

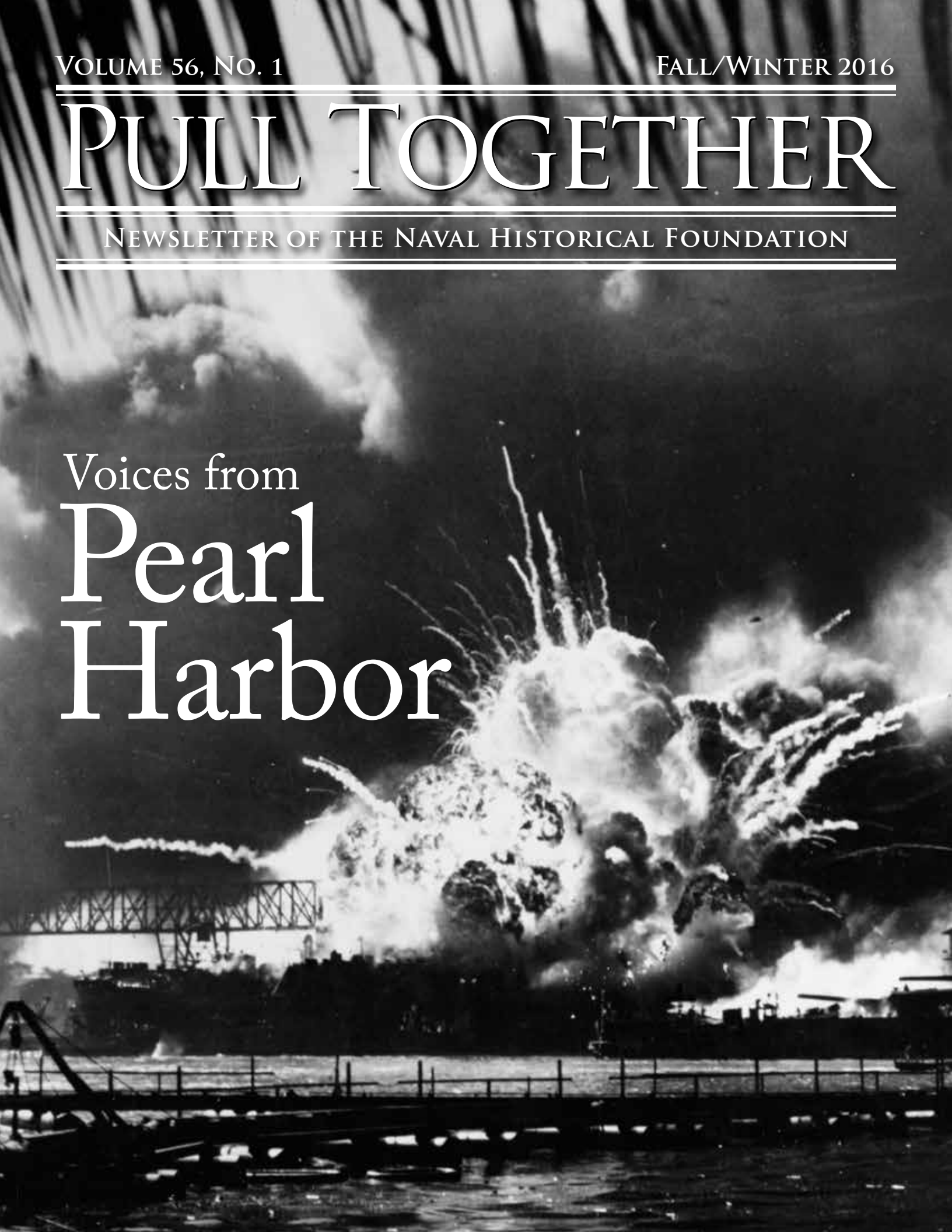
VOLUME 56, NO. 1

FALL/WINTER 2016

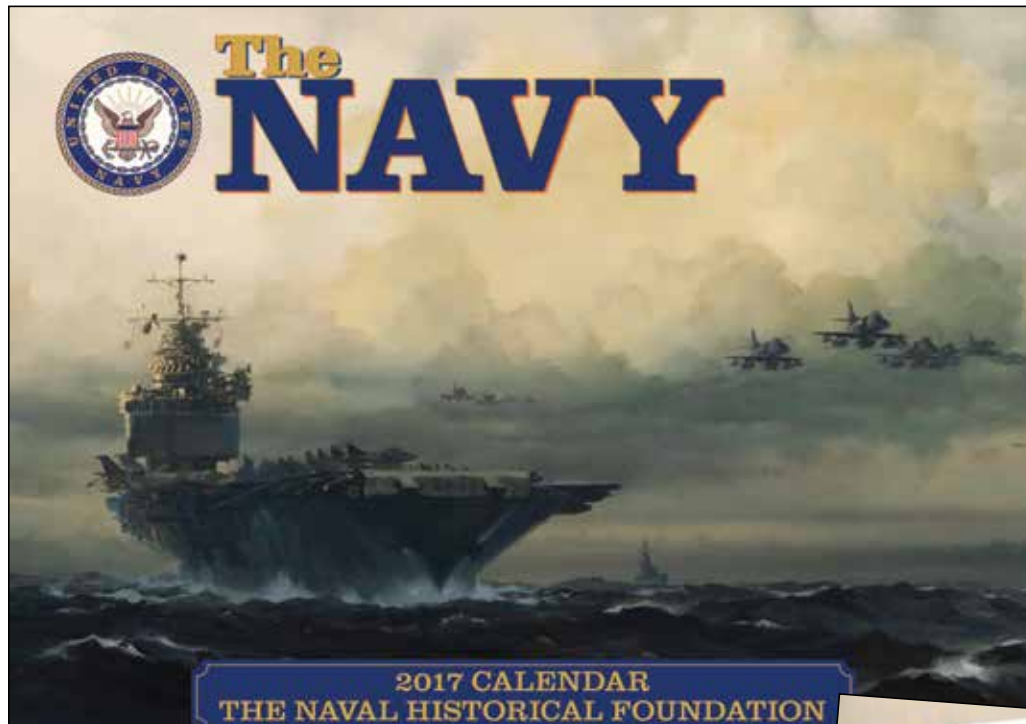
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COVER PHOTO: The destroyer *Shaw* exploding as a result of a bomb hit of a magazine during the Japanese attack on Pearl Harbor, December 7, 1941. PHOTO COURTESY U.S. NAVY



The Naval Historical Foundation

preserves and honors the legacy of those who came before us while inspiring the generations who will follow. We focus on educating and creating global public interest about the importance of our rich naval history and linking it to today’s challenges and opportunities in the maritime domain.

www.navyhistory.org

Chairman's Message



Season's Greetings!

As 2016 comes to a close, it's a good time to reflect on where we've been and where we are headed. This year has been a time of celebration, change and program expansion for the National Historic Foundation.

As you know, this year marked the 90th anniversary of NHF. To celebrate, we've embarked on new initiatives to make NHF's mission

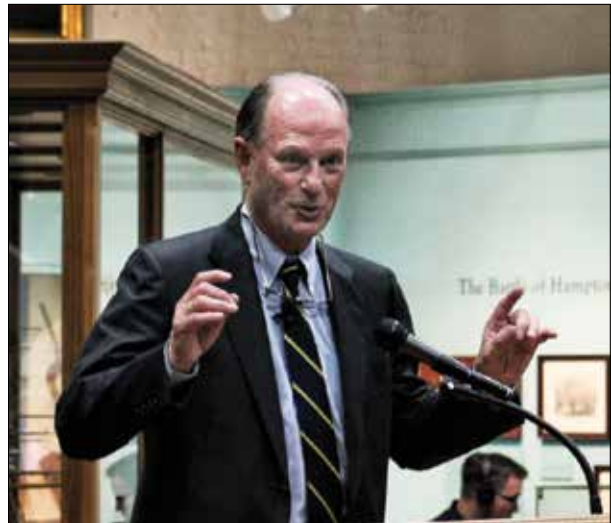
more relevant to current events and better link today's challenges in the maritime domain with our rich at-sea history. At our 90th celebration, Dr. Bob Ballard shared a compelling presentation about the opportunities in the maritime domain and how his Ocean Exploration Trust, in partnership with the National Oceanic & Atmospheric Administration, is conducting undersea explorations to expand our still limited knowledge of the oceans. NHF joined the OET-NOAA partnership to provide the historical perspective and unique content to these undersea explorations. The first exploration took place in August (see story on page 6) and planning has begun for operations next spring in the eastern Pacific Ocean. This partnership provides us with a new and exciting forum to educate and create global interest from the broader public about the importance of naval history.

Recently we rolled out www.usnavymuseums.org, a site that connects naval museums, historical ships and STEM-H (history) programs. In addition, we have expanded our STEM-H program by providing support for 24 Navy and historic naval ship museum educators to attend U.S. Naval Academy STEM Center workshops. We've tied these two programs together by posting all the lesson plans created by these educators on www.usnavymuseums.org by state. You can read more about

these programs in the pages that follow.

