

# PULL TOGETHER

Newsletter of the Naval Historical Foundation

Dudley Knox

*Our Vanishing History and Traditions*

*Also in the issue: Message from the Chairman, p. 2; Navy Museum News, pp. 15-18; Naval History News, pp. 22-25; News from the NHF, pp. 26-31.*

## Message From the Chairman

I want to open my remarks with a salute to Vice Adm. Bob Dunn, who stepped down after 14 years as president of the Naval Historical Foundation. Bob steered the Foundation through some tumultuous times in the wake of the attacks of 9/11 over a decade ago and today the organization is as robust as ever, with a greater outreach to academia and the retired Navy community to provide historical resources to the active duty Sailor. Under Bob's stewardship, the Foundation conducted its first capital campaign, raising funds for a series of exhibits for the Cold War Gallery—the most recent being entitled “Into The Lion's Den.” We then parlayed those exhibits into educational outreach to America's high schools through a STEM-H teacher fellowship program now in its second year. If you contributed to this program, thank you again!



Vice Admiral Robert F. Dunn with Admiral Bruce DeMars in the Cold War Gallery

To relieve Vice Adm. Dunn, who will remain on the board of directors, the NHF members voted at the recent annual meeting to accept the nomination of Rear Adm. John Mitchell to serve as our president. Rear Adm. Mitchell is a retired Engineering Duty Officer who has served two years on the Board and who has a pedigree of corporate experience.

John has been providing the NHF with sage advice as a member of our Executive Working Group. He looks forward to building closer ties with the Navy, our partner organizations, and our most valued asset, our members.

With regards to the Navy, we heartily welcome Capt. Jerry Hendrix, who recently took the helm at the Naval History and Heritage Command. At our June board meeting he received a vote of support and confidence following his overview of the challenges and opportunities his command is facing in the coming years. Most welcome was his announcement of the reestablishment of the SecNav Advisory Subcommittee on Naval History to provide input to Navy leaders.

Because new leadership is now in place at both NHF and NHHC, the theme of this edition of Pull Together—“Our Vanishing History and Traditions”—is timely. The challenges Dudley Knox faced and how he met them are well worth reviewing. Though his 1926 article that led to the establishment of the Naval Historical Foundation focuses on written records, it turns out Knox was involved in all aspects of preserving naval history and thus it was during his tenure as president of the NHF that Adm. Arleigh Burke signed the directive establishing the Navy Museum. With your support, the NHF remains committed to supporting our Navy story through education, preservation, and commemoration.

Bruce DeMars



# Our Vanishing History and Traditions<sup>1</sup>

By Captain Dudley W. Knox, U.S. Navy, Retired



**T**he early history of any great nation is not only of especial interest to succeeding generations, but also of vital constructive value to the progress of the world, because the youthful virile stage of development most clearly marks the fundamental forces which have been at work. When we look forward several hundred years and vision the maturity of the United States—her magnitude in all things material and her leadership in all things cultural and spiritual we begin to realize how important it is to the advancement of civilization that the record of the origins and early development of this potential giant of a country should be carefully preserved.

A great deal is now being done to this end in many fields of American history, but, unfortunately, much less in the naval field than in any other one of importance. The influence of naval and maritime affairs upon the course of the nation's history has been very much greater than can possibly be recognized by the average person. This is, undoubtedly, largely

due to glaring deficiencies in our written naval history, which in their turn arise from the extraordinary inaccessibility of authentic sources.

The general condition is best illustrated by reference to the Revolutionary War, in which it has been claimed that we had more sailors engaged than soldiers. At all events the spontaneous uprising on the sea was on a scale quite comparable to that ashore. Its general character has been described by Captain T. G. Frothingham, secretary of the Massachusetts Military Historical Society in the following words:

The dogged resistance of the Americans was maintaining this successful defence at home in the face of military defeats in set battles, and, in addition, it must be kept in mind that, with the British thus brought to an impasse in the American colonies, the Americans themselves were able to carry on an offensive, which was doing decisive harm to Great Britain. It is a fact that the real offensive of the American colonies was on the sea, where the American privateers were taking such an unprecedented toll of British commerce that these heavy losses to the British merchants were bringing about the demands in Parliament to let the Americans go. It is not generally understood, but our whole offensive strength, in the true military sense of doing damage to the enemy, was thus upon the sea, and the widespread losses inflicted upon British commerce provided the argument for setting free an obstinate people, who not only had shown that they refused to submit on the land, but also

continued to destroy shipping in increasing totals on the sea. In a military sense, this meant that the Americans were inflicting heavy damage upon the British, while the British were finding themselves unable to do damage to the Americans.

We are compelled to the conclusion that a military situation like this could not exist through all the years of trial, unless there was a strong surge underneath. Such a determined resistance of a people must mean a mighty impelling force. We must recognize this military test as proving that the rising of our ancestors was one of the instinctive primitive movements of a people which can be brought about only where long continued causes have produced the inevitable effect of creating an irresistible force. This force was the spirit of our ancestors, created by their inborn instinct for self-government, and this should be emphasized at our coming anniversary observances.

The importance of the naval side (including irregular forces) of the Revolution is manifest. Why has no comprehensive history of all this naval activity ever been written? The explanation is very simple. Many of the records, of course, have been lost, but hundreds of thousands of others still in existence are so badly scattered as to make it almost impossible to find and collate the information which they contain and to piece together anything approaching a complete history of what occurred. Fortunately there are a number of large collections of Revolutionary documents in state archives and in the

<sup>1</sup> This article is an abridged version of the original published in the January 1926 Naval Institute *Proceedings*.

files of historical societies and libraries. But probably the greater number are distributed in small groups among thousands of small libraries, county court houses, small historical societies, and private collectors.

Recognizing this unsatisfactory situation, Congress appropriated \$30,000 in 1913 for the purpose of photographing the scattered Revolutionary military and naval documents and making a federal collection of copies which would be sufficiently complete to serve historical needs. The commission which started this work very soon decided that their funds would limit efforts to a few states, and decided to concentrate upon Massachusetts, Virginia, and North Carolina. Even in this restricted field it was found impossible to be thorough. For example, all that could be done in Massachusetts was to photostat from the state archives the Massachusetts Board of War minutes, orders, and letters (2,914 documents) and from the Harvard University Library, Hamilton's Journal of the Vincennes Expedition (77 documents). In the Harvard Library alone, to say nothing of hundreds of other sources of Revolutionary material within the state of Massachusetts, there must remain thousands of documents which could not be copied. The commission ceased its work in 1914 on account of exhaustion of funds.

Whether Congress will ever renew appropriations for the completion of the task of collecting originals or copies of Revolutionary historical documents is doubtful. The necessity of doing so much photostating makes the work expensive, which difficulty might be largely overcome by the use of some such device as the recent invention of Admiral Fiske permitting the ready reading of extremely small type, and therefore a great reduction in the size of the photostat copy. Meantime efforts are being made to induce private collectors to donate originals or copies of Revolutionary manuscript and pictures, and in this way, considerable progress recently has been made in building up the

naval archives. New material is constantly coming to light. Only within the last few days the writer learned of three groups of very early manuscript, one of them containing about 1,000 documents, which have been in a garret or otherwise inaccessible for more than a hundred years. Every effort is being made to obtain at least copies of these before they are accidentally burned or sold and scattered to the four winds.

One might imagine that after the adoption of the Constitution and the formation of the existing federal government, pains were taken to keep reasonably complete official naval files. But such is unfortunately not true. The case is illustrated by the recent discovery of an official report made in 1815 by the Board of Navy Commissioners to the Secretary of the Navy, by special request of the latter. This important document making a general survey and broad recommendations respecting the whole naval establishment—navy yards, ships, personnel, laws, and so forth—remained in the possession of descendants of one of the Board of Navy Commissioners until very recently when it was donated to the public archives. This is merely one of a great number of similar cases which could be cited to demonstrate the wide dispersion and deplorable inaccessibility of the official sources of naval history and tradition; a condition resulting from old customs rather than any culpability on the part of individuals.

In the old days there was nothing approaching modern filing systems or regulations regarding official correspondence and records. Personal idiosyncrasy more than any other factor governed both the method of filing and the final disposition of papers, and it has been said that there were few qualities which the "old-timers" were more famous for than a degree of eccentricity. The fact that commanding officers often had financial responsibilities in connection with their duties was doubtless a large influence in the custom of considering what we now regard as

official files as belonging to the officer himself. Upon the detachment of an officer of rank, he seems to have taken the files of his office with him, as a matter of course. This practice continued even after the Civil War. The thirty volume printed *Official Records of the Union and Confederate Navies* could not have been made even approximately complete without reference to the thousands of originally official documents in the personal possession of nearly every officer, who had served in command rank during the Civil War.

Many large collections of this kind were temporarily loaned to the Navy Department for the purpose of being copied, preliminary to printing, and then returned to the owner. All papers could not be printed. Fortunately some of the most important large collections, such as the Farragut, Porter, Dahlgren, Goldsborough, Davis, McKean, Mervine, Wise, and Macomb papers were donated and are now carefully preserved in the official archives. Others were placed on indefinite loan and in that status have been at least available for reference for a number of years, though when the owners or their heirs wish them back, the Government will be in the anomalous position of having to give up to private individuals what are in fact the originals of official historical records. In the course of a few generations most of such papers in private hands are inevitably burned, rat-eaten, lost, rotted, scattered, or sold to persons whose addresses are difficult to determine. Naval history and tradition vanish with them.

But history and tradition are by no means limited to what may be contained in official correspondence. Personal letters very often give more interesting sidelights and greater detail to important affairs. As a reflection of the morale, discipline, manner of living, and customs, they are incomparable. They are the best source of establishing the vital element of the "state of mind" of naval personnel during war and peace.

In the past there has been less attention to this class of documents

than their real value warrants, and the number available for examination is correspondingly small. The reluctance which many persons feel to violating the privacy of personal letters by placing them in public archives can always be obviated by special arrangements for safeguarding their confidential nature until after the passage of several generations, or other specified time.

The foregoing is intended mainly to indicate the existing danger of losing permanently some of our most valuable naval history and tradition because of the very wide dispersion of manuscript sources. This condition renders it practically impossible to collate the needful information for any comprehensive works on naval history which will do justice to the Navy and the nation, and, moreover, greatly adds to the probability of destruction of the documents. It is manifestly desirable that such valuable records should be accumulated into a few large collections, systematically archived, and properly secured against fire and other risks.

Perhaps the greatest forward step which could now be taken to this end is the erection of the government archive building in Washington, which already has been authorized by Congress, but for which construction funds still remain to be appropriated. The completion of such a building would seem certain to stimulate public interest in the general question of the preservation of historical records and to persuade many private collectors to deposit historical manuscript in the great central archives. A further advantage will be provision for adequate space in which to make accessible in a systematic way huge quantities of old manuscript now boxed up and stored by the several government departments in basements and numerous other odd places. For example, large numbers of documents pertaining to naval history are now contained in the store rooms of the State, War, Treasury, and other departments. Similarly each of the various bureaus and offices of the Navy Department, many

of the branch offices and naval stations outside of Washington, and many of the American Consulates abroad, have quantities of "dead" and forgotten files of no administrative value which properly belong in the central archives. The writer has been told of a recent "find" of naval manuscript pertaining to the Barbary War in the files of the Consulate of Algiers.

But the completion of a national archive building does not seem probable for a number of years. Meantime the Navy Department is making efforts toward getting its own historical documents in some kind of order. About thirty-five years ago the "dead" files of the Secretary of the Navy up to 1885 were transferred to the Office of Naval Records and now form the nucleus of the Navy's historical archives. After this first step little was done in the way of archiving (many papers being received but merely stored) until after the World War when Congress appropriated money for collecting, filing, and indexing naval documents pertaining to that war. While the World War papers are being thus archived a simultaneous effort is also being made to fill in the gap between 1885 and 1917, and further to add to the archives of older date, many papers previously overlooked or subsequently accumulated. It is estimated that the Office of Naval Records now contains about one million documents of dates previous to 1885, and is thus much the largest single depository for old naval manuscript in the country.

