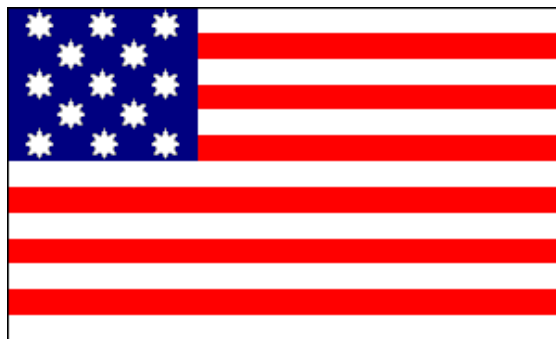


+Commodore John Barry+

"Not the value and command of the whole British fleet can lure me from the cause of my country."



“This is the Continental frigate ALLIANCE, in the service of the American Congress, John Barry commanding.”



The 36-gun frigate ALLIANCE is generally considered to have been the finest warship built in America during the War for Independence. She was constructed at Salisbury, Massachusetts in 1777-78, and commissioned for service in early 1779. John Barry commanded the [ALLIANCE](#) through most of the war. ALLIANCE fired the last shot of the war in an engagement with two Royal Navy warships in March 1783. She was also the last ship of the Continental Navy to be decommissioned, in August 1785. During the war, ALLIANCE flew an ensign with seven white stripes, six red stripes, and thirteen eight-pointed stars.

SEEKING VICTORY AT SEA

Jeremiah O'Brien in Maine, and Wexford-born John Barry of Philadelphia, were among the first to strike blows for freedom at sea. Both Barry and the somewhat less well-known O'Brien were merchant mariners in 1775. Jeremiah O'Brien, whose father Morris had emigrated from Cork (settling in Kittery, Maine, where his sons were born), led the seizure of the first British warship to be lost to the Americans. Captain Jeremiah O'Brien (1744–1818) was in command of the sloop UNITY when she captured HMS MARGARETTA in **the first naval battle of the American Revolution, 12 June 1775.** Jeremiah and his five brothers, Gideon, John, William, Dennis and Joseph, were crewmembers of the sloop UNITY. At the entrance to the harbor at Machias (a town then in Massachusetts, now in Maine), thirty-one townsmen armed with guns, swords, axes, and pitch forks captured the British armed schooner in an hour-long battle after the English commander had threatened to bombard the town for interference with the shipment of lumber to British troops in Boston, then under siege by the Massachusetts Militia and other Patriots (later by American Continentals). This battle is often considered the first time British colors were struck to Americans, even though UNITY was not formally a member of the Continental Navy. Congress did not formally authorize the Continental Navy until 13th October 1775. The **United States Merchant Marine claims UNITY as one of its own, and this incident as their beginning.** The World War II Liberty Ship S.S. JEREMIAH O'BRIEN (now a memorial at Fisherman's Wharf in San Francisco, California), is named for him.

USS O'BRIEN has been the name of five United States Navy ships, in honor of Jeremiah O'Brien and his five brothers:

O'Brien (TB-30), a torpedo boat, 1900 – 1909; *O'Brien* (DD-51), an *O'Brien*-class destroyer (DD), 1915 – 1922; *O'Brien* (DD-415), 1940 - torpedoed in 1942; *O'Brien* (DD-725), 1944 – 1972; *O'Brien* (DD-975), 1976 - 2004.

A **privateer, Jeremiah O'Brien** continued under a Letter of Marque from Congress as the captain of UNITY, renamed MACHIAS LIBERTY, for two years. His brother John later commanded the Privateer HIBERNIA.

John Barry plied his maritime trade a long way from the Maine woods, operating out of cosmopolitan Philadelphia (which was also the first seat of government of the Continental Congress), and ranging across the broad Atlantic.

The USS BARRY (DD-933) was selected as the centerpiece of the naval museum at the Washington Navy Yard, and the new USS BARRY (DDG-52) carries the name of Commodore John Barry on the high seas today. Four US Navy warships have been named for Commodore John Barry:

USS BARRY (DD-2) (1902-1920); USS BARRY (DD-248) (1921-1945);
USS BARRY (DD-933) (1956-1983); USS BARRY (DDG-52) (1992-).
There was also the World War II Liberty Ship, SS JOHN BARRY.

