

# Ronald Reagan Presidential Library Digital Library Collections

---

This is a PDF of a folder from our textual collections.

---

**Collection:** Speechwriting, Office of: Research Office:  
Records

**Folder Title:** 08/20/1981 Visit to the Constellation (1 of 2)

**Box:** 17

---

To see more digitized collections visit:

<https://www.reaganlibrary.gov/archives/digitized-textual-material>

To see all Ronald Reagan Presidential Library Inventories, visit:

<https://www.reaganlibrary.gov/archives/white-house-inventories>

Contact a reference archivist at: **reagan.library@nara.gov**

Citation Guidelines: <https://reaganlibrary.gov/archives/research-support/citation-guide>

National Archives Catalogue: <https://catalog.archives.gov/>

*Last Updated: 12/22/2023*

## Inglis

[*Alexander Inglis, 1879-1924* (1925), a memorial volume to which colleagues contributed; the *Wesleyan University Alumnus*, May 1924; "Minute on the Life and Services of Professor Alexander James Inglis," in the unpublished records of the Harvard Graduate School of Education; *Harvard Grads. Mag.*, June 1924; *Boston Transcript*, Apr. 12, 1924; *N. Y. Times*, Apr. 13, 1924; *Who's Who in America*, 1924-25; correspondence with Mrs. Antoinette Clark Inglis and personal acquaintance.]

F. E. S.

**INGLIS, CHARLES** (1734-Feb. 24, 1816), Anglican clergyman, Loyalist, first bishop of Nova Scotia, was born in Ireland, youngest of the three sons of Rev. Archibald Inglis of Glen and Kilcar, Donegal. He emigrated to America about 1755 and taught in the Free School at Lancaster, Pa. Three years later, in London, he was ordained deacon and priest and assigned with a salary of £50 a year to the Anglican mission at Dover, Del., with jurisdiction over the whole county of Kent. After about six years (1759-65) of "unwearied diligence" in this field, he departed reluctantly to become assistant to Rev. Samuel Auchmuty [*q.v.*], rector of Trinity Church in New York City. Then began his intimacy with Rev. Thomas Bradbury Chandler [*q.v.*] of Elizabethtown, N. J., and "together they labored earnestly for the establishment of the Episcopate in America" (Heenev, *post*, p. 7) without much encouragement from the home authorities. Inglis was also greatly interested in the conversion of the Indians. He visited the Mohawk Valley in 1770 and corresponded with Sir William Johnson [*q.v.*], whose practical suggestions regarding the character and needs of the Indians he incorporated (1771) in a memorial to Lord Hillsborough and the Society for the Propagation of the Gospel, sent to England by the hand of Myles Cooper [*q.v.*], which stressed the political effect of establishing the Church of England in the wilderness. Temperamentally Inglis was "a quiet student and scholar who loved to spend his scanty leisure in literary and intellectual pursuits" (Rayson, *post*, p. 176); Oxford recognized his merits with the degree of D.D. in 1778. The Anglican clergy were nurtured in an atmosphere of devotion to the king and Parliament and Inglis was a true disciple. He once expressed dissatisfaction that the church pews should ever be "held in common, and where men, perhaps of the worst character, might come and sit themselves down by the side of the most religious and respectable characters in the parish" (*Ibid.*, p. 174). His prayers for the king were as fervent as ever when the storm of Revolution broke. When Paine published his *Common Sense* in 1776, Inglis replied with *The True Interest of America Impartially Stated* (1776), in which he declared that *Common Sense* was filled "with

## Ingraham

much uncommon phrenzy," and was "an insidious attempt to poison their minds and seduce them [Americans] from their loyalty and truest interest." With independence declared and Washington's army in possession of the city, Trinity Church closed its doors, the aged Auchmuty retired to New Jersey, and Inglis to nearby Flushing. As soon as the British army began to force Washington northward, Inglis came back and was present to help personally in saving St. Paul's from the great fire (Sept. 21, 1776) which destroyed the mother church. The next year Dr. Auchmuty died and Inglis was appointed to succeed him. During the rest of the war his pen from time to time vigorously deplored the attitude of many people in England "who feel great Sympathy and Tenderness for the Distresses of the Rebels, but are callous to the Sufferings and Miseries of the Loyalists" (letter to Galloway, in *Historical Magazine*, October 1861). At other times, in open letters under the pen name of "Papinian" (published in Rivington's *Royal Gazette* and Gaines's *New York Gazette and Weekly Mercury*, and collected in pamphlet form in 1779), he tried to convince the patriots of the error of their ways. Nevertheless, when his cause was lost and he was about to sail for England (1783) as an impoverished exile, he said, "When I go from America, I do not leave behind me an individual, against whom I have the smallest degree of resentment or ill-will" (Rayson, *op. cit.*, p. 168). Four years later, Aug. 12, 1787, at Lambeth, he was consecrated as bishop of Nova Scotia, the first colonial bishop of the Anglican communion. In 1809 he became a member of the council of Nova Scotia. He died in Halifax. Inglis was twice married: first at Dover, Del., in February 1764, to Mary Vining, who died a few months later; second, at New York, May 31, 1773, to Margaret Crooke, who died in 1783. Of this second marriage there were two daughters and two sons, one of whom, John, in 1825 became third bishop of Nova Scotia.

[C. H. Mockridge, *The Bishops of the Church of England in Canada and Newfoundland* (1896); W. B. Heenev, *Leaders of the Canadian Church* (1920), with portrait; A. W. H. Eaton, *The Church of England in Nova Scotia* (1892); R. S. Rayson, "Charles Inglis, a Chapter in Beginnings," *Queen's Quart.*, Oct.-Nov.-Dec., 1925; Morgan Dix, *A Hist. of the Parish of Trinity Church*, vol. I (1898), with portrait; E. B. O'Callaghan, *The Doc. Hist. of the State of N. Y.* (quarto ed.), III (1850), 637-46, IV (1851), 266-69, 276-77, 282-93; R. E. Day, *Calendar of the Sir Wm. Johnson MSS. in the N. Y. State Library* (1909); A. W. H. Eaton, "Bishop Charles Inglis and his Descendants," *Acadiensis*, July 1908; *N. Y. Evening Post*, Mar. 19, 1816; *Quebec Gazette*, Apr. 11, 1816.]

A. E. P.

**INGRAHAM, DUNCAN NATHANIEL** (Dec. 6, 1802-Oct. 16, 1891), naval officer, came



## Ingraham

of a Scotch family which settled at Concord, Mass., prior to 1715. His grandfather, Duncan Ingraham, his uncle Joseph Ingraham [q.v.], and his father, Nathaniel, were sea-captains, the last-named fighting as a volunteer on board the *Bonhomme Richard* in its engagement with the *Serapis*. Ingraham's mother was Louisa, daughter of George A. Hall, first collector of the port of Charleston, S. C., where her son was born. He became a midshipman at nine, June 18, 1812; served in the War of 1812 in the *Congress* and then on Lake Ontario in the *Madison*; rose to lieutenant, 1825; to commander, 1838; and in the Mexican War was on Commodore Conner's staff at the capture of Tampico. His chief distinction came in the celebrated Koszta affair of 1853. He was then commanding the sloop of war *St. Louis* in the Mediterranean. Entering Smyrna on June 23, he was informed that Martin Koszta, a Hungarian follower of Kossuth in the uprising of 1848-49, who had come to New York in 1851, declared there his intention of becoming an American citizen, and, after two years' residence, gone to Turkey on supposedly private business, had been violently seized at Smyrna by Austrian hirelings and imprisoned aboard the Austrian brig *Hussar*. Ingraham secured an interview with the prisoner and later threatened force to prevent his removal from the harbor pending instructions from John Porter Brown [q.v.], the American chargé at Constantinople. On July 2, upon advice from Brown that Koszta was entitled to protection, Ingraham cleared for action, anchored within half cable's length of the Austrian vessel, and at eight in the morning demanded Koszta's release before four that afternoon. Fighting appeared inevitable. The vessels were of about equal armament, but the *Hussar* was supported by a 12-gun schooner and two mail vessels. At the last moment, the consuls ashore arranged a compromise by which Koszta was turned over to the French consul general pending diplomatic settlement, which resulted in his ultimate release. Ingraham's resolute action was quite in harmony with American sympathies at the time, and aroused great enthusiasm both in Europe and America. He was fully upheld by his government, and upon his return in 1854 he was welcomed by mass meetings in New York and other cities, and awarded a gold medal by Congress. From March 1856 to August 1860 he was chief of the Bureau of Ordnance, and then went again to the Mediterranean in command of the *Richmond*. In January 1861, he resigned, and on Mar. 26 entered the Confederate navy. He was chief of ordnance at Richmond until November 1861, when he was given

## Ingraham

charge of naval forces on the coast of South Carolina. At Charleston he supervised the construction of the ironclads *Palmetto State* and *Chicora*, and on the night of Jan. 30-31, 1863, commanded the two in an attack on the Union blockaders. His flagship, the *Palmetto State*, rammed the *Mercedita* and then with the *Chicora* attacked and severely injured the *Keystone State*. Both Union vessels escaped, and the other blockaders withdrew to avoid the slow but dangerous rams. A proclamation on the 31st, signed by General Beauregard and Ingraham, declared the blockade "raised"; but the rams retired into the harbor and the blockaders were back on their stations within a few hours. In March 1863 Ingraham relinquished command of the flotilla, while retaining the station ashore. After the war he retired to private life in Charleston, where he died in his eighty-ninth year. In 1827 he was married to Harriott Horry Laurens, granddaughter of the statesmen Henry Laurens and John Rutledge of South Carolina. To them were born three sons and five daughters. The general estimate of Ingraham's character is expressed in the statement of Commander W. H. Parker, who served under him, that he was a "man of intelligence and culture, and bore the reputation of being a brave and good officer" (*Recollections of a Naval Officer, 1841-65*, 1883, p. 293).

