

Master Gunner  
George Marshall U.S.N.

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## Early Life

George Marshall was a Greek-American naval hero. He served during the War of 1812. He was an author, artillery scientist, chemist, and naval educator. Marshall was a warrant officer. His specialization was gunnery. He wrote *Marshall's Practical Marine Gunnery*. Marshall eventually became a master gunner in the U.S. Navy. Master was the highest rank a gunner could obtain. His son and sons-in-law also became gunners.

He was one of the most important naval gunners in U.S. history. He helped build the framework of U.S. naval gunnery education. His book on naval gunnery outlined, artillery propulsion, over fifty chemical mixtures for pyrotechnics, Greek fire, smoke bombs, three different chemical mixtures for dyeing clothes, and the chemical composition of a stain removal solution. The book also lists the chemical names of dozens of different substances used in the early nineteenth century predating Dmitri Mendeleev's periodic table and the standard chemical nomenclature of the 20th century.

Marshall was born on the Greek island of Rhodes in 1781. Marshall was in the United States around the time America fought the First Barbary War. The country was 31 years old. He married Phillippi Higgs. Around 1807, Marshall joined the U.S. Navy as a seaman.<sup>1</sup> He was stationed at the Washington Navy Yard.<sup>2</sup> Thomas Jefferson was President and American hero Sicilian Salvatore Catalano was one of two gunners at the Washington Navy Yard. According to records, Samuel Kelly was the other acting gunner he had one arm.

The King of Sicily aided the United States during the First Barbary War. Salvatore Catalano was a critical player in a secret mission and his bravery was considered one of the most courageous acts in American naval history. Catalano was the pilot of the *Intrepid* during the destruction of the captured frigate *Philadelphia* in Tripoli Harbor around 1804. He became a hero thereafter. He was given a position in the U.S. Navy, which he immediately accepted. He became a warrant officer with the title of sailing master, he was also granted the title master gunner.<sup>3</sup>

Marshall soon began to learn the craft of gunnery under the navy yards gunners. Commodore Thomas Tingey was in charge of the Washington Navy Yard.<sup>4</sup> According to records of the navy yard, American inventor Robert Fulton would occasionally visit the yard to test his torpedo experiment. At the time the navy was developing more advanced cannon weaponry and the navy yard featured a fully functioning steam engine.<sup>5</sup>

On September 25, 1808, Marshall's oldest daughter Sophia was born.<sup>6</sup> Marshall became a warrant officer on July 15, 1809. His specialization was gunnery. It was not easy to receive the honor of warrant officer in the Navy it required exemplary service commitment and knowledge of the field.<sup>7</sup> Salvatore Catalano continued his service at the yard and Marshall was with him.

During the next three years, the navy yard conducted business as usual. The ships would come in for repairs and the navy yard was one of the best employers in the area. The War of 1812 began in the month of June. Officers and cannons were growing scarce and the navy yard lacked the fortifications it needed for its defenses. Most of the cannons were taken to Baltimore.<sup>8</sup>

Master Commandant Charles G. Ridgley was looking for glory in the War of 1812. He fought under Edward Preble in the First Barbary War. He was assigned to the sloop-of-war Erie. The gunners he was assigned were not having luck with the new cannons outfitted for the ship. The naval contractor insisted that Ridgley's gunners did not know how to properly load and fire the carronade's.

The Secretary of Navy William Jones ordered the Washington Navy Yard's Gunner Marshall to demonstrate the cannons at Henry Foxall's Columbia Foundry in Washington. Marshall explained the precise manner in which the cannons are loaded and fired to Ridgley. Ridgley recruited Marshall as his gunner around September 1813. Marshall's departure further disabled the navy yard's defenses.<sup>9</sup>

The sloop-of-war Erie was not able to join the ongoing war due to the British Blockade of the Chesapeake.<sup>10</sup> The crew of the Erie was reassigned to the Lake Ontario Fleet under Commodore Isaac Chauncey. Ridgley commanded the brig Jefferson and Marshall was his gunner. The crew arrived in the late spring of 1814 but the cannons that were supposed to be outfitted on the ship did not arrive until mid-summer.<sup>11</sup> Around this time Marshall's second daughter Maria was born.

