

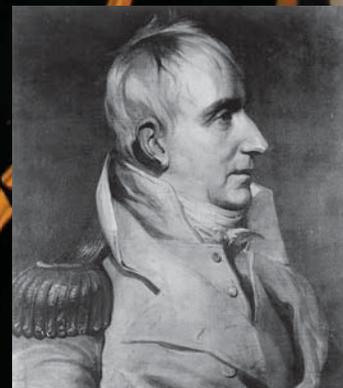
PULL TOGETHER

Newsletter of the Naval Historical Foundation

Doing History the Royal Navy Way

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Message From the Chairman

In recent weeks you should have received a letter from our new president, Rear Adm. John Mitchell, detailing many of the accomplishments made by your Naval Historical Foundation (NHF) during 2012. This annual appeal generates needed funds to sustain the day-to-day operations of the NHF. Copy paper, paper clips, pens, sticky notes, and most especially our people are the motor oil that keep the Foundation engine running; past year-end appeals have generated the sums needed to strengthen our financial base. Thus, I hope that you can respond with a check or an online contribution. If you are in government service, also think about us as a designated charity for the Combined Federal Campaign. Your contributions make a big difference in our ability to preserve our naval history, commemorate the accomplishments of our Sailors, and educate Americans about our Navy's great history and heritage.

Education is one of our most important priorities. Current Navy leaders are a key component of the audiences we seek to enlighten. In that regard, we received much positive feedback on our last edition of *Pull Together*, which opened with a reprint of Dudley Knox's 1926 "Our Vanishing History and Traditions" article that led to the creation of our organization. The newsletter provides our naval leadership with solid context as they review the Navy's historical enterprise efforts to grapple with the challenges of capturing and retaining contemporary history and then making that history available to the fleet and the American public, be it in written narrative or museum displays.

In this edition, thanks to an interview with the chairman of trustees of the National Museum of the Royal Navy, Adm. Sir Jonathon Band, we are provided insights on how the British are meeting similar challenges and have moved forward with some innovative structural changes – again another perspective for our Navy leaders to consider.

One reason why the NHF can take a strong advocacy role as an education leader is because of our strong membership base consisting of many of this nation's top naval history scholars, retired and active-duty senior Navy officers and enlisted, and a corps of individuals sharing a passion for our Navy history. Your participation, whether as a heritage speaker, book reviewer, blog contributor, oral history interviewer, transcriber, or financial contributor, gives us credibility as we pursue our strategic objectives.

One of those objectives is to encourage outstanding naval history scholarship. Since the NHF recognizes outstanding naval historical scholarship at the U.S. Naval Academy through the annual awarding of the Capt. Ned Beach Prize, I think it only appropriate that we expand the field to acknowledge the academic work being performed by NROTC midshipmen spread across some 58 universities around the nation. Hence we are establishing Vice Adm. Robert F. Dunn Prizes that will split an annual sum of \$5,000 in the form of a grand prize and runner-up prizes to deserving midshipmen. Over the long term we would like to see this prize in his honor funded from an endowment.

I look forward to your continued involvement as we move forward in 2013.

Bruce DeMars

NAVAL HISTORY: DOING IT THE ROYAL NAVY WAY

A discussion with former First Sea Lord Admiral Sir Jonathon Band GCL DL



Former First Sea Lord Adm. Sir Jonathon Band,
Courtesy NMRN

On 20 November, the NHF interviewed Admiral Band who presently serves as Chairman of Trustees of the National Museum of the Royal Navy (NMRN). The NMRN represents an amalgamation of the National Museum of the Royal Navy (Portsmouth), Royal Marines Museum, (Southsea), Fleet Air Arm Museum (Yeovilton), and the Royal Navy Submarine Museum (Gosport). The NMRN also maintains responsibility for the upkeep of HMS Victory located at the historic Portsmouth Dockyard. A full transcript of this interview will be posted on the NHF blog at www.navyhistory.org.

As the former leader (First Sea Lord and Chief of Staff between 2006-2009) of a naval service having a much longer history than the U.S. Navy, Band offers some insights on how naval history impressed him, how it has been taught and utilized within the Royal Navy, and how it has been employed in efforts to eradicate “Sea Blindness” amongst segments of the British population. Summations and excerpts from the interview below will indicate that in some areas, the Royal Navy has been very effective in integrating its use of history. In other areas, work still needs to be done.

Surprisingly, the man currently having responsibility for the care of much of the Royal Navy’s historical assets came from a non-naval background. His formative years were spent in Kenya, and he recalled an aircraft carrier visit to Mombasa

that sparked his interest in the naval service. When his family returned to Great Britain he applied and was accepted to the Britannia Royal Naval College Dartmouth. At that time it was a three year program in which the first year was spent in classroom work in navigation, seamanship, and learning military discipline. For the second year, Band spent time at sea on an extended cruise. During the third year, the curriculum included Royal Navy history and traditions. However, Band did not personally participate in these courses as he entered a new program that sent some of the students to civilian universities. He attended Exeter for a year to complete coursework in social sciences before joining the fleet as a commissioned officer. Early in the interview Band was asked to discuss the hierarchy of British naval history:

Well Trafalgar/Nelson have always had top billing. We have Trafalgar Day, that’s our day. Every year wherever the navy is there is a commemoration – a Trafalgar dinner in the officers’ mess. So all of us, if we happen to get anywhere in the Navy wind up having to give a Trafalgar night speech – so we all read the books and we all know to some extent what happened at that battle. But that is separate to the overall use of history to illuminate today.