[F. B. C. Bradlee, *A Forgotten Chapter in Our Naval History: A Sketch of the Career of Duncan Nathaniel Ingraham* (1923); J. T. Scharf, *Hist. of the Confed. States Navy* (1887); *War of the Rebellion: Official Records (Navy)*; *Charleston News and Courier*, Oct. 17, 1891; W. R. Langdon, in *Mag. of Hist.*, Dec. 1911; R. C. Parker, in *Proc. U. S. Naval Inst.*, Mar. 1927; G. S. Dickerman, *The House of Plant of Macon, Ga.* (1900); *Senate Ex. Doc. No. 40 and No. 53*, and *House Ex. Doc. No. 1 and No. 91*, 33 Cong., 1 Sess.]

A. W.

**INGRAHAM, EDWARD DUFFIELD** (Feb. 12, 1793-Nov. 5, 1854), lawyer and author, the son of Francis and Elizabeth (Duffield) Ingraham and a grandson of Edward Duffield, Benjamin Franklin's executor, was born at Philadelphia. He studied law from 1811 to 1813 with Alexander J. Dallas [q.v.], United States attorney for the eastern district of Pennsylvania. Called to the bar at twenty, an ardent Democrat with a taste for politics, he found the strongly Federalist, Quaker city a difficult field for his political activity. Although he frequently sacrificed himself as his party's candidate for elective office he was never chosen, and did not attain even an appointive office until after nearly a score of years. A delegate to the Free Trade Convention at his native city in 1831, he became, three years later, secretary of the congressional committee investigating the United States Bank and, later in the same year, one of the bank's di-



THE WHITE HOUSE

Office of the Press Secretary  
(Los Angeles, California)

Press Release  
Rm. 111 1/2  
3 copies

For Immediate Release

August 20, 1981

REMARKS OF THE PRESIDENT  
TO THE CREW OF THE U.S.S. CONSTELLATION

Aboard the U.S.S. Constellation,  
The Pacific Ocean off Southern California

12:45 P.M. PDT

THE PRESIDENT: Thank you all very much for this warm hospitality and this greeting and, Admiral Watkins, Captain Brooks, the officers and men of the Constellation: You know, presidents are permitted to experience a great many things, but I can assure you, this day will be long remembered as the most special experience that I have had. It is my first time to ever be on a carrier. As I told many of you on the horn this morning when I arrived, I'm an old ex-horse cavalryman, but then I'll remind you that there was an admiral of the Navy that rode a horse into Tokyo at the end of World War II, so maybe we have something in common.

But this ship, what I've seen today and the officers and crew, you all make me very proud to be able to say I'm the Commander-in-Chief of all of you. (Applause.) The demonstration of firepower and efficiency by the air wing was impressive, but what's most important, it is also impressive to the enemies of freedom in the world and we had an example of that just night before last on the carrier Nimitz. (Cheer. Applause.)

But this carrier and its air wing represent the cutting edge of our naval power. It takes an extra bit of dedication to do this job. I know it's rough. It's rough on you, rough on your families. But it's never been more necessary at any time in our history than it is right now. Without someone willing to put in the long hours, willing to suffer the frustrations, willing to risk the dangers, our country wouldn't be sure of continued peace and freedom. There's no greater gift that you can give to your family, your community, or your country than the protection that you afford all of them by this job that you're doing.

I know there've been times when the military has been taken for granted. It won't happen under this administration. (Cheer. Applause.) We're going to make sure to the best of our ability that your pay is fair and that you have the equipment that is needed to do the job right, from spare parts to new ships. (Cheer. Applause.)

Today military adventurism and subversion threaten in faraway areas of the world. Providing security for the United States is the greatest challenge and a greater challenge than ever, but we'll meet that challenge. We're committed to a 600-ship Navy, a Navy that is big enough to deter aggression wherever it might occur. Let friend and foe alike know that America has the muscle to back up its words and ships like this and men like you are that muscle. (Cheer. Applause.)

Of course, more than equipment is needed. You deserve compensation worthy of the sacrifices you're making and you'll get it. We're taking the steps necessary to encourage you to stick with the

MORE



service because you're needed, and I am so proud and so thrilled by the evidence of that that we've seen here today. But you know that it takes more than money to keep you out here. The word "patriotism" is defined as love for or devotion to one's country and that can't be bought. But it's present on this great ship, on the destroyer Fletcher and the cruiser Jouett, the frigate Wadsworth as well.

There's a new spirit, I can tell you, sweeping America, and you're part of it. The Navy's pride and professionalism campaign is part of it. The push for Quality by American workers is part of it. That young Marine Sergeant, Jimmy Lopez, and the naval aviator, Commander Don Scherer, who wouldn't bend to their Iranian captors during the days of the hostages were part of it. Maybe some of you don't know that Sergeant Jimmy Lopez, before he left his place of confinement in Iran, wrote on the wall in Spanish, which evidently they couldn't understand, "Long live the red, white, and blue." (Cheer. Applause.)

Your country won't forget that while those people were held hostage you were nearby, ready to help, setting a new record for the number of continuous days of any conventional ship -- has been at sea. And your countrymen knew what that meant, long hours, strenuous effort, the pain of being away from loved ones, and yet there were many out here that were a part of that long stretch who re-enlisted and are still here with the Constellation.

I don't know whether you've read the book. There's a book by the novelist, James Michener, "The Bridges at Toko-Ri". He wrote very movingly of the men who had fought in that Korean conflict, but in the final scene of the book Michener writes of the admiral, standing on the darkened bridge of his carrier, waiting for the pilots who had flown off the carrier's deck that day to bomb the Toko-Ri bridges, and who now must try to find that deck, big as it is when you're on it, but a postage stamp when it's out there in an ocean in the dark for men trying to find it.

The admiral wondered at their selflessness, standing there alone in the darkness, and then in the book he asked aloud, "Where do we get such men?" Well, you're the answer to that question. Those men he was speaking of came from cities and towns, as you have come, from farms and villages, all a product of the freest and the greatest society that man has ever known. When you and I seek together peace, you're doing it with what you are doing here and you are, as I said to the crew of the Fletcher when they went by this morning, you are insuring peace just by doing what you're doing, because any potential enemy has to see that the price of aggression is just more than he might want to pay, and that's the greatest service that can be performed.

You know, today your ship's motto, "The Spirit is Old; The Pride is New", fits this nation as well as the vessel, and I have a little chore that I'm going over here for just a second to do and then I'll just finish with a few remarks.

There was a Commodore John Barry in the United States Navy back in the days of the revolution and he has been called by many the father of the United States Navy, so I'm going to go over here and tell you a little bit of what it is that I'm signing and then I'll finish telling you something, a story that I think you might like to hear. I'll just go to the table. (Applause.)

This is a proclamation passed by the 97th Congress of the United States authorizing and requesting me to designate September 13th, 1981 as Commodore John Barry Day. He was a hero of the American Revolution, holder of the first commission in the United States Navy. He was born in 1745 in County Wexford, Ireland. He was commissioned to command the brig Lexington, equipped for the revolution, and became a national hero with the capture of a British man-of-war, the Prince Edward, April 17, 1776.

Following the revolution, when the sovereignty of this new nation was threatened by pirates, Commodore Barry was placed in command of the first ships authorized under the new Constitution and was named Senior Captain of the United States Navy in 1794. As I said, he's considered by many as the father of the United States Navy. He was honored in 1906 when the Congress had a statue of him erected in Lafayette Square in Washington, D.C., and since then a statue has also been erected already by our government in County Wexford, Ireland.

So now therefore be it resolved that the President is authorized and requested to designate September 13th as Commodore John Barry Day as a tribute to the father of the United States Navy and to call upon federal, state, and local government agencies and the people of the United States to observe such day with appropriate ceremonies and activities. It is signed by Congressman Thomas O'Neill, the Speaker of the House and by George Bush, the Vice President of the United States and President of the Senate. I'm going to use about four pens.

MORE



*find story*

I could have signed this at the hotel, but I thought with this chance, I had to sign it right out here where the Navy is. (Applause.)

I just received a message of something I was inquiring about.

If I could take another moment of your time, there's a little story maybe known to some of you about the United States Navy. Back in about 1840, around there, when this nation of ours was so little that the great powers of Europe still were planning to come -- they didn't think the experiment would work and they would eventually take us over and colonize various parts of this country, there was a revolution in the Austro-Hungarian empire and a Hungarian by the name of Kostia, one of the lieutenants of that revolution, fled to the United States and he took out his first papers to become a citizen here.

And then he became an importer by trade and he was in a port on the Mediterranean when someone tipped off the admiral in command of an Austrian warship in the harbor that he was there. And he was kidnapped in the night and taken aboard that ship to be returned to Austria because the revolution had failed, where he would be hung.

The man who he had had working for him there, he had told him about his new country and about that flag -- described the flag. And that man was down on the waterfront the next morning knowing what had happened and he saw an American flag. It was on a tiny warsloop -- an American warsloop. And he went aboard and told Captain Ingraham of the United States Navy what had happened.

Ingraham went to the American Consul in that port. The Consul was reluctant to do anything when he learned that the man had only taken out his first papers and was not yet a citizen. But Captain Ingraham said, "I believe I am the senior officer in this port. I believe that my oath of office requires that I do something for this man who has announced his intention to be a citizen." He had himself rowed out to the Austrian warship. He demanded to see our citizen. They were amused at that affrontery of this captain of the tiny warsloop, but they brought him on deck in chains. Captain Ingraham said, "I can understand him better without those chains. So they struck the chains, still amused.

And then he said, "I'm going to ask you one question. Consider your answer carefully. Do you ask the protection of the American flag?" And Kostia, who had been badly beaten, nodded yes. And he said, "You'll have it."

He went back to his own ship and in the meantime three more Austrian warships sailed into the harbor. There were now four. He sent a message over to the admiral again that said, "Any attempt to leave this harbor with our citizen on board will be resisted with appropriate force. And I will expect an answer by 4:00 o'clock."

Well, at 4:00 o'clock that afternoon everyone was looking at everyone else through those long spyglasses. No evidence of motion, but it was evident that the four ships were getting ready to sail. He ordered that the guns be

rolled into the sally ports. Now it was just seconds until 4:00 o'clock and he ordered the men to light those tapers with which they touched off the cannons. They did and the lookout called down and said, "They're lowering a boat." And they rowed Kostia over and turned him over to Captain Ingraham, one sloop against four warships. He then went below and wrote his resignation to the United States Navy. He said, "I did what I thought my oath of office required, but if I have embarrassed my country, I tender my resignation."