## **Brig Jefferson**

Ridgley and the Jefferson sailed on 31 July and arrived off Niagara in early August. The fleet arrived nearly two weeks after the Battle of Lundy's Lane. The battle at Niagara was one of the bloodiest battles of the war. The battle continued further south of the Niagara River, it was now called the Siege of Fort Erie. Marshall was about to gain experience in warfare.

The Sylph, Oneida, and Jefferson stayed at the north entrance of the Niagara River while the remaining fleet sailed for Kingston. The three ships blocked two brigs and a schooner inside of the river.<sup>12</sup> They also blockaded the entrance preventing British supplies and troops from entering the Niagara River at the Lake Ontario entrance.

Ships could not travel from Lake Ontario to Lake Erie due to the force of Niagara Falls. Ships entered Niagara River at the Lake Ontario entrance, traveled halfway, offloaded supplies on land and men carried cargo 11 miles to naval ships closer to Lake Erie. This crucial blockade disabled the path while the Siege of Fort Erie raged on. The crew aided the American forces drastically. The crews of the vessels gained experience in warfare.

During the same month, the British invaded Washington and burned the city. Commander Tingey, Salvadore, and the remaining forces at the naval yard burned it to the ground to prevent the British from taking control.<sup>13</sup> After one month, the Niagara blockade ended and there was a massive storm. The Jefferson almost sank and on the order of Ridgley, Gunner Marshall and his crew threw ten cannons in the lake.

The cannons were immediately replaced and the ship was back on duty.<sup>14</sup> The next assignment was to lure Captain Yeo's ship into a decisive conflict. Around November, the crew docked the Jefferson at the port and waited for the ice to thaw. Around February 1815, the war ended, and the crew of the sloop-of-war Erie traveled back to Baltimore.

The crew was traveling home from New York City on board the brig Surprise. Regrettably, on their way back the ship began to sink off the coast of New Jersey. Marshall and other officers stayed with the crew while some managed to escape. Gunner Marshall was able to tie the remaining parts of the sinking ship together with towels and other materials. The remaining ship continued to float. He managed to reach the shore along with several other officers and crew. Some of the crew drowned while most of them survived.<sup>15</sup>

## **Sloop-of-War Erie**

After a brief stay with his family, he set sail once again. The Erie was ordered to the Mediterranean. Master Commandant Charles G. Ridgley was upgraded to Captain. He was also a commander in the Mediterranean Squadron. Gunner Marshall gained experience in the War of 1812. He was now ready to command his crew on the warship.

The warrant officer gunner was responsible for every gun on the ship and its operation. The guns included cannons: long guns, carronades, and bow chasers. Additionally, he was responsible for muskets and pistols. Marshall was also responsible for the gunpowder in the special gunpowder rooms called the magazines. Marshall's duty in battle was to make sure all the cannons functioned properly and had the necessary supplies. The crew responsible for the cannons reported to Marshall.<sup>16</sup>

The crew included: the gunner's mate, quarter gunner, first gunner, second gunner, gunner's aids, armorer, armorer's mate, gunsmith, yeoman of the powder room, and powder boys.<sup>17</sup> Marshall was responsible for the firing accuracy of the ship's cannons. The crew was usually 6 to 8 per cannon but naval recommendations listed more. Marshall either reported to the captain or a lieutenant.

The captain always had the key to the gunpowder room. It was the most dangerous and important area on the ship. Marshall was the only one allowed to open the space. Marshall also supervised gunnery drills and sometimes small arms drills. Marshall continued to gain experience on board the sloop-of-war Erie.<sup>18</sup>

When the ship departed the United States, the captain and crew arrived slightly after the conflict known as the Second Barbary War. The purpose of the Mediterranean Squadron was to protect American interests traveling to and from Europe. The tour consisted of both Barbary and English belligerents and the constant threat of piracy towards American vessels. It was dangerous and on numerous occasions, the crew was called to duty.

