THE QUARTER OF THE "ALLIANCE" AND POURED IN BROADSIDES —

THE AMERICAN SHIP COULD ONLY REPLY WITH A FEW OF HER AFTER-MOST GUNS.



THE SHIP WAS BEING BADLY CUT-UP —

AS BARRY STRODE THE QUARTER-DECK, WATCHING THE PROGRESS OF THE FIGHT, AND LOOKING ANXIOUSLY FOR A BREEZE — A GRAPE-SHOT STRUCK HIM IN THE SHOULDER, AND FELL HIM TO THE DECK — EIGHT OF HIS MEN HAD BEEN KILLED, AND TWENTY-FIVE WOUNDED.



WHEN VICTORY FOR THE AMERICANS SEEMED HOPELESS — A LIGHT BREEZE STRUCK THE "ALLIANCE" — HER SAILS FILLED, AND SHE CAME UNDER STEERAGE WAY.

WHEN THE FIRST EFFECTIVE BROADSIDE WENT CRASHING INTO SIDES OF THE BRITISH VESSELS —

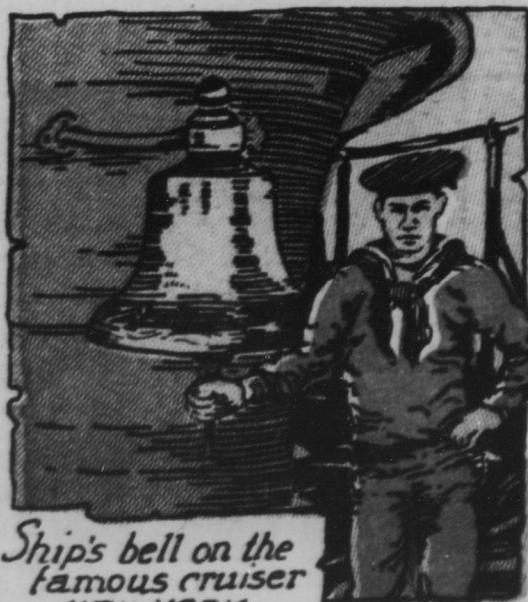
AFTER THAT, THE CONFLICT WAS SHORT — A FEW MORE BROADSIDES FROM THE "ALLIANCE" AND THE COLORS OF BOTH BRITISH SHIPS CAME FLUTTERING DOWN TO THEIR DECKS.

THE PRIZES PROVED TO BE THE "ATLANTA" OF SIXTEEN GUNS, AND THE "TREPASSY" OF FOURTEEN GUNS.

CONTINUED

SAILOR'S WAYS

The SHIP'S BELL —



Ship's bell on the famous cruiser NEW YORK

Placed high on the upper deck they are heard from one end of the ship to the other.

On naval vessels the ship's bell regulates the daily routine —

the strokes — from one to eight — tell off the hours and the half-hours of the watches — The even strokes on the hour — and the odd strokes on the half hour.

Only once a year do they strike more than eight bells — at midnight on New Year's Eve — when eight more bells are struck for the new year.

From the day when a ship first glides into the water — the ship's bell remains a part of her — until finally going down with her to the bottom of the sea — or surviving — to become a cherished souvenir.



On the poop of an American Clipper Ship!



Ship's Bell presented in 1898 to the cruiser NEW ORLEANS which served with distinction during the War with Spain and the World War.