However diligent the Navy Department may be in bringing together and archiving such records as are now in the custody of branches of the naval establishment and of other government departments, it can never adequately safeguard our early history and tradition without the interest and aid of officers and the relatives of former officers. Old documents are too widely scattered and their location too little known to permit the discovery of any great number of them without the constant watchful-

ness of a large number of persons. Only a few weeks ago, while motor-ing near Narragansett Pier, the writer accidentally stopped at an old farm house and quite unexpectedly found in the front parlor the naval historical document of the War of 1812 reproduced on another page herein. When the owner's attention was called to its historical value he was kind enough to have it photostated at his own expense and the copy forwarded to the Navy Department. It is in such ways that the service could be helpful in building up the central source of our history.

There also are other ways. In almost every naval family of maturity there are to be found papers which would be of much value to the official archives. The importance of personal letters containing references to naval life and incidents has been pointed out above. In addition the private files often include diaries and copies of important official reports, the originals of which may have been lost. For example, two years ago an inquiry from a participant in the first Boxer Relief Expedition of 1900 led to a search being made for the official report of the commander of the American contingent. Documents of so late a date not having yet been turned over to the Office of Records, reference was made to the original bureau files, but the report could not be found. There was evidence of the original report having been received and lost and the commandant at Cavite having been asked to forward a duplicate. If he did so, the duplicate also was lost. Inquiry was then made of other participants for data, and Captain Courtney very kindly donated his private diary, which as subsequent events proved contained photographs and many details not included in the official report. After a two-year search a copy of the latter was finally discovered among the private papers of one of the heirs of its author.

A similar case is that of the naval operations at Vera Cruz in April and May of 1914. Very recent careful search of Navy and State Department



It is easy to understand the reluctance which most persons feel over parting with family papers. But the sentimental aspects of this question appear to be outweighed by practical advantages to the owners themselves. The security of the precious documents is far greater when placed in public archives, where they are usually also more accessible for reference by members of the family. But perhaps the greatest advantage of all is that they are brought into close relation with a large number of other papers upon the same subjects, thus making possible a proper understanding of the comparatively few documents otherwise held out of the main collection. Among family papers there are often a few of outstanding personal interest, such as letters of commendation. In such cases a photostat copy is almost as satisfactory for the public archives as the original document. In all cases a photostat reproduction is much better than no copy at all for the Department's historical archives.

One of the greatest enemies of naval history is the private collector of manuscript and old pictures. Due to these faddists probably more historical records are now being dispersed beyond the reach of the research worker than are finding their way

into large public collections. Almost every second-hand bookseller carries a stock of manuscript, and there are frequent sales at auction of much historically valuable material that was originally the equivalent of what we now consider as official files. Among papers recently seen in the stock of a second-hand dealer were some twenty official letter-books of the commander of a blockade squadron during the Civil War. Another dealer has for sale the official notification from the Secretary of the Navy to the commander-in-chief on the coast of California that the War with Mexico had terminated.

The old official documents are, of course, more badly needed to complete the official sources of history and tradition than any other kind of material. The older the documents,

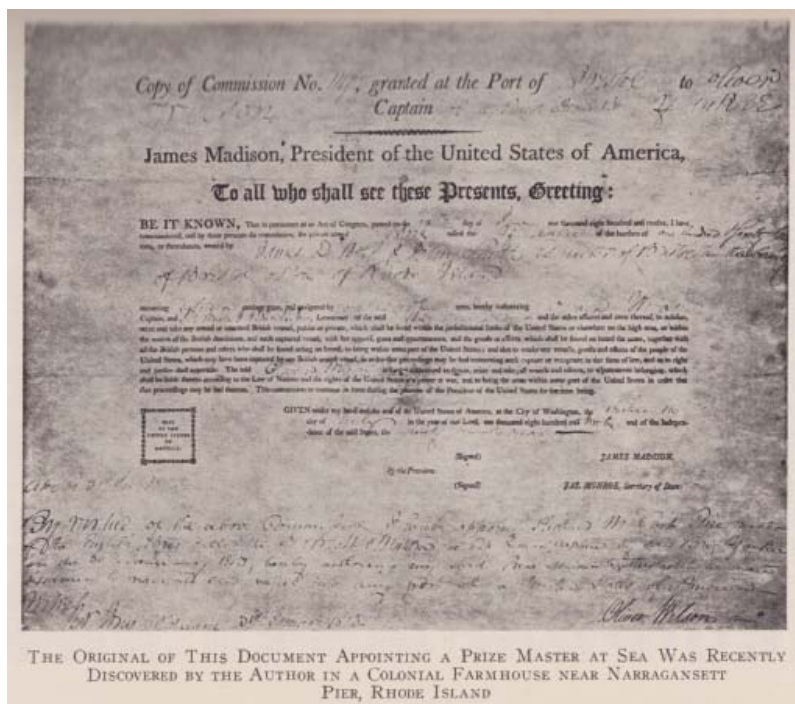
fice of Naval Records (which has no funds for the purchase of manuscript) and therefore can hardly be expected to aid the latter by buying old naval manuscript. But they may have opportunities of discouraging the sale of old collections, or of having them photostated before being sold, or of encouraging some large library or historical society to buy them. A service will be done the Office of Naval Records by notifying it of the discovery of old historical material, so that at least a record of its existence and location may be kept.

Viewing the whole question broadly the rescue from loss and the subsequent preservation of our Navy's history and traditions depends primarily upon the degree of interest felt by naval officers and the relatives of

former officers. If keen interest in the matter exists, official and unofficial ways and means will be exerted toward filling the great gaps in manuscript sources. Undoubtedly, the present lack of general interest is due to a misconception of the condition of the naval archives, which it is the principal purpose of this paper to correct.

The author of a recent book on old merchant marine affairs of this continent says: "I have been collecting information on the subject for many years. But owing to the fact that first-hand sources

of information were rapidly vanishing, I have hastened the task of compilation in the hope that the publication of this record might result in an effort being made by public bodies to preserve whatever remains of interest and value in connection with the old-time shipping." His plea can be applied with equal justice to the case of our vanishing sources of naval history and traditions.



# Immediate Reaction<sup>1</sup>

By Rear Admiral Strauss, U.S. Navy (Retired)

Captain Knox's essay is an appeal to all Americans who may possess, by inheritance or otherwise, documents that would throw light on our naval and maritime past, to secure their preservation by sending them to responsible national custody. For the present, at least, the Office of Naval War Records should receive them. Some day we may have a great Hall of Records where such precious documents may be deposited.<sup>2</sup>

Considering the capital part our Navy has played in the history of our country, the literature on the subject is singularly meager. This is due

largely to the lack of a fixed abode for those who have taken an active part in its operation. Naval families move here and there, and the expense and trouble of caring for papers becomes a burden so that from time to time there is a "cleaning out" and many are destroyed. They should be sent to the archives of the Government, there to be kept or destroyed as the superior judgment of the archivist determines.

From time to time, valuable collections of naval manuscripts are offered for sale. It has been suggested that a trust fund be built up, the interest from which could be used

for the purchase of such collections. Bequests and donations to a fund for this purpose would be made if the worthiness of its aim were fully understood and appreciated. Captain Knox's essay would be a good beginning to a campaign toward that end.

Napoleon ascribed his great military success to memory rather than to reason. History must teach us what to do both in national affairs as well as in the conduct of campaigns; every contribution to recorded history is therefore of prime importance.

<sup>1</sup> Comment appeared following the Knox article in the January 1926 edition.

<sup>2</sup> The National Archives Building would be completed in 1935.



The Naval Historical Foundation owes its genesis to the Knox article and Strauss comment calling for the establishment of a trust fund to purchase items of naval historical significance. Above is a check from the U.S. Naval Institute as a first step for such a fund. Today the Naval Historical Foundation continues to acquire, when feasible, such items—most recently, a Civil War naval surgeon's diary and a War of 1812 period pistol.



# A Collector's View

By Vice Adm. George W. Emery, U.S. Navy (Retired)

In a thoughtful essay published in the U.S. Naval Institute *Proceedings* of 15 January 1926, Capt. Dudley Knox decries the dearth of records of the early Navy, particularly documents reflecting the history of the Continental Navy.

Knox laments the general public's unawareness of the influence of the Navy on "the course of the nation's history." He attributes this lack of awareness to "glaring deficiencies in our written naval history, which in turn arise from the extraordinary inaccessibility of authentic sources."

In the course of his essay Knox turns to the collector as a fundamental reason that documents of value in recording the Navy's history are extraordinarily inaccessible.

One of the greatest enemies of naval history is the private collector of manuscript and old photos. Due to these faddists probably more historical records are now being dispersed beyond the reach of the research worker than are finding their way into large public collections

He pleads for naval officers to get involved in the salvation of naval history. When opportunities arise he urges them to discourage the sale of old collections, to encourage first making copies of them if they must be sold, to encourage libraries or historical societies to buy them,

and finally to notify the Navy of the existence and whereabouts of the documents they discover.

I have been asked to comment on Captain Knox's essay from the standpoint of one of the great enemies of naval history: that is, a collector.

One collector cannot speak for hundreds of others, but he can speak from his experience and may compare the availability and quality of written naval history and the accessibility of historical documents in this the second decade of the 21<sup>st</sup> century with that of the third decade of the 20<sup>th</sup> century.

Let me begin with a personal

assessment of written naval history as it is available to today's public. It's a timely subject as we begin the celebration of the 200<sup>th</sup> anniversary of the War of 1812. And it's a relevant subject because the seed of my interest in collecting and cataloging printed and manuscript documents related to the early Navy was generated by the written naval history available a half-century after Captain Knox published his essay.

The germination of my collection arose from the pen of one of America's best-known defenders of a navy, Capt. Alfred Thayer Mahan, USN, author of *The Influence of Sea Power Upon History 1660-1783* (Boston, 1890). While rereading Mahan's treatise in the mid-1970s I decided I had to find his sources, particularly those of naval tactics of the sailing era. Being often in London on Navy business I soon discovered many of the city's used bookshops. And my collecting days began.

Rather than a dearth of written naval history as lamented by Knox in 1926, there was plenty of United States naval history available to me in the 1970s as I gradually accumulated and read Mahan's works. For example, William Bell Clark had brought the Navy of the Revolutionary War to life since Knox wrote his essay with works like *Ben Franklin's Privateers* (Louisiana State University [LSU] Press, 1956) and *George Washington's Navy* (LSU Press, 1960). Samuel Eliot Morison contributed the



Author (right) with NHF Executive Director Captain Todd Creekman and NHHC Senior Historian Dr. Michael Crawford displaying a 19th Century naval document that the NHF acquired for the Navy with the author's assistance.



superb *John Paul Jones, A Sailor's Biography* in 1959 and William James Morgan published *Captains to the Northward* in the same year.

There were also many fine histories of the Federal Navy, that is, the Navy spawned from George Washington's 1794 decision to build the first frigates. One of the best in covering the history of the Quasi-War Navy was Eugene Ferguson's *Truxtun of the Constellation* (The Johns Hopkins Press, 1956). Among those bringing a scholarly treatment of the maturing Navy of the Barbary wars was Glenn Tucker in his *Dawn Like Thunder* (Bobbs-Merrill, 1963). For the Navy in the War of 1812 there was Tucker's enjoyable two-volume history *Poltroons and Patriots* (Bobbs-Merrill, 1954) and C. S. Forester's *The Age of Fighting Sail* (Doubleday, 1956).

While these and many other titles of the mid-20<sup>th</sup> century may still be found on library shelves, what is the health of printed naval history in 2012? In my opinion Dudley Knox would be excited to peer into that window today. Any number of superbly written and scholarly naval histories and biographies have been written and published in recent decades. Among them are Christopher McKee's biography *Edward Preble: A Naval Biography 1761-1807* (Annapolis, 1972) and his extraordinary and scholarly bible of the birth of the Federal Navy, *A Gentlemanly and Honorable Profession. The Creation of the U.S. Naval Officer Corps, 1794-1815* (Annapolis, 1991); Linda Maloney's biography of Isaac Hull, *The Captain from Connecticut* (Northeastern University Press, 1986); Cdr. Tyrone Martin's revised history of Old Ironsides, *A Most Fortunate Ship* (Annapolis, 1997); David Skaggs and Gerard Altoff's *A Signal Victory, The Lake Erie Campaign 1812-1813* (Annapolis, 1997); Michael Palmer's history of the Quasi-War Navy, *Stoddert's War* (University of South Carolina Press, 1987); Capt. Ira Dye's posthumously published biography, *Uriah Levy,*

*Reformer of the Antebellum Navy* (University Press of Florida, 2006); Ian Toll's masterful history of the founding of the Navy, *Six Frigates* (W.W. Norton, 2006); and George Daughan's splendid history, *If By Sea* (New York, 2008) and more recently his prize-winning title, *1812: The Navy's War* (New York, 2011). And these are just a few.