We also said farewell to Todd Creekman and welcomed Clair Sassin as NHF's new executive director. The transition has been incredibly smooth and we are excited to have Clair on board. As we head into 2017, we will focus on growing our membership and continue to highlight the importance of the maritime domain.

We appreciate your support over the last year and



Dr. Robert Ballard

look forward to your continued involvement as we sail into 2017. On behalf of the board and staff, best wishes to you and your families for a happy, healthy and prosperous new year.

Admiral William J. Fallon, USN (Ret.)

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From the

DECKPLATE

P-8A Poseidon Model Dedicated

United States Pacific Command Commander Adm. Harry B. Harris, Jr., USN, joined NHF Chairman Adm. William J. Fallon, USN (Ret.), and a group of distinguished guests on August 30 for the dedication of a Maritime Patrol and Reconnaissance Aircraft display case, including a P-8A Poseidon model, at the National Museum of the United States Navy's Cold War Gallery. Others in attendance included Vice Chief of Naval Operations Adm. Bill Moran and Capt. Fred Smith, USN (Ret.) of the Boeing Company, whose gracious donations paid for the display case that houses the five models currently on display.

NHF made a commitment to the Navy over a decade ago to build exhibits highlighting Cold War-era aircraft



Capt. Mike Boyle, USN; Capt. Ted Bronson, USN (Ret.); and Admiral Harry B. Harris, USN, in front of the newly placed P-8A Poseidon Model

inside the Cold War Gallery. As of today, 44 models are on display, including models of the planes piloted by the four naval aviators awarded the Medal of Honor.

Fallon weighed in on the importance of these planes in the history of the U.S. Navy, noting that these aircraft were “absolutely essential to the successful outcome of the Cold War.”

All of the aircraft were constructed and personalized by Lt. Cdr. Michael “Psycho” McLeod, USN (Ret.), a former F/A-18 pilot. For this P-8A

Poseidon model, he visited P-8 squadrons in Jacksonville, FL, to get all of the antennas properly set in place. As Capt. Ted Bronson, USN (Ret.) noted in his introduction of Admiral Harris, “there are even ejection seats inside the models!”



Matt Eng Receives HNSA award

Eng Earns Award

Dr. William Cogar, executive director of the Historic Naval Ships Association (HNSA), presents Matt Eng, NHF's digital content manager, the Dr. John C. Fakan Communication Award in recognition of his efforts to support the www.hnsa.org website and the *Anchor Watch* newsletter. The Naval Historical Foundation is an Associate member of HNSA.

HELP WANTED: Docents

If you have a passion for naval history or want to learn about it, we need you! The National Museum of the United States Navy (NMUSN) is looking for volunteers to serve as docents. As a docent you will have the opportunity to learn about Navy history, the different exhibits and the many artifacts throughout the museum and share this knowledge with children and adults from all over the world. Docents will go through a newly-developed training program. Active duty Sailors are welcome and will earn volunteer service hours.

Questions or to sign up, contact Thomas Frezza, NMUSN's Director of Education, at (202) 433-4995 or thomas.frezza@navy.mil

Deep sea adventures, real time scientific quests and a love for rediscovering naval history are all part of the NHF new vector. Through partnerships with undersea exploration, NHF is attracting and inspiring a new generation of maritime enthusiasts while rediscovering and keeping naval history alive.

The first of these new explorations took place this past August when NHF partnered with Dr. Bob Ballard's Ocean Exploration Trust (OET) when he kicked off their multi-year Pacific Ocean "Victory at Sea" exploration. First on the list – the Navy's sunken aircraft carrier *Independence* (CVL 22) located near the Farallon Islands off the coast of San Francisco. *Independence* served during World War II and the Bikini Atoll atomic bomb testing in 1946, codenamed Operation Crossroads.

Members of Ballard's OET team and underwater archaeologists from the National Oceanic & Atmospheric Administration (NOAA) spent four days aboard OET's Exploration Vessel (E/V) *Nautilus* studying the *Independence* for the first time since its sinking in 1951. Using Remotely Operated Vehicles the team conducted a system-



Rediscovering *USS Independence*

By Rear Adm. Arthur "Bud" Langston, USN (Ret.)

sites such as *Independence*.

NHF provided new and in-depth content related to the history of *Independence* and Operation Crossroads online, which served as a companion piece to the live feed from E/V *Nautilus*. We used social media to support the exploration during key moments of discovery. This included oral histories, historical timelines and articles provided by volunteers throughout the country.

History came to life when NHF conducted an interview with Rear Adm. Dick Van Orden, USN (Ret.), a former gunnery officer aboard *Independence* during World War II. Van Orden, who is in his mid-90s, spoke of his experiences serving aboard the first carrier to perform nighttime fighter operations and the harrowing experience

Independence survived two atomic bomb tests. The second "Baker" test conducted on July 27, 1946 involved the underwater detonation of a weapon, creating a huge radioactive mushroom cloud.

atic site investigation and video survey of the *Independence* wreck to identify vessel construction details and artifacts and document site formation processes for future study. The information gathered will allow scientists to study the radioactive contamination levels still present on the ship as mandated by Congress for NOAA's stewardship of sanctuary areas and respective wreck

USS *Independence* (CVL 22)



of being attacked by Japanese kamikazes towards the end of the war.

NHF also conducted an interview with Naval History and Heritage Command's (NHHC) atomic-era historian Dr. Frank Blazich. Both the Van Orden and Blazich interviews can be found on NHF's YouTube page at www.youtube.com/user/NHFNavalHistory.



A Bofors 40 mm gun mount remains intact on the port side of Independence. This and other images may be found at www.nautiluslive.org.

NHF remains committed to the preservation, education and commemoration of naval history and looks forward to continuing to leverage technology and undersea exploration to reach a larger global audience. We will also continue to partner with NHHC, NOAA's Office of National Marine Sanctuaries, Library of Congress's Veterans History Project, Office of Naval Research, the Naval Meteorology and Oceanography Command and others to provide individuals of all ages and backgrounds a front row seat to history and new discoveries.

The fourth *Independence* which began as the light cruiser USS *Amsterdam* (CL 59), was launched in August 1942 and commissioned in January 1943. *Independence* represented the first of a new class of carriers built on converted cruiser hulls. She joined the Pacific Fleet in June 1943 and participated in attacks on Rabaul, Tarawa, Luzon and Okinawa. Here she is seen in San Francisco Bay on July 15, 1943. Most notably, *Independence* was part of the carrier group that sank the last remaining vestige of the Japanese Mobile Fleet at the Battle of Leyte Gulf.

Assigned as a target vessel for the Bikini atomic bomb tests in 1946, *Independence* was placed within one-half mile of ground zero for the July 1 Test Able explosion. The ship survived and also remained afloat after the July 25 Test Baker detonation. Subsequently, she was taken to Kwajalein and decommissioned August 28, 1946. The highly radioactive hulk was later taken to Pearl Harbor and San Francisco for further tests, and was towed and sunk off the coast of California near the Farallon Islands in 1951. For more information on *Independence* visit www.navyhistory.org/rediscovering-uss-independence.

A Virtual Visit to Navy Museums: usnavymuseums.org

By David F. Winkler, Ph.D.

The Naval Historical Foundation is pleased to announce the latest addition to its family of websites that support the naval history and heritage community, www.usnavymuseums.org. The concept behind this site came from a realization that due to heightened security at military bases around the country, public access to the National Museum of the United States Navy and others is a challenge.

A solution? Create a virtual experience by integrating resources offered by museums within the naval history enterprise – those operated around the nation by the Navy’s Naval History and Heritage Command (NHHC) and others, such as historic ships, that are maintained by fellow non-profit organizations.

The Tawani Foundation provided NHF a four-year grant to create a one stop location for those interested in learning and appreciating naval history as offered in museums and on ships throughout the country. The initial site provides visitors naval heritage resources in the 50 states, historical content on ships named for each state and



Physically gone, Display Ship Barry remains virtually berthed at the Washington Navy Yard and ready to host your tour.

virtual tours. Additions to the site include more tours and content, such as World War I and World War II commemorative events, the latest Navy and NHF news, digital art, artifact spotlights and highlights of World War II ship explorations across the Pacific Ocean with Dr. Robert Ballard.

“The Tawani grant enabled us to do a lot of neat things and test several concepts,” said Matt Eng, NHF’s digital content developer. For example, NHF teamed with Empire Media Group, Inc. to create a virtual walking tour of the display

ship *Barry*. Although the former *Forrest Sherman*-class destroyer left the Washington Navy Yard last Spring for eventual dismantling, visitors to www.usnavymuseums.org will still be able to look from its bow down upon the Navy Yard’s Willard Park to see artifacts, such as the 14-inch World War I naval rail battery, or go below decks to view dozens of compartments and spaces of the Cold War-era warship, embellished with a wide-variety of virtually-linked enhancements.

