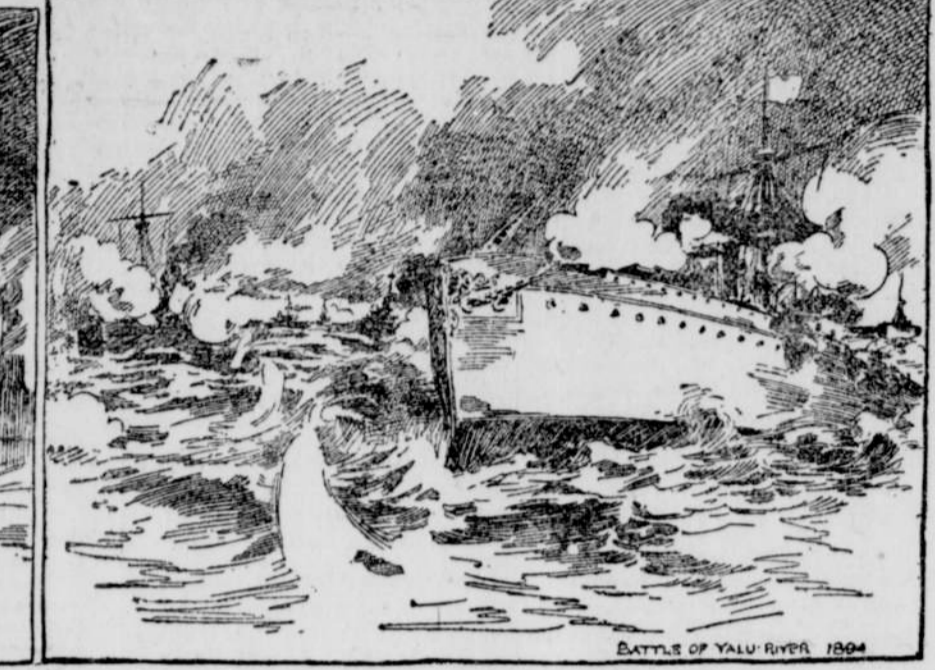
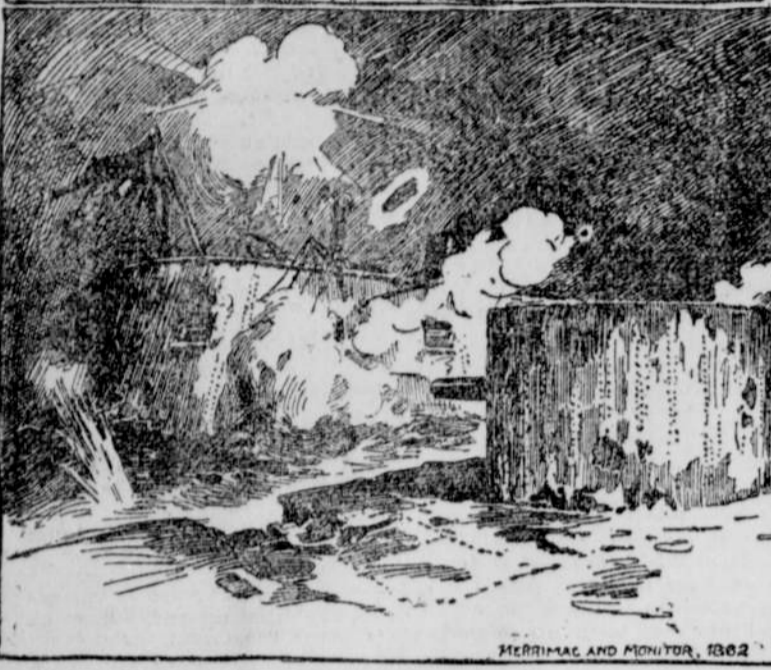
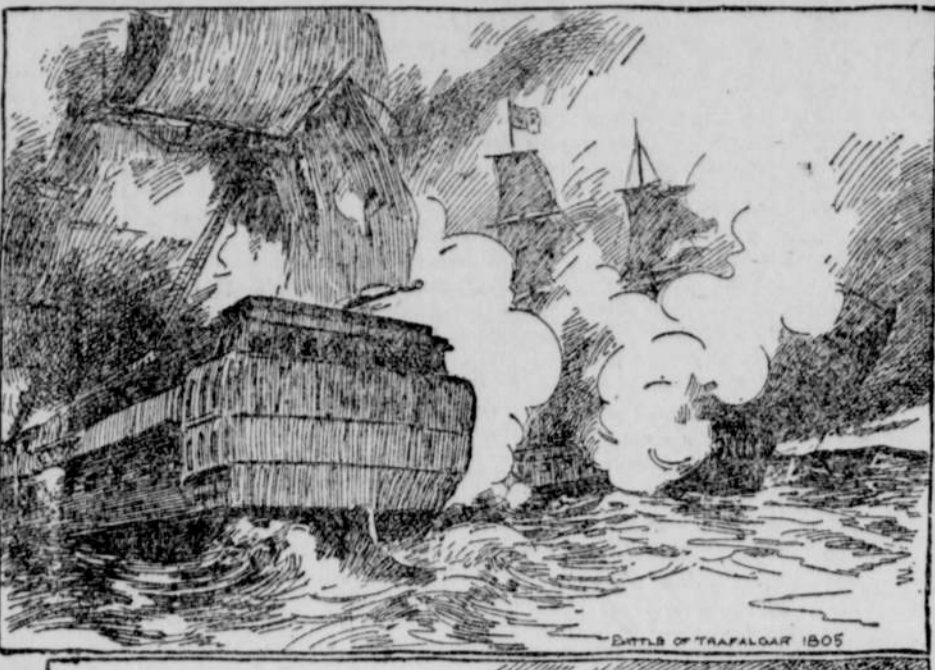