The American vessels stayed active around the straight of Gibraltar. Traveling to Greece was not allowed because there were heavy restrictions in Ottoman Ports. Sometimes ships were not permitted to pass further than a certain point into forbidden territory. Ships required special permission to go near certain ports.

Captain William M. Crane was on board with Commander Charles G. Ridgley. He was Ridgley's captain and Marshall befriended the officer.<sup>19</sup> Gamble replaced Crane in 1817. The ships sailed from the Strait of Gibraltar to the Strait of Sicily and frequented Italy, Mahón, and the neighboring ports.

In one incident on December 18, 1817, the Erie sailed for Tunis but three brigs of war were lurking and a British war vessel ordered them back into their harbor.<sup>20</sup> Around October 1818, Master Commandant Gamble suddenly died while in Pisa, Italy.<sup>21</sup> His fellow officers arranged for the transport of his body and paid three thousand dollars for a marble monument to be erected in his honor.

During the summer of 1819, the American vessel sloop-of-war Erie and a British warship of the 64th regiment almost went into battle due to a disagreement between the officers of the vessels.<sup>22</sup> Towards the end of Marshall's tour, an act of piracy occurred regarding an American vessel. Pirates robbed an East Indian man. The sloop-of-war Erie was dispatched around the summer of 1819. Pirates stole twelve thousand dollars and personal property. The Erie passed Saint Michaels Barbados after pursuing the pirate close to the Faial Islands.<sup>23</sup> Around this time, the Erie was back in the United States and Marshall reunited with his family.<sup>24</sup>

### **Gosport Navy Yard (1820-1824)**

Marshall returned to the United States around the late fall of 1819. In July 1820, his third daughter Eleanor Elizabeth was born in Norfolk Virginia.<sup>25</sup> Gosport Navy Yard gained the attention of the U.S. government and was a hot zone after the War of 1812. It was located close to the British Blockade of the Chesapeake and Hampton Roads. The naval rules of the 1820s for navy yards dispatched special marines to guard U.S. Navy yards.<sup>26</sup> Unlike the fate of the Washington Navy Yard, Gosport was not invaded by the British but protected under the command of Commodore John Cassin.

Marshall was assigned to the crucial navy yard replacing Joseph Lum. Marshall was the gunner of the yard. The yard enhanced its defenses and ran periodic drills. The navy yard began a school for midshipmen in the early 1820s. The school was under the command of Commodore Arthur Sinclair.<sup>27</sup> Marshall finished his naval book *Marshall's Practical Marine Gunnery*, he also taught gunnery.

It was the first scientific-technical book on naval artillery published for the United States Navy of its nature. The book delineated the role of the gunner. The book described the dimensions and apparatus required for the equipment of naval artillery. Tables and charts were featured and different types of guns were mentioned in detail. The book also presented an early view of projectile motion.

The section described how to approach the distance of a shot fired from a ship based on the sound of the cannon. At the time, the cannonball was found to fly at a rate of 1142 feet per second. It was the standard. Marshall's equation stated, after hearing the blast, and seeing a flash, the gunner should count the time until impact. Based on careful ear training the gunner would have an estimate on the distance a cannonball traveled. In the book, a nine-second scenario was outlined. The cannonball distance was found to be 10278 feet. Marshall's equation was as follows, where  $x$  is the number of seconds.<sup>28</sup>

$$(1) y(x) = 1142x$$

The equation was an early form of assessing the physical process known as projectile motion. It did not take into account the force of gravity or the traditional angle  $\theta$ . The approach predated classical and Newtonian mechanics. The velocity and time components were present. The technique also used sound waves to ascertain the distance of a projectile. One hundred years later sonar in naval ships could find the distance of a torpedo based on acoustics.