So, perhaps I could have convinced Captain Knox that well-written printed history of the United States Navy had dramatically matured and multiplied since 1926, but that says nothing about his second, and overriding concern: "the vanishing sources of naval history and tradition," that is, the inaccessibility of original historical documents.

This was an issue that, thankfully, Dudley Knox tackled with his own hands within a decade of writing the essay in question.

It was not long before I discovered Knox's seminal productions, perhaps the fruition of his essay's appeal. The first was *Naval Documents Related to the Quasi-War between the United States and France* (Washington, 1935-1938), seven thick volumes of documents, letters, and lists covering the Navy's history during the period 1797 to 1801. Knox quickly followed with *Naval Documents Related to the United States Wars with the Barbary Powers* (Washington, 1939-1945). This was another seven-volume effort, the final volume an invaluable *Register of Officer Personnel United States Navy and Marine Corps and Ships' Data 1801-1807*. Roughly half of the first volume of this series prints documents, primarily of State Department origin, that establish the background of our relations with the Barbary Powers from 1785-1801. True, these 14 volumes were created as a record of important naval documents, not for light reading, but what references! I can't imagine any American naval historian could write without them nearby on his reference shelves.

Captain Knox died in 1960, four years before the first volume of

*Naval Documents of the American Revolution* was published under the able editorship of William Bell Clark. Since that year 10 additional volumes have been published, the most recent, edited by historian Michael Crawford, in 2005.

Knox's vision of a documentary series recording the official history of the War of 1812, a vision expressed in his preface to the first volume of the Barbary war series, did not make its appearance until volume one was published under William Dudley's leadership in 1985. Two other volumes have followed and a fourth, and final, is in preparation.

Captain Knox would not appreciate the meager government funding of naval history over the past few decades. The publication of the documents of the American Revolution and the War of 1812 has been hindered by a lack of sufficient funding to see them through completion in the expeditious manner in which Knox was able to bring forth his 14 volumes of earlier historical documents. Knox was well funded by the Roosevelt administration. He published the seven-volume Quasi-War series in the three-year period 1935-1938, and the seven-volume Barbary War series over the six-year period 1939-1945. At the current rate, a century may pass before the final volume of the documents of the American Revolution sees the light of day.

In addition to these Navy-sponsored, government-funded series documenting the official records of the Navy from its Continental venue to the War of 1812, a handful of illustrated histories have been printed that deserve mention for bringing illustrations of important original Navy documents to the public. These include, but are not limited to, the Smithsonian Institute's scholarly history of Charles Wilkes' voyage of exploration of the South Seas, *Magnificent Voyagers* (Washington, 1985); Thomas Truxtun Moebs' *America's Naval Heritage. A Catalog of Early Imprints from the Navy Department Library* (Washington,

2000); and the recent illustrated history of the War of 1812 authored by Mark Collins Jenkins and David A. Taylor and published by the Boston Book Company in association with the United States Navy, *The War of 1812 and the Rise of the U.S. Navy*.

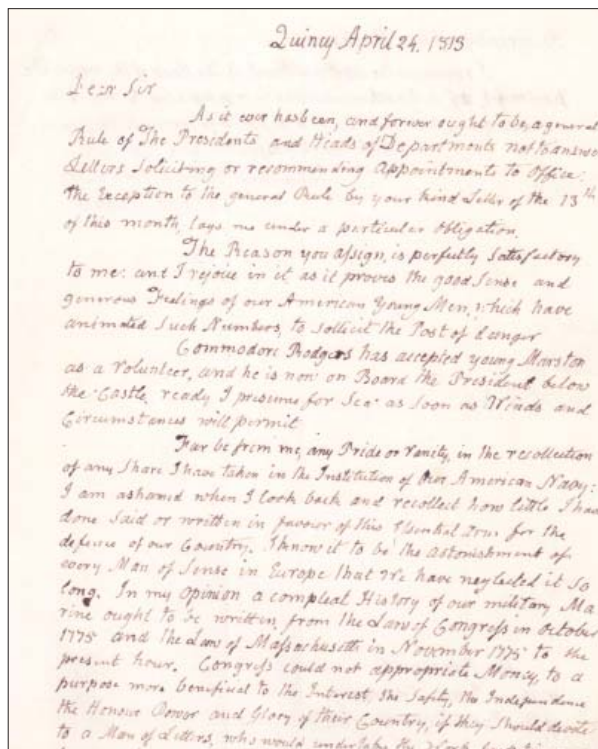
While the remarkable publications mentioned in the above paragraphs would seem to calm Knox's fear of "our vanishing sources of naval history and tradition," he would be even more impressed by the incredible amount of information accessible on the Internet. Yes, you have to look for it, but it's there.

One of the most useful Internet sources is the wide range of collections recorded therein. Looking for Stephen Decatur correspondence? Try the Georgetown University Library Collection of Stephen and Susan Decatur papers. Seeking the War of 1812 as remembered in special collections? Try the William L. Clements Library, University of Michigan website. It's one of many. Want to know what naval material book and autograph sellers are offering the public? Try a bookseller website such as AbeBooks.com and type in the key word Navy. As I type this essay, one well-known autograph dealer is offering a remarkable autograph letter from former President John Adams to Secretary of the Navy William Jones in 1813. In the letter Adams writes:

Far be from me, any Pride or Vanity, in the recollection of any Share I have taken in the Institution of Our American Navy: I am ashamed when I look back and recollect how little I have done, said or written in favour of this Essential arm for the defence of our Country. I know it to be the astonishment of every Man of Sense in Europe that we have neglected it so

long...

A photocopy of this personal and revealing letter is provided to the public online. Knox would have been amazed.



John Adams letter dated  
24 April 1813.

That Knox was especially concerned about accessibility to personal letters is clear in his essay:

But history and tradition are by no means limited to what may be contained in official correspondence. Personal letters very often give more interesting sidelights and greater detail to important affairs. As a reflection of morale, discipline, manner of living, and customs, they are incomparable. They are the best source of establishing the vital element of "state of mind" of naval personnel during war and peace.

Another bookseller offers a "Massive Archive of Manuscripts and Printed Material relating to the life and career of Captain Stephen

Decatur (nephew of Commodore Stephen Decatur)," adding a brief description of the professional and personal documents and correspondence. Wouldn't, shouldn't, the Navy wish to dig deeper?

At an auction in Maine a few years ago, many important documents related to the early Navy made their way to the auction block. The auction house made a special effort to accommodate requests from the Naval Historical Foundation for images of documents in which they were interested. One such request was for images of a journal of biographical sketches of naval enlisted sailors who joined the Philadelphia Naval Asylum during the first half of the 19<sup>th</sup> century. The auction house provided the images and, recognizing the significance of the journal, the Naval Historical Foundation helped to eventually bring the original journal into the Navy's hands.

Knox would have been pleased with the entire process.

In closing, I confess that I am, in Captain Knox's own words, "one of the greatest enemies of naval history"—a private collector. However, I do not consider myself an enemy of naval history, but rather a student of naval history, who, caught up in the drama of the lives and careers of predecessors in his chosen field, invests his free time and his "allowance" in fulfilling a desire to save bits and pieces of naval history from the dust bin, and to do his part to reduce the "vanishing sources of naval history and tradition" by bringing the details of his personal collection to the notice of the Navy, and others. It is a work in progress, and I hope it remains just that.

I like to think that Capt. Dudley Knox just might give me a friendly nod.

*Vice Adm. Emery is a former vice president of the Naval Historical Foundation.*



# Knox's Lament Revisited:

## Vanishing Sources of Naval History, 86 Years Later

By Gregory J. Martin



Captain Dudley Knox's 1926 essay in the Naval Institute's *Proceedings* magazine lamented the "glaring deficiencies in our written naval history, which in their turn arise from the extraordinary inaccessibility of authentic sources." He expressed deep concern over the lack of primary source documents, both official and personal, that historians must have to construct historical knowledge about past events and people, beginning with the "naval activity" of the American Revolution. Without the written history needed to effectively communicate the "influence of naval and maritime affairs," Knox knew the American public would not understand the Navy's contribution to the nation's growth and rise to greatness. He called on active duty officers to help correct a "wide dispersion and deplorable inaccessibility of the official sources of naval history and tradition."

Captain Knox would be greatly

heartened to know that much has been done to cover early Navy history since his essay. Published scholarship on the Continental Navy during the American Revolution is substantial, and there is a growing body of material covering the War of 1812 and later periods. A subject search in the online book catalog World Cat turned up 1,408 entries for "naval operations during the American Revolution." Included among the topical books in this search were several documentary histories, which are an especially rich resource because they help solve the problem Knox highlighted. These histories present literal transcriptions of hundreds of primary source documents, normally found in scattered private and public collections, combined in a single text which serves as an essential resource for further research and writing. Documentary histories of the American Revolution, the Quasi War with France, and the War of 1812 reside in libraries and authors' bookshelves around the world and are enormously important for scholarly research. The Naval History and Heritage Command (NHHC) is on track to publish the 12th volume of the Naval Documents of the American Revolution and the fourth and final volume of the Naval War of 1812 documentary history in the next two years. These volumes add to the collection of many fine documentary histories that support telling the early history of the Navy published since Knox's article.

Today, Dudley Knox would likely be worried about the lack of recent operational and

administrative historical analysis and publication. A search in World Cat for "naval operations in the Cold War" yielded only 23 entries. What is ironic is that the practice of history in general has evolved substantially since Knox's essay in 1926. Effective integration of social, cultural, legal, scientific, engineering, business, and economic analysis has broadened interpretation and significantly improved our understanding of military institutions and their activities. We see publications not only on operational history of the military, but also on acquisitions, logistics, planning, administration, research and development, intelligence, leadership, and personnel. The problem is that to support the depth and scope of analysis of current military and naval history practice requires greater depth and scope in primary source documents.

The Archives Branch at the NHHC has observed a steep decline in official Navy records submitted for permanent retention in paper or other hard copy media over the past 15 years. Yet, there has not been a concurrent increase in digital record submissions. The digital briefs, e-mails, and other documents created by decision makers and planners throughout the Navy are often deleted instead of being retained and eventually transferred in accordance with records management guidelines. Of even greater concern is a precipitous decline in the submission of some key records such as command operations reports (formerly command histories), especially from 2003 to 2010. Every operational unit and many administrative units

must submit these mandatory annual reports, which provide a bedrock of information on which just about any operational history can be built. Yet the percentage of ships and aviation commands complying with the instruction and submitting command operational reports to the NHHC dropped from approximately 85 percent for 2002 reports to a 25 percent initial submission rate for 2010 reports. Major commands were even lower.

The lack of original source materials makes it difficult for researchers to reconstruct events that occurred within the past few years, let alone important policy and operational decisions made within the past two to three decades. As a result, efforts to produce historical analysis of the modern Navy will be difficult at best, and impossible in some cases. This means that internal users, Congress, outside researchers, and the American public will not have access to the kind of published history of the Navy that could be produced in the past.

As troubling as these indicators are, several initiatives are under way to counter these problems. Working with the Director, Navy Staff, the NHHC Histories and Archives Division overhauled the Command Operations Report program during the first half of fiscal year 2012. This effort included improved

instructions and easier online submission, coupled with messages directly from the Director, Naval Staff, on behalf of the Chief of Naval Operations, to delinquent commands emphasizing the importance of the command operations reports. As a result, submission rates substantially increased for ships and aviation units up to 75 percent, and the effort continues to get that number higher. Operational and major command submission rates remain stubbornly below 40 percent. The Department of the Navy Assistant for Administration (DON/AA) office's Advisory Committee on Records Management pushed for attention to problems of records management compliance, especially in the area of permanent historical records. As a result, Navy and Marine Corps records management responsibilities were recently reorganized under the direct supervision of DON/AA. NHHC staff and the Director of Navy Records participated in planning meetings in 2011 for the Maritime Operations Center (MOC) Archive Concept program being run out of U.S. Fleet Forces Command. The eight MOCs operating around the globe are incredible sources of operational data. The MOCs need to be essential conduits for channeling selected operational records to the NHHC Archives for permanent retention. And finally, the Navy is making substantial investment

into improving the archives' processing capacity, including providing additional funding to clear a processing backlog that has accumulated over the past two decades.