ON THE DELAWARE

Thomas FitzSimons and **John Barry** (both Irish-born) helped organize, as pointed out by Philip Briggs in a lecture at Fraunces Tavern Museum in New York City, 66-foot long Durham boats and rafts (neither shown in the inspiring painting below – see Patrick K. O'Donnell, *The Indispensables* (New York: Atlantic Monthly Press, 2021); see also David Hackett Fischer, *Washington's Crossing* (New York: Oxford University Press – USA, 2006), and the painting “*Washington's Crossing, McKonkey's Ferry*” by Mort Kunstler, for **Washington's** famous (Xmas, 1776) **Crossing of the Delaware** — facilitated by **John Glover** and his **Marblehead Men**, seafaring men from in and about Marblehead, Massachusetts, which led to the brilliant victory at Trenton, 26th December 1776. Barry also organized and commanded a force of volunteers and **Marines**, and participated, as an artilleryman, in the Trenton-Princeton Campaign. At Princeton, FitzSimons led a company he had raised and trained. **Thomas FitzSimons**, who then oversaw the construction of the defenses of Philadelphia, and of the Pennsylvania Navy, later served both in the Continental Congress and in the US Congress, as well as representing Pennsylvania in the Constitutional Convention. **John Glover** provided the first ship of “**Washington's Cruisers**,” the “Hannah” – named for his wife, as well as the thousand “Marblehead Men” of the “**Marine Regiment**” of the Massachusetts Militia, which became the 14th (“Amphibious”) Continental Regiment, which also saved our Army after the Battle of Brooklyn — and proved so essential throughout 1776.

John Barry played a crucial role in securing the “**Keystone State**” ratification of the **Constitution** – 12th December 1787 — second only to Delaware (7th December) — his statue, symbolically pointing the way to the future of his adopted country, stands in front of “**Independence Hall**” in Philadelphia.