The book also featured an extensive chemistry section. The book presented an early record of the chemical composition of rockets and practical chemical mixtures. It was one of the earliest books discussing pyrotechnics and their chemical nature. It involved the quantities of different chemical mixtures. There were four types of skyrockets with varying chemical mixtures for example English rockets consisted of saltpeter, charcoal, sulfur, and mealed powder. Dried portfire included: saltpeter, sealed powder, sulfur, and antimony.<sup>29</sup>

There were over 50 different chemical ingredients for pyrotechnics. The book also listed a rule to mix the chemical compounds. It listed ingredients for smoke bombs. The book featured a technique to shoot fire at buildings and structures, classically known as Greek fire. The chemical ingredient that produced phosphorus of lime and alum phosphorus was also listed.

The chemical section also discussed how to deal with metallic compounds such as gold, silver, tin, and iron. Finally the section listed: how to prove spirits, glue for broken glass, a stain removal formula, and a formula to dye hammock fabric. See table 1 on page 15 for some of the chemical compounds used in the 1820s listed in his book.<sup>30</sup>

Marshall added and delineated every article used in the Sea Gunners Department of the United States Navy. It was endorsed by: Arthur Sinclair, Lewis Warrington, and William M. Crane. The commodore and two captains were at the Gosport Navy Yard. Sinclair was in charge of the school for midshipmen. The officers felt it would be a good book for junior officers, namely midshipmen. The book was an extra source of income for Marshall.

The duty of the lieutenant during war, in reference to gunnery, was as follows. The lieutenant commanded the men under his quarters; his job was to ensure they loaded the guns properly. The guns were pointed correctly when fired and to prevent excessive powder from accumulating in his quarters. His direct communication was with the gunner's mate. Marshall's book assisted future lieutenants in understanding the field of gunnery.<sup>31</sup>

During combat, the gunner was in the gun powder room (magazine) supervising the flow of powder to the different stations. The gun powder room was the most important part of the ship. The captain had the key and only the gunner was allowed to open the special area. Gunner Marshall trained all of the gunners and the lieutenants to have the ability to fire the cannons with accuracy in time of battle. It was crucial that the crew was well trained. Marshall's book was a reflection of his dedication to training. The new midshipmen's school in Gosport during the 1820s used his book. Future lieutenants and captains had to understand the function and capabilities of the weapons on board.<sup>32</sup>

## **North Carolina 74**

Marshall continued his duties at the navy yard until 1824. Marshall was the preferred gunner of the U.S. Navy due to the expertise reflected in his book. The United States Navy appointed Gunner Marshall to the ship of the line North Carolina 74 as her gunner. He was in command of approximately 600 to 700 men. His student, Gunner Samuel Heberd was on his former ship the sloop-of-war Erie. The original purpose of the North Carolina 74 leaving ordinary at Gosport Navy Yard was to go to France to retrieve American war hero Gilbert du Motier, Marquis de Lafayette.<sup>33</sup>

The North Carolina 74 was ready to set sail in early 1825 to join the Mediterranean Squadron. Before the ship's departure President James Monroe, Secretary of Navy Samuel Southard, Navy Commissioner Charles Morris, and distinguished members of our Congress officially visited the vessel.<sup>34</sup> The cannons fired the Presidential salute. The ship featured a library of books numbering 1100.



John Rodgers was the Commander of the Mediterranean Squadron. Master Commandant Charles W. Morgan was his captain on the North Carolina 74. A notable lieutenant on board was Robert Beverley Randolph.<sup>35</sup> Historically he is known for pulling President Andrew Jackson's nose. Moreover, George J. Marshall, Marshall's fourth and last child was born around this time. It was his first and only son.<sup>36</sup>

The ship sailed for the Mediterranean on March 26, 1825. Notable passengers included Estwick Evans and George Bethune English. English was an American diplomat who converted to Islam and was crucial in securing a trade deal with the Ottoman Empire. Around the time the trade deal was established, Greece was officially recognized as a country. Estwick Evans also helped conduct missionary work in war-torn Greece.<sup>37</sup> Because of this crucial trade deal countless Greek refugees traveled to the United States and Americans learned about the horrors of Greek slavery, which was used by American abolitionists.

