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After 160 Years, It's Time to Recognize the First Medal of Honor Recipient from Africa

In the final days of the Civil War, Ordinary Seaman Joachim Pease vanished from the historical record. The Medal of Honor he earned remains unclaimed and stored in a museum drawer in Washington, D.C. Of Pease's valor during his time at sea, there is little doubt. The U.S. Navy has yet to fully acknowledge, however, the strong evidence of Pease's origins in the African archipelago of Cabo Verde, which would make him the first known African-born recipient of the nation's highest military honor.

According to his official Medal of Honor citation, Pease was born in Long Island, New York. Over the past decade, amateur and professional historians have gathered evidence that shows Pease to be from the Cabo Verdean island of Fogo. Under growing pressure from these historians, as well as from top military commanders, the Naval Heritage and History Command has begun to acknowledge that their records are inaccurate, yet no official action has been taken to correct the record.

The story of Pease offers the Navy an opportunity to accurately showcase the contributions of immigrants, especially those from minority groups, who have frequently been willfully ignored or simply overlooked, said Ron Barboza, an amateur historian and retired teacher from New Bedford, Massachusetts, who has spent years tracking down Pease's story. Barboza, whose parents were immigrants from Cabo Verde, argues that, "So much of our

history has not been recorded. Cape Verdeans¹ have contributed a lot to the fabric of America and have never really gotten the credit.”²

This paper will examine what is known about the life of Pease, how he earned the nation’s highest military honor, why his story continues to attract attention today, and why the highest levels of Navy leadership should work to ensure the record is corrected. During his tenure as U.S. Ambassador to Cabo Verde from 2015-18, Donald Heflin pressed the Navy to correct the record on Pease. This would not only fully acknowledge Pease’s life story and heroism, Heflin argued, but the Medal of Honor designation would be an important symbol to Cabo Verde, which has a long and often overlooked record of contributing men to America’s military efforts. “Cabo Verdean-Americans are one of our oldest immigrant communities, going back to the colonial whaling days,” Heflin said, adding, “We have the names of five Cabo Verdeans who fought in the American Revolution. And their proud military tradition grows from there, with the numbers of Cabo Verdean-Americans in uniform getting larger with each of America’s wars.”³

Who Was Joachim Pease?

Pease enlisted in the Navy on January 13, 1862 in the whaling port city of New Bedford, Massachusetts, according to enlistment records.⁴ He was 20 years old, with “negro complexion” and given the rank of Ordinary Seaman and its corresponding \$14 monthly wage, which indicates that he had at least two years of prior naval or sea duty. Although the U.S. Army was

¹ Cabo Verde is now the officially recognized name of the country, including by the U.S. Department of State. The country’s anglicized name, Cape Verde, is still commonly used, however.

² Telephone interview with Ron Barboza on January 20, 2023.

³ Interview with former Ambassador Donald Heflin, January 18, 2023.

⁴ Congressional Medal of Honor Society records: <https://www.cmohs.org/recipients/joachim-pease>

segregated at the time, the Navy was not. Other black sailors with no prior experience typically entered at the lowest rung, with the rank of “boy,” but Pease’s status reflected his previous time serving aboard whaling ships. After researching ships logs, Barboza found Pease in a crew list from the October 27, 1857 edition of the “*Merchants’ Transcript*” of New Bedford. As part of a crew of 28 sailors, “Joakim Pease” with “residences unknown” arrived in port on the whaling ship *Kensington* on October 20, 1857 following a voyage that began in the Indian Ocean.

The Enlistment Rendezvous held by the National Archives and Records Administration lists Pease’s birthplace as “Togo Island,” but a hand-writing analysis by Navy historians confirmed what Barboza and other amateur sleuths had long since believed: the T in Togo was actually an F, and matched other Fs on the document, with all lines on the document “appearing penned by the same hand.” There are two islands in the world named Fogo: one in Newfoundland and the other in Cabo Verde. Although some online sources claim Newfoundland to be the home of Pease, Navy historians recently reviewed the extensive genealogical records of Newfoundland and found no records of the “colored” seaman. Barboza and other amateur historians believe that Pease is also a phonetic version of a common last name from Fogo: Pires. When pronounced in Portuguese or Cabo Verdean kriolu with a trilled “R,” the name “Pires” could easily be mistaken for “Pease.” In fact, the first Prime Minister of independent Cabo Verde, Pedro Pires, was born on Fogo.