The United States Senate turned down his resignation with these words, "This battle that was never fought may turn out to be the most important battle in our nation's history." For many, many years, indeed for more than a century, there has been a U.S.S. Ingraham in the United States Navy. I have just learned that with the reduction of forces that has taken place in recent years there is not one now. I promise you there soon will be. (Applause).

Now, speaking for all your fellow citizens, I want to say how proud you have made all of us. In the weeks ahead when the "Connie" sails into the Western Pacific, remember wherever you are there also is America and there goes the pride and the good wishes of all your fellow citizens.

Men of the Constellation, it's been an honor for me to be here with you. Thank you very much and God bless all of you. (Applause).

END

1:10 P.M. PDT



~ Dictionary of ~

# American Biography

PUBLISHED UNDER THE AUSPICES OF  
American Council of Learned Societies

EDITED BY  
**Dumas Malone**

Hibben — Jarvis

RECEIVED

MAY 3 1944

NAVAL RECORDS & LIBRARY  
NAVY DEPT.  
NEW YORK

Charles Scribner's Sons

MCMXLIII

81,194

Ref.  
E  
176  
E32  
V.9



## Ingraham

of a Scotch family which settled at Concord, Mass., prior to 1715. His grandfather, Duncan Ingraham, his uncle Joseph Ingraham [q.v.], and his father, Nathaniel, were sea-captains, the last-named fighting as a volunteer on board the *Bonhomme Richard* in its engagement with the *Serapis*. Ingraham's mother was Louisa, daughter of George A. Hall, first collector of the port of Charleston, S. C., where her son was born. He became a midshipman at nine, June 18, 1812; served in the War of 1812 in the *Congress* and then on Lake Ontario in the *Madison*; rose to lieutenant, 1825; to commander, 1838; and in the Mexican War was on Commodore Conner's staff at the capture of Tampico. His chief distinction came in the celebrated Koszta affair of 1853. He was then commanding the sloop of war *St. Louis* in the Mediterranean. Entering Smyrna on June 23, he was informed that Martin Koszta, a Hungarian follower of Kossuth in the uprising of 1848-49, who had come to New York in 1851, declared there his intention of becoming an American citizen, and, after two years' residence, gone to Turkey on supposedly private business, had been violently seized at Smyrna by Austrian hirelings and imprisoned aboard the Austrian brig *Hussar*. Ingraham secured an interview with the prisoner and later threatened force to prevent his removal from the harbor pending instructions from John Porter Brown [q.v.], the American chargé at Constantinople. On July 2, upon advice from Brown that Koszta was entitled to protection, Ingraham cleared for action, anchored within half cable's length of the Austrian vessel, and at eight in the morning demanded Koszta's release before four that afternoon. Fighting appeared inevitable. The vessels were of about equal armament, but the *Hussar* was supported by a 12-gun schooner and two mail vessels. At the last moment, the consuls ashore arranged a compromise by which Koszta was turned over to the French consul general pending diplomatic settlement, which resulted in his ultimate release. Ingraham's resolute action was quite in harmony with American sympathies at the time, and aroused great enthusiasm both in Europe and America. He was fully upheld by his government, and upon his return in 1854 he was welcomed by mass meetings in New York and other cities, and awarded a gold medal by Congress. From March 1856 to August 1860 he was chief of the Bureau of Ordnance, and then went again to the Mediterranean in command of the *Richmond*. In January 1861, he resigned, and on Mar. 26 entered the Confederate navy. He was chief of ordnance at Richmond until November 1861, when he was given

## Ingraham

charge of naval forces on the coast of South Carolina. At Charleston he supervised the construction of the ironclads *Palmetto State* and *Chicora*, and on the night of Jan. 30-31, 1863, commanded the two in an attack on the Union blockaders. His flagship, the *Palmetto State*, rammed the *Mercedita* and then with the *Chicora* attacked and severely injured the *Keystone State*. Both Union vessels escaped, and the other blockaders withdrew to avoid the slow but dangerous rams. A proclamation on the 31st, signed by General Beauregard and Ingraham, declared the blockade "raised"; but the rams retired into the harbor and the blockaders were back on their stations within a few hours. In March 1863 Ingraham relinquished command of the flotilla, while retaining the station ashore. After the war he retired to private life in Charleston, where he died in his eighty-ninth year. In 1827 he was married to Harriott Horry Laurens, granddaughter of the statesmen Henry Laurens and John Rutledge of South Carolina. To them were born three sons and five daughters. The general estimate of Ingraham's character is expressed in the statement of Commander W. H. Parker, who served under him, that he was a "man of intelligence and culture, and bore the reputation of being a brave and good officer" (*Recollections of a Naval Officer, 1841-65, 1883, p. 293*).

[F. B. C. Bradlee, *A Forgotten Chapter in Our Naval History: A Sketch of the Career of Duncan Nathaniel Ingraham* (1923); J. T. Scharf, *Hist. of the Confed. States Navy* (1887); *War of the Rebellion: Official Records (Navy)*; *Charleston News and Courier*, Oct. 17, 1891; W. R. Langdon, in *Mag. of Hist.*, Dec. 1911; R. C. Parker, in *Proc. U. S. Naval Inst.*, Mar. 1927; G. S. Dickerman, *The House of Plant of Macon, Ga.* (1900); *Senate Ex. Doc. No. 40 and No. 53, and House Ex. Doc. No. 1 and No. 91, 33 Cong., 1 Sess.*]

A. W.

**INGRAHAM, EDWARD DUFFIELD** (Feb. 12, 1793-Nov. 5, 1854), lawyer and author, the son of Francis and Elizabeth (Duffield) Ingraham and a grandson of Edward Duffield, Benjamin Franklin's executor, was born at Philadelphia. He studied law from 1811 to 1813 with Alexander J. Dallas [q.v.], United States attorney for the eastern district of Pennsylvania. Called to the bar at twenty, an ardent Democrat with a taste for politics, he found the strongly Federalist, Quaker city a difficult field for his political activity. Although he frequently sacrificed himself as his party's candidate for elective office he was never chosen, and did not attain even an appointive office until after nearly a score of years. A delegate to the Free Trade Convention at his native city in 1831, he became, three years later, secretary of the congressional committee investigating the United States Bank and, later in the same year, one of the bank's di-



## Inglis

[*Alexander Inglis, 1879-1924* (1925), a memorial volume to which colleagues contributed; the *Wesleyan University Alumnus*, May 1924; "Minute on the Life and Services of Professor Alexander James Inglis," in the unpublished records of the Harvard Graduate School of Education; *Harvard Grads. Mag.*, June 1924; *Boston Transcript*, Apr. 12, 1924; *N. Y. Times*, Apr. 13, 1924; *Who's Who in America*, 1924-25; correspondence with Mrs. Antoinette Clark Inglis and personal acquaintance.]

F. E. S.

**INGLIS, CHARLES** (1734-Feb. 24, 1816), Anglican clergyman, Loyalist, first bishop of Nova Scotia, was born in Ireland, youngest of the three sons of Rev. Archibald Inglis of Glen and Kilcar, Donegal. He emigrated to America about 1755 and taught in the Free School at Lancaster, Pa. Three years later, in London, he was ordained deacon and priest and assigned with a salary of £50 a year to the Anglican mission at Dover, Del., with jurisdiction over the whole county of Kent. After about six years (1759-65) of "unwearied diligence" in this field, he departed reluctantly to become assistant to Rev. Samuel Auchmuty [*q.v.*], rector of Trinity Church in New York City. Then began his intimacy with Rev. Thomas Bradbury Chandler [*q.v.*] of Elizabethtown, N. J., and "together they labored earnestly for the establishment of the Episcopate in America" (Heeney, *post*, p. 7) without much encouragement from the home authorities. Inglis was also greatly interested in the conversion of the Indians. He visited the Mohawk Valley in 1770 and corresponded with Sir William Johnson [*q.v.*], whose practical suggestions regarding the character and needs of the Indians he incorporated (1771) in a memorial to Lord Hillsborough and the Society for the Propagation of the Gospel, sent to England by the hand of Myles Cooper [*q.v.*], which stressed the political effect of establishing the Church of England in the wilderness. Temperamentally Inglis was "a quiet student and scholar who loved to spend his scanty leisure in literary and intellectual pursuits" (Rayson, *post*, p. 176); Oxford recognized his merits with the degree of D.D. in 1778. The Anglican clergy were nurtured in an atmosphere of devotion to the king and Parliament and Inglis was a true disciple. He once expressed dissatisfaction that the church pews should ever be "held in common, and where men, perhaps of the worst character, might come and sit themselves down by the side of the most religious and respectable enactors in the parish" (*Ibid.*, p. 174). His prayers for the king were as fervent as ever when the storm of Revolution broke. When Paine published his *Common Sense* in 1776, Inglis replied with *The True Interest of America Impartially Stated* (1776), in which he declared that *Common Sense* was filled "with

## Ingraham

much uncommon phrenzy," and was "an insidious attempt to poison their minds and seduce them [Americans] from their loyalty and truest interest." With independence declared and Washington's army in possession of the city, Trinity Church closed its doors, the aged Auchmuty retired to New Jersey, and Inglis to nearby Flushing. As soon as the British army began to force Washington northward, Inglis came back and was present to help personally in saving St. Paul's from the great fire (Sept. 21, 1776) which destroyed the mother church. The next year Dr. Auchmuty died and Inglis was appointed to succeed him. During the rest of the war his pen from time to time vigorously deplored the attitude of many people in England "who feel great Sympathy and Tenderness for the Distresses of the Rebels, but are callous to the Sufferings and Miseries of the Loyalists" (letter to Galloway, in *Historical Magazine*, October 1861). At other times, in open letters under the pen name of "Papinian" (published in Rivington's *Royal Gazette* and Gaines's *New York Gazette and Weekly Mercury*, and collected in pamphlet form in 1779), he tried to convince the patriots of the error of their ways. Nevertheless, when his cause was lost and he was about to sail for England (1783) as an impoverished exile, he said, "When I go from America, I do not leave behind me an individual, against whom I have the smallest degree of resentment or ill-will" (Rayson, *op. cit.*, p. 168). Four years later, Aug. 12, 1787, at Lambeth, he was consecrated as bishop of Nova Scotia, the first colonial bishop of the Anglican communion. In 1809 he became a member of the council of Nova Scotia. He died in Halifax. Inglis was twice married: first at Dover, Del., in February 1764, to Mary Vining, who died a few months later; second, at New York, May 31, 1773, to Margaret Crooke, who died in 1783. Of this second marriage there were two daughters and two sons, one of whom, John, in 1825 became third bishop of Nova Scotia.