The North Carolina 74 traveled throughout different parts of Greece. The ship was at Gibraltar Bay on October 14, 1825. Seaman sent letters back to the United States. Local newspapers published some of the letters. Some accounts discuss the North Carolina's voyage to various Greek islands namely Paros.<sup>38</sup>

One account describes the horrors of the Greek War of Independence and American sympathy. The North Carolina 74 traveled between Kithira and Crete. The letter continues to describe how a Greek commander boarded the North Carolina in the summer of 1825 and the ship docked on the island of Milos. The captain had a huge amount of admiration for the American fleet. Marshall was back in the country of his birth.<sup>39</sup>

Around February 1826, the ship was at Port Mahón, Menorca Spain. By the summer of 1826, the fleet was traveling around the Aegean islands. The crew was preparing to celebrate Independence Day close to the island of Tenedos. The Turkish fleet was heading towards their location and the ship assumed the battle position. Marshall prepared the cannons. Commander John Rodgers decided to proceed with the celebration and fired a twenty-one gun salute for the Fourth of July instead. Thomas Jefferson and John Adams both died on that Independence Day. The cannons fired and the Turkish fleet assumed it was to honor them.<sup>40</sup>

The highest-ranking Turkish naval official Kapudan Pasha (Grand Admiral) Husrev Pasha met with Commander John Rodgers in Mytilini. This important meeting led to a trade agreement with the Ottoman Empire. Around the same time, in the early 1830s, Greece was recognized as a country. Thomas Jefferson and John Adams both played a crucial diplomatic role during the First Barbary War with the Ottomans. This crucial meeting in the Aegean marked the beginning of a peaceful relationship between the United States and the Ottoman Empire.<sup>41</sup>

During the later part of 1826, Master Commandant Matthew C. Perry replaced Master Commandant Charles W. Morgan on Commander John Rodger's vessel. The North Carolina 74 was in Gibraltar on November 7, 1826. The crew painted her masts black, mourning the deaths of Adams and Jefferson. The ship fired the long 42 pounders in a 21-gun salute. The morning continued for six months.<sup>42</sup> At some point, Lieutenant Robert Beverley Randolph transferred to the warship Constitution. He assumed the role of purser when John B. Timberlake died.

Marshall and the crew eventually reached Toulon France because the ship sustained damage due to very strong winds off the coast of the island of Corsica. It was repaired while Commander Rodgers, Master Commandant Perry, and several officers traveled to Marseilles France. Two balls were thrown in their honor and they were greeted with the highest level of hospitality. The ship set sail on January 15, 1827.<sup>43</sup>

The ship was at Port au-Prince Haiti on July 6, 1827. It sailed from Gibraltar.<sup>44</sup> The crew was on its way back to the United States. By late July, Marshall was reunited with his wife Phillippi and his four children. His son George J. was now 2 years old. Marshall was 46 years old and an experienced naval gunner.

## **Washington Navy Yard**

Marshall was stationed at the Washington Navy Yard. Marshall was the gunner of the yard. He was reunited with Commodore Thomas Tingey and Salvadore Catalano. Salvadore Catalano was in the Department of Ordinance. He served ordnance duty. In this department, he was responsible for issuing naval artillery to ships and other naval installations.