Personnel from the U.S. Embassy in Praia searched baptismal records from Fogo, Cabo Verde in 2016-17, but found no record of Joachim Pease, either. The tropical maritime climate of Cabo Verde is a deeply challenging environment for longterm document storage, however, and the Portuguese government transferred many records to Portugal in the 1970s as Cabo Verde gained independence. Given the undeveloped conditions of many parts of Cabo Verde in the

19th century and its highly stratified racial classification system, it's not clear whether Pease's birth would have even been recorded.⁵

From West Africa to the Union Navy

Although there is no known record of a Black sailor being born in Newfoundland in the 1840s, the Cabo Verdean island of Fogo was a rich source of maritime labor for Yankee whalers. During the ships' route to the South Atlantic, the first stop was often in the Azores, followed by Cabo Verde. There, they took on salt, pork, fruit, fresh water, sugar cane liquor (grog), and sailors. By the time Pease was born, Cabo Verdeans comprised an estimated 40 percent of the crews operating from Nantucket. In fact, Herman Melville's harpooner from *Moby Dick*, a sailor named Daggoo, was from Cabo Verde.⁶

Because of cycles of drought, volcanic eruption, and the "gulag"-like laws of the colonial government in Portugal, many Cabo Verdeans, including Pease, faced the choice of starvation or making a desperate attempt to join the crew of a passing ship.⁷ The horseshoe-shaped archipelago, located about 400 miles west of Senegal, was completely unsettled when the Portuguese first landed in the 15th century, eventually populating the islands to serve as a major transshipment point for slaves from West Africa. Given its clean seawater, strong sun, and desiccating Sahara winds, several islands produced "salt in fabulous amounts," and made the

⁵ Brooks, George, "Cabo Verde: Gulag of the South Atlantic: Racism, Fishing, Prohibitions, and Famines," Cambridge University Press, *History in Africa*, Volume 33, 2006, p. 108.

⁶ Waltruad Coli and Richard Lobban, "The Cape Verdean in Rhode Island," Rhode Island Heritage Commission, 1990, p. 4.

⁷ George Brooks, in "Cabo Verde: Gulag of the South Atlantic: Racism, Fishing, Prohibitions, and Famines," writes that Cabo Verdeans were largely prohibited from operating boats or canoes, denying them easy access to fish during cyclical famines.

archipelago a small but prized maritime asset for powers including Portugal, Britain, and France.⁸

Although the islands of Cabo Verde are surrounded by abundant sea life, they offer little fresh water, are subject to cyclical droughts, and were widely deforested by the 19th century. As late as World War II, mass death was recorded from famine, including half the population of Fogo dying in two droughts in the 1940s. Fogo Island, barely 16-miles in diameter, is blessed and cursed by its active 9,000-foot-tall volcano. Coffee, papaya, corn, and wine grapes grow in its rich soil. Previous eruptions, including in 1857 when Pease is believed to have joined the *Kensington*, caused crops to fail and triggered mass migrations.⁹ One year before the 1857 eruption, the rains also failed and another famine was recorded. In fact, by the time Pease joined the *Kensington*, a quarter of the population of Fogo was dead from starvation. The legacy of this harsh landscape and political repression is reflected today in the islands' national music, *morna*, which are filled with ballads of lament and departure.¹⁰

Whether compelled to leave by drought or famine or both, a teenaged Pease ended up on a whaling ship. By the early 1860s, the Yankee whaling fleet was in rapid decline due to over-harvesting of whales and the 1859 discovery of petroleum in Titusville, Pennsylvania, which allowed Americans to light their lamps with kerosene rather than rendered whale blubber.¹¹ By 1861, with the whaling industry in a nosedive, the federal government even purchased 38 derelict whaling ships, loaded them with stones, and sank them to the bottom of Charleston Harbor as a

⁸ Brooks, p. 113.

⁹ S.F. Jenkins, S.J. Day, B.V.E. Maria, and J. Fonseca, "Damage from Lava Flows: Insights from the 2014-15 Eruption of Fogo, Cape Verde," March 20, 2017, *Journal of Applied Volcanology*.

¹⁰ Morna was added to the UNESCO list of intangible world heritage in November, 2019. One of its most famous practitioners was the singer Cesaria Evora.

¹¹ Peter Applebome, "They Used to Say Whale Oil Was Indispensable, Too," *The New York Times*, August 3, 2008.

“stone fleet” in an unsuccessful effort to blockade a key military and trading port for the South. The *Kensington* returned to New Bedford on September 13, 1861 with a large load of whale oil. There is no other known record of Pease until he enlisted at the Navy recruiting station in New Bedford in January, 1862.