[C. H. Mockridge, *The Bishops of the Church of England in Canada and Newfoundland* (1896); W. B. Heeney, *Leaders of the Canadian Church* (1920), with portrait; A. W. H. Eaton, *The Church of England in Nova Scotia* (1892); R. S. Rayson, "Charles Inglis, a Chapter in Beginnings," *Queen's Quart.*, Oct.-Nov.-Dec., 1925; Morgan Dix, *A Hist. of the Parish of Trinity Church*, vol. I (1898), with portrait; E. B. O'Callaghan, *The Doc. Hist. of the State of N. Y.* (quarto ed.), III (1850), 637-46, IV (1851), 266-69, 276-77, 282-93; R. E. Day, *Calendar of the Sir Wm. Johnson MSS. in the N. Y. State Library* (1909); A. W. H. Eaton, "Bishop Charles Inglis and his Descendants," *Acadiensis*, July 1908; *N. Y. Evening Post*, Mar. 19, 1816; *Quebec Gazette*, Apr. 11, 1816.]

A. E. P.

**INGRAHAM, DUNCAN NATHANIEL** (Dec. 6, 1802-Oct. 16, 1891), naval officer, came



11/2/01

Misty:

This entire book is devoted to the Kosztz affair. I have photocopied the bibliography, which discusses the primary source material as well as published references.

Barbara Lynch  
News Dept. Librarian

Jx  
4263  
. P8 K6

DARING  
DIPLOMACY

*The Case of the First American  
Ultimatum*

ANDOR KLAY

**RECEIVED**

SEP 19 1957

**NAVY DEPARTMENT LIBRARY**

THE UNIVERSITY OF MINNESOTA PRESS  
MINNEAPOLIS



## SOURCES AND REFERENCES

THE official correspondence relating to the Koszta case is in the following State Department collections: (1) *Manuscript Instructions*; (2) *Manuscript Despatches to Consuls*, under the names of individual countries; and (3) *Manuscript Domestic Letters*, under the names of individual senders and recipients. Records of relevant congressional debates are in *House Executive Documents* and *Senate Executive Documents*, Thirty-Third Congress, First Session. Austrian diplomatic correspondence and formerly secret reports cited are in the *Haus-, Hof- und Staatsarchiv* at Vienna under *Vereinigten Staaten*.

The following sources will be found useful by those interested in details of international legal ramifications of the case, miscellaneous arguments against Secretary Marcy's position on grounds of his confusion about some of the implications, various misconceptions which arose from the executive action because of statements taken out of context, and, generally, theories and practices concerning expatriation and domicile: W. E. Hall, *International Law* (1909), pp. 238-41; J. B. Moore, *The Principles of American Diplomacy* (1918), pp. 300-1, and by the same author, *A Digest of International Law* (1906), III, 835-45; C. H. Hyde, *International Law* (1945), II, 1064-1184; S. F. Bemis (ed.), *The American Secretaries of State and their Diplomacy* (1928), VI, 268-73; E. M. Borchard, *The Diplomatic Protection of Citizens Abroad* (1915), secs. 250-51.

Individual documents and miscellaneous published or unpublished sources used are identified below.

<sup>1</sup> Speech by Victor Hugo at a mass meeting in Paris; *Examiner*, London, August 25, 1849.

<sup>2</sup> William Morris, *A Dream of John Ball* (N.Y., 1899), p. 122.

<sup>3</sup> Giuseppe Mazzini, *Scritti* (Writings) (1864), IV, 351.

<sup>4</sup> Matthew Arnold, *Sonnet to the Hungarian Nation* (1849).

<sup>5</sup> Sándor Petöfi, *Nemzeti Dal* (National Song) (1848).

<sup>6</sup> James Truslow Adams, *The Epic of America* (Boston, 1931), p. 243.

<sup>7</sup> Manifesto of Nicholas I of Russia, April 27, 1849; *The Annual Register* (London, 1850), pp. 333-34.

<sup>8</sup> Abraham Lincoln, *Complete Works* (Gettysburg ed.), II, 127-28.

<sup>9</sup> *Congressional Globe*, January 8, 1849.

## DARING DIPLOMACY

- <sup>10</sup> President Zachary Taylor, *First Annual Message to Congress* (December 4, 1849).
- <sup>11</sup> *Kossuth in New England* (Boston, 1852), p. 144.
- <sup>12</sup> *Nuova Antologia (New Anthology)* (Rome, December 1923).
- <sup>13</sup> G. T. Curtis, *Life of Daniel Webster* (N.Y., 1870), II, 558.
- <sup>14</sup> J. B. Siebmacher, *Wappenbuch des Adels von Ungarn* (Book of Heraldry of Hungarian Nobles) (Nürnberg, 1887), IV, 15.
- <sup>15</sup> John Bassett Moore, *A Digest of International Law* (Washington, D.C., 1906), II, 560-61.
- <sup>16</sup> Imre Áldor, *Vázlatok a magyar emigratio életéből* (Sketches from the Life of the Hungarian Emigration) (Budapest, 1870).
- <sup>17</sup> Ferenc Szöllösy, *Kossuth és a magyar emigráció török földön* (Kossuth and the Hungarian Emigration on Turkish Soil) (Leipzig, 1870), p. 78.
- <sup>18</sup> *American Historical Review*, XVI, 787.
- <sup>19</sup> B. A. Gould, *Investigations in the Military and Anthropological Statistics of American Soldiers* (N.Y., 1869), p. 27.
- <sup>20</sup> *Száműzötték Lapja* (Exile Journal) (New York, October 15, 1853).
- <sup>21</sup> Secretary of State Buchanan to Mr. Campbell, July 26, 1848.
- <sup>22</sup> Secretary of State Buchanan to Mr. Huren, August 20, 1846.
- <sup>23</sup> Secretary of State Everett to Mr. Ingersoll, December 21, 1852.
- <sup>24</sup> *Fatti e Documenti* (Facts and Documents), pamphlet issued by Italian exiles at Smyrna in 1853 (copy in my collection).
- <sup>25</sup> *Giornale di Smirne* (Smyrna Journal), June 24, 1853.
- <sup>26</sup> Mr. Stiles to Secretary of State Buchanan, October 14, 1847.
- <sup>27</sup> *American Journal of International Law*, October 1907, p. 897.
- <sup>28</sup> Atkinson & Company, Boston, to the Department of State, September 6, 1850; State Department Personnel Files, "Offley, 1850," National Archives.
- <sup>29</sup> G. W. Wood to Rev. Anderson, Smyrna, December 26, 1850; State Department Personnel Files, "Offley, 1850," National Archives.
- <sup>30</sup> Mr. Offley to Secretary of State Webster, February 14, 1852.
- <sup>31</sup> F. C. Bradlee, *A Forgotten Chapter in Our Naval History* (Salem, Mass., 1923), pamphlet (transcript in my collection).
- <sup>32</sup> Letter (undated) by Commander Ingraham to his family, in the collection of the late Mrs. George Ingraham Hutchinson, Charleston, S.C.
- <sup>33</sup> W. H. Parker, *Recollections of a Naval Officer* (N.Y., 1883), p. 293.
- <sup>34</sup> *Giornale di Smirne* (Smyrna Journal), June 23, 1853.
- <sup>35</sup> Diary of Passed Midshipman Ralph Chandler; *U.S. Naval Institute Proceedings*, Vol. 53, No. 289.
- <sup>36</sup> Mr. Virágh to Mr. Griffith, Smyrna, June 23, 1853, quoted in *I Peripétia Tou Kosta* (The Adventure of Kosta), pamphlet issued by Greek exiles at Smyrna in 1853 (copy in my collection).
- <sup>37</sup> *New York Weekly Tribune*, December 17, 1853, p. 1, cols. 5-6.
- <sup>38</sup> *I peripétia Tou Kosta*.
- <sup>39</sup> *Magazine of History* (New York, December 1941).
- <sup>40</sup> F. W. Newman, *Select Speeches of Kossuth* (N.Y., 1854).
- <sup>41</sup> House Ex. Doc. 1, 33rd Cong., 1st Sess.
- <sup>42</sup> *Der Grosse Brockhaus encyclopedia* (Leipzig, 1929), III, 393.
- <sup>43</sup> *Dictionary of American Biography* (N.Y., 1929), III, 139.
- <sup>44</sup> *Dictionary of American Biography* (N.Y., 1933), XII, 297-98.
- <sup>45</sup> Secretary of State Webster to Mr. Hülsemann, December 21, 1850.
- <sup>46</sup> L. P. Lovett, *Naval Customs, Traditions and Usage* (Washington, D.C., 1943), pp. 347-49.