Also available on the site are STEM and STEM-H

NHF's Speaker Bureau

On October 13 the Naval Criminal Investigative Service hosted Dr. Edward J. Marolda, former senior historian of the Navy. Arranged through NHF's Speaker Bureau, Marolda recognized the contributions of enlisted Sailors on the occasion of the 241st birthday of the U.S. Navy. He described the leadership and bravery in battle of Boatswain's Mate 1st Class James E. Williams in the Vietnam War; Mess Attendant 3rd Class Doris Miller during the World War II Pearl Harbor attack; and the courage and self-sacrifice of Chief Aviation Boatswain's Mate Gerald Farrier during a fire on board aircraft carrier *Forrestal*.



Dr. Marolda at his October 13 Naval Birthday presentation at Quantico.

Marolda detailed the dedication to service of several other American Sailors including:

- Joy Bright Hancock, who served in World War I in a yeoman billet and became the highest ranking woman in the Navy in the early 1950s.
- Carl Brashear who overcame racial discrimination and a serious injury to earn the billet of Master Diver of the Navy.
- Seaman Apprentice Douglas Hegdahl who provided naval intelligence with vital information on the plight of American POWs during the Vietnam War.
- Senior Chief Radarman Larry Nowell whose professional skill contributed to the shootdown of 12 enemy fighter planes in the Vietnam War.

Finally, Marolda credited the teamwork of Damage Controlman 1st Class Ernesto Garcia, Hull Maintenance Technician 2nd Class Christopher Regal, and Hospitalman 3rd Class Tayinikia Campbell for providing medical help to injured shipmates in the destroyer *Cole* after a terrorist attack on the ship in October 2000 off Yemen. Need a naval history speaker, contact Dr. Winkler at dwinkler@navyhistory.org.



USNavyMuseums.org website hosts the latest NHF news.

(history) lesson plans developed by museum educators across the country. For this program, which is funded by a federal grant, NHF partners with the U.S. Naval Academy and the USS Hornet Museum to provide training for museum educators at the USNA STEM Center. So in addition to being a “tourist site,” www.usnavymuseums.org also serves as a home for educational resources for STEM-H teachers. For more information on this program see the story on page 14.

NHF envisions the site maturing to provide the visitor an even greater immersive experience. “Imagine visiting the site’s Navy Museum World War II gallery and you come across the exhibit detailing the capture of U-505... you click on it and suddenly you are on the actual U-boat at the Chicago’s Museum of Science and Industry,” said Clair S. Sassin, NHF’s new executive director. “The opportunities for this site are endless and we are most appreciative of the support provided by the Tawani Foundation to make these resources available to a broader audience,” said Sassin. “With initiatives such as these, Americans will have an even greater appreciation of the maritime domain,” she continued.

A Growing Family

The inauguration of www.usnavymuseums.org further cements NHF’s commitment to provide outreach opportunities to the American public on behalf of the National Museum of the United States Navy and NHHC. The new site joins www.navyhistory.org, which serves NHF members with a directory of services, publications and updates on activities; and www.ijnhonline.org, which targets a global academic audience, providing a publishing venue for peer-review articles and book reviews.

Voices from Pearl Harbor

By David F. Winkler, Ph.D.



Event anniversaries and commemorations provide opportunities to connect and provide meaningful content to inform the public dialogue. Such is the case with the 75th anniversary of the Japanese attack on Pearl Harbor. With national attention drawn to commemoration events in Hawaii during the first eleven days of December (visit <http://pearlharbor75thanniversary.com/>), cable history channels have been re-running documentaries on the attack and aftermath since early October. NHF is providing new insights to this pivotal day in American history.

Sadly due to the ravages of time, few veterans were on hand at Pearl Harbor to share their recollections. Fortunately, two decades ago, Ambassador William H.G. Fitzgerald, a board member, graduate of the U.S. Naval Academy ('31) and a veteran of World War II, recognized the need to capture the recollections of fellow servicemen. With his support, NHF embarked on an oral history collection effort.

At the same time, another board member and decorated World War II submariner, Capt. Edward "Ned" Beach, Jr., had long argued that the naval commander at Pearl Harbor, Adm. Husband Kimmel, had been unfairly blamed for losses in Hawaii on December 7, 1941. That

opinion led to NHF hosting a colloquium on the 58th anniversary of the attack in 1999. Titled "Pearl Harbor and the Kimmel Controversy: The Views Today," the all-day program brought together many of the nation's top Pearl Harbor scholars to discuss command responsibility and accountability.

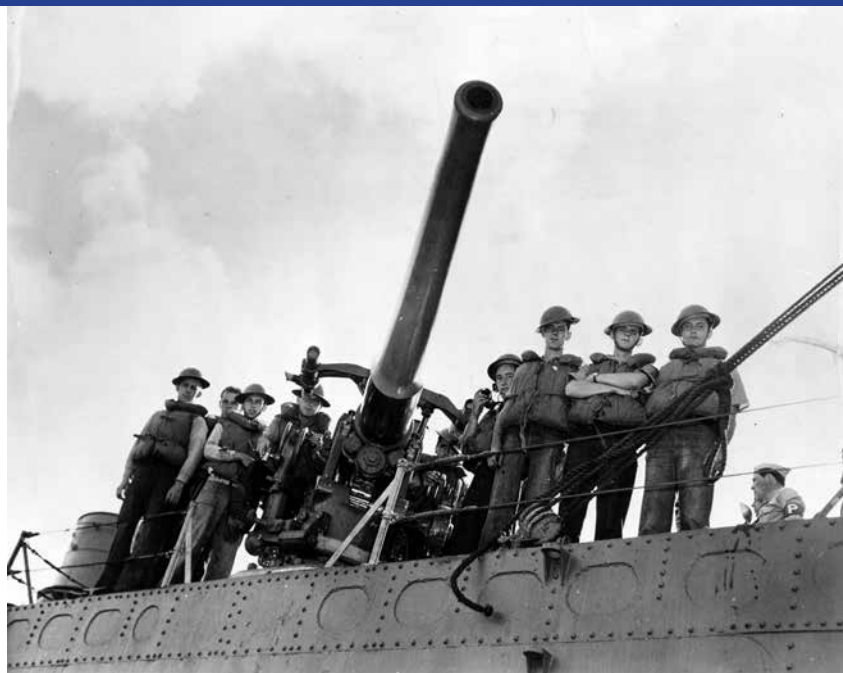
Destroyers at Pearl Harbor

With Fitzgerald's financial support, NHF hired a part-time oral historian who managed a volunteer interviewer network and solicited memoirs and diaries. Among the accounts collected were several from destroyer Sailors. Except for *Ward* sinking a Japanese midget submarine that attempted to enter the harbor before the air attack, the role of destroyers at Pearl Harbor is often overlooked. On that "Day of Infamy" 30 destroyers and a dozen former flush deck destroyers that had been converted to minelayers and fast minesweepers were present. Other than *Cassin*, *Downes*, and *Shaw*, the destroyers suffered minimal damage and would go on to play important roles in forthcoming battles. NHF's collection captures some of the "Tin Can Sailor" experiences.

The first Pearl Harbor account came in a career interview of Chief Warrant Officer Steve Yorden conducted

in November 1998 by volunteer interviewer David Majeski. A Pennsylvanian, Yorden tried to join the Navy in 1940. He failed his physical the first time because of a tooth cavity and flunked a second time due to wax build up in his ear. Finally allowed to join, Yorden slept in late one Sunday morning in *Dewey*, which was within a nest of destroyers tied up alongside destroyer tender *Dobbin* moored northeast of Ford Island. A shipmate shook him: "Steve, Steve, the Japs are bombing the air station." Annoyed with the disruption, Yorden responded: "The hell with them, let them bomb it." With that a bomb landed "about thirty feet from us on the stern and it picked us out of the water." After the first wave, *Dobbin* cut the *Dewey* loose so she could provide better defense. That afternoon *Dewey* got underway to conduct anti-submarine patrols.

A more recent interview conducted in 2011 by volunteer Rear Adm. Oakley Osborn covered the experience of retired Capt. Douglas G. Phillips. A graduate of the New York State Merchant Marine Academy, Phillips received a naval reserve commission in 1939 and applied for active duty a year later. After duty on the East Coast, Phillips received orders to USS *Ramsey*, a World War I-vintage destroyer that had been converted to be a mine-layer. Arriving to his new ship on December 6, Phillips had his first breakfast in the wardroom the next morning and stepped out to admire the Hawaiian scenery from the ship's mooring off the main channel. Observing a wave of planes, he realized from their markings they were Japanese and he watched them drop torpedoes that scored hits on the target ship *Utab*. Phillips described how the former battleship quickly rolled over, throwing planking and crewmembers into the channel. Because *Ramsey* had been designated to serve as the "Ready Duty" ship that day, her propulsion plant had full steam pressure up, enabling



The gun crew off the destroyer Ward that scored a direct hit on a Japanese mini-submarine attempting to enter Pearl Harbor the morning of December 7, 1941. The gun is now on display on the grounds of St. Paul's capital as the gun crew consisted of naval reservists from Minnesota.

the ship to get underway. There were reports of midget submarines. Crewmembers of the seaplane tender *Curtis* tossed a smoke bomb at a spot where they thought they saw a periscope. Phillips and an enlisted Sailor loaded the forward four inch gun and trained it on the smoke. Looking through the gun sight ashore in the background, Phillips noted the Naval Hospital. They did not take the shot. As *Ramsey* steamed to clear the harbor, she took one of the attacking aircraft under fire and claimed to have shot it down.