Both Catalano and Marshall were training gunners. The Navy at the time called the technique proving ordinary seaman.<sup>45</sup> The gunners trained: gunners mates, quarter gunners, first gunners, second gunners, and anyone associated with the gunnery department. They tested the gunpowder and naval weapons and made sure they were fit for duty. Tingey died February 23, 1829, American war hero Commodore Isaac Hull took over the navy yard.<sup>46</sup>

Marshall was an expert pyrotechnist; the gunners were responsible for pyrotechnics. Marshall discussed the field extensively in his book. He was a gunpowder chemist. He had a firm understanding of chemical mixtures dealing with pyrotechnics and cannon propulsion. He was a valuable asset to the Navy.

## Gosport Navy Yard (1832-1855)

In 1832, Marshall arrived at the Gosport Navy Yard once again. He would stay at this location until his death. In 1827, the navy yard started a school for naval boys.<sup>47</sup> The boys were usually from foreign countries. The campus also had a new naval hospital and a dry dock was also added on June 7, 1833. Marshall was the gunner of the yard. The commander was Lewis Warrington he was reunited with his technical expert.<sup>48</sup>

Marshall met a young man named George Sirian. Recall, Lieutenant Robert Beverley Randolph was with Marshall on the North Carolina 74. When Randolph transferred to the Constitution he met a young Greek refugee named George Sirian. When they returned he sponsored his education. Randolph was in trouble with the Navy because a huge scandal was brewing in Washington known as the Petticoat Affair.

He was acquitted of the charges and was a rising star in the U.S. Navy. Regrettably, Andrew Jackson's inner circle was involved in the scandal. The Secretary of War John Henry Eaton was having an affair with Peggy Eaton while her husband the former Purser John B. Timberlake was on the Constitution. After Timberlake killed himself, the Washington socialite community was in an uproar because the widow married John H. Eaton in a very short time.

A huge scandal known as the Petticoat Affair erupted eventually smearing President Jackson's legacy as a politician. Jackson fired Randolph because he feared a scandal within his inner circle involving John H. Eaton. Randolph in a rage of anger found President Jackson and pulled his nose. It was the first time in history a man assaulted a U.S. President. Jackson never pressed charges.<sup>49</sup>

Randolph sent George Sirian to Marshall. In 1835, another gunner named Samuel G. City married Marshall's eldest daughter Sophia.<sup>50</sup> Marshall's youngest son George J. also began his naval training at ten years old. G.J. and Sirian were training together. Marshall began to accumulate a family of gunners. His duties continued at the navy yard. It was not easy to receive a warrant in the U.S. Navy but both Sirian and GJ became warrant officers as gunners.

George Sirian received his warrant when he was 19 years old on April 20, 1837. G.J. was a young teenager when he was acting gunner aboard the brig Lawrence in charge of gunnery.<sup>51</sup> By 1840, George Sirian married Marshall's third daughter Eleanor Elizabeth.<sup>52</sup> In the early 1840s, Sirian was assigned to the Washington Navy Yard. Sirian was with Marshall's mentor, Master Gunner Salvador Catalano.<sup>53</sup>

Marshall was promoted to master gunner in 1841.<sup>54</sup> He exhibited exemplary service in his field. Many of the captains he served with were promoted to higher ranks and they all remembered his extraordinary knowledge in the field of gunnery. There were few master gunners in the U.S. Navy and Marshall was one of them.

By 1843, his former captain and promoter of his book Commodore William M. Crane became the head of the new Bureau of Ordnance and Hydrography.<sup>55</sup> The office was on the campus of the Gosport Navy Yard and Marshall was invited to assist the new department. Marshall also continued his duty as the gunner of the navy yard.<sup>56</sup> His son-in-law Gunner Samuel G. City was also with him in the gunners loft.<sup>57</sup> Commodore Lewis Warrington replaced Crane as the Chief of the Bureau of Ordnance and Hydrography in 1846. He remained at the Bureau until 1851.