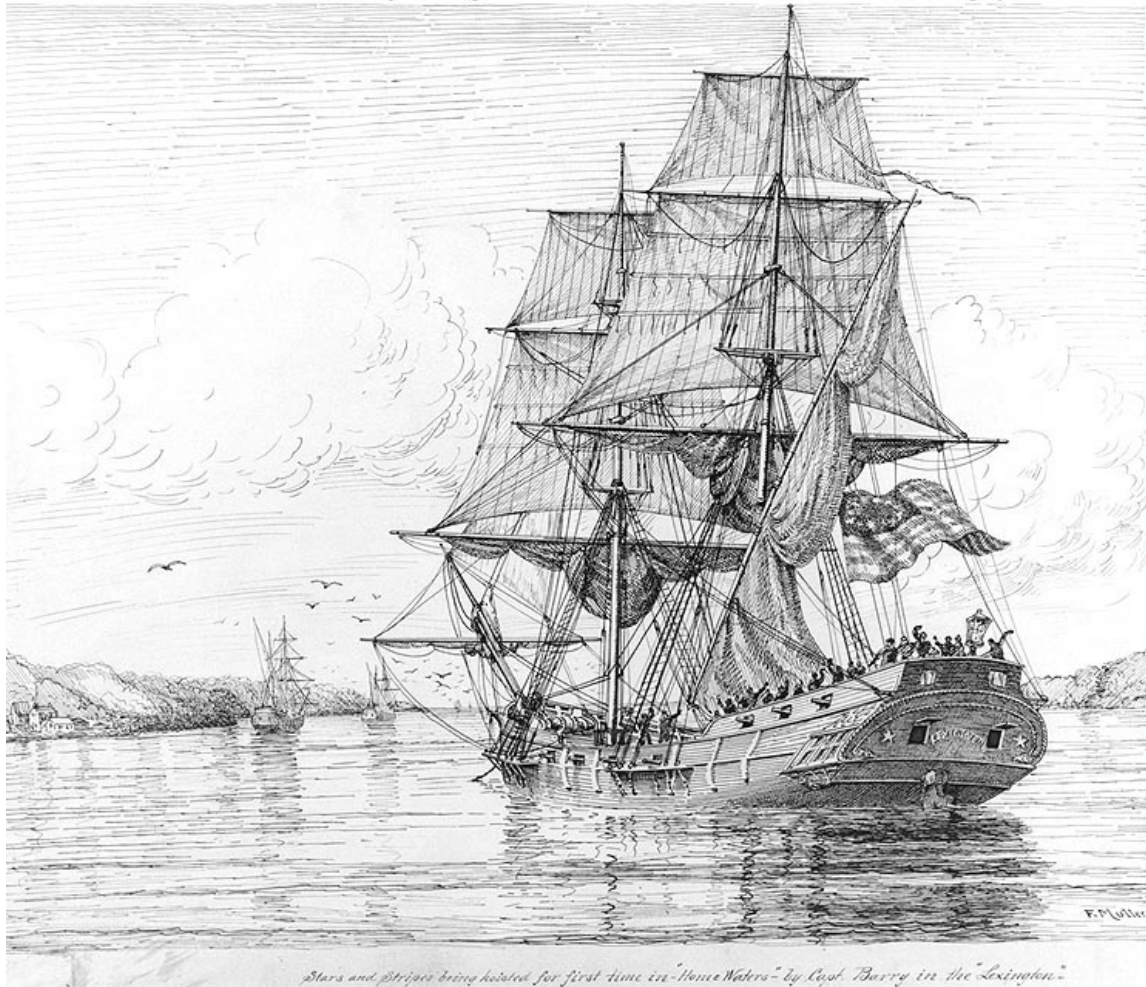


Emanuel Gottlieb Leutze, American, 1816-1868

George Washington Crossing the Delaware, 1851

Oil on Canvas; 12' 2/5" x 21' 1/4", Displayed in the American Wing
Metropolitan Museum of Art, New York City

Photo # NH 55825 "Stars and Stripes being hoisted for first time in 'Home Waters'". Drawing by F. Muller



In 1777, commanding the Continental Brig LEXINGTON, **John Barry** was the first to raise “The Stars and Stripes” in home waters. In battle, Barry was both effective and humane. He gave us our first victory on the high seas. Commanding the Continental Frigate ALLIANCE, Barry captured two British warships after being severely wounded in a ferocious sea battle (28 May 1781).



The “Betsy Ross” design
Based on an Act of Congress
14 June 1777
13 Stars and 13 Stripes

Barry captured over 20 ships including an armed British schooner in the lower Delaware; he authored a Signal Book which established a set of signals used for effective communication between ships; and he fought and won the last naval battle of the American War for Independence in March 1783. A most effective naval commander during the War for Independence, Commodore John Barry would later (1794) be selected by President George Washington build and command the **USS UNITED STATES** (sister ship of the USS CONSTITUTION – “Old Ironsides”, which is still in commission, in Charlestown, Massachusetts), and to be the senior officer of the new United States Navy (recognized in Public Law 109-142 as the first flag officer of the US Navy; four US warships have borne the name BARRY, and one Liberty Ship).

[Recommended by Historian Dr. Michael Crawford of the United States Navy’s Naval History & Heritage Command, the best book on Commodore John Barry, as of 2005, was **Gallant John Barry** by William Bell Clark (1938). See also the subsequent, and excellent: **John Barry: An American Hero in the Age of Sail** by Tim McGrath (2010).]

The Old Commodore “The Brave Old Ship Alliance”

Columbia’s friend! freed from this worldly coil
Now rests so heaven ordains from human soil,
A Patriot firm, through chequered life unblamed
A gallant veteran, for his powers famed,
Beneath his guidance lo! A Navy springs,
An infant Navy spreads its canvass wings,
Arising Nation’s weal, to shield, to save,
And guard her commerce on the dangerous wave.

Who e’re the Sage, his character shall scan,
Must trace those Virtues that exalt the man
The bold achievement and heroic deed
To honors fame the laurelled brave that lead!
Long for his merits and unsullied name
Dear to his friends and sanctified by fame
His clay cold relics shall his country mourn
And with her tears bedew his hallowed urn.
Come cheering hope celestial cherub come
Say that his virtues soar beyond the tomb,
Say that with Mercy in ethereal Guise,
His white robed spirits climbs yon opening skies.

Many ballads were written about “Jack” Barry, **Commodore John Barry** (1745-1803). This one was written by William Collins, who wrote many ballads about the American Revolution / War for Independence including “Molly Pitcher” and “Moylan’s Men.” The story, and adventures, of the Continental Frigate ALLIANCE are a well-known part of American Naval History.

The American Navy (i.e., George Washington's Continental Navy, the various State Navies of the Revolution/War for Independence, and the successor United States Navy) has a special place in the hearts of the American people, and of the Irish people, as well.

Napoleon once said, "Defeat is an orphan; Victory has a thousand fathers." So, the Navy having been an important part of the achievement, and later defense, of American Independence, there are a myriad of virtual candidates for the title "Father of the American Navy." I say virtual candidates, because this was not in the minds of the **patriotic American mariners who joined their destiny to the defense of the Public Liberty and the achievement of the Independence of the United States**; however, for various reasons, different people, over the years, have promoted different candidates for this posthumous honor. Msgr. Leo Gregory Fink in Barry or Jones?, while recognizing the great contributions of Scotland's John Paul Jones, makes a stronger case for Ireland's John Barry. My suspicion is that historian (and President) Theodore Roosevelt, a great admirer of John Paul Jones (in truth we should all be great admirers of John Paul Jones), given the rather narrow field presented by the good monsignor, would come down on the side of the Captain of the BONNHOMME RICHARD. With the wisdom of Solomon, the United States Post Office, in 1936, issued a one cent stamp featuring both Barry and Jones.