USS Ramsey seen here in San Diego prior to her conversion to a mine-layer.

In 2001, retired Capt. Robert H. Dasteel shared his journal with NHF

detailing his experience as an ensign on destroyer *Selfridge*, which was the outboard ship in a nest of five destroyers alongside destroyer tender *Whitney* moored in East Loch. Dasteel's ship had joined the nest the previous day having towed an army barge to Oahu from Palmyra Atoll. Thus the ship was fully operational and combat-ready as the ship's ammunition had yet to be stowed below.

Dasteel, a graduate of the U.S. Naval Academy ('39), was the duty officer that morning and stood with the gangway watch to receive the report from the signal bridge "preparatory to colors." Chatting with the duty petty officers at about 0757, "I saw an explosion on a light cruiser

Continued on next page

Witness to history...

moored at Ford Island in the East Channel,” said Dasteel. He further described the attack in his journal, having ordered the ship to General Quarters. Within two minutes, *Selfridge* began firing at the attacking aircraft with its starboard 50 caliber machine gun. As other crewmembers rushed to their general quarters stations, Dasteel noted a Japanese aircraft dropping a torpedo that would hit *Raleigh* portside amidships. Wondering the reason for Dasteel’s orders below to ready the propulsion plant to get underway, the chief engineer came topside to ask, “What’s happening?” Dasteel responded: “If you don’t think this is serious look at the battle line.” As those words came out of his mouth the *Arizona* exploded. “The heat from the burning hulk could be felt where I was standing...a mile away.” Reflecting on the crew’s handling of the guns, Dasteel wrote: “We were functioning better than they had previously done during practice firings.” Dasteel observed one of the gunner’s mates score hits with a machine gun on a Japanese plane, forcing it to crash in a nearby cane field. After the second wave of Japanese aircraft departed, *Selfridge* refueled and departed for patrol offshore at noon.

In a memoir submitted to NHF in 2000, Alexander Hammer discussed earning his officer’s commission in February 1941 through the Navy’s V-7 program prior to



On October 27, 2016, David Winkler and Matt Eng, NHF historians, interviewed Rear Adm. Ted Walker, SC, USN (Ret.). Walker, a young boy in Hawaii at the time of the attack, witnessed the event from atop a Banyan tree. His interview can be seen at www.usnavymuseums.org.



DESTROYERS AT PEARL HARBOR: View taken around 0926 on the morning of December 7 from an automobile on the road in the Aiea area; in the center destroyer tender *Dobbin* with destroyers *Hull*, *Dewey*, *Worden*, and *MacDonough* alongside. The ship just to the left of that group, destroyer *Phelps*, got underway on two boilers at this time. The group further to the right consisted of destroyer tender *Whitney*, with destroyers *Conyngham*, *Reid*, *Tucker*, *Case*, and *Selfridge* alongside.

Throughout the rest of the day, the crew hustled to reassemble the engineering equipment and that evening the ship joined *Ramsey*, *Selfridge*, *Dewey* and other destroyers underway guarding the approaches to Oahu.

More detailed passages from these interviews and others including veterans who served on *West Virginia*, *California*, *San Francisco*, and a patrol squadron can be found at NHF’s newest website, www.usnavymuseums.org (see story on page 8).

his assignment to *Conyngham*. In contrast to Dasteel, Hammer spent the night ashore and was riding a bus to a taxi stand at Pearl Harbor when a bomb exploded a block away. Catching a cab to the officers’ boat landing, Hammer and others were summoned by Vice Adm. William Pye to hop on his barge. As damaged ships blazed around them, the commander of the Pacific Battle Force forged ahead into the harbor. Fearing that the sinking cruiser *Raleigh* would capsize, Pye stopped the barge to direct the movement of topside weight to balance the ship. Pye eventually dropped Hammer off at *Conyngham*, the inboard ship of the destroyer nest berthed alongside *Whitney*. Though her engineering plant was out of commission, the destroyer’s crew valiantly fired their guns on the attackers and, along with other destroyers tied in the nest, accounted for several Japanese losses.



Dr. J. Phillip London to Receive NHF's 2017 Distinguished Service Award

NHF's Distinguished Service Award will be presented to Dr. J. Phillip London at the National Maritime Awards Dinner on April 4, 2017 in Washington, DC. The award recognizes an individual's or institution's contributions to benefit the overall naval historical enterprise through philanthropic or individual initiatives. The National Maritime Awards Dinner is co-hosted by the National Maritime Historical Society (NMHS), who will present their Distinguished Service Award to Conservation International and its founder and CEO Peter Seligmann.

Following nautical family tradition, London graduated from the U.S. Naval Academy in 1959 and served 12 years on active duty as a naval aviator and carrier pilot, serving with U.S. Navy "hunter-killer" task forces arrayed against the Soviet Union's strategic nuclear submarine threat. He saw service in the Cuban Missile Crisis, the "thirteen days" of October and November of 1962. His numerous at-sea deployments include the North Atlantic, the Mediterranean, and the Caribbean. Embarked on the carrier *Randolph* on February 20, 1962 in the Caribbean, he was with the airborne recovery team for Col. John Glenn's space flight in *Friendship 7*.

London left active duty in 1971 and joined the U.S. Naval Reserve and CACI International as a program manager. In 1983 he retired from the Naval Reserve as a captain and a year later was appointed CACI's president and CEO. Holding that position for the next 23 years he oversaw the growth of the company that became a leader in the fields of intelligence, information technology and

network communications. He currently serves as executive chairman. Though his corporate leadership has earned him much well-deserved recognition in the business sector, the Naval Historical Foundation will recognize him for his long-standing interest in promoting naval heritage.

London has received a number of other awards for his maritime advocacy including the Navy League's Fleet Admiral Chester W. Nimitz Award and the Naval Order of the U.S. Admiral of the Navy George Dewey Award. London, an inductee to the Naval Postgraduate School's Hall of Fame, serves on the boards of NHF, the U.S. Naval Institute, and the Navy Memorial Foundation.

Conservation International has had a major impact on the health of the world's oceans and shorelines. The organization spearheads the Ocean Health Index; Defining Ocean Health, an Agenda for Action in ocean conservation; and the Deep Sea Conservation Coalition, a union of 60 plus international organizations.

Gary Jobson, world-class competitive sailor, tv commentator, author, president of the National Sailing Hall of Fame and vice president of the International Sailing Federation, will be the Master of Ceremonies. Entertainment will be provided by the United States Coast Guard Academy Cadet Chorale and award-winning cinematographer Rick Lopes will produce videos about the honorees.

For information on sponsorships or tickets, visit www.seahistory.org or contact Burchenal Green at 914-737-7878, ext. 223, or burchenalgreen@seahistory.org.

STEM-H Update: Now, a History of Its Own

By Capt. John Paulson, USN (Ret.)

Changes in national science, technology, engineering, and mathematics (STEM) education methods and priorities since the inception of our STEM-H (history) education effort in 2010 by NHF board member Dr. Barbara Pilling, Capt. Pete Boyne, USN (Ret.), and NHF's staff have strengthened and broadened our program. The good news is we started with the correct vision.

Also constant since the two-day Naval STEM Forum in 2011, which NHF attended, has been the U.S. Navy's tiered STEM program goals to inspire, engage, educate, and attract a future Navy workforce. NHF's STEM-H program, partnering with top secondary school teachers, has focused on hands-on activities to meet established learning standards. This program has been in-step with the Navy's goals, even though the Navy's program changed its name from STEM2STERN to Naval STEM.

Program Updates

Our STEM-H program began its seventh year with a strong start. We merged with Naval STEM through a three-year federal grant awarded on August 1, 2015 and continued to efficiently execute the joint USNA STEM Center, USS Hornet Museum, and NHF submitted proposal.

Thanks to NHF coordination and funding, 17 additional museum educators from our Navy and Marine Corps and historic naval ship museums have attended USNA STEM Center workshops since June. One was held in Port Hueneme, CA and other three were held at the U.S. Naval Academy. New STEM-H programs have been started or expanded at historic naval ship and Navy museums.

A new USNA STEM workshop, "Cyber Operations," has been developed to address an important and timely topic. To date, seven NHF-sponsored educators have attended



USS Turner Joy Museum STEM educators participated in the USNA STEM two-day workshop at Port Hueneme, CA in August.



this workshop.

In September, NHF conducted a program for more than 60 attendees at the Historic Naval Ships Association conference at the USS Lexington Museum in Corpus Christi. A hands-on STEM-H activity was conducted, plus attendees received a package of STEM-H materials and learned about NHF's program to support their museum educator's STEM training by the USNA STEM Center.

Our compendium of lesson plans and activities, the inspired work of 26 STEM-H teacher fellows, transitioned to Next Generation Science Standards and Common Core State Standards, while relocating to the new website www.usnavymuseums.org (see page 8).