Marshall's mentor and friend Salvador Catalano died at 79 years old. He was still active at the Washington Navy Yard. He served the country until his death. Marshall announced his resignation in August 1846, four months after his death. Marshall was a master gunner and one of the most senior officers in the Navy. The Navy did everything possible to keep him on active duty. His inner circle of captains, commanders, and bureaucratic officials persuaded Marshall to continue his duty as a warrant officer and his resignation was rescinded the same time it was issued.<sup>58</sup>

The Mexican-American war broke out. George Sirian and George J. Marshall were active participants. Samuel G. City and Marshall were gunners at the Gosport Navy Yard. His son G.J. was on the sloop John Adams in Vera Cruz and died of yellow fever on November 11, 1847.<sup>59</sup> Marshall was now 66 years old and he continued his service in the Navy.

In 1847-48, he was briefly the gunner of the Washington Navy Yard emulating Salvador Catalano's role. Greek American abolitionist and U.S. Navy Chaplain Photius Kavasalis was also stationed at the navy yard.<sup>60</sup> Kavasalis changed his name to Photius Fisk by an act of Congress around this time. By 1849, Marshall was back at the Gosport Navy Yard on ordnance duty.<sup>61</sup> In 1851, future Four-Star Admiral David G. Farragut, Marshall, and Naval Clerk William H. Peters each planted an oak tree outside of the commandant's office at the Gosport Navy Yard. The commander was Rear Admiral Silas H. Stringham.<sup>62</sup>

## Memorial

He continued his service until Gosport was struck by the yellow fever outbreak of 1855.<sup>63</sup> Marshall died of yellow fever at the Gosport Navy Yard in the naval hospital on August 2, 1855. He served the country until his death. Regrettably, his sister-in-law also died of yellow fever four days later.<sup>64</sup> His wife Phillippi survived another nine years. His son-in-law Gunner George Sirian had an exemplary career in the U.S. Navy. He also taught gunnery at the U.S. Naval Academy. The George Sirian Meritorious Service Award is given in his honor.

A memorial was erected in the honor of Master Gunner George Marshall it said:

Sacred to the memory of George Marshall 46 years a gunner in the Navy of the United States of America who departed this life in the 74th year of his age on the 2nd day of August 1855.

He was a rare man in head and heart.

Under the cover of a plain,  
blunt and somewhat repulsive exterior,  
he hide a warmth of affection,  
sincerity and sensibility of feeling known  
only to his family circle  
and those who had the happiness  
of sharing his confidence and friendship.

He was kind and generous,  
willing and ready to embark  
in whatever he believed to be for the public good.

He gloried in the service he had espoused,  
and labored nobly to make known  
the principles and commend its design to others.

Infinite wisdom has remove from his labors,  
and left others to discharge the duties  
unaided by his science and skill in the misty art  
of his profession all acknowledge his worth  
and regret his loss.

He was practically useful in his day and generation.<sup>65</sup>

Rank of Officers by Precedence of Command in 1821 U.S. Navy.<sup>66</sup>

Captain or Commander  
Lieutenants  
Master or Masters Mate  
Boatswain  
Gunner  
Carpenter  
Midshipmen

Table 1

Lists of Chemicals and Chemical mixtures used in the 1820s, Marshalls Gunnery.<sup>67</sup>

Seal coal  
Asafoetida  
Saltpeter  
Mealed Saltpeter  
Yellow arsenic  
Red orpiment  
Yellow orpiment,  
Sulfur  
Salt-nitre  
Antimony  
Salt of tartar  
Pitch  
Steel dust  
Glass dust  
Iron filings  
Steel filings  
Fine Brass filings  
Copper filings  
Oil of Spike  
Linseed oil  
Rosin  
Indigo  
Sawdust boiled in Lye  
Tallow  
Powder  
Allum powder  
Corned powder  
Pulverized powder  
Common powder  
Mealed powder  
Vinegar  
Camphor  
Charcoal  
Charcoal roughly ground  
Sal Armoniac  
Starch  
Turpentine  
Amber  
Brimstone  
Isinglass  
Spirts of wine  
Gum Arabic  
Brimstone  
Vitriol  
Aqua Fortis

## Notes

### Early Life

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