Service Aboard the USS *Kearsarge*

The decline of the whaling industry arrived just as the Navy was desperate for men to meet President Lincoln’s push to expand the Navy tenfold to blockade the Confederacy. In the early months of the Civil War, Army recruiting depots were “overflowing” with eager young men, but the Navy struggled to attract new sailors out of a belief that sea duty would be miserably boring and involve difficult living conditions.¹² Although Pease was sea-tested, he was not able to choose between the Army or Navy: only the Navy allowed Black men to join.

Although the Navy would go on to segregate sailors – and ban Black sailors entirely – in the 1880s, over the course of the Civil War, an estimated 18,000 African-American men served, constituting about 20 percent of the enlisted force, according to Howard University’s Black Sailors Project.¹³ Escaped slaves from the south, known as “contraband recruits” typically served under the rank of “boy,” earning \$10 per month while northern freedmen and African-born Pease were ranked according to their skills. Most captains, with ships “beset by desertions and sailors leaving as their terms expired,” welcomed the Black sailors.¹⁴

¹² James Gindlesperger, “Fire on the Water: The USS *Kearsarge* and the CSS *Alabama*,” Shippensburg, PA, Burd Street Press, 2003, p. 9.

¹³ Tomblin, Barbara, “Bluejackets and Contrabands: African Americans and the Union Navy,” University Press of Kentucky, 2009, p. 189.

¹⁴ Tomblin, “Bluejackets and Contrabands,” p. 194.

After his enlistment, Pease joined the Union warship *Kearsarge* as one of 14 Black crew members aboard the *Mohican*-class steamer. There is little mention of Pease in accounts from the *Kearsarge*, including the diary of its captain, John Winslow. One account described him as “more introverted and rarely participated in evening entertainment. When he did, it was usually as a spectator. Because of his quiet nature he was not as well known to the other crew members. ... But before the cruise was over, every crew member would know who Joachim Pease was and how well he could fight.”¹⁵

Lincoln announced a naval blockade of the South on April 19, 1861, a week after the South Carolina militia bombarded Fort Sumter in the first shots of the Civil War. The blockade was meant to choke southern commerce and prevent materiel from reaching the Confederacy, but with 3,500 miles of coastline and a Union Navy with fewer than 100 ships, the plan was audacious. According to naval historian Craig Symonds: “No navy in history had ever attempted to assert such complete control over so vast a coastline.”¹⁶

Since the ancient Greeks to the time of Trafalgar, naval blockade has been a traditional strategy of naval powers. Weaker powers, including the Confederacy, responded with the naval version of guerilla warfare: commerce raiding. The most notorious of the Confederate commerce raiders was the CSS *Alabama*. With its twin 300-horsepower engines, the Liverpool-built *Alabama* could reach 12 knots under steam and had an innovative distiller to make drinking water from seawater, effectively allowing the ship to stay at sea for three or four months at a stretch.¹⁷ Commanded by Raphael Semmes, the *Alabama* cruised the world’s oceans for more

¹⁵ Gindlesperger, “Fire on the Water,” p. 15.

¹⁶ Symonds, Craig L., “The Civil War at Sea,” Santa Barbara, CA, Praeger Press, p. 33.

¹⁷ Symonds, “Civil War at Sea,” p. 72.

than two years, capturing 67 American merchant ships, including many whalers, with Semmes writing that “every whale killed put money in the federal treasury and prolonged the war.”¹⁸

Semmes and his crew, often while flying a British flag on international waters, would overtake the merchant or whaling ships, hoist the stars and bars of the Confederate flag, then take the crew and cargo prisoner before burning the captured ship at sea. “Oil-soaked whalers made the best fires,” Semmes wrote in his journal, adding, “We were doing the best we could, with our limited means, to harass and cripple the enemy’s commerce, that important sinew of war.”¹⁹

Northern merchants were in a state of panic from the daring raids of the *Alabama*. Marine insurance rates quadrupled and the inability of federal ships to find and stop the *Alabama* prompted withering criticism of the Secretary of the Navy Gideon Welles. The *New York Herald* editorialized about the “the carelessness, the incompetency, the utter imbecility of the Navy Department.”²⁰ Other outlets were more sympathetic, with the *Boston Post* comparing the search for the *Alabama* on the high seas “like ten cats looking for a weasel in a hundred acre lot.”²¹ Welles wrote in his diary that he was facing “enormous” pressure from the New York Chamber of Commerce, ship owners, and the President himself to stem the “ravages of the roving steamer 290,” which was the alias of the *Alabama*.