However, the matter has been explained with great clarity by **Rear Admiral Joseph F. Callo**, US Naval Reserve (Retired), author of the definitive book on Jones, John Paul Jones: America's First Sea Warrior (published by the Naval Institute Press, and recipient of the 2006 Samuel Eliot Morison Award for Naval Literature from the Naval Order of the United States). On a number of occasions, including at a Naval Reserve Association mess night, held in 2009 at the United States Merchant Marine Academy at King's Point, New York, Admiral Callo (American naval scholar from The Bronx, Sicilian father / Irish mother) has very clearly put the matter to rest.

Citing George Washington's Secret Navy: How the American Revolution Went to Sea by James L. Nelson, Admiral Callo made the case that there might have been no American Navy for John Adams to promote in Congress, or for Hopkins, Barry, Jones or anyone else to join, only for the wisdom, imagination, sagacity and initiative of General George Washington, Commander-in-Chief of the Continental forces. James Nelson makes, and documents, the point that, in 1775 General George Washington secretly armed a handful of small ships and sent them to sea against the world's mightiest navy.



The ensign known as the **Washington's Cruisers Flag** was first flown by two floating batteries, placed by the Americans in the Charles River during the siege of Boston. Later it was also flown by a number of small armed vessels of "The United Colonies of North America," commissioned under Washington's authority as Commander-in-Chief of the Continental Army. The artistic rendition of the tree and the exact wording of the motto varied from flag to flag. In April 1776, the Massachusetts legislature made this flag official for the naval forces of the state. A similar flag, with no motto, is still the official ensign of the Commonwealth of Massachusetts.

America's first commander-in-chief -- whose previous military experience had been entirely on land -- nursed the fledgling American Revolution through a season of stalemate by sending troops to sea. Mining previously overlooked sources, James L. Nelson's swiftly moving narrative shows that **George Washington** deliberately withheld knowledge of his tiny navy from the Continental Congress for more than two critical months, and that he did so precisely because (as a former Member of Congress from Virginia) he knew Congress was not ready to approve. "George Washington's Secret Navy" has received the Rodney Houghton Award, given by the National Maritime Historical Society for the best article of the year in its popular Sea History Magazine. This particular article was an excerpt from the book telling the story of naval battle that took place in Machias, Maine, in 1775, the "Lexington and Concord of the Sea." [See my earlier comments re Jeremiah O'Brien.] George Washington's Secret Navy is also the 2009 recipient of the Samuel Eliot Morison Award for Naval Literature, presented by the Naval Order of the United States to the author "who by his published writings has made a substantial contribution to the preservation of the history and traditions of the United States Navy." The Morison Award is one of the top honors in the United States given to maritime authors. Past recipients have included David McCullough and Patrick O'Brian. Nelson's work further buttresses the earlier case made by Chester G. Hearn in George Washington's Schooners: The First American Navy.

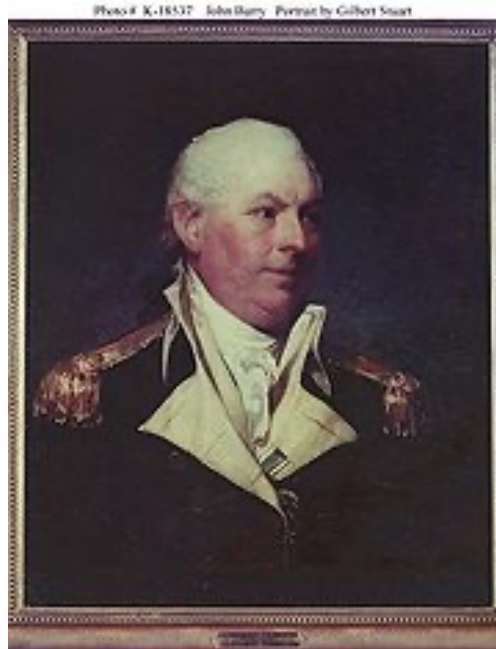
All of that said, **George Washington**, the Father of His Country, should also be recognized as the necessary and true **Father of the American Navy**. Finally, at the request of the State of Rhode Island, and others, the Continental Congress acted on 13 October 1775, and authorized the fitting out of a "swift vessel to carry ten carriage guns" and formed a committee to oversee this task, as well as to find additional vessels and bring in an estimate of the expense. Congress was catching up with Washington's vision. This legislation marked the "official" launching of the American (Continental) Navy.

But the story doesn't end there. Like Al Smith said, **"Let's look at the record."** While the scholars cited above have made a most convincing case for George Washington as the Father of the American Navy, the fact still remains that Washington, the Virginia planter and soldier who outwitted or outfought the best that England could throw at him, did not go to sea. There is another opinion which we should seek in the placement of heroic captains in the pantheon of American naval heroes, and that is the opinion of the Father of the American Navy, himself.