FAMOUS NAVAL BATTLES OF THE WORLD.



GREAT NAVAL BATTLES OF HISTORY

IMAGINE a fleet of 6,000 war vessels armed with more than 2,000 new style guns, some weighing 100 tons, and actually manned by 500,000 men, with as many reserves, and you have the naval force of the world marshaled in one grand body. Salamis and Manila are the naval antipodes of history. Salamis was the first great recorded battle. It drove the Persians from Greek soil. From crude galley ships, propelled by oars, naval progress has advanced to a stage which almost reaches the limit of terrible destruction. One battleship like the Oregon could have destroyed the Spanish armada and its English foe. There are guns on the Oregon which consume 1,000 pounds of gunpowder in a single discharge, while the most formidable guns in the armada service consumed four and a half pounds to the charge.

Although ironclads were used to some extent in the civil war, in the Chinese-Japanese war, in minor engagements between the Peruvian and Chilean fleets and the Russo-Turkish war in 1877, the Spanish-American fight in the Philippines and at Santiago, marks the first conflict between ironclads in which the great sea monsters of modern warfare received a fair test.

In naval warfare it is the same as in land warfare. The whole history of the art has been divided into tactical periods ushered in more or less directly by some great tactical discovery. Such discoveries have consisted not only of new arrangements and maneuvers, but of improved defensive armor or improved motive power. When the Tyrrhenian Pessacus added a sharp beak to the prow of the ancient galley he introduced a feature of greater tactical import than the oft-quoted invention of iron rams of the Dessauere or of the needle-gun by Mr. Dreyfus. As the Pyrric phalanx succumbed to the more open array of the lighter weapons of the Roman legion and the Swiss hercession to the short swords of closed fighting of Gonsalvo's infantry, so the old line of battle was pierced and broken by the new tactics, which Paul Hoste, the Jesuit, the clerk of Eddin and Rodney and Nelson put into practice.

In the battle of Artemisium, about 500 B. C., an engagement which was of more political than military importance, which the Theban poet celebrated as the "place where the sons of Athens laid the shining groundwork of freedom," the Greeks adopted a very remarkable order of battle. Their fleet was inferior to that of the Persians, which was large enough to literally surround them. The Greeks, appreciating the fatality of adopting the old formation, formed their fleet in a circle, with their bows facing the surrounding enemy, and then darted forth to break the shipmade wall. As a result the Persians lost thirty vessels. The Greeks were nominally defeated, although the net result was in their favor. This was perhaps the first great naval battle of which we have any knowledge, although the battle of Salamis is usually credited as the first great recorded sea fight.

Ramming as a method of aggressive naval warfare is almost as old as naval history, and has not yet been abandoned, although the improvements in shipbuilding have rendered it less effective. The invention of gunpowder found a slow response in the methods of naval warfare, galleys forming a considerable part of the navy until the eighteenth century. In the reign of Edward III, when the English fought the French at Sluys, the former stood off on the starboard tack and maneuvered so as to turn on the pursuing French and, aided by the sun at their backs, lashed their vessels to the French fleet and crippled their antagonists with

lanes, swords and every sort of weapon they could lay their hands on.