The challenges with the Navy's historical records will take several years to correct, but we are on the right path. Solving the problems related to collecting, processing, storing, and retrieving Navy records is essential to producing the kinds of naval history that best educates decision makers, sailors, and the American public about our proud heritage. That history also helps inform the Navy's planning and programming processes, congressional budgetary decisions, and the American people about the essential role that the U.S. Navy continues to play in our national security and economic well-being, just as it has for the past 237 years. Though Captain Knox would perhaps be frustrated that the Navy is still fighting to save its history, he would be heartened by many of the gains we have made in the history we produce and our efforts to improve the collection of the source materials that are so vital to capturing the Navy's history. The NHHC will continue to serve at the forefront of this effort.

*Gregory J. Martin is assistant director for histories and archives of the NHHC.*

## VOLUNTEERS NEEDED

The Navy Museum Store is in need of volunteers to help out as clerks both during the week and on alternating weekends. The job consists of ringing up customer sales, stocking in merchandise, assisting with quarterly used book sales, and just being an ambassador of good will to our Navy Museum patrons. The hours are flexible: (weekdays between 9:00 a.m. and 1 p.m. and on Saturday/Sundays from 10:a.m. until 5:p.m.) Training will be provided. If you like to deal with the public and enjoy hearing sea stories from old salts, this is the position for you. If interested, please contact YNC Frank Arre, USN (Ret.) (Store Manager) at (202) 889-2212, or e-mail him at [farre@navyhistory.org](mailto:farre@navyhistory.org).



# What Knox Overlooked

By David F. Winkler and Taylor Hitt

It's fascinating that Knox's "Vanishing History" clarion call that focused on the need to preserve the Navy's written records overlooked the conservation and display of the sea service's historic ships and artifacts, given these issues were germane at the time. However, Knox actually was very concerned about these aspects of vanishing history and tradition.

Most notable was the plight of *Constitution*. A year and a half before the Knox article, Secretary of the Navy Curtis D. Wilbur inspected the old frigate and departed convinced that immediate action was utterly necessary. Wilbur believed that the cost of *Constitution*'s restoration should be raised "by small contributions in order to inspire patriotism in the children and to increase their knowledge of the history of our country." Thus in his next report to Congress, he requested authority to restore *Constitution* "with monies sought by a nationwide campaign." With authorization granted in a bill passed on 3 March 1925, Wilbur assigned the commandant of Boston's Charlestown Navy Yard, Rear Adm. Louis R. de Steiguer, oversight over a National Executive Committee of naval, government, and business leaders. The campaign had the support of the Benevolent and Protective Order of Elks, the Daughters of 1812, and other patriotic groups for the purpose of raising funds through voluntary

subscription.

While a 1924 Inspection and Survey Report projected a cost of \$473,725 to repair the deteriorating warship, within two years estimates had nearly doubled as additional problems were discovered. In late 1925, an Elks campaign that engaged schoolchildren raised \$148,000. Active duty Sailors, Marines, and Coast Guardsmen donated another \$31,000. In 1926, another effort sold lithographs of a painting of the ship done by Gordon Grant, at fifty cents



Gordon Grant *Constitution* Painting

a copy—President Coolidge bought the first of over a million prints. In December 1926, Paramount Pictures produced the movie *Old Ironsides* to bring the issue into the public's consciousness. With fundraising well along, *Constitution* entered dry dock #1 on 16 June 1927. Unfortunately, the costs of repairs outpaced the income generated, especially since

nearly one in three dollars raised were needed to sustain the fundraising. Eventually, Congress authorized up to \$300,000 to finish the job. The total overhaul, from removing the masts and bowsprit to creating a special crib to settle the ship on the dry docks, to caulking and coppering the hull, to making the ship capable to being sailed, and so much more, was completed by October 1930, at which time there was a ceremonial trip around Boston Harbor.

On 1 July 1931, *Constitution* was recommissioned in inactive status to be used for exhibition purposes only. Cdr. Louis J. Gulliver was the designated captain of *Constitution* and took her around the country on a show tour which lasted until 7 May 1934; she traveled around 22,000 miles and received 4,614,762 visitors aboard. This would be the last time the ship would leave Boston where she remains today as a commissioned U.S. Navy ship—the oldest commissioned warship afloat in the world!

However, *Constitution* was not the only ship of historic interest. Of Spanish-American war fame, the battleship *Oregon* had been decommissioned in 1919. At the time of the Knox article, she rested in Portland, Oregon, following a four-year effort by civic leaders to obtain the historic ship. Having arrived in Portland at the time of the Knox article, *Oregon* served as a display ship on loan from the Navy. After a decade, civic leaders envisioned a permanent home at

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Citations for this article can be made available upon request.

a Battleship Oregon Marine Park, which would require major dredging, pier construction, and the acquisition of concrete anchors. In 1938, the governor of Oregon, Charles H. Martin, asked the Secretary of the Navy to “bring to the attention of the officers and men of the Navy the opportunity to subscribe to a permanent monumentation of an historic ship of the Navy.” To make this more appealing to possible donors, those who donated a dollar or more were to be entered into The Battleship Oregon Roll of Honor, which was to be preserved upon *Oregon* herself. Secretary of the Navy Claude Swanson praised the preservation efforts of *Oregon* by the people of the state in a letter to the naval service.

The battleships at Pearl Harbor were not the only victims of the Japanese air attack on 7 December 1941. A month later the state of Oregon offered to return *Oregon* to the Navy for “coastal or other defense.” Though this offer was declined, eventually the Navy did reclaim *Oregon*, but she was never again used as a weapon of war. On 7 December 1942, *Oregon* was returned to the Navy with an impressive ceremony. It was known that upon *Oregon*’s return to the Navy she was to be dismantled for scrap metal for war production; her breaking up began 23 February 1943. *Oregon* was moved to Kalama, Wash., and stripped for scrap before her hull was set aside for use as an ammunition barge, and in 1944 she was towed to Guam. In 1948, a typhoon caused *Oregon* to break from her mooring lines and drift about 500 miles away, ending up near the Philippines. She was



Postcard of *Oregon* donated to NHHC from the NHF

found on 8 December 1948 by naval aviators and returned to Guam with no damage reported.

By August 1955, it was determined that she was no longer essential to the defense of the United States by the CNO and in September, the SecNav authorized *Oregon*’s disposal. In March 1956, *Oregon* was sold by the U.S. Government for salvage purposes to the Massey Supply Corporation of Guam, which sold it to Iwai Sanggo Company. The Japanese company towed *Oregon*’s hull to Kawasaki for her eventual scrapping.

Three other ships of special historic interest existed at the time of Knox’s article. Two of them remain. Their future would be tied in with Franklin D. Roosevelt’s plans to build a national navy museum that would have the charge of preserving many of the Navy’s cherished artifacts.

Roosevelt probably saw a letter published in the *New York Times* on 19 June 1927 by a member of another prominent New York family. In the letter, Brockholst Livingston noted efforts in Britain to establish a national naval museum (eventually the National Maritime Museum was established by Parliament in 1934 at Greenwich and was opened in 1937).

His letter called for a U.S. naval museum and cited the recent establishment of the Naval Historical Foundation as a positive development.

Chartered to answer Knox’s clarion call to locate and preserve historic naval records, the foundation did not initially have building a national naval museum from scratch as an objective. However, shortly after writing the *New*

*York Times*, Livingston wrote to the secretary of the foundation, who just happened to be Captain Knox, urging support for his proposal. Knox discussed the idea with NHF President Rear Adm. William L. Rodgers and the topic was placed on the agenda of the 17 October 1927 board of trustees meeting.

The outcome of the NHF meeting was a strong campaign to win endorsements from leaders throughout government to pressure the board of regents of the Smithsonian Institute to break ground for a National Maritime Historical Museum. One of the letters came from foundation trustee, Secretary of the Navy Curtis Wilbur.

The Smithsonian considered the NHF’s request at its 8 December 1927 regents meeting and over the ensuing months, the two organizations exchanged correspondence on the matter. That the initial outcome was not positive was probably noted by NHF member, Franklin D. Roosevelt.

The onset of the Great Depression did not dissuade the NHF from working with local planners to acquire land for what now would be a national naval museum. By April

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# NAVY MUSEUM NEWS

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Admiral James L. Holloway III cuts the ribbon for the Cold War Gallery's newest exhibit

**T**he Naval Historical Foundation's 2012 Annual Meeting was held on Saturday, 23 June, and featured the debut of a brand-new exhibit for the Cold War Gallery. Adm. James Holloway III, USN (Ret), christened the new exhibit with a riveting firsthand account of the Vietnam War raid into Haiphong Harbor that is dramatized in the new "Into the Lion's Den" exhibit.

This display tells the story of four U.S. Navy warships steaming into Haiphong Harbor in 1972 to shell North Vietnamese shore positions. Late on an August night they came under attack

by enemy shore batteries as well as Russian-built North Vietnamese PT boats. With the help of two A-7 Corsair II Navy jets, the PT boats were destroyed and the four ships departed the harbor safely after completing their mission. Admiral Holloway was on board the cruiser USS *Newport News* as Commander Seventh Fleet, and personally called in the air support that helped ensure the PT boat threat was eliminated. At the NHF meeting, a crowd gathered around the exhibit and Admiral Holloway shared the exciting story of the battle. Following his remarks, he cut the ribbon on the new exhibit. When the start button on the exhibit was pushed for the

first time, the deck of the exhibit began to shake and rattle from simulated naval gunfire, while the portholes of the simulated cruiser bridge lit up with flashes of the 8-inch and 5-inch guns. The audio portion of the exhibit included actual recorded *Newport News* sound-power phone conversations from the 1972 battle, as well as newly recorded clips from navy veterans, Sailors, and Admiral Holloway himself.

Plans call for the exhibit to be formally opened to the public in conjunction with the Navy's birthday celebration in October. In the interim, NHF members can arrange for exclusive tours by contacting the foundation staff.

## 2012 STEM-H Teacher Fellows Arrive



STEM-H Teachers tour the submarine USS SCRANTON (SSN 756) at Norfolk. Teachers (L-R): Cynthia Woolston, Ben Barris, John Clark, Janice Cunningham.

**T**he NHF is pleased to announce that the eight selectees for the 2012 Science, Technology, Engineering, Mathematics, and History (STEM-H) Teacher Fellowship have completed their Summer program. The teachers used the exhibits of the Cold War Gallery of the National Navy Museum in Washington, D.C., during their two-week fellowship to develop standards-based lesson plans, based on the technology, engineering, science, and mathematics inherent in the museum exhibits. Because the history of the

Navy is the history of technology, three certified history teachers were added to this year's fellowship teams to develop history lesson plans complementary to the STEM lesson plans.

The first fellowship team, Benjamin J. Barris, Janice Cunningham, Bill Sanford, and Cynthia Woolston, concentrated on the Covert Submarine Operations exhibit, with its submarine navigation, communications, nuclear propulsion, torpedo, missile, sonar, fire control, and undersea engineering areas. The second fellowship team, Donald G. Belle, John Clark, J. Paul Parker, and Danielle Thomas, widened the lesson planning scope to include naval aircraft and surface ships, their missiles, and naval research and development. Jeff Derda and Ken Nagel, returning 2011 STEM fellows, were in Washington, D.C., to present their fellowship experiences at the National Academy Foundation conference. They also helped guide and assist the new fellowship teachers, with a view toward expanding the STEM-H fellowship program to several of the other 12 Navy museums nationwide.

The NHF thanks the following individuals/corporations who made an annual commitment for 2012 to support the STEM-H program:

### GOLD LEVEL

Naval Submarine League  
Crown Family Philanthropies  
Ambassador J. William Middendorf II  
Wedge Group  
Marriott International Inc.

### SILVER LEVEL

Treadwell Corp

### BRONZE LEVEL

General Atomics  
Applied Math  
Vice Adm. James Doyle  
QinetiQ North America



## CURV-III Arrives



*CURV-III* now on display.