## Sources and References

- <sup>47</sup> C. O. Paullin, *Diplomatic Negotiations of American Naval Officers, 1778-1883* (Baltimore, Md., 1912), pp. 7-8.
- <sup>48</sup> *L'Impartial*, Smyrna, July 8, 1853.
- <sup>49</sup> Diary of Passed Midshipman Richard Worsam Meade; *U.S. Naval Institute Proceedings*, Vol. 53, No. 289.
- <sup>50</sup> M. E. Curti, *Austria and the United States, 1848-52* (Smith College Studies of History, 1926, Vol. IX, No. 3), p. 142.
- <sup>51</sup> Letter by W. H. Seward, 1849 (no specific date); C. R. Fish, *The Rise of the Common Man* (N.Y., 1927), p. 74.
- <sup>52</sup> Quoted in *New York Weekly Tribune*, September 20, 1849.
- <sup>53</sup> Mr. Mann to Secretary of State Clayton, Paris, October 11, 1849.
- <sup>54</sup> Mr. Hülsemann to Secretary of State Webster, October 1, 1850.
- <sup>55</sup> Secretary of State Webster to Mr. Hülsemann, December 21, 1850.
- <sup>56</sup> *Senate Journal*, 31st Cong., 1st Sess., pp. 260-61.
- <sup>57</sup> *House Misc. Docs.*, 31st Cong., 1st Sess., No. 39.
- <sup>58</sup> *Senate Misc. Docs.*, 31st Cong., 1st Sess., No. 35.
- <sup>59</sup> *Senate Journal*, 31st Cong., 1st Sess., pp. 59-64.
- <sup>60</sup> Justin McCarthy, *A History of Our Own Times* (London, 1879), II, 110.
- <sup>61</sup> Common Council of New York, *Report of the Special Committee* (N.Y., 1852), p. 574.
- <sup>62</sup> *Senate Ex. Doc. 9*, 31st Cong., 2nd Sess., pp. 7-8.
- <sup>63</sup> Daniel Webster, *Writings and Speeches* (Boston, 1903), XVI, 586.
- <sup>64</sup> Mr. Buchanan to Mr. Johnson, May 3, 1853, in *Buchanan's Works*, VIII, 508.
- <sup>65</sup> E. L. Pierce, *Memoirs and Letters of Charles Sumner* (Boston, 1877-93), III, 334.
- <sup>66</sup> Secretary of State Marcy to Mr. Whetmore, August 17, 1853.
- <sup>67</sup> G. T. Curtis, *The Life of James Buchanan* (N.Y., 1883), II, 80.
- <sup>68</sup> E. Plischke, *Conduct of American Diplomacy* (N.Y., 1950), p. 91.
- <sup>69</sup> *Century Magazine*, Vol. 35 (1898-99), p. 604.
- <sup>70</sup> *Little's Living Age*, October-December, 1853.
- <sup>71</sup> *New York Weekly Tribune*, September 10, 1853.
- <sup>72</sup> *New York Weekly Tribune*, October 8, 1853.
- <sup>73</sup> *Williams v. Fears*, 179 U.S. 270, 274.
- <sup>74</sup> U.S. Court of Appeals for the District of Columbia Circuit, No. 12406, *Schachtman v. Dulles*, June 23, 1955.
- <sup>75</sup> Rep. Gilbert Dean (N.Y.); *Congressional Globe*, 33rd Cong. 1st Sess., Vol. XXVIII.
- <sup>76</sup> Letter to me from the secretary of the commonwealth of Massachusetts, Boston, January 23, 1942.
- <sup>77</sup> Sir Edward Coke, *The First Part of the Institute of the Laws of England, Or, A Commentary upon Littleton* (London, 1832), I, 129-a, 25-b.
- <sup>78</sup> Sir William Blackstone, *Commentaries on the Laws of England* (Philadelphia, 1893), I, Secs. 369-70.
- <sup>79</sup> James Truslow Adams, *The American* (N.Y., 1943), pp. 306-7.
- <sup>80</sup> J. S. Hittell, *A History of the City of San Francisco* (San Francisco, 1878), pp. 185-88.
- <sup>81</sup> *Report for 1909 of the Commissioner General of Immigration* (Washington, D.C., 1910), 112.
- <sup>82</sup> R. W. Flournoy, Jr., "Naturalization and Expatriation," *Yale Law Journal*, XXXI, No. 7, May 1922, p. 708.
- <sup>83</sup> Mr. Brent to Mr. Craff, June 7, 1823, *MS Notes to For. Leg.*, III, 137.
- <sup>84</sup> Secretary of State Clay to Mr. Gallatin, June 19, 1826.

## DARING DIPLOMACY

- <sup>88</sup> Mr. Barnard to Secretary of State Marcy, September 13, 1853.  
<sup>89</sup> Secretary of State Marcy to Mr. D'Oench, November 16, 1853.  
<sup>90</sup> Mr. Tousig to Mr. Jackson, November 26, 1853.  
<sup>91</sup> Mr. Jackson to Foreign Minister Count Buol-Schauenstein, December 4, 1853.  
<sup>92</sup> Mr. Jackson to Secretary of State Marcy, December 3, 1853.  
<sup>93</sup> Secretary of State Marcy to Mr. Jackson, January 10, 1854.  
<sup>94</sup> Undated note in Ingraham's handwriting, in the collection of the late Mrs. George Ingraham Hutchinson, Charleston, S.C.  
<sup>95</sup> Secretary of State Marcy to Mr. Jackson, September 14, 1854.  
<sup>96</sup> Secretary of State Marcy to Baron de Kalb, July 20, 1855.  
<sup>97</sup> Secretary of State Marcy to Mr. Vroom, July 7, 1854.  
<sup>98</sup> Secretary of State Cass to Lord Napier, April 10, 1857.  
<sup>99</sup> Secretary of State Cass to Mr. Fay, November 12, 1860.  
<sup>100</sup> Assistant Secretary of State Davis to Mr. Fox, May 12, 1869.  
<sup>101</sup> *Congressional Globe*, 40th Cong., and Sess., I, 1867-68.  
<sup>102</sup> 33 Vict. Ch. 14.  
<sup>103</sup> U.S. For. Rel., 1881, p. 758.  
<sup>104</sup> Secretary of State Olney to Mr. Denby, January 15, 1897.  
<sup>105</sup> U.S. Rpts., Vol. 135, p. 64.  
<sup>106</sup> John Bassett Moore, *A Digest of International Law* (Washington, D.C., 1906), III, 813.  
<sup>107</sup> Price v. Price, 156 Pa. St. 617, 27 Atl. 291; Cooper v. Beers, 43 Ill. 25, 33 N.E. 61; Cobb v. Rice, 190 Mass. 231; Reed's appeal, 71 Pa. St. 378; Cruger v. Phelps, 47 N.Y.S. 61, 21 Misc. 252.  
<sup>108</sup> Somerville v. Somerville, 5 Vesey 787.  
<sup>109</sup> A. Berzeviczy, *Az abszolútizmus kora Magyarországon* (The Age of Absolutism in Hungary) (Budapest, 1921), I, 297, 412-19; II, 312-20.  
<sup>110</sup> G. Kende, *Magyarok Amerikában* (Hungarians in America) (Cleveland, 1927), I, 127, 241-42, 355.  
<sup>111</sup> A. Ipolyi, *A Magyar Szent Korona és a koronázási jelvények története és műleírása* (History and Technical Description of the Hungarian Holy Crown and of the Coronation Insignia) (Budapest, 1886).  
<sup>112</sup> H. Schlitter, *Kempfen's Denkschrift über d. Auffindung der Stephans-Krone* (Kempfen's Memorandum and the Discovery of Stephen's Crown) (Vienna, 1919).  
<sup>113</sup> K. Tábori, *Titkosrendőrség és Kamarilla; akták és adatok a bécsi titkos udvari és rendőrségi levéltárból* (Secret Police and Camarilla; Documents and Data from the Secret Archives of the Viennese Court and Police) (Budapest, 1921), pp. 148-71.  
<sup>114</sup> Julius Kuné, *Reminiscences of an Octogenarian Hungarian Exile* (Chicago, 1911).  
<sup>115</sup> *Kolozsvári Közlöny* (Kolozsvar Gazette) (Kolozsvar, Hungary, 1858), No. 56.  
<sup>116</sup> C. W. Doubleday, *Reminiscences of the "Filibuster" War in Nicaragua* (N.Y., 1886), pp. 177-201.  
<sup>117</sup> E. W. Fornell, "Texans and Filibusters in the 1850's," *Southwestern Historical Quarterly*, LIX, No. 4, April 1956, pp. 418-19.  
<sup>118</sup> E. Figueroa, *El Redactor de la Revolución* (The Editor of the Revolution) (Santiago, Chile, 1932), a biography of Horváth.



# U. S. Naval Institute Proceedings

March

Vol. No. 53, No. 3

## Contents

1927

Whole No. 289

OUR WEAKEST LINK Prize Essay, 1927 By Lieutenant Commander Thomas L. Gatch, U. S. Navy.....	267
CRUISER TYPES Honorable Mention, 1927 By Lieutenant (Retired) Franklin G. Percival, U. S. Navy.....	278
WHITHER? SOME ASPECTS OF OUR PRESENT POLICY By Brockholst Livingston.....	289
A PERSONAL NARRATIVE OF THE KOSZTA AFFAIR By Commander R. C. Parker, U. S. Navy.....	295 ✓
THE OFFICER AND THE DIVISION By Lieutenant Commander John B. Ewald, (SC) U. S. Navy.....	299
THE COURSE OF TRAINING FOR STUDENT NAVAL AVIATORS By Lieutenant Commander D. C. Ramsey, U. S. Navy.....	303
DIPLOMATIC SERVICES OF AMERICAN NAVAL OFFICERS By the Late John Hay, Secretary of State, 1898-1905.....	308
THE NAVAL OFFICER IN DIPLOMACY By the Late Rear Admiral H. S. Knapp, U. S. Navy.....	309
ADVENTURES OF "OLD GLORY" By William E. Beard.....	318
DISCUSSION .....	325
PROFESSIONAL NOTES.....	341
NOTES ON INTERNATIONAL AFFAIRS.....	366
BOOK REVIEWS.....	373
SPECIAL ILLUSTRATIONS—JAPANESE PRINTS OF PERRY'S VISIT—CHINESE SCENES .....	382
SECRETARY'S NOTES.....	383
LIST OF PRIZE ESSAYS.....	395

*The writers only are responsible for the contents of their respective articles.*

---

Editor, Captain H. A. Baldrige; Assistant Editor, Lieutenant Commander C. H. McMorris.  
Published monthly at 450 Alhnaip St., Menasha, Wis.  
Executive, Editorial, and Business Offices, U. S. Naval Institute, Annapolis, Md.  
Advertising Department, McGill Building, Washington, D. C.  
Entered as second-class matter at the post-office at Menasha, Wis., April 4, 1922, and at the  
post-office at Annapolis, Md., under Act of Aug. 24, 1912. Acceptance for mailing at the  
special rate of postage provided for in section 1103, Act of Oct. 3, 1919, authorized  
Mar. 13, 1922.  
Membership dues (including Proceedings), \$3.00 a year.  
Subscription Rate, \$5.00 a year. (Foreign postage extra.) Single copies, 50c.