When **George Washington**, in the process of becoming the **Father of His Country**, ascended to the Presidency of the United States, under the new Constitution of the United States, he had to re-invent a number of wheels to make the new government viable. Among the problems which he inherited was the fact that, after the achievement of Independence, Congress (under the Articles of Confederation), in its "wisdom," had decided that the United States no longer needed a navy! So, they had sold off the ships and paid off all of the sailors and naval officers (many of whom returned to the American Merchant Marine), as well paying off the Marines. On 1 August 1785 the financially strapped Congress auctioned off the last remaining Continental Navy vessel, ALLIANCE, for \$26,000. Yet, only two years later, the new Constitution (1787) very clearly stated that, among the many duties of the President, is Commander-in-Chief of the army and the navy (Art. II, sec. 2). Based on his experience as, among other things, Father of the American Navy of the Revolution / War for Independence, the President of the United States had to appoint someone to re-create a navy.

The man chosen by President George Washington to stand up the new United States Navy was Commodore John Barry. Barry was Commissioned as Captain, United States Navy, and placed Number 1 on the lineal list, with a date of rank of 7 June 1794. In 2005, the United States Congress, by Joint Resolution, recognized Commodore John Barry as the First Flag Officer of the United States Navy; this was signed into law by the President of the United States on 22 December 2005, becoming Public Law 109-142, which should put a tin hat on a lot of things.

The official recognition, by statute, of Commodore John Barry as the first Commodore flag officer of the United States Navy has made explicit in the Public Law of the United States, what was already implicit in the historical record and in the records of the United States Navy. Its greatest utility will be a guide (or perhaps a footnote) for future historians. Congress had set a sort of precedent for this kind of action a few years earlier with the recognition of George Washington, who had resumed his military rank upon his retirement from the Presidency, as the senior general officer of the United States Army, for all time. In Barry's case, the recognition does not give him seniority over any Admirals, but does establish his seminal, and functional, leadership role as Commodore of the fledgling United States Navy. Barry's recognition as the first flag officer of the US Navy was also important in that Congress had not yet formally created the "one-star" Commodore grade by the time of Barry's death, 13th September 1803.



Commodore John Barry

By Gilbert Stuart (1801)

John Barry was born on Good Friday, 1745 (the same year as the decisive charge by the Irish Brigade at the Battle of Fontenoy in 1745, where the Irish battle cry was “*Cuimnidh ar Luimneach agus ar Feall na Sasanach!*” - Remember Limerick and the English Treachery); it was also “The ‘45”, the year that “Bonnie Prince Charlie” landed in Scotland in an attempt to regain the throne for his father, James III, the legitimate king). In 1745, on the Gregorian calendar, Good Friday was the 16th of April.

Barry was born in the farming hamlet of Ballysampson, Tacumshin Parish in the Barony of Forth in County Wexford (***Loch Garman***) at the southeastern extreme of the eastern Province of Leinster in Ireland. He would be the eldest of at least six children. Shortly after, the family removed to Rosslare Parish, just south and east of Wexford harbor, where he spent his formative years, manifesting a strong inclination to follow the sea. Ireland had suffered a number of “famines” under English rule over the years, and some effects of the famine of 1739 were still evident. To stay home in Ireland was poverty (or worse), and the inability, as a Catholic, to acquire the means of self-improvement. Some half-million, or more, Irish emigrated, either to the Continent, or to America, during the first half of the 18th century, many as **Wild Geese**, seeking to join the armies (or, in some cases navies) of England’s enemies, or potential enemies. This townland beside the sea had an ancient tradition of seafaring, but, like the rest of Ireland was suffering both under the Penal Laws, and under the various Navigation Acts - designed to give special advantage to the mercantile economy and industrial might of England. But no laws could prevent seamen of ambition and ability like Barry from the lure of the sea, which he followed (thanks to his father’s encouragement and his uncle’s connections), beginning at the age of ten, as a cabin boy on a merchantman. **William Bell Clark** in **Gallant John Barry: 1745 – 1803**, states that the young John Barry carried “*with him hatred of the oppressors and memory of the misery and want of his childhood...*”