This summer's group of teacher fellows had a new object to work with as the museum received *CURV-III*, the Navy's most sophisticated deep sea recovery submersible from 1976 until its retirement in 2007, along with its Operator Control Van. The submersible and van were installed in the Cold War Gallery, located in Building 70 at the Washington Navy Yard, on 2 July.

The display will include multiple real-time and vintage video camera feeds from Navy research and recovery submersibles, including historic feeds from *CURV-III*.

*CURV-III*, which was capable of diving to depths of over 20,000 feet, was ultimately made obsolete by time and the introduction of the Navy's state-of-the-art *CURV-21*.

When it was initially deployed, Soviet planners were shocked to discover *CURV-III*'s abilities to retrieve lost Navy assets from such depths, especially when many of the recovered assets were theirs. "This is a remarkably important Cold War story, one that needs to be told," said Jim Bruns, director of the National Navy Museum. This sentiment was echoed by John Sasse, supervisor of deep ocean search and recovery for the Navy, who said, "*CURV-III*'s colorful history makes it more desirable to donate it for display than any of the other alternatives available to the Navy."

Over the years *CURV-III* has participated in the recovery of countless black boxes and conducted many classified missions, recovering an array of important lost Cold War objects. In

1990 the submersible dove to 20,106 feet off of Puerto Rico, making it the first Navy recovery vehicle to go deeper than 6,000 meters. On 2 February 1992, *CURV-III* recovered a *CH-47* helicopter off of Wake Island from 17,251 feet, the world's record for deepest salvage at the time.

Her last assignment was the recovery of a Royal Australian Navy *H-60* Blackhawk helicopter from 9,000 feet of water off the coast of Fiji.

*CURV-III* and its control van will become the cornerstones of the Cold War Gallery's new STEM Center, an interactive learning activity center devoted to science, technology, engineering, and mathematics education.

## Navy Museum Kicks Off Mission Ocean Educational Program

As part of the NHF–Navy Museum outreach to America's youth, on Friday, 27 April, and Tuesday, 1 May, the Mission Ocean program was inaugurated in the Museum's Cold War Gallery. One hundred thirty students from two Prince William County, Virginia, schools were the first to conduct undersea exploration missions, employing networked computers to operate their simulated research submarine, while observing their sub's



Students used laptops to conduct undersea missions.

search on a 3D video display. Investigating the continental shelf area in the Aleutian Islands, students used ocean temperature and sulfur dioxide measurements to locate an actively erupting volcano in the virtual Education Center at the Cold War Gallery.

During their visit to the museum, students were organized into teams, each taking their turn at the 45-minute submarine exploration problem. Student roles included the command team plus a scientist and personnel for drive, dive, ballast/trim, navigation, propulsion/electrical, and research data. All teams were successful in their mission, owing to great teamwork and year-long preparation.

## **USNA Class of 1951 Raises \$51,000 for Navy's Cold War Gallery**

**T**he Cold War enveloped the Naval Academy Class of 1951. As they entered their four years of education and training in Annapolis the words of Winston Churchill's 1946 "Iron Curtain" speech still echoed in Bancroft Hall. They graduated and were commissioned as ensigns and second lieutenants in the Navy, Marine Corps, and Air Force just in time to join in the Korean War. Through numerous confrontations and crises afterward the class stood in the forefront of American resolve to meet and parry Soviet-inspired crises around the world including Lebanon, Cuba, the Tachens, Lebanon, the Mediterranean, and more. In the Vietnam War the class led as ship and squadron commanding officers and Marine battalion commanders. Meanwhile Class of '51 submariners shadowed Soviet attack submarines and SS-BNs. In short, they typified American efforts to confront the Soviets and their allies.

To memorialize those efforts and their classmates who lost their lives, the Naval Academy Class of 1951 has raised and contributed \$51,000 to the building of the Navy's Cold War Gallery. The Naval Historical Foundation extends heartfelt thanks and challenges other Cold War veterans groups to do likewise.

## **Sub Exhibit at Cold War Gallery Formally Accepted by UnderSECNAV**

**I**n a letter to foundation President Vice Adm. Robert F. Dunn, USN (Ret.), dated 21 March 2012, Undersecretary of the Navy Robert O. Work formally accepted the Covert Submarine Operations exhibit in the Cold War Gallery on behalf of the Department of the Navy. Construction of this exhibit was completed in 2011 by Design and Production, Inc., with funds raised by the NHF. The completed exhibit was then gifted to the Navy by the foundation. In his letter, Undersecretary Work asked the foundation to "convey my personal appreciation and gratitude to the members of the foundation for their support of this worthy project commemorating the Navy's contribution to the Cold War."

## **USS *Constitution* Interactive Display Dedicated at National Navy Museum**

**O**n 12 March, Dr. Jack London, chairman of the board of CACI International Inc. and descendant of Capt. Samuel Nicholson, first commanding officer of USS *Constitution*, was presented with a gavel and sounding board made from the wood of USS *Constitution* in appreciation for his support and donation made toward the National Navy Museum's new "Captains of the USS *Constitution*" interactive display. The interactive display allows visitors to explore our Navy's history in a dynamic way. The touchscreen panel hosts a quiz, a timeline, and biographies of the commanding officers of "Old Ironsides." A collaborative effort between the National Navy Museum and the USS Constitution Museum, this interactive is displayed in both museums.

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1932, three sites had been identified: riverfront property in Georgetown between 26<sup>th</sup> Street and the river; a site at the base of the Naval Hospital Hill facing the Lincoln Memorial; and a triangular plot at Third St. and Pennsylvania Ave (site of the East Building of the National Gallery of Art).

The riverfront sites were clearly favored by Rear Admiral Rodgers. Speaking on the deck of the decommissioned *Olympia* in Philadelphia on 3 May 1931, Rodgers told 30 veterans of the Battle of Manila Bay and some 10,000 onlookers that “Everything possible will be done to preserve *Olympia* as a historic shrine in Washington along with the *Constitution* and Admiral Farragut’s *Hartford*.”

At the 28 October 1932 annual meeting of the NHF held in Room 2727 at the Navy Department Building, members were briefed that the National Capital Park and Planning Commission favored the South Side of Mall site (in the vicinity of the current National Air and Space Museum) and the National Capital Planning Commission, led by FDR’s uncle, Frederic Delano, favored a riverfront site where historic ships could be berthed. Ships suggested were *Constellation*, *Constitution*, *Hartford*, and *Olympia*.

A week later, the nation had elected Roosevelt as president. Although the new president was battling a banking crisis, high unemployment, and other problems in the aftermath of his inauguration, he did not hesitate to summon Knox to the White House to discuss issues involving naval history. As noted in Vice Admiral Emery’s preceding commentary, the two men worked closely to publish papers relating to the Quasi-War with France and the Barbary Wars.

Other subjects regarding naval history were discussed and on 23 October 1934 Captain Knox wrote to now Vice Admiral Rodgers that the president’s naval aide, Captain Wilson Brown, had briefed Roosevelt about museum plans during the president’s cruise to Hawaii. The president agreed with the proposed locations.

Unfortunately, with the Great Depression, public and private funding to support funds in the private sector were tight as Foundation appeals to Carnegie and Newport News were shunned.

In lieu of a national museum downtown, in April 1935 a Washington Navy Yard exhibit center opened in building 40 and a museum at the U.S. Naval Academy was established. The November 1935 annual meeting featured reports of the Foundation’s Potomac River plans and the USNA effort noting that the “Former having the primary object of public education and the latter being mainly intended for the benefit of midshipmen.”

Although the NHF didn’t abandon its desire for a national museum, other opportunities diluted its focus. In 1936, Mrs. Truxtun Beale noted that her financial situation would force her to place her house that was built by Stephen Decatur on the commercial market. Thus began a long series of negotiations with the NHF aimed at preserving the historic home.

During this time period, the Navy took steps to support the museum-historic ship concept. Billed at the time of Knox’s article as the oldest commissioned ship in the U.S. Navy, USS *Constellation* appeared at the Sesquicentennial Exposition in Philadelphia in May 1926. Based in Newport, R.I., the ship served as a training ship. In June 1933, *Constellation* was placed in decommissioned status to be preserved as a relic ship.

A proposed joint resolution from

the Committee of Naval Affairs, United States Senate, on 3 March 1936 envisioned the frigate *Constellation* as a national museum, enabling the Secretary of the Navy “to restore, as far as may be predictable, the frigate *Constellation* to her original condition, but not for active service, and to accept and use any donations or contributions which may be offered for such purpose...” In addition to having her come to Washington, civic leaders in Baltimore expressed interest in obtaining the ship. However, while investigations were done and estimated costs of restoring *Constellation* were completed, little action was taken to raise funds for the ship during the latter days of the depression and the ship remained in Newport.

In contrast, in October 1938, the Navy towed *Hartford* to the Washington Navy Yard from Charleston, S.C., where she had served as a station ship until she was decommissioned in August 1926. Having languished in Charleston, *Hartford* arrived at the Navy Yard in Washington, D.C., in October 1938. A press release from the Navy Department regarding the condition of *Hartford* from 2 October 1939 sheds light on some of what was done to keep her intact:

Funds for repairing the HARTFORD were made available in [the] last year by the Federal Emergency Administration of Public Works. No funds have been provided for her restoration. Her underwater structure has been rebuilt and work toward preservation of the ship was undertaken.

With the arrival of *Hartford*, Vice Admiral Rodgers sought and subsequently received an invitation to discuss the naval museum and the berthing of historic ships with the president.



On 30 April 1939 the *New York Herald* ran an article titled “Naval Museum in Washington Seems Assured.” Knox was cautiously optimistic. He wrote to a colleague that a Congressional Committee passed a bill for a new Navy Department Building and a Potomac River Museum, but noted a separate bill for appropriations would have to be passed. This would prove to be a sticking point.

In November 1939, the foundation endorsed building a museum in Washington near which historic ships could be moored. Copies of the resolution were sent to the president and House and Senate Naval Affairs Committees. In his letter to the president Vice Admiral Rodgers reminded Roosevelt:

Our members are aware that the project is largely one of your own conception and they [are] all the more hopeful of your continued interest in it, more especially since the United States among all the great maritime powers is alone in having no national naval museum with which to illustrate for the general public the national value of seapower.

The foundation would repeat the resolution at meetings in 1940, 1941, 1942, and 1943.

World War II changed the focus of Congress and appropriations for a new museum would not be forthcoming. But the president remained committed to the concept. With the momentum of the war having shifted to the allies, now president of the NHF Adm. Joseph Strauss, who had commented on Knox’s 1926 article, sent a letter dated 26 June 1944 to the commander-in-chief stating that a byproduct of the “titanic war that rages will be artifacts and that the Navy will need a place to display them...or else they may share the recent fate of prize guns off HMS *Macedonian* which were melted for copper.”

Following a series of discussions by local planning commissions, the Navy was offered land along the Potomac River (today’s Kennedy Center) with the initial thought of berthing historic ships on the quay. However, given tidal conditions, the Navy drafted plans for another wet basin somewhat smaller than the famed Tidal Basin.

On 25 July 1944 Rear Adm. Wilson Brown’s letter to Chief Bureau of Yards and Docks Vice Adm. Ben Moreell included the president’s sketches of museum and basin that would host *Olympia*, *Constellation*, *Hartford*, and a World War I flush-deck destroyer.