Looking Ahead

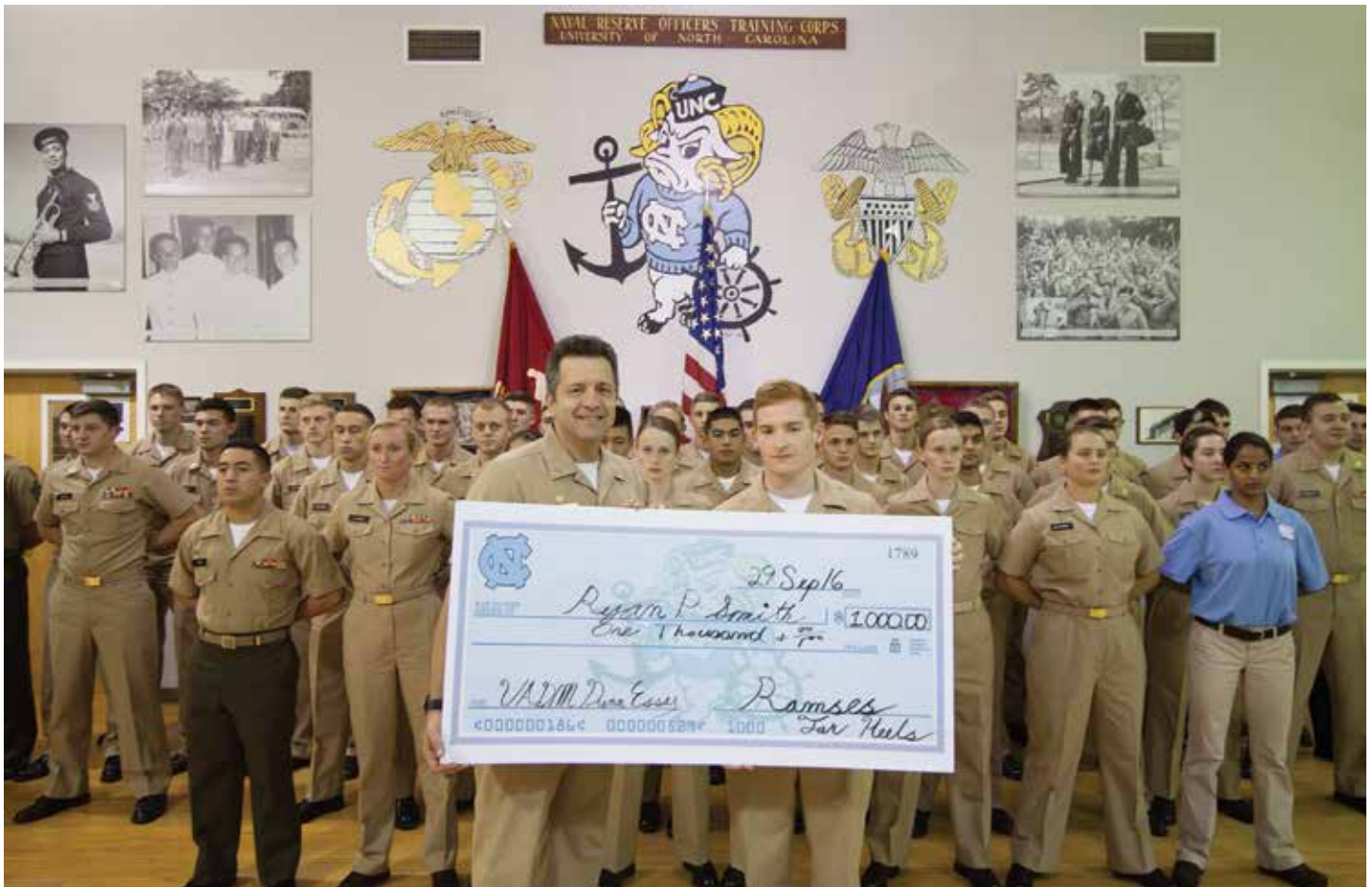
Grant funding will support additional USNA STEM workshops this coming year, enabling many more historic naval ship museum and new Navy museum educators to attend. Planning has begun for next summer's teacher fellowships at naval museums.

The 2017 Naval Future Force Science & Technology (S&T) EXPO is scheduled for July 20-21 in the

Washington, DC area. It was during the 2015 EXPO when NHF finalized its quest for a STEM grant. Interestingly, Dr. Ballard was the 2015 EXPO keynote speaker, following the Chief of Naval Research and CNO. After his keynote speech, Dr. Ballard enjoyed a standing-room-only crowd of nearly 500 students, midshipmen, teachers, scientists, engineers, and naval officers at a follow-on seminar. This session included STEM best practices, student perspectives, an ONR STEM grants panel, and one-on-one follow-up discussions with Naval STEM representatives, "Doing Business with ONR." The USNA STEM Center, USS Museum Hornet, and NHF look forward to highlighting our program's success at the 2017 EXPO.

Essay Prizes Awarded

NHF Recognizes Budding Midshipman Scholars



Midn. Ryan P. Smith was presented the Vice Adm. Robert F. Dunn Essay Contest Grand Prize by Capt. Stephen Gillespie, Commanding Officer of the University of North Carolina at Chapel Hill Naval Reserve Officers Training Corps (NROTC), on September 22, 2016 during the Naval Science Leadership Laboratory, at the UNC Chapel Hill ROTC Armory.

A native of Waxhaw, North Carolina, Midshipman Smith is an outstanding student who sets an example for his peers with superior academic performance. His essay was titled “Argumentative Analysis of the Panama Canal Treaties of 1977.” He plans to graduate in May, 2019 with a degree in Business Administration,

and aspires to become a Surface Warfare Officer.

Regional First Prize recipients include Midn. Karthik Harihara of the University of Minnesota, Midn. Joshua Little of Point Loma Nazarene University and Midshipman Aidan Judd of The George Washington University.

Regional Second Place winners include Midn. Amy Wikle of Duke University, Midn. Slawomar Jozwik of Iowa State University and Midn. Samuel Melin of San Diego State University.

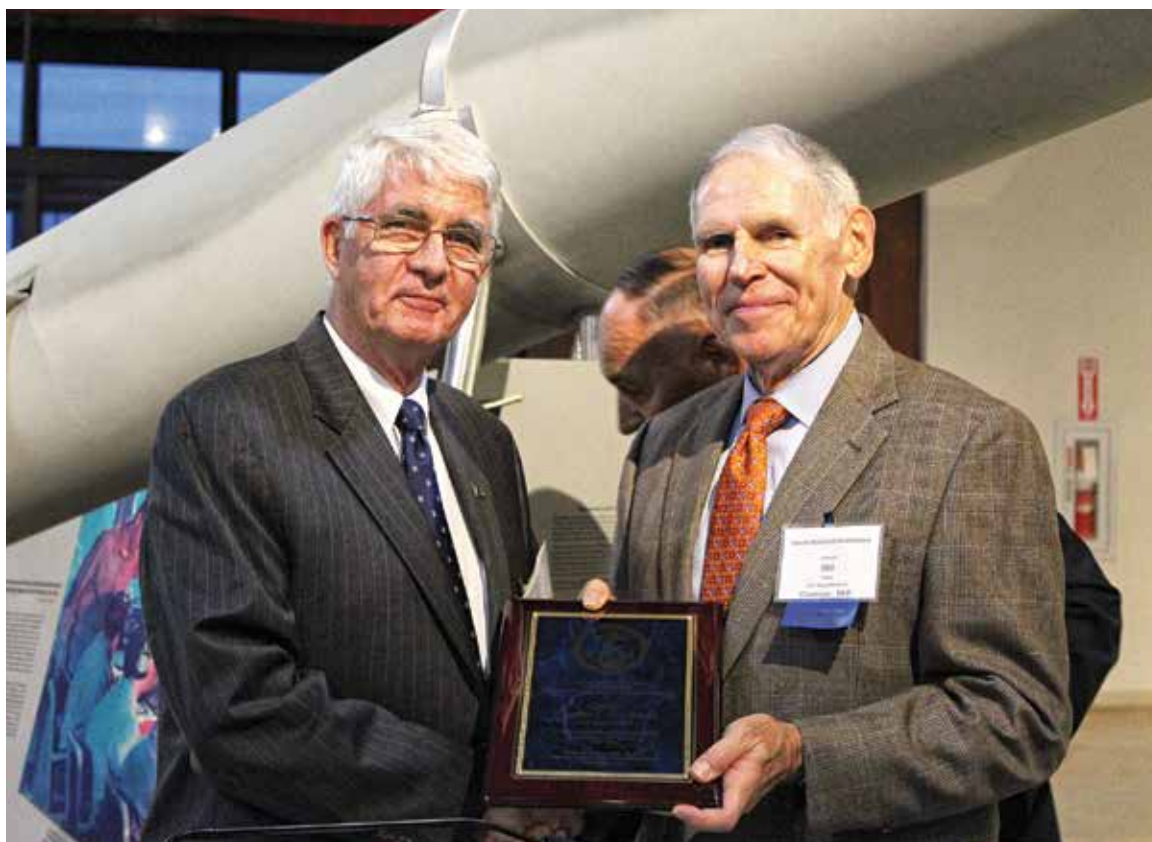
Honorable mention certificates were sent to the NROTC units at the University of Idaho and Tulane University for presentation to Midn. Matthew Hurd and Midn. Anna Louise Dahl.