There are of course many other good historical samples: The Glorious First of June, Howe’s battle; the Georgian period battles, Camperdown against the Dutch, Battle of St. Vincent, The Nile and Nelson’s other victories. Before that we were at war with France for centuries. The defeat of the Spanish armada in 1588 is one of the high points. There are certain admirals who were more famous than others. Interesting enough, a current naval historian, Andrew Lambert from Kings College in London published a book two or three years back on the admirals who made a difference [*Admirals: The Naval Commanders who made Britain Great*, Faber and Faber (2008)] and he starts with Lord Howard of Effingham who of course lived in the reign of Elizabeth the 1st with Drake. He then goes on to Robert Blake, George Anson, Samuel Hood, William Parker, obviously Nelson, and then in the later years he picks out Fisher, Beatty, Cunningham of the Second World War who was Commander in Chief in the Mediterranean. Jutland is studied – operational win, tactical loss. I suppose in the Second World War what is studied is the Battle of the Atlantic which went on for years and then there were the incidents, which were hardly battles in the sense of Jutland, but they were big naval incidents of note, such as the sinking of the *Hood*, the subsequent sinking of *Bismarck*, the battle of Taranto and the battle for Crete in the Mediterranean; sinking of the *Scharnhorst* off North Cape; and then there were losses and wins in the Far East, the loss of *Prince of Wales* and *Repulse*, and then joining

up with the Americans in the last part of the Pacific War. So it's a mixture of people and campaigns.

It [history] is quite a difficult thing to teach, unless you are one who naturally soaks it up which I did because of my mother. You know when you are young and you are learning the skills of your trade and profession and are running around getting fit, you are then stuck into a lecture hall and then given a not terribly well taught history lesson...well you know what I mean.

In response to a question of how the Royal Navy provided the U.S. Navy many of its traditions, Band discussed his exchange tour with the U.S. Navy. He served in Belknap prior to the fatal collision with the aircraft carrier John F. Kennedy and shared these observations:

I got off [Belknap] just before the collision and four of my division were killed in the collision. Once one gets over the point that this is real history versus short-term memory I think the United States Navy is very proud of its history. Clearly like all the great navies in the world there are people you look to from your historical perspective and there is no doubt that the timing of creation of the United States Navy with the operational and strategic circumstances of the day, where the Royal Navy was the world's great navy, it was bound to be that it was something you in the USN studied and copied.

And there is no doubt if you read about your founding fathers they held the Royal Navy in high esteem, even though at times we were beaten in battle by you. I think they understood the professional, in many ways the middle class nature of the sea captain in the Georgian period, the professional warrior at sea. You gained a respect for that so when you created your navy you tended to pick up a lot of peoples' customs. A lot of the U.S. Navy's customs clearly come from the Royal Navy.

By the time I was in the U.S. Navy, your navy had gone through the 200 years of aspiring, copying, equaling, and then becoming the great navy of the world in place of the Royal Navy. I think the customs and the ethos were similar. There are differences in emphasis. I think the U.S. Navy from the very beginning put a higher premium on technology than we have, starting with the design of your great frigates and then with the developments of the Civil War and then the development of the submarine. I think your ethos, your values, your doctrine has always had a stronger equipment and technology focus than ours. While I think our doctrine has always been slightly stronger in the human element, in the training, and the profession of staying at sea and being gritty and tough. They are two sides of the same coin.

During the Falklands campaign Band served as the Flag Lieutenant to the Commander-in-Chief Fleet Admiral Sir

John Fieldhouse, a prime position to observe one of the more significant naval confrontations of the latter 20th century. Asked if historical perspective helped shape the campaign, Band observed:

There was no real contingency planning. That operation was largely planned from start to finish from "Oh my gosh its happened, we are in trouble here." Because in a way it was the first major activation of the Royal Navy since the Suez campaign, we kept full records and assessments – because we record well our history and campaigns. And because of the huge historical perspective that came out of the history books and the files about the long range logistic and weather challenge and all that. So once we realized what we were facing we dug deep into a great pond of experience.

But for my generation it was our first war. I would say that my nation, my navy, my generation, the generation that I was to represent in the Navy, we came of age because of the Falklands. We learned the lessons that our predecessors and their predecessors learn in war – ships sink and that things can turn on a penny, that there is good luck and there is bad luck and there is good planning and there is bad planning and there is always room for drill. I think in the end we relearned more lessons than we learned for the first time. In the end we pulled through because, I believe, of the superiority of our command, our warfare knowledge, our people and our training rather than our technology.