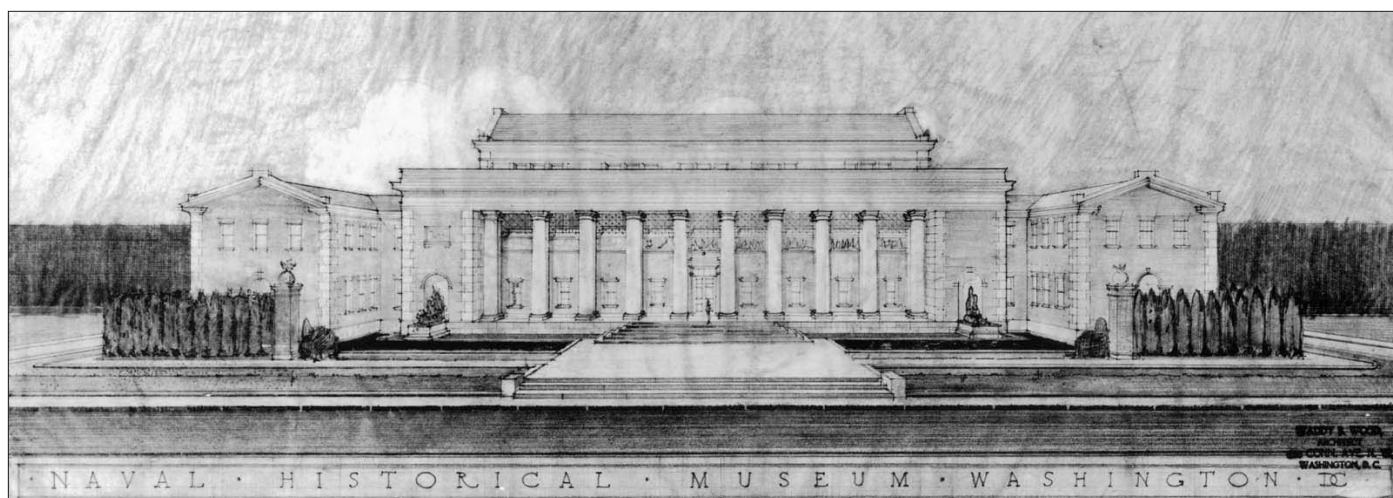
Knox’s “General Plan for a Unit-

ed States National Naval Museum” was ambitious. Worried about cost of maintenance, FDR suggested cutting the proposed staff in half, and that by charging 10 cents to tour the ships in the basin “it would be very nearly possible to make the whole thing sustain itself.” In his memo, Knox had proposed selecting an Annapolis graduate to run the museum and have the Chiefs of Bureaus of the Navy Department serve as trustees. To which Roosevelt observed: “Navy people are notorious for not knowing what appeals to civilians.” Concluding his memo to Admiral Brown, Roosevelt wrote: “Dudley Knox had better come to see me as I have worked on this matter personally for the last ten years.”

Apparently, Knox redrafted his proposals on 5 March 1945. Five days later, Admiral Brown wrote him to say the president had read it with interest and that the president would meet with him and two assistants in about two weeks. The meeting did not occur.

Anticipating that the vision for the naval museum and historic ships basin would move forward, the Navy dry-docked the *Olympia* in April 1945 for hull cleaning and repair and other conservation work—it turned out to be the last time the ship was taken out of water.

On 12 April 1945, President



1930s NHF proposed rendering for a Navy Museum

Roosevelt passed away. A grand vision died with him.

Even with the loss of his powerful ally, Knox would persist. With Knox as the president of the NHF in 1960, Chief of Naval Operations Adm. Arleigh Burke would sign a memorandum that would lead to the placement of a national naval museum at the Washington Navy Yard.

Regarding the ships that were to be berthed in Washington, as of 1 November 1945 the Navy listed as “relics” *Hartford*, now stationed at Norfolk, Va.; *Constitution* at the Charleston Navy Yard, *Constellation* (which had been recommissioned as a flagship during World War II) at Newport, R.I.; and *Olympia* at Philadelphia, Pa.

In April 1953, a bill in the House of Representatives stated the Secretary of the Navy was “authorized and directed to repair, equip and restore, as far as may be predictable, the United States ship *Hartford*, flag ship of Admiral Farragut, to her original condition, and to permanently berth such ship at Mobile, Alabama, as a national memorial.” This bill (Public Law 523) made possible the allocation of *Hartford* as a gift to the State of Alabama, particularly the city of Mobile. Through this action, the Navy was to no longer be subject to expenses regarding the ship, as Mobile was to finance the restoration. With Mobile being unable to fulfill the cost of the restoration, the law lapsed and *Hartford* sank alongside her pier at Norfolk, Va., on 20 November 1956. Disassembled by salvage workers at the Navy’s expense, *Hartford*’s helm and taffrail are among the few artifacts that survive and are on display at the Navy Museum.

In October 1946, the Navy moved *Constellation* to Boston where she was berthed alongside *Constitution* to provide berthing for her crew and that of “Old Ironsides.” Eventually, she would be the third ship to be transferred under what became known as the Navy’s Ship Do-

nation Program, with the Battleship *Texas* being transferred to the Battleship Texas Commission for berthing at San Jacinto in 1948 and the German submarine U-505 being sent to Chicago’s Museum of Science and Industry in 1954. *Constellation* was decommissioned once again, for the last time, on 4 February 1955. Ultimately, citizens of her new home port, Baltimore, determined to carry out *Constellation*’s preservation. *Constellation* exchanged hands to the *Constellation* Commission of the Star Spangled Banner Flag House Association Inc. of Maryland in July 1955 and on 9 August 1955 she arrived in Baltimore, where the ship became a permanent public memorial. Unfortunately, efforts to restore the ship to her 18<sup>th</sup>-century configuration challenged the structural integrity of what was actually a 19<sup>th</sup>-century ship. By 1994, the Navy declared the ship unsafe and she was closed to visitors, due to concerns about her keel strength. Dry-docked in 1996, the ship was restored to her original 1853 configuration. Now maintained by Historic Ships in Baltimore, the sloop of war recently emerged from another dry-docking period.

As the fourth ship to leave Navy custody under the Ship Donation Program, *Olympia* was transferred to the Cruiser Olympia Association in 1957. Eventually moved to Penn’s Landing from the Philadelphia Navy Yard, Dewey’s flagship came under the stewardship of the Independence Seaport Museum in 2000. Because the museum failed in efforts to raise funds to underwrite a badly needed overhaul, a transfer application process, modeled on the requirements of the Navy’s Ship Donation Program, has been set in motion and groups from Philadelphia, Pa.; Beaufort, S.C.; Vallejo, Calif.; and Washington, D.C., have applied. Recognizing the need for funds to effect immediate repairs of the ship, the National Trust for Historic Preservation established a donation web portal ([www.](http://www.preservationnation.org/olympia)

[preservationnation.org/olympia](http://www.preservationnation.org/olympia)).

As documented in the Winter 2009/2010 *Pull Together*, the Navy’s Ship Donation Program overall has been a success story. With the recent donation of battleship *Iowa* to the Pacific Battleship Center at the Port of Los Angeles at San Pedro, 47 former naval vessels have been made available for public viewing and education. In addition, other groups have obtained former U.S. naval vessels that were repatriated after service with foreign navies. The Navy itself added two ships for public display in addition to *Constitution*: nuclear submarine *Nautilus* at Groton, Conn., and Cold War vintage destroyer *Barry* at the Washington Navy Yard, D.C.

However, the plight of *Olympia* and recent hull leak issues with *Texas* highlight some of the challenges of ship preservation that need to be addressed over the long term. In some cases, such as with *Olympia* and *Texas*, there should be a stronger public-private partnership to ensure their preservation. In some cases, thought should be given to replace some of the current World War II/early Cold War vessels on display as current warships of historic note such as *Cole* or *Samuel B. Roberts* are decommissioned. Since these historic ships are carrying the burden of physically telling the Navy’s story to the general public, the Navy has a stake in seeing that these historical resources are well-managed.

Also of concern is the plight of the National Museum of the United States Navy and some of the other facilities in the Navy museum system that have had access restricted due to post-9/11 security requirements. Because of their configuration, museums can display artifacts and tell the Navy story in a myriad of innovative ways.

As with historic records, much progress has been made with historic ships and museums to keep our history and traditions alive; however, much work remains!

# Naval History News

## Historic Ships

**T**his past winter *Iowa* (BB 61) received a fresh coat of paint and other repairs at Richmond, Calif., after many years of having been weatherbeaten in the mothball fleet at Suisun Bay. On 26 May, several harbor tugs gently pulled *Iowa* free and the oceangoing Crowley Maritime tug *Warrior* was hooked up to the main towline for the 450-mile mission. Arriving at the Port of Los Angeles at San Pedro a few days later, she is now the centerpiece of the Pacific Battleship Center.

Meanwhile John O'Neil, executive director of the Adams Class Museum, is working to obtain the destroyer *Charles F. Adams* (DDG 2) and bring her to Jacksonville as an attraction on the city's Riverwalk. As the lead ship of a class of guided missile destroyers designed from the keel up as an anti-aircraft missile platform, *Charles F. Adams* remains at the inactive ships facility in Philadelphia. The Jacksonville Historic Naval Ship Association (JHNSA) and the *Adams* Class Veterans Association (ACVA)

have been working together, making good progress, and are in the seed money campaign part of the project. In late 2011, the Navy determined that this ship is eligible for listing in the National Register of Historic Places as an historic vessel.

A nomination by the Historic Naval Ships Association and the Naval Historical Foundation to place *Olympia* on the National Trust for Historic Preservation's America's 11 most endangered places was not accepted for 2012. However, the Trust does maintain a donor portal for Dewey's flagship at [www.preservationnation.org/olympia](http://www.preservationnation.org/olympia). Another warship in extremis is Battleship *Texas*, which experienced severe flooding due to rivet failures in June at its berth at San Jacinto. The flooding forced the ship to be closed over the 4th of July holiday. Repairs have stabilized the near century old ship and she has been reopened to the public.

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## War of 1812 Notes



**NHF Cosponsors SecNav War of 1812 Commemoration Kickoff**—Secretary of the Navy Ray Mabus announced the official kickoff of the Navy's three-year commemoration of the War of 1812 during a March 2012 ceremony held at the Library of Congress. The event was hosted in the Great Hall of the Library of Congress' Jefferson Building, by Librarian of Congress Dr. James H. Billington. Joining the foundation in supporting this event were the Navy League of the United States, OpSail, and the National Maritime Historical Society. At the event NHF leaders Adm. Bruce DeMars, Vice Adm. Robert F. Dunn, and Board member Dr. Jack London presented SECNAV Mabus with a specially struck silver medal modeled on the Navy's official War of 1812 bicentennial logo. Bronze copies of the medal can be purchased through the Navy Museum Store at <http://museumstore.navyhistory.org/>.



## NHF Speakers Engage the Public

In a speech to an audience of 50 community leaders at the prestigious Detroit Athletic Club in early May, Rear Adm. Joseph Callo, USN (Ret.), provided his thoughts of U.S. naval operations in the War of 1812 that he highlighted in the previous edition of *Pull Together*. Callo's talk was one of several conducted this spring by War of 1812 experts participating in the NHF War of 1812 Speakers Program.

George C. Daughan, whose book *1812: The Navy's War* won the Society for History in the Federal Government George Pendleton Prize, spoke at several venues in Florida and Cali-

fornia. Retired Capt. Steven Maffeo, who wrote *A Perfect Wreck: Constitution vs. Java*, had opportunities to address audiences in California and Washington State. William S. Dudley and William H. White have each spoken to numerous groups in Maryland and New York, respectively.

The NHF is currently fielding several requests for speakers in concert with Navy birthday celebrations.

## New Video Series on the War of 1812

RH Rositzke & Associates, LLC, has completed work on five videos (*USS Constitution*, *On the Home Front*, *Our Flag Was*

*Still There*, *On Land and Sea*, and *Postwar Times*) for the U.S. Navy's War of 1812 Bicentennial Commemoration. This release on the War of 1812 will be displayed as part of Navy exhibits at venues across the country where the bicentennial is being observed. The videos will, for the most part, be accessible on visitors' smartphones, to be watched while they are waiting in line for the exhibits. They will also be displayed, in some locations, on video monitors.

Rositzke, who also completed a Civil War video series sponsored by the Surface Navy Association, served as a technical advisor for NHF's Cold War Gallery exhibit "Into the Lion's Den."

## NHF Donates War of 1812 Vintage Navy Pistol to NHHC



To fill a gap in the Navy's firearms collection, the NHF acquired a pistol from the War of 1812 era for the Navy's collection, for study and for possible future display. NHF got involved in the bidding on a U.S. Navy model flintlock pistol through the Rock Island Auction Company and fortunately was the successful bidder. This pistol was made by John Shuler as a result of a contract from the U.S. Navy in 1814/15, where he used parts from his 1808 Army contract and parts furnished by Schuylkill Arsenal to assemble the Navy contract flintlock pistols. The pistol was inspected by U.S. Navy Lt. Edward Trenchard, and his "ET" initials are present.