Copyright, 1927, by U. S. Naval Institute

# A Personal Narrative of the Koszta Affair

By COMMANDER R. C. PARKER, U. S. Navy

EDITOR'S NOTE—See discussion, page 335 this issue.

ONE of the writer's earliest memories is of a long hall hung with old time ship pictures, among which was a particularly bold lithograph labelled "The U. S. Sloop of War *St. Louis* in the Harbor of Smyrna, July 2, 1853," with the sub-title "Commander Duncan N. Ingraham demanding the release of Martin Koszta from the Austrian Brig of War *Hussar*."

The artist was evidently more noted for conscientious attention to detail than for a very intimate acquaintance with naval architecture or a too slavish adherence to the laws of perspective. Not for him were any of the tricks of the modernist school, whereby so much is left to the imagination and so little actually done by the artist; his job was to get into the picture everything that belonged there, and in this he has succeeded admirably.

True, the bows of his ships are of the dish-pan variety, and there is a certain stiffness and formality in his treatment that is faintly reminiscent of the toy Noah's arks of our childhood. Nevertheless he did not miss a trick; every spar, shroud, and stay is there, and his fidelity to the actual facts becomes more apparent when we study the incident on which the picture was based.

This incident is described in the *Elements of International Law*, by G. B. Davis, and is quoted as follows:

Koszta was a Hungarian, and so a natural born citizen of Austria. He was concerned in the revolutionary outbreak of 1848, and at the unsuccessful termination of that movement effected his escape to Turkey, where he was arrested and imprisoned, but finally released on condition that he should quit Turkish territory. He went to the United States, took up a residence there, and at the proper time made a declaration in due form of his intention to become an American citizen.

In 1853, and so before the naturalization process had been completed in his case, he went to Smyrna on business, and was there granted a traveling pass by the United States consul. This paper conferred upon him, to a certain extent,

the national character of an American, and stated that he was entitled to American protection.

Not long after his arrival in Smyrna his presence was made known to the Austrian consul, and on June 21, 1853, Koszta was seized by certain persons in the pay of the Austrian consulate and taken out into the harbor in a boat. At some distance from the shore he was thrown into the water, and was picked up by boats from the Austrian man-of-war *Hussar*. He was taken on board that ship and was there confined with a view to his ultimate conveyance within Austrian jurisdiction.

The United States consul at Smyrna protested against this arbitrary action, but without avail, and as a last resort, reported the circumstance to the American Legation at Constantinople. The *St. Louis*, a public armed vessel of the United States, commanded by Captain Ingraham, happened to be lying in the harbor of Constantinople at the time, and Captain Ingraham was requested by the *Chargé d'Affaires* to proceed to Smyrna and demand Koszta's release, if necessary by a resort to force. In compliance with these instructions Captain Ingraham went to Smyrna and demanded the surrender of Koszta, stating that unless he were delivered up he should take him by force of arms.

As such a conflict, aside from its international consequences, would have led to the certain destruction of much of the shipping in the harbor and to possible destruction of the town itself, the French consul offered his mediation, and Koszta was delivered into his custody pending the result of the negotiations in his case. As a result Koszta was conveyed back to the United States, the Austrian government reserving the right to proceed against him should he ever return to Turkish territory.

The foregoing covers the mere outstanding facts from a legal standpoint. A more colorful account came to light recently when a musty volume, about to be thrown into the bonfire, turned out to be an intimate diary kept on board the *St. Louis* in 1852-54 by Passed Midshipman (afterwards Rear Admiral) Ralph Chandler, U.S.N., who brought the picture home from the Mediterranean. The style is somewhat sententious and flowery, as was the habit of the 1850's, but the prompt line on the pretty girls of a new port would do credit to the leading sheiks of any modern J. O. mess.



His story runs:

"On the twentieth of June our canvas wings were loosed to the breeze and we glided from the little harbor of Piraeus and soon lost sight of the city, venerable Acropolis and all, and steered away for Smyrna. On the twenty-second or twenty-third we were beating up the gulf, and early on the morning of the twenty-fourth let go the anchor in Smyrna harbor.

"When one sees one Turkish city he has seen them all, and to me there is a sameness about the mosques and minarets, the burial grounds among the trees, and even among the Turks themselves. Smyrna may be an exception for there are many Franks there and in their quarter of the city it looks quite homelike.

"The first news that greeted our ears on arrival was a description of the horrible and barbarous manner in which the Austrian consul, assisted by the brig-of-war *Hussar*, had treated one Martin Koszta, a Hungarian. Even the pretty girls were full of indignation and vowed vengeance against the Austrian officers, and refused to have anything to do with them; and their sweet faces would at once assume an angry cast when the subject was mentioned. The facts of the case were laid before the captain and in substance were as follows:

"Martin Koszta was one of the refugees that went to America with Kossuth, and while there filed a Declaration of Intention to become a citizen of the United States, and soon after left and came to Smyrna. Our consul refused to take him under protection as an American citizen, and for a few months he lived very quietly without being under the protection of any flag.

"One evening while he was at one of the coffee houses where he usually spent his evenings smoking his pipe—but a short description of the coffee house is necessary: It was partly supported by spiles driven into the ground and the larger portion of the building projected over the bay with a railing around it, and chairs and tables so placed that one might enjoy the cool breeze and take his coffee in the open air.

"While he was thus engaged at dusk one evening he was forcibly seized and thrown over the railing and then dragged some yards by a boat that was in waiting, sometimes under water and sometimes not, until the scoundrels thought themselves far enough from shore. They then took him

into the boat and carried him to the *Hussar* where he was confined in chains on the lower deck. The brutal manner in which he was treated, together with his intention to become an American citizen, influenced Captain Ingraham to act as he subsequently did.

"On our arrival, after the consul had seen the captain, a committee of citizens consisting of many English and Americans came on board to beg the interference of Captain Ingraham in behalf of the unfortunate Koszta, but the case was so singular a one that the captain could not take any immediate steps in reference to it, but at once wrote to the minister at Constantinople. The minister proper was absent but Mr. Brown, the dragoman, was acting, and after two statements of the affair from Captain Ingraham his advice was to take the unfortunate prisoner at all hazards.

"On July 2, a day I shall long remember, before breakfast the captain went on board the *Hussar* and demanded to see Koszta, but was told by the executive officer (the captain being on shore) that no such person was on board the brig. The contrary we knew, and therefore the captain informed the captain of the *Hussar* both verbally and in writing, that if Koszta was not delivered up by twelve meridian (it was then about 8:00 A.M.) he would take him by force. To which the Austrian captain replied, 'I am a soldier, sir, as well as a sailor, and will obey the orders of my superior, the consul, come what may.'

"When Captain Ingraham came back and told what he had done there was no surprise expressed, but we all saw that unless the man was given up there would be bloodshed, and every man on board seemed anxious for a fight. The time was put off until 4:00 P.M. for his delivery into our hands and we had ample opportunity to get ready for action.

"The Austrian force consisted of the brig *Hussar* of sixteen guns, the schooner *Artemisia* of twelve guns and a steamer of four guns. None of the guns of the Austrians were of as large calibre as ours, but their number exceeded ours by twelve guns. If that excess were all in one battery,—for instance, if it were one thirty-two gun ship instead of the three separate ones we were to contend against, our chance would of course be much better for we could always avoid a raking fire, and would not be obliged to fight both batteries at one time. In the

the *Hussar* was on the side which he had in mind. Attention to the fact that the captured Captain Ingraham had seen the men as they came on board the *Hussar* and that the men were called to quarters, shot and shell passed up to the guns, and everything soon assumed a warlike aspect. Before all this was effected, however, we left our old berth and stood closer in just ahead of the *Hussar* and came to again within less than half a cable's length from that vessel, and only veered to twelve fathoms of chain, so that the fifteen-fathom shackle would be near at hand to slip with.

remember, on board the *Koszta*, but the captain on was on knew, and the captain in writing, led up by about 8:00 p.m. To 1, 'I am a will obey consul, come

back and to surprise unless the bloodshed, anxious for until 4:00 p.m. and we ly for ac-

f the brig ner *Arctur* of four Austrians but their guns. If —for in-gun slip we were would of ld always be obliged . In the

other case one vessel might be on each side of us and another ahead or astern, and in either position we would be exposed to a raking fire. It was evident that in the case before us our plan of tactics was to get underway and fight at a long range until one or more of our opponents were disabled; and that being accomplished, we were certain of victory.

"This was the plan Captain Ingraham adopted and intended to put in force. Slip ropes were got on the chain ready to cast off at any moment from the anchor, the men were called to quarters, shot and shell passed up to the guns, and everything soon assumed a warlike aspect. Before all this was effected, however, we left our old berth and stood closer in just ahead of the *Hussar* and came to again within less than half a cable's length from that vessel, and only veered to twelve fathoms of chain, so that the fifteen-fathom shackle would be near at hand to slip with.

"The schooner, as soon as she was informed of our captain's demand, weighed her anchor and stood off and on across our bows for the rest of the day, and the steamer got up steam ready to tow either of the other vessels into position. No one can doubt that these were all hostile maneuvers and tended to show that resistance would be shown to the last.

"Our guns were loaded each with a round shot and a shell, the men armed with cutlasses and pistols, and the ship put in readiness for an action. Bulkheads were knocked down, yards slung, and rigging snaked down, and the array of amputating instruments that were displayed on the steerage table by the doctors was enough to chill one's blood. We were all in a great state of excitement, but not an expression of fear or regret did I hear, and I believe our officers and men would have fought the most desperate fight yet recorded.

"The people on shore heard of our intention and it produced much consternation among them as they had fears of our firing a shot into the town, and many of those who were loudest in their advice to capture Koszta, now thought better of it and would rather a little diplomacy and forbearance were exercised. But it could not be. Either Koszta must be delivered into our hands or we would take him, and so matters stood at half past three when an express came from the shore stating that the Aus-

trian consul had thought better of the matter and would negotiate. Agreements were therefore entered into that Koszta should be delivered over to the French consul to be treated as a prisoner at large until the actions of the separate governments be known.