HAPPY 90th NROTC:

As with the Naval Historical Foundation, the Naval Reserve Officer Training Corps (NROTC) was established in 1926. The first campuses to host units were Northwestern, Harvard, Yale, Georgia Tech, University of Washington, and University of California at Berkeley.

Passing the Watch!

Saluting Seventeen Years of Service



Admiral Fallon presented Captain Creekman the "Admiral DeMars Chairman's Award," which recognizes individuals who have made significant contributions to benefit either or both NHF and the Navy's History and Heritage Command. Senator John W. Warner was the first to receive this award.

Long-time NHF Executive Director Capt. Todd Creekman, USN (Ret.) passed the watch to his relief, Clair Sassin, at a Hail and Farewell on September 26. NHF members, friends and family were in attendance to applaud Creekman's accomplishments during his tenure and welcome Sassin. At the board meeting prior to the celebration, board members unanimously passed a motion granting Creekman the title of "Executive Director Emeritus," in recognition of his service and commitment to NHF.

Under his leadership, Creekman oversaw the transfer of a large number of art pieces, prints, ship models, personal papers, documents and artifacts from NHF's eight decades



NHF President Rear Admiral Langston presents Creekman with a pen, pencil and specially designed case, all of which were made with wood removed from the USS Constitution during her many overhauls, on behalf of the board.

of collecting, to proper repositories within the Navy or to outside institutions such as the Library of Congress. Creekman was honored by many of the young professionals who worked under him over the years; and Dr. Bill Dudley, a board member of both NHF and the National Maritime Historical Society, presented Creekman with a lifetime membership certificate.

Sassin comes to NHF from the Association of the United States Navy. She has significant experience with associations, international partnerships and start-up companies. Her background includes marketing, communications, fundraising, special events and operations.



Clair Sassin (l), NHF's newest executive director, joins Creekman and his wife, Debbie, in slicing the ceremonial cake using NHF's 1917 Navy Cutlass.



Dr. David Winkler presented Creekman a painting of "New Years in Hong Kong Harbour - 1924" on behalf of the staff. The painting, which portrays ships of the Asiatic squadron with Christmas trees mounted on their masts, was a reproduction of the original.

History of NHF's Executive Directors

During a good portion of NHF's 90 year history, the organization benefitted from the services of active duty and government employees who took time from their day jobs to handle correspondence and other NHF business. In addition, the retired flag officers who served in NHF leadership positions scheduled office hours to manage the affairs of the organization. This ad-hoc management arrangement ended in 1979 when NHF President Vice Adm. Walter S. DeLany led the board to an agreement that hiring a full-time executive was in the best interest of NHF.

In December 1979, Capt. David A. Long, USN (Ret.) became NHF's first executive director having completed a naval career with the surface navy starting in World War II, and with a final active duty assignment as the deputy director of naval history. Long served in this position until 1987. His relief

was Capt. Kenneth L. Coskey USN (Ret.), who had also served as the deputy director of naval history. Coskey, a naval aviator who had been a prisoner of war in North Vietnam, served as executive director for a dozen years, turning over the job to yet another former deputy director of naval history, Capt. Charles T. "Todd" Creekman, Jr.

Creekman served as NHF's executive director for the next 17 years, guiding the organization into the 21st century, taking on challenges such as a capital campaign for the Navy Museum's Cold War Gallery, outreach to allied organizations and publishing and supporting the publication of new works in naval history.

The hiring of Clair Sassin as NHF's fourth executive director opens a new chapter for the organization. Sassin comes to NHF with a passion for history and a wealth of business experience.

NAVAL HISTORY BOOK REVIEW

The Fleet at Flood Tide, James D. Hornfischer, Bantam, New York, 2016

Reviewed by Rear Admiral W. J. Holland, Jr., USN (Ret.)

Editor's Note: Last Winter's *Pull Together* featured "A Conversation with Jim Hornfischer" who touted his forthcoming book *Crescendo*. He spoke too soon. Follow-on discussions with the publisher led to a new title. Former NHF Vice President Rear Adm. "Jerry" Holland received an advance copy and shares his thoughts below.

Hornfischer has done it again! Crafting a historical narrative that is a "page turner" featuring personalities and decisions as well as crisp commentary that is not always complimentary to his subjects, he brings the scenes of battle to life. Using the Marianas Campaign as the canvas, he paints portraits not just of flag officers but of individual officers, Sailors, Marines and Soldiers on both sides with a singular skill in this overarching tale of the end of the war in the Pacific. His focus is limited: starting on how the Marianas were targeted in the first place – to provide a base for the Army Air Forces to bombard the Japanese Home Islands – through the opening phases of the occupation of Japan.

The narrative is salted with personal recollections and impressions of individuals on both sides. The characters chosen reflect the wider attitudes and behaviors of the compatriots. The centerpiece is the fanaticism of the Japanese. The battle ashore was dirty, ferocious and difficult against an enemy that neither gave nor asked for quarter. Inoculated with a fear and hatred of their enemy with their military leadership projecting their own misconduct in the Rape of Nanking onto the Americans, many Japanese civilians preferred suicide over surrender. The shock of witnessing "...the horror of women, children, whole families leaping to their death from high cliffs into the sea" directly influenced American decisions leading to using the atomic bombs.

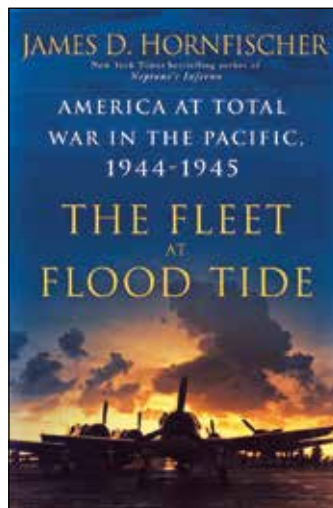
This is history focused on people and tactics, both at sea and on land: all fought for the strategic aim of bringing Japan's Home Islands under aerial bombardment by long range bombers built for that purpose. The naval maneuvers are straightforward and easy to follow. Those

ashore on Saipan defy easy comprehension because the topography was so difficult, the unit integrity muddled even before completion of the landing phase, and the Japanese resistance skillful and desperately fanatical.

The fighting in the central highlands of Saipan was platoon based, hand to hand, with little room for maneuver or deception. This was a battle, not of generals and colonels, but according to Hornfischer, of "Second Lieutenants and sergeants pushing their men forward into caves." Tinian and Guam were not so hard and though not so bloody were easier to describe.

The air bombardment of Japan based in the Marianas is the end point of the story of Paul Tibbets – eventually pilot of Enola Gay, the Hiroshima bomber. Tibbet's story starts with being fired in North Africa for facing down and embarrassing then Colonel Lauris Norstad over bombing a heavily protected port at low level. Saved from court martial by General Jimmy Doolittle, Tibbets was summarily dispatched to create and lead a squadron of B-29 bombers dedicated to delivery of the atomic bombs. This part of Hornfischer's story details aviation technology and development, bureaucratic maneuverings and expands into a discussion of the reasoning behind the use of the bomb against Japan on one side and the insistence of the Japanese military clique to fight to the last person on the other. His report of these discussions, set against the backdrop of the slaughter on Saipan arising from the Japanese suicidal mindset cemented the decision to use every means possible to avoid the planned invasion of the Japanese home islands.

Throughout the campaign submarine reconnaissance played a more significant role than usually portrayed

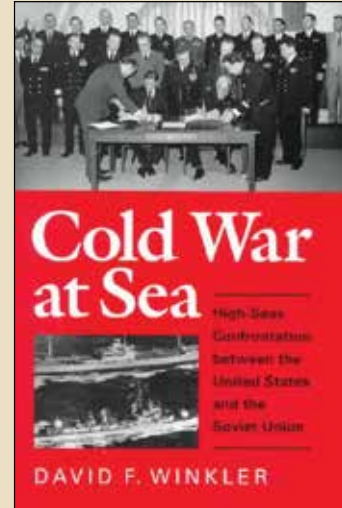


by those books documenting submarine operations during the war. By mid-1944 U.S. submarines regularly reported Japanese fleet movements. These reports became the basis for Spruance's battle plans in the First Battle of the Philippine Sea. At the same time, submarine sinkings in other histories have generally been portrayed without the context of on-going campaigns by other forces. Hornfischer cites several that had an immediate effect on Saipan's defense. *Trout* ambushed a convoy bringing combat regiment from Manchuria – only 1720 of 4000 Japanese soldiers made it to shore. *Pintado* and *Shark* sank three large cargo ships with terrible losses of embarked troops. Hornfischer's analysis, "All the air forces available to Admiral Nimitz couldn't have done as much in three days against a division of soldiers entrenched ashore as Lockwood's wolfpacks did in three hours against their transports afloat."