Pease and the *USS Kearsarge*, shipped out from Boston on Feb. 5, 1862 and spent the next two years attempting to catch the *Alabama* and several other less-notorious commerce raiders. Their chance came on a clear, sunny morning off the coast of France on June 19, 1864.

¹⁸ Gindlesperger, “Fire on the Water,” p. 53.

¹⁹ Gindlesperger, “Fire on the Water,” p. 75.

²⁰ Symonds, “Civil War at Sea,” p. 75.

²¹ Symonds, “Civil War at Sea,” p. 77.

A Sea Duel: the Sinking of the *Alabama*

After two years at sea, including commerce raiding conducted as far away as the South China Sea, the *Alabama* entered the French port of Cherbourg in dire need of repair on June 11, 1864. Copper sheeting on the hull was peeling away, replaced with a carpet of barnacles and seaweed. The ship's boilers were corroded with salt and unable to reach full power. Her decks were leaking. Desertion had reduced the crew size. Its gunpowder was largely spoiled and only one in three fuses were deemed reliable. Neutral vessels were now routinely ignoring the *Alabama's* warning shots, able to outrun the ship. The *Alabama* needed to be dry-dock repaired and the crew rested. Semmes wrote that the *Alabama* was in no shape for a fight, comparing the ship with "a wearied fox hound limping back after a long chase, foot sore, and longing for quiet and repose."²²

An American vice consul in France, Edouard Lais, had relayed the news to his boss in Paris, American Minister William Dayton, who promptly and successfully demanded the French government deny the *Alabama's* request to use the military port for repairs. Dayton also sent a telegram to Captain Winslow, whose *Kearsarge* was nearby in the Netherlands for repair. The *Kearsarge* quickly steamed to France, anchoring in front of Cherbourg's breakwater on June 14, having finally caught up with the Confederacy's most notorious raider.

Although the *Kearsarge* and *Alabama* were nearly identical in original armaments and crew size, the *Alabama* was in little shape to fight. It remains a mystery, then, why Semmes sent a message to Winslow challenging his ship to a duel: "My desire is to fight the *Kearsarge* as soon as I can make the necessary arrangements." Winslow and Semmes were once messmates

²² Symonds, "Civil War at Sea," p. 79.

early in their naval careers. According to Captain Winslow's biography, "Semmes knew that he would be blockaded with ceaseless vigilance. Winslow was sure that his opponent would ultimately fight his way out rather than be smothered in a hole."²³

The *Kearsarge* was ready when the *Alabama* weighed anchor to depart port at 9:45 a.m. on the morning of June 19. The shoreline was packed with spectators, many having unfurled picnic blankets to watch, with the crowd growing rapidly as trains arrived from Paris, spurred by media coverage. Hotels had already been filled for days. The crew of the *Alabama* "could see spectators sitting on rooftops or climbing trees to gain a better vantage point."²⁴ The French battle ship *Napoleon* gave three cheers and her band played "Dixie" as the *Alabama* passed the mouth of the harbor. Captain Winslow, meanwhile, was just beginning his usual Sunday morning service on the quarterdeck as the *Alabama* appeared on the horizon.

Along with two huge 11-inch Dahlgren guns mounted on pivots, the *Kearsarge*'s hull had the added protection of anchor chains draped over her sides, which not only freed storage space but protected the ship's boilers from shells, "effectively turning the *Kearsarge* into an ironclad."²⁵ The chains were then encased with boards to reduce drag and conceal the protection. Semmes later complained "that this was like cheating" and insisted "it was like going out to a duel while secretly wearing a chain mail shirt under his jacket."²⁶

The *Alabama* was fully loaded with 350 tons of coal, which Semmes hoped would have the added benefit of lowering the ship in the water and making a smaller target, but it also reduced her speed. The *Alabama* followed the *Kearsarge* out to open sea. After the *Alabama*

²³ Ellicott, John M., "The Life of John Ancrum Winslow," New York, G.P. Putnam and Sons, 1901, p. 180.

²⁴ Gindlesperger, "Fire on the Water," p. 224.

²⁵ Gindlesperger, "Fire on the Water," p. 126.

²⁶ Symonds, "Civil War at Sea," p. 81.

was at least 3 miles from shore – far enough in neutral water to avoid international incident – the *Kearsarge* turned and steamed directly at the *Alabama*, which opened fire with two initial salvos, missing both times. When the ships were 900 yards apart, the fire order was given to Pease and the other gunners on the *Kearsarge*.