"He was taken on shore, our boat following to see that everything was conducted properly, and so ended the Koszta excitement. It created at the time quite a sensation both at home and throughout Europe and became the by-word, and everyone applauded Captain Ingraham for his decisive action on that occasion. We were all certain of victory in case it came to blows, but many a gallant life would have been sacrificed, and many a family at home plunged into mourning for a beloved son or husband!"

These accounts tally fairly well, though there are some discrepancies. The diary shows that the *St. Louis* had been some time at Piraeus and left there on June 20, while the account quoted from *Elements of International Law* states that Koszta was abducted on June 21. It would appear therefore that the *St. Louis* just happened in to Smyrna at the crucial moment instead of having been sent there on purpose.

It is probable that the American consul at Smyrna did give Koszta a traveling pass or paper of some sort, for if he had refused him all protection as stated in the diary, he could not logically have interested himself later when the man was seized. He probably had little idea himself as to just how much protection a half-naturalized American was entitled.

The first account states that two boats were used in the abduction while the diary mentions only one. It is likely that he was taken out into the harbor in one boat by longshore thugs in the pay of the Austrian consul, and thrown overboard to be picked up by a boat from the *Hussar*. This would give the Austrians a chance to claim that he had been merely found and picked up instead of having been forcibly abducted.

It is an interesting speculation as to what would have happened had the Austrians stood their ground and kept Koszta. Captain Ingraham evidently meant business, though presumably hoping that his hand would not be called. The forces were not too unequal, considering the heavier guns of the *St. Louis*; and if the Austrians showed the same fighting spirit that they later displayed



under Tegetthoff at Lissa, there would have been as hot a fight as one could desire.

But the real battle would undoubtedly have come later, on the diplomatic game board, in trying to decide how far two wrongs go towards making a right. For while the seizure of Koszta was wholly illegal, it was more so through its violation of Turkish territory than from the shadowy character of his American citizenship; and on the same grounds the use of force by Captain Ingraham would have done equal damage to Turkish pride and considerably more to their harbor.

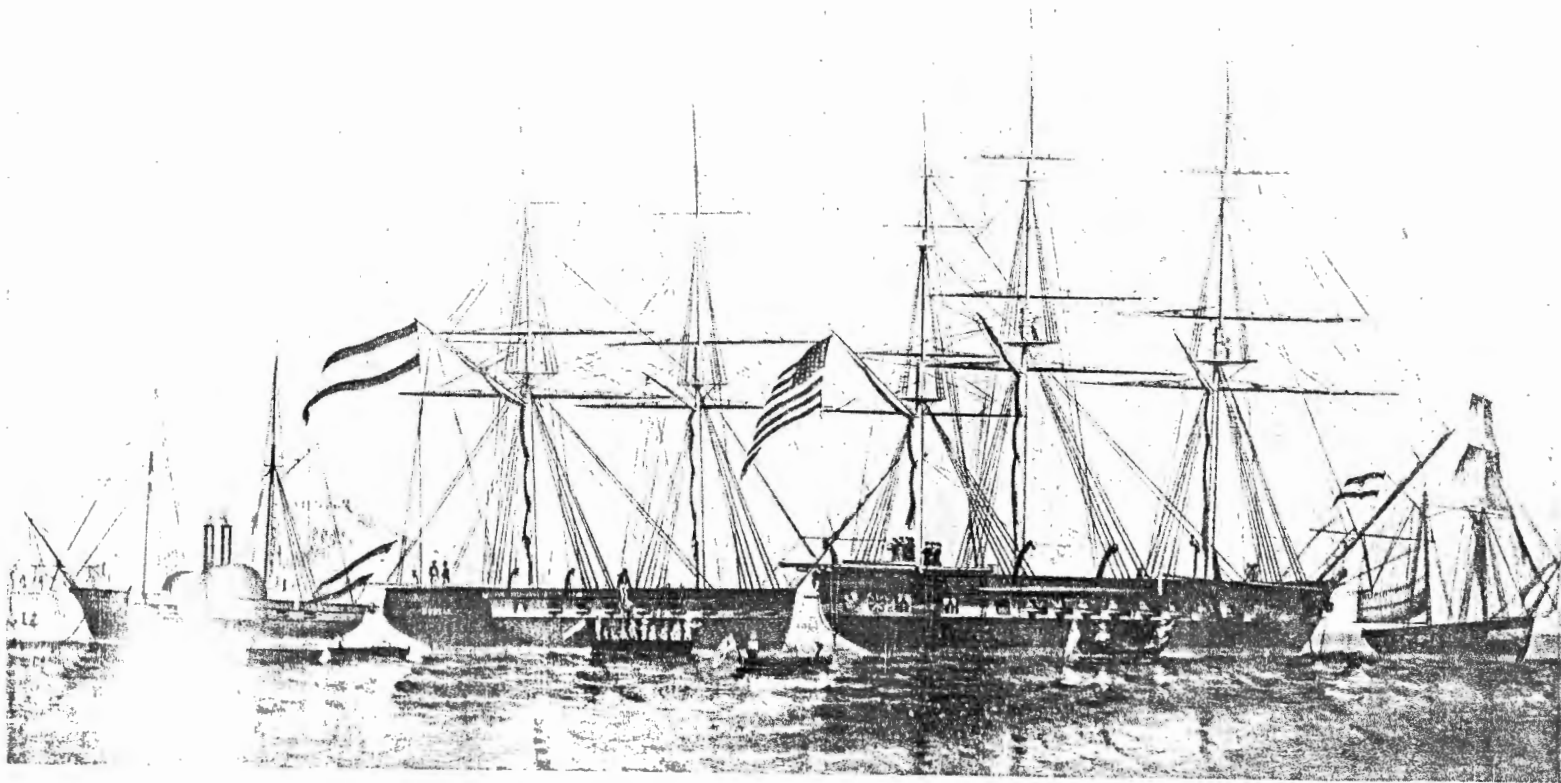
Probably in this, as in most other decisions that the captain of a naval vessel has

to make, he was right so long as he got away with it!

The reason that such a promising *casus belli* passed off, with nothing more serious than indignation all around, is obvious. Austria and the United States had no conflicting interests nor indeed, any points of contact at all; there was no stage on which to produce a war even had they so desired. But had either one possessed an outlying colony to be seized as balm for wounded dignity, there might have been a different tale to tell.

The picture of this affair was apparently made in Genoa in 1854 and brought home on the *St. Louis*. A replica of it hangs in India House, New York City.





THE U. S. SLOOP OF WAR "ST. LOUIS" IN THE HARBOR OF SMYRNA, JULY 2, 1853.  
Commander Duncan N. Ingraham demanding the release of Martin Koszta from the Austrian Brig of War *Hussar*.  
*To Commander Duncan N. Ingraham this picture is most respectfully dedicated*

larl Sio Sm "C mar the cor vet tec law of by litt wa bel ad' dis ne fai of im is be in of qi di re ee pr st U th o c S tr p



2



THE WHITE HOUSE

Office of the Press Secretary  
(Los Angeles, California)

---

INFORMAL QUESTION AND ANSWER SESSION WITH THE PRESIDENT

Aboard the U.S.S. Constellation,  
The Pacific Ocean off Southern California

August 20, 1981

THE PRESIDENT: -- and Libya has created an artificial line, claiming waters that are actually international waters, and we just felt that we gave the routine notice that is always given for such maneuvers and we conducted those maneuvers on the basis of what are international waters and not that artificial line that had been created, and this foray by the Libyans was nothing new. Over the last couple of years they have frequently harassed our aircraft out beyond that line, in the Mediterranean, French aircraft. There have even been incidents of threats of fire, and we decided it was time to recognize what are the international waters and behave accordingly.

Q Why did we feel we had to challenge them at this particular time?

THE PRESIDENT: We didn't challenge them. This was the scheduled time for the maneuvers. We've been holding them every year and in that area. This time we didn't restrict ourselves on the basis of what, as I say, is an artificial line. We utilized the international waters there for the training exercise.

Q Are you trying to destabilize Kadhafi's government, Mr. President?

THE PRESIDENT: No. We responded as we will respond anywhere when any of our forces are attacked; they're going to defend themselves.

\* \* \*

Q Perhaps your aide should have awakened you earlier because most of the country knew about the incident before you did.

THE PRESIDENT: Well, no, there was no -- everything was going forward and everything that had to be done -- and there was no decision to be made or they would have; they would have awakened me if there had been a decision, but it was -- the incident had taken place; there was no other reason, so they waited to call me when they had all the full information.

Q Do you think that was proper?

THE PRESIDENT: Yes. Yes.

Q As you sit here in the bridge of this ship, what do you think the message should be from yesterday's event and your appearance here today?

THE PRESIDENT: Well, that we're determined, that we are going to close that window of vulnerability that has existed for some time with regard to our defensive capability.

MORE

Q Sir, your message wasn't just to the Libyans, but the Soviets as well?

THE PRESIDENT: The message to the Libyans was brought on by the Libyans. We didn't go there to shoot down a couple of Libyan planes. They came out and fired on ours when we were holding maneuvers, and which everyone had been notified, all of our allies, all of the countries there in the area had been notified that we were going to hold those maneuvers, which we do every year in that same place.

Q You wouldn't be sorry to see Kadhafi fall, would you?

THE PRESIDENT: I would think that diplomacy would have me not answer that question.

Q We're a little confused as to whether you deliberately ordered a test of Kadhafi's challenge.

THE PRESIDENT: No, the maneuvers have been planned for a long time.

Q So there was no deliberate --

THE PRESIDENT: No. We were, as I say, faced with the knowledge that you could not go on recognizing this violation of international waters and that we were going to plan our maneuvers as we would have planned them without that rule. Without his artificial line.

If I could call to your attention that periodically we send some ships into the Black Sea just for the same reason, just as the Soviet Union sends ships into the Caribbean to assure that everyone is observing international waters and the rules pertaining to them.

Q But it sounds like you're saying, no, it wasn't a test but you aren't sorry you've bloodied Kadhafi's nose.