**Same Mode of Attack.**  
In the fight between Pembroke and the Spaniard Ray Diaz De Roxas, near Rochelle, although cannon were used almost for the first time on sea, the same mode of attack prevailed. Pembroke was made prisoner after four of the enemy's vessels had been lashed to his vessels. In fact, all the records of ancient naval warfare seem to indicate that sea fighting was little more than land fighting. The contending fleets would be lashed together and the men would fight hand to hand until one of the principals surrendered. The Spanish armada, with its 130 vessels, was little more than a series of Homeric duels. The ships were clumsy and unwieldy, communication was effected by means of small boats and most of the destruction was wrought by fireships. Guns cut little figures, and most of the Spanish vessels, it appears, were destroyed by violent storms, in open sea. Even as late as 1832, when Admiral Russell of England engaged the French in a series of sea fights known as the battle of La Hague, he positively forbade his men to fire on the French until his opponent, Tourville, had taken his distance in battle array. One English admiral in a battle with the French forbade his men firing until the enemy had fired the first shot, an incident which furnishes a precedent for President McKinley's reported order to Captain Sampson.

It was not until forty years ago that the ironclad cut any figure in naval warfare. At the great battle of Trafalgar in 1805, in which Nelson was killed, only a handful of powder was used in a discharge, and the guns were all twelve and six pounders. It is a remarkable fact that England herself, the leader of the world as a sea fighter, weighed down by a cankerous stretch of peace, has not fired a shot, metaphorically speaking, in four decades. The bombardment of Alexandria in 1882 was not an exception, as England was then simply firing at a target, having no opposition whatever. Neither were the efforts of the Chileans and Peruvians in their late belligerency of any avail in affording a clue to the great problem of the ironclads. The attempts made by the vessels of China and Japan four years ago were anxiously awaited by the rest of the world, and, although they were on a more extended scale than any previously made, they still failed to furnish an exhibition of the real merits or demerits of the iron monsters. Japan's smaller ships got the better of China's heavier craft with the same ease with which American soldiers prevailed over Pekin's raw land levies.

**Originated in America.**  
It was America, however, that introduced the ironclad to the world, and the duels between the Monitor and the Merrimac were pathfinders in the new and uncertain warfare which dodges wooden beaks and ships of fire. As a result of the Spanish war, the whole world has been thrown on the defensive. Almost immediately after the United States voted a naval appropriation of \$50,000,000 Russia set aside the same amount for the construction of men-of-war and England ordered built eighteen battleships to her annual budget of thirty-two cruisers, forty-one torpedo boat destroyers and eleven other war vessels. Next to the English come the French, with a total of 900 vessels of war, and the United States has quickly come to the front as a naval power. Her vessels are not as heavy as those of her cousins, but they excel in speed and American seamen have always ranked with the best in the world.  
To recount the most famous naval battles in history is like recounting the most

famous poets, military leaders and statesmen. It is all a matter of judgment, and no two lists would be alike. The following, however, are among the leaders:

- Artemisium—Greeks virtually defeat Persians with superior fleet, 500 B. C.
- Salamis—Greeks, with 280 small war galleys, defeat Persians with 800 ships, the former losing forty galleys and the latter twenty galleys. Loss of life on both sides estimated from 5,000 to 20,000; 480 B. C.
- Winchelsea—English defeat forty Spanish vessels and capture twenty-six, August, 1350.
- Hardeur—English capture or destroy 500 French vessels, Aug. 15, 1410.
- Bay of Lepanto—Venetian and Spanish fleets defeat Turkish fleet under Pasha Ali; Christian fleet consisted of 250 ships and more than 50,000 men, and Turks commanded superior force; only thirty Turkish vessels escaped; 10,000 Turks were taken and 25,000 slain; Christians lost 10,000 men; 1571.
- Gibraltar bay—Dutch defeat the Spanish, April 23, 1607.
- Dover straits—Dutch destroy the English fleet, Nov. 24, 1652.
- Portsmouth—English defeat the Dutch and destroy eleven men-of-war and thirty merchantmen, Feb. 18, 1653.
- North Foreland—One hundred English and Dutch men-of-war engaged eleven Dutch taken and six sunk; June 2, 1653.
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