Professional military men will enjoy the author's views on the spiteful criticism by aviation admirals of Spruance's decision not to pursue the Japanese carriers after the Marianas Turkey Shoot and the contretemps around the relief of the Army's division commander on Saipan by Marine General Holland Smith for lack of aggressiveness and inability to control his forces. Older navalists will be warmed by the continual reference by name to individual ships, especially those of the old battleships of the pre-war battle line.

No matter how many histories of the Western Pacific campaigns one has read, this one should not be missed. Hornfischer has written with insight and understanding that makes the campaigns at sea and ashore real, the choices on ending the war stark and the decision to use the atomic bomb more merciful than continued sacrifice not only of American but Japanese civilian lives.

Naval History Book Reviews is digitally sent to NHF members on average eight times a year.



NHF in Brussels

Dr. Winkler, NHF's historian, traveled to Brussels, Belgium, in September to participate in an "Avoidance of Hazardous Military Incidents" workshop. With the relations between Russia and the NATO alliance in decline, the London-based think-tank European Leadership Network gathered leading experts in the field to discuss current mechanisms to address conflict management and whether the current arrangements are sufficient to handle ongoing tensions.

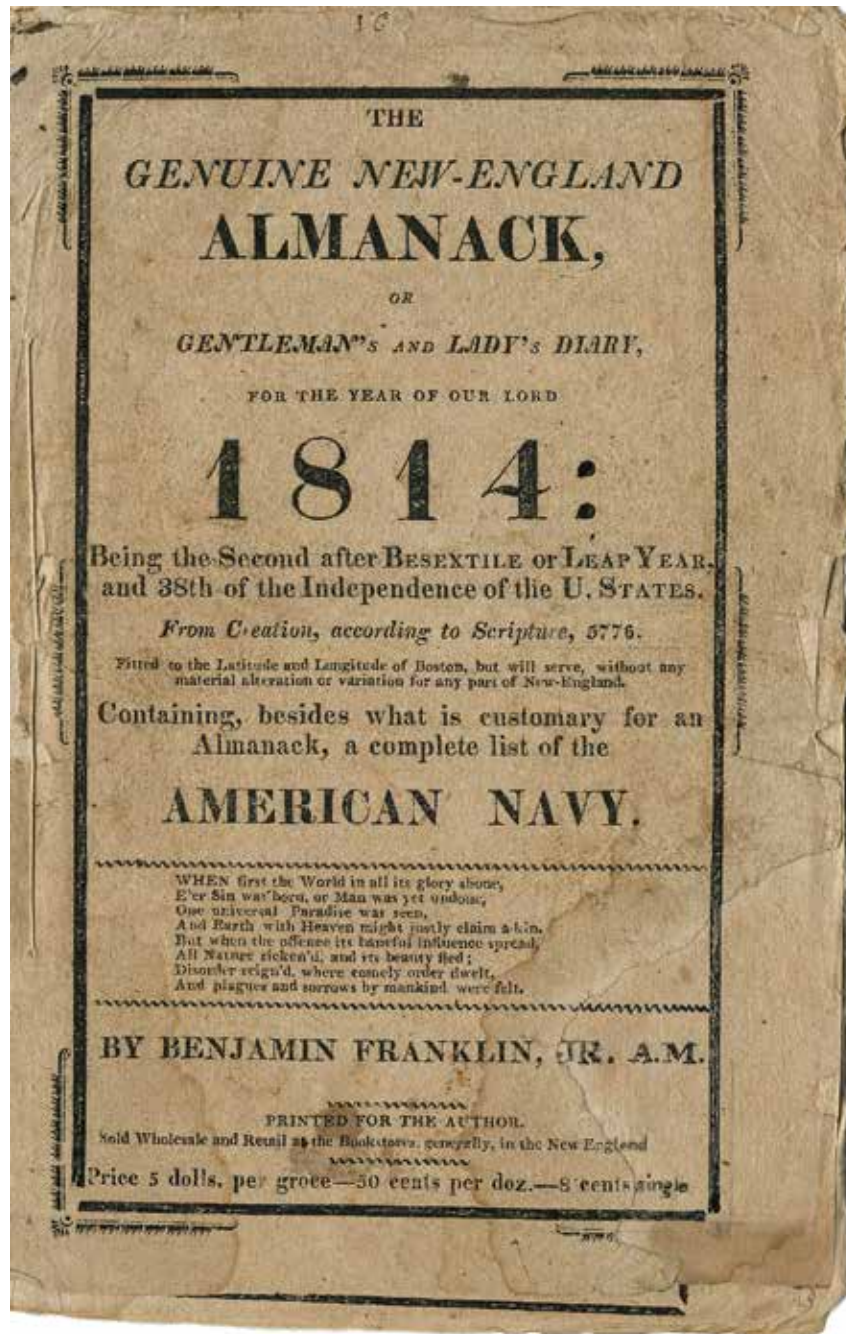
Winkler, whose dissertation on the Incidents at Sea Agreement signed by the U.S. and the Soviet Union was published by the Naval Institute Press in 2000 under the title, *Cold War at Sea: High Seas Confrontation between the United States and the Soviet Union*, has stayed abreast of the topic following developments in Asia with the signing of a Maritime Military Consultative Agreement in January 1998 and the Memorandum of Understanding On the Rules of Behavior for the Safety of Air and Maritime Encounters in November 2014 between the United States and China. The Naval Institute Press plans to publish an updated version of Winkler's book in 2017.

"We benefitted a lot from having Dr. Winkler come to Brussels. His knowledge of both the Cold War origins of the agreements and current developments brought significant added value to the workshop," said event organizer Lukasz Kulesa.

The Joy of Finding Almanacs

Almanacs and the Navy of the War of 1812

By Vice Adm. George W. Emery, USN, (Ret.)



Almanack 1814

My life-long avocation has been to seek and find contemporary writings about the Federal Navy, i.e., the Navy signed into being by George Washington on March 27, 1794.

Almanacs, however, had not crossed my mind.

But here was Benjamin Franklin, Junior's Almanack, and on unnumbered pages 22 and 23 was the prize:

"A Complete List of the American Navy (Corrected from the latest authorities.) Shewing the Name, number of Guns, Commanders' names, and station of each Vessel, in December 1813."

I don't remember how I discovered my first almanac that printed a contemporary report of the Navy of the War of 1812. My notes say I acquired many years ago from a bookseller in New York, but little else. It is entitled *The Genuine New-England Almanack, or Gentleman's and Lady's Diary for the Year of Our Lord 1814... Containing, Besides what is Customary for an Almanack, A Complete List of the AMERICAN NAVY*. By Benjamin Franklin Jr. A.M. (Boston, 1813).

COMPLETE LIST OF THE AMERICAN NAVY.
(Compiled in 1813, and printed at Philadelphia, in December 1813.)
 Showing the Name, number of Guns, Commanders' names, and station of each Vessel, in December 1813.

CONTINENTAL SERVICE.		NAVY OF THE UNITED STATES.	
1. G. Adams	G. Morris	1. USS Constitution	Southern coast
2. G. Ashley, sloop	...	2. USS Enterprise	Lake Erie
3. G. Beecher, sloop	A. Parker	3. USS Hornet	Lake Ontario
4. G. Boscawen, sloop	...	4. USS Intrepid	...
5. G. Campbell, sloop	...	5. USS Macedonian	...
6. G. Cassin, sloop	...	6. USS Peacock	...
7. G. Child, sloop	...	7. USS Porpoise	...
8. G. Cowles, sloop	...	8. USS Scorpion	...
9. G. Fox, sloop	...	9. USS Seahawk	...
10. G. Fox, sloop	...	10. USS Shark	...
11. G. Fox, sloop	...	11. USS Scorpion	...
12. G. Fox, sloop	...	12. USS Seahawk	...
13. G. Fox, sloop	...	13. USS Shark	...
14. G. Fox, sloop	...	14. USS Scorpion	...
15. G. Fox, sloop	...	15. USS Seahawk	...
16. G. Fox, sloop	...	16. USS Shark	...
17. G. Fox, sloop	...	17. USS Scorpion	...
18. G. Fox, sloop	...	18. USS Seahawk	...
19. G. Fox, sloop	...	19. USS Shark	...
20. G. Fox, sloop	...	20. USS Scorpion	...
21. G. Fox, sloop	...	21. USS Seahawk	...
22. G. Fox, sloop	...	22. USS Shark	...
23. G. Fox, sloop	...	23. USS Scorpion	...
24. G. Fox, sloop	...	24. USS Seahawk	...
25. G. Fox, sloop	...	25. USS Shark	...
26. G. Fox, sloop	...	26. USS Scorpion	...
27. G. Fox, sloop	...	27. USS Seahawk	...
28. G. Fox, sloop	...	28. USS Shark	...
29. G. Fox, sloop	...	29. USS Scorpion	...
30. G. Fox, sloop	...	30. USS Seahawk	...