THE PRESIDENT: This is a rule that has to be followed. If our men are fired on, they're going to fire.

END



THE WHITE HOUSE

Office of the Press Secretary  
(Los Angeles, California)

For Immediate Release

August 20, 1981

REMARKS OF THE PRESIDENT  
TO THE CREW OF THE U.S.S. FLETCHER

Aboard the U.S.S. Constellation,  
The Pacific Ocean off Southern California

THE PRESIDENT: Officers and men of the Fletcher, it's my privilege and I'm greatly honored to have this opportunity to say hello to you but also to tell you how grateful all of us are for all that you're doing. We are truly grateful. I have just finished telling the crew here of the Constellation that this is really kind of an earth-shattering experience for me since my military experience was as a horse cavalryman. This is somewhat different. But, we are proud of all of you, and while there may be some people who think that the uniform is associated with violence, you are the peacemakers. It's because of what you're doing that we can be sure of peace.

So, again, thank you for giving me this opportunity to greet you and to tell you how proud we are.

END

Press Release  
Rm. 111 1/2  
3 copies

THE WHITE HOUSE

Office of the Press Secretary  
(Los Angeles, California)

For Immediate Release

August 20, 1981

REMARKS OF THE PRESIDENT  
TO THE CREW OF THE U.S.S. CONSTELLATION

Aboard the U.S.S. Constellation,  
The Pacific Ocean off Southern California

THE PRESIDENT: Captain Brooks and crew of Constellation, thank you for extending me this opportunity. This ship represents a powerful force in an uncertain world, and we all sleep a little better at night knowing that you're on duty. Everything we as Americans hold dear is safer because of what all of you are doing. I'd like to especially greet those who will be in the air department, the combat direction center, in engineering and communication later on. Although you won't be with us later, you're certainly not forgotten.

The engineering unit, I understand, faces major recertification examination tomorrow and a September readiness evaluation is also rapidly approaching. These are two of the major challenges for which you've been preparing, so can I just express my confidence that you're going to come through with flying colors?

So, for those who will be standing watch, my very best wishes. For the rest of the officers and crew, I look forward to meeting you and getting to know more about the job that you're doing. After all, this is quite an experience for an ex-horse cavalryman. So, I wish all aboard "a good Connie day".

END



THE WHITE HOUSE

Office of the Press Secretary

(Los Angeles, California)

For Immediate Release

August 19, 1981

FACT SHEET

VISIT OF THE PRESIDENT TO THE U.S.S. CONSTELLATION

Thursday, August 20, 1981

Commissioned at New York Naval Shipyard on October 27, 1961, the multi-purpose aircraft carrier CONSTELLATION is named after the United States frigate CONSTELLATION, which is now a national shrine and still afloat in Baltimore, Maryland.

The carrier is 1,072 feet long -- more than 3 football fields -- and some 90 yards wide. The flight deck has an area of 4.1 acres -- which is enough parking area for 1900 cars or 50 aircraft. The flight deck is about 60 feet above the water, and the hull extends another 35 feet below the surface. There are over 3,000 compartments in the ship, distributed over 17 decks.

Although somewhat overweight at 84,000 tons, CONSTELLATION travels at speeds in excess of 30 knots. Her power comes from eight boilers which produce steam at a pressure of 1,200 pounds per square inch. When passed through four turbine engines, this steam generates 250,000 horsepower to turn her four 20-foot propeller screws.

The CONSTELLATION launches her aircraft with the aid of four steam-driven catapults. Each of these "cats" has the power to propel a 30-ton aircraft to a speed of 150 miles an hour in just 250 feet. Using all four catapults, the ship can launch aircraft at a rate of three per minute.

Aircraft returning to the CONSTELLATION engage their tail hooks in one of four arresting cables stretched across the flight deck. These wires are linked to hydraulic engines which reel out the cable to bring the aircraft to a smooth controlled stop. These engines are capable of arresting aircraft weighing as much as 60,000 pounds.

The airwing consists of nine separate squadrons, each flying a specific mission. These squadrons, scattered at various naval air stations around the country, are united under the direction of the air wing commander to make up CONSTELLATION's largest department. Joined for training, patrol or combat deployment, the wing and ship form a cohesive and powerful force, equally effective in attack or defense.

With the air wing aboard, the CONSTELLATION has a population of nearly 5,000 men taking care of the ship and her approximately 100 aircraft. During operations at sea, the CONSTELLATION and her crew are self-sustaining, equipped with a hospital, dental clinic, post office, laundry, weather bureau, tailor shop, soda fountains and TV and radio stations. The crew has a library for study and a chapel where all faiths may worship. Shipboard evaporators make water for all the ship's needs.

CAPACITY FOR CONSUMABLE GOODS

Dry provisions.....2,003,758 lbs  
Vegetables.....405,000 lbs  
Ice plant.....5,200 lbs/day  
Meat.....370,705 lbs  
Dairy products.....36,600 lbs

DAILY FOOD PREPARATION

Meals served.....15,000  
Bread.....1,000 loaves  
Vegetables....10,000 lbs  
Meat.....5,000 lbs  
Potatoes.....3,000 lbs

\* \* \*



(Rohrabacher/TD) *mfc*  
*8/18/81*

August 18, 1981  
Second Draft

VISIT TO CONSTELLATION -- WELCOMING REMARKS

CAPT. FRED CORRELL  
PA, HQ US PACIFIC  
FLEET, PEARL  
HARBOR 808/471-0646

*Style p. 60*  
*country not in de*

Thank <sup>you</sup> Captain Brooks, and thanks to the crew of the Constellation for extending me this opportunity. This ship represents a powerful force in an uncertain world. The country sleeps better at night knowing you are on duty. Everything we hold dear is safer because of the job each of you is doing.

CAPT. CORRELL:  
These will be  
men on duty who  
won't get chance  
to meet president

I'd like to especially greet those who will be in the air department, the combat direction center, in engineering and communication later on. Although you won't be with us later, you are certainly not forgotten.

Capt. Correll: Ship  
being deployed  
Oct 20th. These  
are tests ship  
must undergo  
first. First test  
is day after  
R & V it  
*Style p. 184*

The engineering unit, I understand, faces a major recertification examination tomorrow and the September readiness evaluation is also rapidly approaching. These are two of the major challenges for which you've been preparing, and I'm confident you will come through with flying colors.

CAPT. CORRELL:  
P.A. JARGON - They  
always say "have  
a connie day"  
Connie is nickname  
for ship

So for those who will be standing watch, I wish you my best. For the rest of the officers and crew, I am looking forward to meeting you and getting to know more about the job you are doing. I wish all aboard a ~~very~~ Connie Day.

*good*



VISIT TO CONSTELLATION -- WELCOMING REMARKS

Thanks <sup>you</sup> Captain Brooks, and thanks to the crew of the Constellation for extending me this opportunity. This ship represents a powerful force in an uncertain world. The country sleeps better at night knowing you are on duty. Everything we hold dear is safer because of the job each of you is doing.

I'd like to especially greet those who will be in the air department, the combat direction center, in engineering and communication later on. Although you won't be with us later, you are certainly not forgotten.

The engineering unit, I understand, faces a major recertification examination tomorrow. You've got my best wishes. Obviously, every member of the crew is as vital to this ship as this ship is to your country.

The September readiness evaluation for the crew and air wing is also approaching rapidly. The engineering examination and this evaluation are two of the major challenges for which you've been preparing, and I'm confident you will come through with flying colors.

So for those who will be standing watch, I wish you my best. For the rest of the officers and crew, I am looking forward to meeting you and getting to know more about the job you are doing. I wish all aboard a very Connie Day.



m/c 8/18/81  
(Rohrabacher/TD)

*This is same  
as other welcome  
remarks only in  
talking point  
format.*

August 18, 1981  
Second Draft

VISIT TO CONSTELLATION -- WELCOMING REMARKS

- 10
- Thanks <sup>you</sup> Captain Brooks, and thanks to the crew of the Constellation for extending me this opportunity. This ship represents a powerful force in an uncertain world. The country sleeps better at night knowing you are on duty. Everything we hold dear is safer because of the job each of you is doing. X
- I'd like to especially greet those who will be in the air department, the combat direction center, in engineering and communication later on. Although you won't be with us later, you are certainly not forgotten.
- The engineering unit, I understand, faces a major recertification examination tomorrow and the September readiness evaluation is also rapidly approaching. These are two of the major challenges for which you've been preparing, and I'm confident you will come through with flying colors.
- So for those who will be standing watch, I wish you my best. For the rest of the officers and crew, I am looking forward to meeting you and getting to know more about the job you are doing. I wish all aboard a ~~very~~ good X  
Connie Day.

(Rohrabacher) *RS*

August 18, 1981  
First Draft

VISIT TO CONSTELLATION -- WELCOMING REMARKS

- you* ✓ ✓
- Thanks Captain Brooks, and thanks to the crew of the Constellation for extending me this opportunity. This ship represents a powerful force in an uncertain world. The country sleeps better at night knowing you are on duty. Everything we hold dear is safer because of the job each of you is doing.
- I'd like to especially greet those who will be in the air department, the combat direction center, in engineering and communication later on. Although you won't be with us later, you are certainly not forgotten.
- The engineering unit, I understand, faces a major recertification examination tomorrow. You've got my best wishes. Obviously, every member of the crew is as vital to this ship as this ship is to your country.
- The September readiness evaluation for the crew and air wing is also approaching rapidly. The engineering examination and this evaluation are two of the major challenges for which you've been preparing, and I'm confident you will come through with flying colors.

-- So for those who will be standing watch, I wish you my  
best. For the rest of the officers and crew, I am  
looking forward to meeting you and getting to know more  
about the job you are doing. I wish all aboard a very  
Connie Day. ?



↓  
Vietnam  
POW's  
taping

THE WHITE HOUSE  
WASHINGTON

~~Mr. [unclear]~~  
[unclear]

Officers  
HQ US Pacific  
Fleet  
Pearl Harbor

Fred Cornell

808 - 422 - 9922

471 - 0646

0903  
9980

ES-E9

{	Shortages of Officers	new
	20,000 navy wide	21,000
	10,000 Pacific fleet ships	7,000

telex  
for