## U.S. Navy/OPSAIL

**T**he bicentennial on 18 June 2012 of America's declaration of war against Great Britain and the start of the War of 1812 was marked with commemorations around the country. The city of Baltimore put on a "Star Spangled Sailabration" to recall the role it played during the war. Over that weekend, the U.S. Navy put on quite a show on the water and in the skies above Baltimore. The Blue Angels performed two separate shows, and Naval Special Warfare Command (Navy SEALs) performed multiple demonstrations on the waters around Fort McHenry. The U.S. Navy Band performed for huge crowds, and fireworks shows lit up the night skies over Baltimore as tens of thousands toured tall sailing ships and modern grey hull warships that were open for public tours in the Inner Harbor. For details of other Navy/OPSAIL and War of 1812 commemoration events visit [www.ourflagwasstill-there.org](http://www.ourflagwasstill-there.org).

## Senior Historian Celebrates 30 Years of Service

**“T**he satisfaction of pursuing your passion is the best motivation possible; for if you can make a living doing what you want to do, you will hardly ever have to do a day of work,” said Senior Historian Dr. Michael Crawford, who was recently honored by the Naval History and Heritage Command (NHHC) for 30 years of dedicated service.

Crawford has been described as an invaluable asset to the command by NHHC's Assistant Director of Histories and Archives Division Greg Martin, who said he feels fortunate to have him as a member of the leadership team. “Crawford's expertise contributes daily to the command's mission of telling the Navy's story,” said Martin.

Following a yearlong fellowship editing historical documents at the Adams Papers project at the Massachusetts Historical Society, Crawford joined the NHHC staff in 1982. In 1990 he became head of the Early History Branch, a position he held until 2008. In 2008, he accepted his current position as senior historian.

## Jan Herman Retires

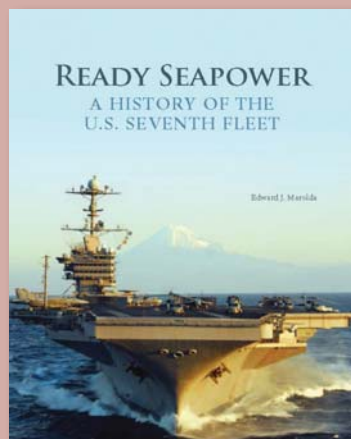
**O**n 1 June 2012, after 42 years of federal service and 33 years as historian for the Navy Medical Department, Jan K. Herman retired. Since coming to the Bureau of Medicine and Surgery (BUMED) in 1979, Herman has worked as historian of the Navy Medical Department, curator of the old U.S. Naval Observatory, and, until 2009, editor-in-chief

of *Navy Medicine*, the bimonthly journal of the Navy Medical Department. With the Navy Medical Support Command, Bethesda, Md., Herman produced a six-part video series, “Navy Medicine at War.” He has produced a documentary and is writing a companion volume about the rescue of South Vietnamese sailors during the closing days of the Vietnam War. The film is entitled “The Lucky Few: The Story of USS *Kirk*.” He has authored over 50 articles and several books. In retirement, Herman plans to continue studying history and making documentary films.

## Commo. John Barry Statue Marker Dedicated

**T**he Naval Order of the United States has teamed with the National Park Service to create a wayside marker to be placed alongside the statue of Commo. John Barry (1745-1803), U.S. Navy, in Franklin Park at 14th Street, NW, in Washington, D.C. Although the statue has been visited by the public since its dedication by President Woodrow Wilson in 1914, there has been no interpretive marker to explain who Commo. John Barry was. Celebrated today as a founder of the U.S. Navy, Barry was a gallant warrior, a guiding force in shipbuilding and supply, and a mentor to the next generation of U.S. naval officers who would go on to fight in the Barbary Wars and the War of 1812. The statue was created by sculptor John J. Boyle on commission from the Ancient Order of Hibernians and other patriotic American groups of Irish descent. The wayside marker was dedicated in Franklin Park on 4 May 2012, with a formal public ceremony.

## New History Published on U.S. Navy's Seventh Fleet



A new book has been published by the Naval History and Heritage Command, authored by historian Dr. Edward J. Marolda. Titled *Ready Seapower: A History of the U.S. Seventh Fleet*, this historical study covers the service in the Asia-Pacific region of the U.S. Seventh Fleet during the 20th and 21st centuries. The Fleet saw combat in nearly every major battle of World War II in the Pacific and was in the forefront of U.S. forces involved in Korea, Vietnam, and the Arabian Gulf. Today the Fleet acts as a deterrent to aggressor nations, participates in joint and combined exercises, conducts counterterrorism and antipiracy operations, and provides humanitarian assistance as well as disaster relief. Partnering with its Asian allies, the Fleet maintains peace and stability in the region, patrolling the ocean commons to keep vital waterways open for commerce.

## OPEN CALL FOR SUBMISSIONS

IJNH is looking for submissions to include in our upcoming issue!

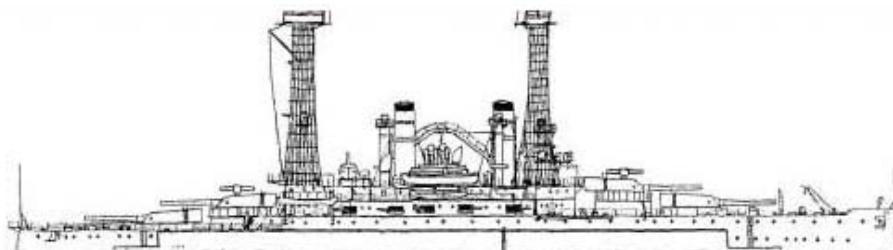
With the centennial approaching, we are particularly interested in scholarship related to **World War One**.

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Sponsored by The Naval Historical Foundation



## News from the Naval Historical Foundation



## Mitchell Elected as Eleventh President



At the Naval Historical Foundation 2012 Annual Meeting, Rear Adm. John T. Mitchell, USN (Ret), who has served on the NHF Board for the past two years, was elected president.

Mitchell served in the Navy from 1964 to 1994, retiring as the Director, Strategic Systems Programs. He

has a B.A. and B.S. in Electrical Engineering from Rice University as well as an M.S. in Physics from the Naval Postgraduate School. He began his career on board USS *Columbus* (CG 12) operating her Tartar and Talos Missile Batteries. Missile systems defined his career, as he was involved with the Polaris, Poseidon, and Trident programs. After retirement from the Navy, he worked for Bechtel National, Inc., rising to the position of Senior Vice President. While with Bechtel, he served as Deputy Director of the Los Alamos National Laboratory, in various General Manager positions for the Nevada Test Site, Y-12 HEU Plant, and the Yucca Mountain Project. He has served on the boards of prestigious institutions such as Pantex Plant, Savannah River Plant, Idaho National Laboratory, Bettis National Laboratory, and Charles Stark Draper Laboratory.

“The Foundation has a long and successful history in serving as the voice and agent for the preservation and awareness of the rich history, traditions, and heritage of the Navy. Working together we will build on and expand on that past. I look forward to sharing this voyage with you!!

As the new President of NHF, I look forward to hearing from you and getting your feedback as we move forward. We will ask for your input over a range of areas in future *Pull Together* issues. In the meantime please use all the normal processes to connect to us if you have a suggestion or concern.”

John T. Mitchell

## 2012 Beach Naval History Award: Midshipman Zach Schwartz



Continuing a 10-year tradition, on 24 May 2012, NHF Executive Director Capt. Charles T. Creekman presented the Capt. Edward L. Beach, Jr., Naval History Award to Midshipman First Class Zachary D. Schwartz for his contributions to the study of naval and military history during his four years at the U.S. Naval Academy. Assisting the NHF executive director with the presentation was Mrs. Ingrid Beach, widow of Captain Beach, for whom the award is named.

Beach was a highly decorated World War II submariner; author of Navy-related fiction and nonfiction works; commanding officer of USS *Triton* during her 1960 submerged circumnavigation of the globe; and long-time NHF director.



Dave Colamaria

## NHF Staff Departures and Deployments

Ray Godfrey, a part-time curator for the NHF for the past five years and the NHF 2009 Volunteer of the Year, has been hard at work examining many of the artifacts that the foundation has acquired over the years and finding new homes for them in museums and archival collections. A plank owner in aircraft carrier *Enterprise* (CVN 65), Ray and his wife Dee have departed the Washington, DC area for their new home in Colorado. His hard work on behalf of the foundation will be missed!

In June, NHF staff member Dave Colamaria flew aboard the Navy's newest carrier, *George H.W. Bush*, for a two-day orientation courtesy of

Naval Recruiting District Richmond. Because of the NHF's outreach to educators through its sponsorship of STEM-H programs at the Navy Museum, there is a good working relationship between the Foundation and Navy Recruiting Command.

## OUTLAW SHARK Seminar

The 2012 Submarine History Seminar was held on the evening of 24 April 2012 as part of the National War College Commandant's Lecture Series in historic Roosevelt Hall at the War College's Fort McNair campus in southwest Washington, D.C. This is the 11th year that the NHF has partnered with the Naval Submarine League to stage these compelling looks back at the U.S. Navy's submarine force in war and peace. This year's topic was "OUTLAW SHARK—The Beginning of Over-The-Horizon Targeting." The seminar took an in-depth look back at the intensive effort in the 1970s and 1980s to develop over-the-horizon (OTH) targeting methods needed to ensure that newly developed HARPOON and TOMAHAWK cruise missiles could be employed reliably to their full range potentials.

The audience of nearly 70 active duty and retired Navy personnel, plus eight midshipmen of the Naval Academy's Dolphin Club, listened with rapt attention to the participants' enthralling descriptions of the U.S. Navy's ultimately successful effort to target the Soviet Navy before our Cold War adversaries were able to develop the same capability to target USN ships.

## Midway—1812 Linked



Sunday, 3 June at the Army Navy Country Club in Arlington, Va., some 200 guests gathered to salute veterans in attendance and the memories of thousands more, who fought in one of the greatest battles in naval history: the World War II Battle of Midway.

At the dinner, Chief of Naval Operations Admiral Jonathan W. Greenert and noted naval historian Dr. Craig Symonds linked the 70<sup>th</sup> anniversary commemoration of the Battle of Midway with the 200<sup>th</sup> anniversary commemoration of the War of 1812. Both men highlighted the audacity of the Americans in the two conflicts in their willingness to take on an enemy against overwhelming odds. In his remarks, the CNO stressed the importance of superior equipment, training, readiness, and leadership as hallmarks of both the War of 1812 and Midway that remain germane for today's Navy. Symonds discussed the compelling leadership and accountability issues that inevitably arise in such epic battles using as examples Commo. Oliver Hazard Perry at the Battle of Lake Erie and Rear Adm. Raymond Spruance at the Battle of Midway.

During the dinner, seven Midway veterans were presented with special 70<sup>th</sup>-anniversary commemorative coins that the Dinner Committee commissioned especially for this year's events.



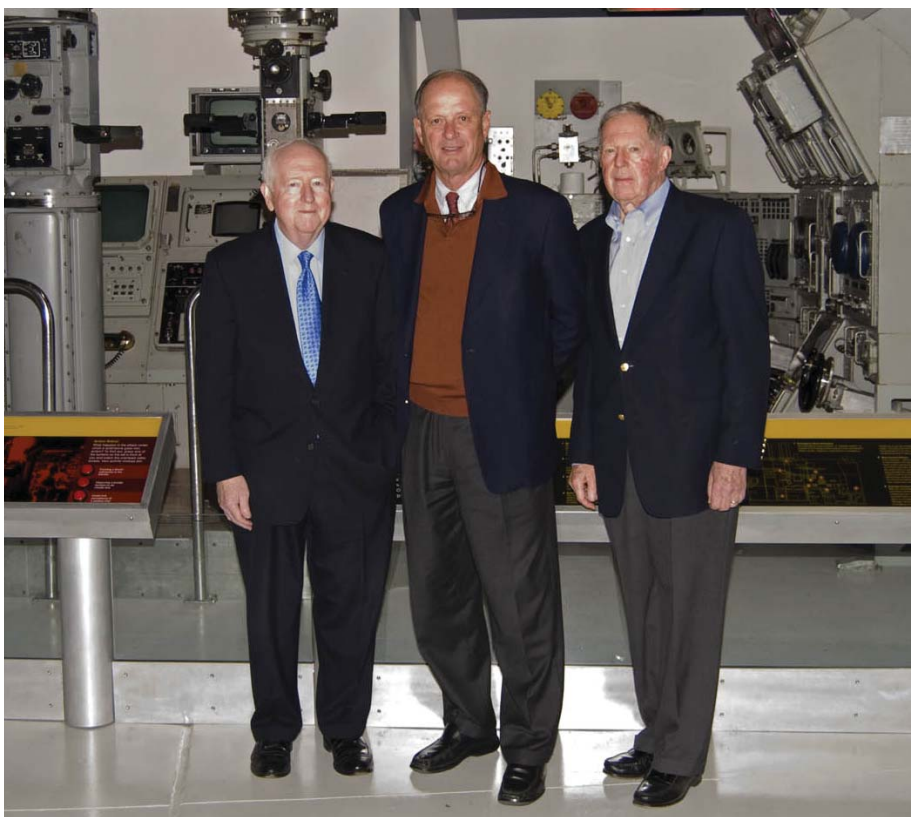
## In Tribute:

Vice Adm. William Douglas Houser passed away on 5 February 2012. A strong advocate for naval history, Houser was born in Atlanta, Ga., on 11 November 1921.