John Barry thrived in the maritime life, and by the time he was full grown, a strapping, powerful 6'4", he had risen in the profession to be a mate, well respected in America's leading city of Philadelphia. Although religious prejudice was not unknown in the New World, in most places, especially in Pennsylvania, it was mild compared to the persecution found under direct English rule in the "British Isles." Clark points out, that, "Throughout his later career Barry suffered at no time from it, which would imply a personality powerful enough to overcome the bigotry of the age." There is an apocryphal story, noted by Clark, that Barry served, in 1764, as a mate on a ship carrying Charles Carroll of Carrollton from London to Maryland. In 1766, a Philadelphia ship-owner named Denny entrusted his only vessel, the newly re-named sixty-ton schooner *Barbadoes*, to a 21-year old, now Master Jack Barry – something which, in itself, speaks volumes. **Barry never disappointed those who placed trust in him.**

After the commencement of hostilities in 1775, **Captain Jack Barry offered his services to Congress in the cause of American Liberty.** Once Congress had awakened to the necessity of a Navy, Barry's last merchant command, the *Black Prince*, was purchased from its owner, Robert Morris, and Barry was asked to re-rig and outfit the ship, renamed *Alfred*, for war. **John Barry was commissioned a Captain in the Continental Navy on 7 December 1775.**

John Barry, however, was to have command of a new ship, the EFFINGHAM. While waiting on his ship to be finished he and his good friend Thomas FitzSimons joined and fought with Washington in the ice and cold at battles of Trenton and Princeton (previously detailed above). **Washington's epic victory at Trenton** would resonate throughout the country and reinvigorate the flame of Liberty.

Barry's victories at sea (beginning 7 April 1776) were many and important to the morale of the American people as well as to the successful prosecution of the war. On one occasion he sailed into Philadelphia with a prize ship loaded with overcoats, in time for those same coats to help Washington's army get through the cold of winter. Another mission safely delivered the gold from France, raised by popular subscription by the Roman Catholic clergy, to pay the French and American armies in the Yorktown campaign.

Captain John Barry was assigned by Congress to command the Brig LEXINGTON in March 1776. **As Captain of the LEXINGTON, Barry was the first to raise the Stars and Stripes, "Old Glory" in American home waters.** At the same time as Barry, another great Celtic immigrant naval hero of the Revolution, John Paul Jones, native of Scotland, received his commission as an American Continental Navy Lieutenant. [After the war, Barry continued to make his home in the United States, while Jones eventually went on to become an Admiral and a hero of the Russian Navy, fighting against the Turks (perhaps ironically, Saint Andrew's Cross is both the flag of the Russian Navy and the flag of Scotland, in addition to being the basis of the flag of Nova Scotia).]

Later, in command of the **Continental frigate ALLIANCE**, 36-guns, Barry fought many actions. On one occasion he encountered two Royal Navy ships, HMS ATLANTA and

HMS TREPASSEY in a furious four-hour sea battle on 28 May 1781. After being severely wounded by grape shot, Barry was taken below for treatment, shortly after which enemy shot carried away the American ensign. The English began cheering, thinking that the Americans had struck. Barry demanded to be carried back on deck to continue fighting the ship, had a new Continental ensign raised, and concluded the action, finally capturing both British ships (see: Charles R. Smith. Marines in the Revolution: A History of the Continental Marines in the American Revolution, 1775 – 1783. Washington, D.C.: History and Museums Division, Headquarters, U.S. Marine Corps, 1975). Recognizing the gallantry of his vanquished foe, Barry returned his sword, stating, “your king should have given you a better ship.” In the ALLIANCE Barry could outrun any ship too powerful to outfight. Twice he carried Lafayette across the ocean, and John Adams once.

Many an English Captain, in addition to the gallant Captain Edwards of the HMS ATLANTA, came to rue hearing the call:

“This is the Continental frigate ALLIANCE, in the service of the American Congress, John Barry commanding.”



Fighting Tops Continental Frigate ALLIANCE 28 May 1781
Original Art by Colonel of Marines Charles Waterhouse

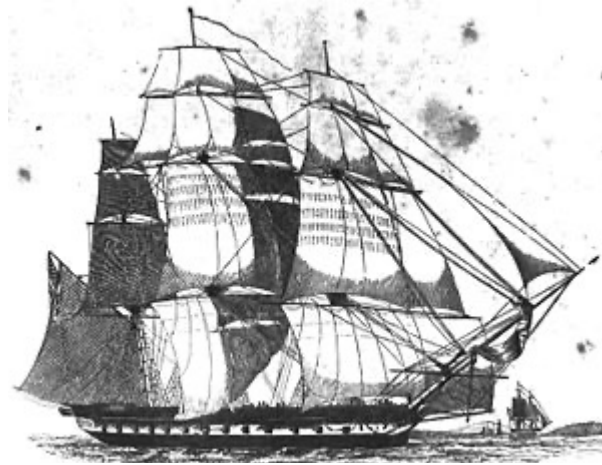
During the American War for Independence, the English attempted to get Barry, who had proved himself to be a most effective combat commander, to switch sides, offering him a full Captaincy and a command in the Royal Navy. Captain John Barry rejected Admiral Lord Howe's flattering offer to desert Washington and the Patriot cause, stating, **"Not the value and command of the whole British fleet can lure me from the cause of my country."** Captain John Barry, in command of the Continental frigate ALLIANCE, also won the last sea battle of that war, against the HMS SYBILLE on 10 March 1783.