Complete list image

A note at the end of the list told me that the almanac went to press on December 10, 1813, and with one exception it reflected its title accurately. The exception lay with the Lake Erie squadron where Oliver Hazard Perry was still inked as commander of the brig *Lawrence*. *Lawrence* had been no more than a floating wreck since its mauling three months earlier during Perry's victory on Lake Erie. *Ariel* had been his flagship since September 11. By December 10, Perry had returned to his home to Newport, RI and resumed his duties with the local gunboat flotilla. Word traveled slowly in those days.

Well, I assumed, if there was one almanac speaking to the contemporary Navy, there were surely others. Over the last 40 years I paged through many examples from the last decade of the eighteenth century to the first few of the nineteenth. Pickings were slim, but with persistence they were there to find.

Beers' Almanack, for the Year of our Lord 1814... Calculated for the Meridian of New-Haven (New Haven, 1813) turned up a little later. Although the title gave no hint of the Navy in the text, unnumbered page 18 yielded the "NAVAL WAR, to Oct. 1, 1813." Unlike Franklin's list this one included names of vessels taken and lost.

Not to be outdone, Stoddard Capen, Jun. in his *New England Almanack* for 1814 published in Boston, printed his own two-page "List of the American Navy" including those "Now Building" and those "Authorized by law, but not laid down."

At about the same time in Wilmington, Delaware, Robert Porter printed and sold *The United States Naval and Miscellaneous Almanac, for the Year of Our Lord, 1814... Containing, in addition to the usual astronomical calculations, a Record of the Naval Wonders Performed by our Infant Navy.*

United States Almanac

This was a wonderful find. Lengthier than most almanacs of its day (44 pages), unnumbered pages 31 through 43, under the banner "NAVAL VICTORIES," printed copies of official correspondence of the naval actions of 1812 and 1813. Included were victorious American commander's official after-action reports of engagements between *Constitution* and *Guerriere*, *Wasp* and *Frolic*, *United States* and *Macedonian*, *Constitution* and *Java*, *Hornet* and *Peacock*, *Enterprize* and *Boxer*, as well as Perry's report following his victory on *Lake Erie*.

In New York, John Nathan Hutchins published *Hutchins Improved: Being an Almanack and Ephemeris... for 1814*. It didn't match Robert Porter's effort, but he did devote three pages to short descriptions of several of the same naval actions as well as *An Account of the Action between the Chesapeake and Shannon*.



A year later in his 1815 almanac, Hutchins, apparently motivated by the exploits of David Porter in the *Essex*, printed a six-page extract from Captain Porter's official report of his voyage to the Pacific and the loss of his ship under the title *Gallant defence of the ESSEX*.

Andrew Beers of New Haven returned to a naval theme in his *Almanack* for 1815, featuring the poem "The Battle of Lake Erie," borrowed from the *Analectic Magazine* of January 1814, printing it in its entirety across the tops of the 12 monthly calendar pages.

Perhaps no printers of almanacs displayed more pride in the new Navy than R. & T. DeSilver of Philadelphia.

Continued on next page

While I have yet to lay my eyes on a complete copy of his 64-page *American Naval Almanac for the Year of our Lord 1815*, I have 48 pages of an incomplete copy and of these alone the DeSilver brothers devoted 27 pages to the Navy. Included are five full-page wood engravings of frigate actions of the war. The engravings are unattributed, but the American Antiquarian Society claims they were accomplished by Mason after Woodside. A comparison with the four engravings executed by Mason and Woodside in Thomas Palmer's *The Victories of Hull, Jones, Decatur, Bainbridge...* (Philadelphia, 1813) confirms their assessment. Four of the five engravings in the DeSilver almanac are line-by-line reproductions of four engravings in Palmer's work and below each the names Mason and Woodside are printed.

Constitution & Java

DeSillers' naval content begins with an article entitled "Macdonough's Victory" and continues with descriptions of the actions between *Constitution* and *Guerriere*, *Wasp* and *Frolic*, *United States* and *Macedonian*, *Constitution* and *Java*, and *Hornet*

and *Peacock*, each report accompanied by its associated full-page wood engraving of the action. The reports are followed with a letter from Lieutenant George Budd to the Secretary of the Navy reporting the action between the *Chesapeake* and *Shannon*, a sketch of the life of James Lawrence, and a *List of the American Navy (sic) of the United*

States as of July, 1813. The Navy segment closes with seven pages of anecdotes of the Continental Navy under the title *Naval Victories during the American Revolution*.

Chronological table

Not surprisingly, the Navy of the War of 1812 does not disappear from almanacs with the signing of the Treaty of Ghent. *Stevens' improved Connecticut Calendar, or Almanack for 1817*, printed in New Haven, devotes 10 pages to the navy, seven of these in "A Concise Chronological Table of the Naval Events of the Late War between The United States and Great-Britain." The chronology commences

with the 12 July 1812 departure of *Constitution*, Isaac Hull commanding, from Chesapeake Bay enroute, eventually, to his 19 July rendezvous with HMS *Guerriere*. Nearly an entire page of the chronology is devoted to the action between the *Chesapeake* and *Shannon*.

The *New York Farmer's Almanac* for 1817 printed in New York City by Charles Baldwin included three and one half pages of naval action anecdotes extracted from *Niles' Weekly Register*.

Battle of Lake Champlain

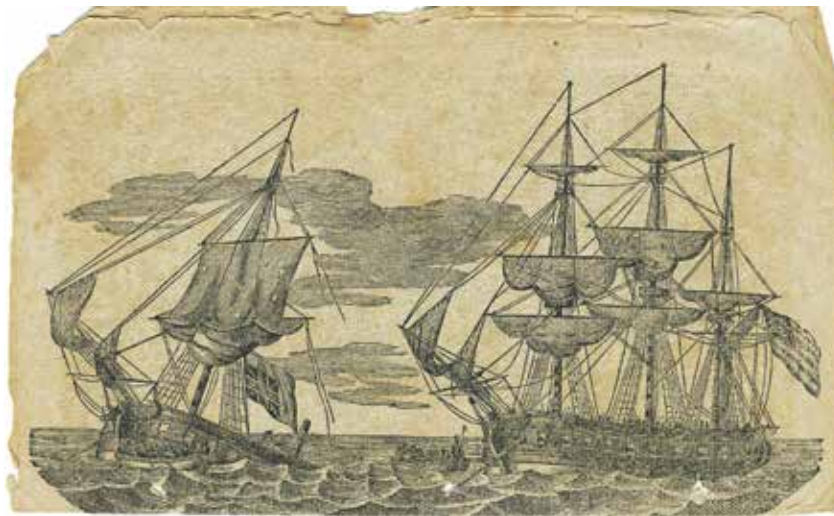
Still later, in his *Almanack* for 1818, Hosea Stafford, of New Haven, printed the *Battle of Lake Champlain. A song, sung in the character of a Negro Sailor, on the New-York Theatre. Tune – "Boyne Water."* The words of this song match those of *The Siege of Plattsburg, sung in the Character of a Black Sailor. Tune: Boyn (Sic)-Water* recorded by Robert W. Neeser in his *American Naval Songs & Ballads* (New Haven, 1938), pages 233 & 234. The writer was Micah Hawkins (1777-1825), a New York poet and playwright. The song was first performed in Albany on 15 February

1815 as "Backside Albany," a black-face song ridiculing British forces following their defeat on Lake Champlain and at Plattsburg by Macdonough and Macomb respectively. It is the earliest known black dialect song written by an American.

As late as 1828 New Haven's Elijah Middlebrook in his *Almanac* for 1829 was still printing

about the Navy that had inspired so many Americans more than a decade earlier. On unnumbered pages 21 and 22 Middlebrook printed *A History of the U. S. Frigate Constitution, commonly called 'Old Ironsides'*. His historical synopsis reports her launching in Boston, her success under Commodore Edward Preble during the wars with the Barbary powers, and her extraordinary achievements during the War of 1812.

Unquestionably there are more unusual sources of naval anecdotes of the War of 1812 out there. They're just waiting to be found!



Constitution & Java



The Admiral James L. Holloway III Society

The Admiral James L. Holloway III Society is a group of benefactors who strongly support the goals and mission of the Naval Historical Foundation through a pledge of support of at least \$100,000 over five years.

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Members of the Society receive invitations to special events and other opportunities to engage in naval history. If you are interested in discussing membership in the Holloway Society with Admiral Fallon, please contact the Executive Director, Clair Sassin at csassin@navyhistory.org.

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Pull Together is published by the Naval Historical Foundation.

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Address submissions and correspondence to Executive Editor, *Pull Together*, c/o NHF, 1306 Dahlgren Ave. SE, Washington Navy Yard, DC 20374-5055. Phone: (202) 678-4333. E-mail: nhfwny@navyhistory.org. Subscription is a benefit of membership in the Naval Historical Foundation. Advertisement inquiries for future issues and digital content are welcomed. Opinions expressed in *Pull Together* are those of the authors and do not necessarily reflect the views of the Naval Historical Foundation. © 2016