He entered the Naval Academy in 1938. Graduating early with his Class of '42 in December 1941, he spent three years of wartime service in the Pacific, stationed aboard *Nashville* (CL 43), which was tangentially involved with the Battle of Midway. Entering flight training and designated a naval aviator in 1946, he again saw combat experience in 1953 as the commanding officer of Fighter Squadron 44 flying against North Korean and Chinese Communist forces.

During his military career, he had numerous key commands including commanding officer of *Constellation* (CVA 64) during the Vietnam War, and Commander, Carrier Division Two. His last assignment on active duty was as Vice Admiral and Deputy Chief of Naval Operations for Air Warfare from 1972 to 1976, having operational and budgetary responsibility for all U.S. Navy aircraft carriers, air stations, air wings, squadrons, aircraft, and aviation personnel.

As a founder and long-time supporter of the highly successful Midway Memorial Award, Annual Dinner, and Foundation, Houser was recognized with a memorial tribute at the recent Battle of Midway Dinner held on 3 June 2012 at the Army-Navy Country Club.



Dr. Ballard stands between the NHF chairman and president

## Dr. Robert Ballard Visits CWG

Dr. Robert Ballard, an educator and undersea explorer best known for his discovery of the wreck of *Titanic* in 1985, met with NHF leadership at the Washington Navy Yard on Tuesday, 10 April 2012. Dr. Ballard was here to discuss educational programs and the opportunity for partnership between Ballard's Institute for Exploration, the Foundation, the Navy's Undersea Archeology Division, and Navy Museum educators. The meeting took place in the Navy Museum's Cold War Gallery Education Center. After a full tour of the gallery, Dr. Ballard sat down to give a brief on the history of his explorations, the Navy's role in supporting his efforts through the Office of Naval Research, and the importance of continued research

in our extended continental shelf areas. From February to May 2012, Research Vessel *Okeanos Explorer* was under way in our coastal areas, and may be observed at [www.nautiluslive.org](http://www.nautiluslive.org) or at [oceanexplorer.noaa.gov](http://oceanexplorer.noaa.gov). Later this year, summer explorations in the Black Sea and Mediterranean Sea will be carried live on [www.nautiluslive.org](http://www.nautiluslive.org).

## WWII Sub Patrol Reports Donated to Library

On 3 April 2012, Rear Adm. William J. Holland, vice president of the NHF, presented a digital copy of hundreds of World War II Submarine War Patrol Reports to the Navy Department Library on behalf of retired EMC(SS) John Clear, USN. Over the past few



years, thousands of pages of these reports, stored on approximately 250 microfilm rolls, were painstakingly digitized by Chief Clear and his team to create this comprehensive electronic archive.

Chief Clear had placed copies

of this five-DVD set in a number of Navy museums and repositories. A set of the DVDs was acquired for the Navy Department Library so that Washington, D.C.,-area researchers would have a convenient location at which to review these compelling

reports. The patrol reports are also available online through the Historic Naval Ships Association, for those who prefer to download the files. (Note the many of the files are lengthy and contain hundreds of pages.)

## *Upcoming Symposia and Conferences*

September 1–2, 2012: 46<sup>th</sup> Annual Maritime History Conference, Exeter, U.K.; <http://centres.exeter.ac.uk/cmhs/conferences/annual.htm>

September 6–9, 2012: 2012 Annual Conference of the Association for Great Lakes Maritime History, Owen Sound, Ont.; <http://aglmh.yolasite.com>

September 19–22, 2012: 2012 Annual Conference of the Historic Naval Ships Association, Key West, Fla.; [www.hnsa.org](http://www.hnsa.org)

September 25–27, 2012: “Origins of War at Sea,” St. John, N.B.; e-mail: [milner@unb.ca](mailto:milner@unb.ca)

October 4–7, 2012: Society of History of Technology Annual Meeting, Copenhagen, Denmark; [www.historyoftechnology.org](http://www.historyoftechnology.org)

October 8–11, 2012: Annual Meeting of the Museum Small Craft Association for 2012, Mystic, Conn.; [www.museumsmallcraft.org](http://www.museumsmallcraft.org)

October 11, 2012: 32<sup>nd</sup> Annual Salute to the U.S. Coast Guard, New York, N.Y.; <http://coastguardfoundation.org/>

October 16, 2012: 2012 History Conference: The History and Future Challenges of Cyber Power, U.S. Naval Academy, Annapolis, Md.; <http://www.usni.org/events/2012-history-conference>

October 20, 2012: 1812 Symposium, Winnabow, N.C.; [www.seahistory.org](http://www.seahistory.org)

October 24–27, 2012: Naval Order of the United States 2012 Congress, Baltimore, Md.; [www.nous.org](http://www.nous.org)

November 10, 2012; A House Divided: New York and the War of 1812, New York, N.Y.; [www.seahistory.org](http://www.seahistory.org)

January 3–6, 2013: American Historical Society Annual Meeting, New Orleans, La.; [www.historians.org](http://www.historians.org)

January 29–31, 2013: 2013 West Conference & Exposition, San Diego Convention Center, San Diego, Calif.; <http://www.usni.org/events/2013-west-conference-exposition>

March 8–9, 2013: New Researchers in Maritime History Conference, Bristol, England; [www.maritimehistory.org.uk](http://www.maritimehistory.org.uk)

March 14–16, 2013: Society for Military History 2013 Annual Meeting, New Orleans, La.; [www.smh-hq.org](http://www.smh-hq.org)

March 27–30, 2013; Popular Culture Association/American Culture Association National Conference, Washington, D.C.; [pcaaca.org/conference/national.php](http://pcaaca.org/conference/national.php)

July 25–27, 2013: Navy and Nation Conference, Greenwich, London; e-mail: [SArcher@rmg.co.uk](mailto:SArcher@rmg.co.uk)

September 8–14, 2013: 2013 International Congress of Maritime Museums Biennial Congress, Cascais, Portugal; [www.icmmonline.org](http://www.icmmonline.org)

If you missed a past copy of *Naval History Book Reviews*, just visit our [www.navyhistory.org](http://www.navyhistory.org) website and click on “Latest News” and then “Newsletters” and at the bottom of the page you will find an archive for our *Naval History Book Reviews* as well as *WE-PULL TOGETHER*.

## 12 June, Issue 20

### ***Lost Colony: The Untold Story of China's First Great Victory Over the West***

By Tonio Andrade, Princeton University Press, Princeton, NJ (2011)

Reviewed by STCM James C. Bussert, U.S. Navy (Ret.)

### ***Wired for War: The Robotic Revolution and Conflict in the 21st Century***

By P.W. Singer, Penguin Books (2009)

Reviewed by John Grady

### ***Aircraft Carrier Command***

By Rear Adm. Peter B. Booth, U.S. Navy (Ret.), AES Graphics & Design, Pace, FL (2011)

Reviewed by Rear Adm. Wick Parcells, U.S. Navy (Ret.)

### ***The Patrol Frigate Story: The Tacoma-class Frigates in World War II and the Korean War, 1943-1953***

By David Hendrickson, Fortis, Jacksonville, FL (2011)

Reviewed by David F. Winkler

### ***USS Arizona: Squadron at Sea***

By David Doyle, Squadron Signal, Carrollton, TX (2011).

Reviewed by Alberto Savoretti, MD

### ***Descent Into Darkness: Pearl Harbor, 1941, A Navy Diver's Memoirs***

By Cdr. Edward C. Raymer, USN (Ret.) Naval Institute Press, Annapolis, MD (1996)

Reviewed by Tom Ostrom

## 8 May, Issue 19

### ***1812: The Navy's War***

By George C. Daughan, Basic Books, New York (2011)

Reviewed by Rear Adm. William J. Holland, Jr. U.S. Navy (Ret.)

### ***Admiral Nimitz: The Commander of the Pacific Ocean Theater***

By Brayton Harris, Palgrave Macmillan: New York (2012)

Reviewed by Capt. Scott Mobley, U.S. Navy (Ret.)

### ***An American Adventure: From Early Aviation Through Three Wars to the White House***

By William Lloyd Stearman, Naval Institute Press: Annapolis, MD (2012)

Reviewed by Dr. Richard P. Hallion

### ***Saving Big Ben: The USS Franklin and Father Joseph T. O'Callahan***

By John R. Satterfield, Naval Institute Press: Annapolis, MD (2011)

Reviewed by Cdr. Paul W. Murphey, CHC, USNR (Ret.)

### ***Destroyerman***

By John T. Pigott (2006)

Reviewed by Rear Adm. Peter B. Booth, U.S. Navy (Ret.)

### ***The German and the Austrian Navies: Vol. I and II***

By Marc E. Nonnenkamp, CreateSpace: Charleston, SC (2011)

Reviewed by Walter “Winn” Price

## 10 April, Issue 18

### ***Voyage to Jamestown: Practical Navigation in the Age of Discovery***

By Robert D. Hicks, Naval Institute Press, Annapolis, MD (2011)

Reviewed by Mark Lardas

### ***Refighting the Pacific War—An Alternative History of World War II***

Edited by Jim Bresnahan

Reviewed by Rear Adm. Ed Keats, USN (Ret.)

### ***American Women Artists in Wartime, 1776-2010***

By Paula E. Calvin and Deborah A. Deacon, McFarland & Company, Inc., Jefferson, NC & London (2011)

Reviewed by Diana L. Ahmad, Ph.D.

### ***Black Hell - The Story of the 133rd Navy Seabees at Iwo Jima***

By Kenneth E. Bingham, Seabee Book (2011)

Reviewed by Charles H. Bogart

### ***The U.S. Navy Seabee Alaskan Oil Expedition 1944—With Additional WWII Alaskan History***

By Kenneth E. Bingham., Seabee Books, Binghamus Press (2011)

Reviewed by Charles H. Bogart

## 8 March, Issue 17

### ***McNamara, Clifford, and the Burdens of Vietnam, 1965-69, a volume in the Secretaries of Defense Historical Series***

By Edward J. Drea, Washington, D.C.: Historical Office, Office of the Secretary of Defense (2011)  
Reviewed by Dr. Richard P. Hallion

***Flotilla: The Patuxent Naval Campaign in the War of 1812***

By Donald G. Shomette, Johns Hopkins University Press, Baltimore, MD (2010)  
Reviewed by Vice Adm. Robert F. Dunn, U.S. Navy (Ret.)

***Fighting for MacArthur: The Navy and Marine Corps' Desperate Defense of the Philippines***

By John Gordon, Naval Institute Press, Annapolis, MD (2011)  
Reviewed by Capt. Roger F. Jones, U.S. Navy (Retired)

***No Ordinary Summer***

By David T. Lindgren, AuthorHouse, Bloomington, IN (2010)  
Reviewed by Capt. Roger F. Jones, U.S. Navy (Ret.)

***I Remember the Yorktown***

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By E. H. Domienik, Snipebook Publication, Venice, FL (2008)

***Apology***

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***My Heroes***

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***The Imperialist: A Novel of the Hawaiian Revolution*** (Historical Fiction)

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***The Battle of Midway***

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***The United States Coast Guard and National Defense-A History from World War I to the Present***

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Reviewed by Charles H. Bogart

***In Memory of:***

**USN-USMC-AAF air crews  
at the  
Battle of Midway  
Private Robert J. Boyd, USMC  
Mr. Hugh Greene  
Mr. Richard R. Kerr  
Mr. Thomas F. Cline, Jr.**

**Captain George W. Lautrup  
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