During the 65-minute battle, the *Alabama* discharged 370 or more shells and shot. Several explosive rounds penetrated the *Kearsarge* but did not explode; only three of her crew were wounded. The *Kearsarge*, meanwhile, fired 173 projectiles to “terrific” effect, with one shot alone killing 18 men on the *Alabama* and taking out a gun. Firing wildly, the *Alabama*’s shells were unable to penetrate the hull of the *Kearsarge*, which returned fire “controlled by a most admirable discipline,” Captain Winslow wrote in his account of the battle for the August 27, 1864 edition of *Army and Navy Journal*, adding, “The effect of the training of our men was evident; nearly every shot from our guns was telling fearfully on the *Alabama*.”²⁷ Pease was believed to be the loader on the forward starboard 32-pound gun.

Both crews had spent the weeks leading up to battle practicing firing, with the *Alabama* using a captured ship, the *Rockingham*, for target practice on April 23, scoring four hits to the hull and three to the spars and riggings at 500 yards, out of 24 shots fired. “This exceeds threefold the ordinary percentage of hits in battle,” an officer on the *Alabama*, Lt. Arthur Sinclair, later noted in a memoir “it is curious to compare the fine execution in this target practice and the woful [sic] failure in the *Kearsarge* engagement, which closely followed it.”²⁸

In the final moments of the engagement, the *Alabama* attempted to make a last-ditch run for shelter back in port, but she was listing heavily, taking on water, and unable to produce

²⁷ Ellicott, “The Life of John Ancrum Winslow,” p. 199.

²⁸ Ellicott, “The Life of John Ancrum Winslow,” p. 176.

enough power to outrun her adversary. At 12:24 p.m. the *Alabama*'s stern went under; Semmes and several officers were rescued by a private British steam yacht, *Deerhound*, which was observing the battle along with several French naval vessels. By the time the *Kearsarge* had rescued the rest of the *Alabama*'s surviving sailors, Semmes and about 40 other officers and crew had begun their escape to England on the *Deerhound*.

At 3 p.m. the *Kearsarge* returned to port flying flags of victory. Less than a week later Captain Winslow sent a list of 14 names to Navy Secretary Welles for commendation. On the list, Winslow wrote, "Joachim Pease, Sea., Colored." David .H. Sumner, the acting commander of Pease's 3rd Division crew on the *Kearsarge*, wrote that the conduct of Pease "in battle fully sustained his reputation as one of the best men in the ship."

Medal Awarded, but Never Received

Winslow and his crew were lauded as heroes, the *Kearsarge* arriving in Boston harbor after nightfall on November 7, the eve of a presidential election. People crowded the waterfront to "gaze in awe and exultation upon the battle-scared victor from across the sea."²⁹ Winslow had a reception the next day in his hometown of Roxbury, Massachusetts, where he received a complete silver service from citizens. A grand reception was held three days later in Boston's Faneuil Hall, preceded by a parade. As evidence of the terror caused by the *Alabama*, the business community also feted Winslow and his crew, with the New York Chamber of Commerce presenting Winslow with a massive \$25,000 prize "as a testimonial of his services to the merchants of that city alone." Banquets were also thrown in Philadelphia and Washington. The *Kearsarge* was put out of commission on November 28, Winslow was promoted to

²⁹ Ellicott, "The Life of John Ancrum Winslow," p. 259.

commodore, the commission dating to the day of the battle, and Lincoln sent to Congress his official thanks for the *Kearsarge*'s crew's "skill and gallantry in the destruction of the pirate craft *Alabama*." On November 30, Pease and the rest of the crew were discharged from service. According to Pease's enlistment record, his term of service ended on January 13, 1865.³⁰ He was never heard from again.

On December 31, 1864, Secretary Welles signed General Order 45, awarding the Medal of Honor to Pease and 146 other soldiers and sailors. The official citation notes that Pease was born in Long Island, NY, and that "Pease exhibited marked coolness and good conduct and was highly recommended by the divisional officer for gallantry under fire."

The Navy made several attempts to find Pease after the war, including the Bureau of Navigation sending a notice to ships on August 7, 1898, looking for Pease to award him his medal, according to research conducted by Gordon Calhoun, a historian with the U.S. Navy Museum.³¹ "The Navy couldn't find him. We don't know what happened to Pease after the Civil War," Calhoun said.