When the Pennsylvania Assembly could not get a Convention quorum for the essential adoption vote, John Barry organized the "compellers", so-called because they sought out and compelled the attendance of enough delegates, in order that **the “Keystone State”**

might ratify the Constitution of the United States. It is no accident that the statue of John Barry stands before that same “Independence Hall” in Philadelphia.

It is worth repeating that, when, under the new Constitution, Congress authorized the funding for President Washington to create and operate a United States Navy, **it was again to John Barry that George Washington turned**, personally conferring upon him "Commission No. 1" as Captain, United States Navy. The Commission, dating from 7th June 1794, was delivered, personally, by Washington, to his fellow-member of the Society of the Cincinnati, on Washington's Birthday, 22nd February 1797.

It was Commodore John Barry who supervised the building of his own flagship, the **USS UNITED STATES**, and commanded that first United States Navy, one of whose ships, "Old Ironsides", the USS CONSTITUTION (sister-ship of the USS UNITED STATES), is still in commission, and may be visited at the US Naval Station in Charlestown, just north of Boston, Massachusetts.



USS UNITED STATES
Flagship of Commodore John Barry
United States Navy

John Barry served as the senior officer of the United States Navy, with the title of 'Commodore' (in official correspondence), under Presidents Washington, Adams, and Jefferson. As Commander of the first United States Naval Squadron under the Constitution of the United States, John Barry was a Commodore, with the right to fly a broad pennant, which made him a flag officer. In this sense the Naval Historical Center agreed that Commodore John Barry was the first flag officer of the United States Navy; after a twelve-year-long campaign, led by the Ancient Order of Hibernians in America, with a lot of support from the Naval Reserve Association, the Irish Brigade Association, and others, in 2005, succeeded in having Commodore John Barry recognized as such in **Public Law 109-142**.



During a visit to New York some years ago, **Sergeant Major Wally Doyle, the late Wexford Town Historian**, spoke of the deep local affection for the US Navy in Wexford. Commodore John Barry's statue was a gift of the United States. Sword in hand, Barry overlooks Wexford harbor from atop a granite monument in his native Ireland (it is also featured on a postage stamp – above). **President John F. Kennedy** paid a formal visit in 1963 to the John Barry monument at Crescent Quay in Wexford. A different statue of Commodore John Barry stands in front of **Independence Hall** in Philadelphia, symbolically pointing the way to the future of his adopted country. A statue dedicated to Barry also stands in Franklin Square (Washington, D.C.). Commodore John Barry is also recognized, with Cork-born General Stephen Moylan, in the **Statue of Liberty** museum in New York harbor as one of six foreign-born great leaders of the American War for Independence.

It was the ships built under Barry, and the officers recruited and developed by him, that constituted the United States Navy that would perform so magnificently in the wars with the Barbary Pirates and in America's Second War for Independence.

On 31 October 1767, John Barry married Mary Cleary, who died in 1774. On 7 July 1777, he married Sarah Austin, daughter of Samuel Austin and Sarah Keen of New Jersey. Barry had no children, but he helped raise Patrick and Michael Hayes, children of his sister, Eleanor, and her husband, Thomas Hayes, both of whom died in the 1780s. In addition to a number of co-lateral descendants, there is a Commodore Barry Park in Brooklyn, Barry Hall at the **US Merchant Marine Academy, Kings Point** and John Barry Hall at Villanova University. There are also a number of schools and a townland named for him. John Barry died at Strawberry Hill, in present-day Philadelphia on 13th September 1803, and was buried in the churchyard of Old St. Mary's Roman Catholic Church in his adopted hometown, Philadelphia.

Numerous times have Members of Congress proposed that **Commodore John Barry Day, 13 September**, be a national observance. The Honorable Clare Gerald Fenerty of Pennsylvania, who was also a naval officer and John Barry orator, proposed this in the 1st Session of the 74th Congress. Commodore John Barry Day is a legal holiday in the Commonwealth of Pennsylvania (the Commodore John Barry Bridge, over the Delaware River, connects Pennsylvania and New Jersey); it is a legal observance in New York State. The 1990 National Convention of the Ancient Order of Hibernians in America (AOH), meeting in Virginia, unanimously passed a resolution petitioning Congress to make

Commodore John Barry Day, 13 September, an annual national patriotic observance (as it is, constitutionally, for the AOH), like Flag Day, in order that all Americans might be better reminded of the immigrant origins of the United States and of the extraordinary contributions of immigrants to the defense of American Liberty from the earliest days. The 1992 National Convention of the Naval Reserve Association also resolved in favor of legislation making September 13th "Commodore John Barry Day". President Ronald Reagan proclaimed 13 September 1982 as "Commodore John Barry Day," and President George H.W. Bush similarly proclaimed 13 September as "Commodore John Barry Day" in 1991 and 1992, pursuant to Resolutions of Congress.