Efforts to Correct the Record

In 2015, a Foreign Service Officer at the U.S. Embassy in Praia, Cabo Verde, contacted amateur military historian Ron Tarburton, who claimed to have evidence that Pease was born in Cabo Verde, not New York or Newfoundland, as official records indicated.³² After reviewing

³⁰ Stevens, Danny, and Ashton, Jennie, "The Search for Seaman Joachim Pease, "The Sextant," Naval Heritage and History Command,, February 18, 2020, <https://usnhistory.navylive.dodlive.mil/Recent/Article/2686980/the-search-for-seaman-joachim-pease/>

³¹ Interview with Gordon Calhoun conducted January 27, 2023.

³² Correspondence with Ron Tarburton can be found here:

<https://capeverdeanhistoryunearthed.com/2014/03/16/cape-verdean-veterans-of-american-wars/>

the evidence, the Embassy contacted the historian for the U.S. Africa Command (AFRICOM), Joseph Mason, as well as the Naval Heritage and History Command. On July 15, 2016, three days before finishing his term as commander of AFRICOM, General David Rodriguez wrote to Secretary of the Navy Ray Mabus to urge his assistance in the matter: “During the visit, U.S. Embassy personnel brought to my attention the story of a sailor, Joachim Pease... I ask the U.S. Navy to investigate this matter and update the historical record if necessary.” Rodriguez also noted that Pease “would have been the first (and only) African-born, African-American Medal of Honor recipient in U.S. history.”³³

General Thomas Waldhauser, who was the next commander of AFRICOM, continued to press the Secretary of the Navy to review the records. In response, S.J. Cox, director of the Naval Heritage and History Command, wrote to General Waldhauser on September 21, 2016, that evidence is “strongly suggesting Mr. Pease was born in Fogo Island, Cape Verde.” Ambassador Heflin and his staff had hoped to highlight the Medal of Honor connection with Cabo Verde for the 2018 bicentennial of diplomatic relations, yet no action was taken to correct the record. The push from the field continued in 2018 when the staff of Admiral James Foggo, commander of U.S. Naval Forces Europe-Africa, contacted Secretary Mabus’s office for an update.

The importance of correcting the record is not just a matter of historical accuracy and honoring the valor of Pease, the purpose of awards is also to inspire other soldiers and sailors. The United States, including its military, continues to grapple with a shameful history of segregation and racism. Acknowledging the full contributions of ethnic minorities and

³³ Email correspondence between AFRICOM and the office of the Secretary of the Navy.

immigrants in the military is part of this effort. Today, about 5 percent of the active-duty force consists of immigrants; nearly one in five Medal of Honor recipients were born abroad.³⁴ The military is now facing “intense recruiting challenges,” according to a recent Rand Corporation report, which found that less than half of young people surveyed by the research in 2016 reported that the military “has people like them.”³⁵ Some of these recruits will no doubt come from immigrants from Sub-Saharan Africa, a region that will account for nearly two-thirds of global population growth in the next 25 years.³⁶

No further official action has been taken to correct the record on Pease – records continue to list both Long Island or Newfoundland as his place of birth. The Naval Heritage and History Command, however, has recently publicly acknowledged that the evidence is clear of Pease’s African origins, including in a 2020 blog post and a curator talk by Calhoun, from the U.S. Navy Museum. “He definitely is from there: He’s from Fogo, not from Long Island,” Calhoun said.

It’s not clear what action the Navy must take to finally correct the record on the Medal of Honor, but the service’s historians now recognize that the story of Pease “enlightens us with possibilities of something rare in the U.S. Navy during the Civil War, an African receiving the highest U.S. military award as a man of color. ... There is much hope that his story can prompt more inspiration in the research of these early pioneering people of color.”³⁷

³⁴ Catherine N. Barry, “New Americans in Our Nation’s Military,” Center for American Progress, Nov. 8, 2013. <https://www.americanprogress.org/article/new-americans-in-our-nations-military/>

³⁵ Beth J. Asch, “Navigating Current and Emerging Army Recruiting Challenges,” Rand Corporation, 2019, p. 21.

³⁶ Global Trends 2040, National Intelligence Council, March 2021, p. 17.

³⁷ ³⁷ Stevens, Danny, and Ashton, Jennie, “The Search for Seaman Joachim Pease, “The Sextant,” Naval Heritage and History Command,, February 18, 2020, <https://usnhistory.navylive.dodlive.mil/Recent/Article/2686980/the-search-for-seaman-joachim-pease/>