[Barry was born on Good Friday, 1745; he died on 13 September 1803. While the date of his birth may not have been generally known when he died (it was discovered, subsequently, by scholarly examination of a family Bible), the quality of his life, both public and private, does not argue against, in the same manner as with saints, marking the day of his passage to his eternal reward.]



Continental Navy Jack

Still in use in the US Navy

Though called the First Navy Jack, this flag was probably used as an ensign. It was hoisted in the fall of 1775 by Commodore Esek Hopkins as he took command of the Continental Navy forces in the Delaware River. The stripes, rattlesnake, and motto were all widely employed as symbols of the Patriot cause. A flag with a field of thirteen alternating red and white stripes was flown by the Sons of Liberty.



USS BARRY (DD-933)

The USS BARRY (DD-933), after the completion of its active service, became the centerpiece of the naval museum at the Washington Navy Yard, and the new USS BARRY (DDG-52) carries the name of Commodore John Barry on the high seas today. Four US Navy warships (DD = Destroyer) have been named for Commodore John Barry:

USS BARRY (DD-2) (1902-1920); USS BARRY (DD-248) (1921-1945);

USS BARRY (DD-933) (1956-1983); USS BARRY (DDG-52) (1992-).

There was also the World War II Liberty Ship, SS JOHN BARRY.



USS BARRY (DDG – 52)



Derek Warfield, do scrí

John Barry Honored at United States Naval Academy



Two Hibernians, Jack O'Brien and John McNerney, persuaded, through persistence, the United States Naval Academy Oversight Committee to approve a **Commodore John Barry Memorial at the US Naval Academy in Annapolis**, Maryland to recognize a Revolutionary / War for Independence hero, who oversaw the building the new U.S. Navy, including his own flagship, the frigate UNITED STATES. As O'Brien and McNerney stated, one of their aims would be that Midshipmen and visitors alike might say, "***Let's Meet at the Barry Gate.***" As of the 6th of January 2012, the Barry Gate is now a reality, the unveiling attended by members of the Ancient Order of Hibernians in America, Inc. (AOH) and of The Society of the Friendly Sons of Saint Patrick of Philadelphia (Honorary Member, George Washington, 1782). The ***Barry Memorial and Plaza***, inside the "Barry Gate," with Tim McGrath as principal speaker, was dedicated by the **Ancient Order of Hibernians** and the **US Naval Academy**, 10th of May 2014.

Commodore John Barry Memorial Marker Dedicated in Washington

On 4 May 2012, a Commodore John Barry Memorial Marker was dedicated in Franklin Park, Washington, DC. The **Naval Order of the United States** teamed with the **National Park Service** to create an interpretive wayside marker for the statue of Commodore John Barry, there since 1914. A companion National Park Service brochure was produced for broader distribution. The project was led by Captain Kent Siegel and a committee of the National Capitol Commandery of the Naval Order, including Ranger Michael Kelly.





The Commodore John Barry Memorial at the United States Naval Academy in Annapolis Maryland was dedicated, jointly by the AOH - Ancient Order of Hibernians in America, and by the United States Navy, on 10 May 2014.

The result of years of effort by Jack O'Brien and John McNerney of the District of Columbia Board of the AOH, it is pictured here (including Commission Number One United States Navy) with Craig L. Symonds, Ph.D., the Emeritus Professor of History at the Naval Academy (now at the Naval War College in Newport, Rhode Island), and his Lady. Professor Symonds was the 2015 recipient of the ***Commodore John Barry Book Award for American Maritime Literature***, for NEPTUNE: The Allied Invasion of Europe and the D-Day Landings, presented at Fraunces Tavern in New York City (where Washington bade farewell to his officers in 1783), by the New York Council of the Navy League of the United States.

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How the American Revolution Went to Sea (2007)
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- Fink, Very Rev. Leo Gregory. Barry or Jones? (1962)
- Gurn, Joseph. Commodore John Barry, Father of the American Navy (1933) (2005)
- Griffin, Martin I.J. Commodore John Barry (1897) Illus. (2008) Primary Source (2014)
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