Responding to a follow-on question on how the Royal Navy documented such actions as the Falklands, Band noted:

We have deck logs, every ship over the centuries has written a report of proceedings where the captain has written down the events of the ship. During what I call the big events, dispatches are formally written, there's a campaign chronicle written, where major papers, instructions and commands are recorded and bound and kept. We have a historical branch which is part of the naval staff – it's down in Portsmouth geographically – but it's part of the naval staff construct. So if you go into a campaign you can consult with them on what's needed to support the campaign, or if you are looking for argumentation they can also provide support. Certainly when I was involved in the policy debate on whether or not the United Kingdom should continue to invest in aircraft carriers, the historical branch was useful to remind us of what carrier airpower achieved at Suez, Korea, and the great Pacific battles of yours and the Med for us.

Band then went on to command the minesweeper HMS Soberton, the frigate HMS Phoebe, the frigate HMS Norfolk, and the aircraft carrier HMS Illustrious. Asked if injecting history and heritage as part of his command approach, Band responded:

I hope I didn't go over the top, but certainly I believed that the Royal Navy's history is really an important part of today. That old saying that if you don't know where you have been, you don't have a clue where you are going is really true, and I think one of our strengths is that we have this fantastic history. We may be challenged today, but our forebears were challenged before us and their success gives you comfort -- it gives you confidence. It's not arrogance but there is a certain operational confidence bound on experience and on probably winning more than losing. How do you learn that and how do you do that is by reading it up and by telling people. So wherever I've gone with a ship I have always used the geography of where we are going to teach the history and relevance of it and when we were here last time and what we did. And there are not very many parts of the world where there isn't something that involves Royal Navy history which you can bring to bear whether it's the Mediterranean campaigns of World War I or World War II or you are going back to the Georgian navy with the great battles with the French and Spanish. Or other areas, for example, in the Pacific you could look at what the Pacific Fleet and the United States Navy achieved.

We also have a very famous book in the Royal Navy called *The Royal Navy Day-by-Day* which is a historical book which has entries listed for every day of the year of key historical events. So if I were to turn up today which is November 20th, looking at my copy in my study, today was the Battle of Queberon Bay. Admiral Hawke defeated the French on the 20th of November 1759. And then you go through and during the Second World War the *Sturgeon*

sank a German trawler, a corvette sunk a German U-Boat on this day, there was minelaying going on in 1944, and a new class of submarine, *Astute* was launched in 2009. We have that book on every ship so one can put information on daily orders or in talks.

While in command of Illustrious during the mid-1990s, Band supported NATO operations in Bosnia and the understanding of non-naval history was also of importance:

Absolutely, apart from the naval history is the broader history. If you don't know what happened in the Balkans in the late 19th century and early 20th century, there is hardly a hope of understanding what happened when Yugoslavia broke up at the end of the Communism period. You have got to understand Serbian, Croat, the Muslim influence.

Promoted to Rear Admiral in 1997 and Vice Admiral in 2000, Band became the Deputy Commander-in-Chief Fleet in May 2001. Upon his promotion to Admiral in August 2002, Band assumed the post of Commander-in-Chief Fleet. In these billets, he became involved in plans to commemorate the bicentennial of Trafalgar:

We sat down as a Navy Board and saw this was a great moment and asked ourselves how we could use the 200th Anniversary. Clearly there was a commemorative aspect of the Royal Navy at that time but we were also determined to use that historic occasion to serve as a launch pad to fight what a number of us had seen as "Sea Blindness." The seemed to be a void in the understanding of the sea, the relation of the Navy and the nation, and the Navy and



Band commanded HMS *Illustrious* during the Balkans campaign in the 1990s, Courtesy NMRN

commerce. So we tried to use it as an educative program going forward. I must say I think we did the first looking back part brilliantly, once we persuaded the BBC to play its part. As for fighting the Sea Blindness and trying to make a case for naval power, I'd have to say we were less successful. We found that a greater battle, a greater challenge.

It was a big thing to do and the right thing to do but it becomes all absorbing, which one has to be careful of because of course, it was a strong period of operational activity with the Navy supporting the Iraq campaign, the post 9-11 business, and of course we were into the initial forays into Afghanistan. So it was a busy operational time which we needed to balance the commemoration with the support for current operations.

Having been appointed in 2006 as First Sea Lord, Band served as a Chief of Naval Staff for a Navy involved in combat operations in Iraq and Afghanistan. Again, the importance of documentation was discussed:

In the 90's and the early 20's we had slightly gone away from our laborious record keeping that we had done previously. So I remember as C-in-C refreshing instructions regarding doing reports of proceedings and stuff like that. I think the historical branch has had a more buoyant period in the past ten years. I think it's quite often the case that until you get the discipline, the stricture, the demands of warfare and real live operations you don't realize that historical records and observations actually have such huge strength and certainly now our historical branch is very much closer wired into operational thought, operational preparation, doing insightful battlefield history, campaign history, staff

rides and all those sorts of things.

Asked to provide an example of a staff ride Band responded:

3 Commando Brigade, which is our equivalent to the Marine Corps – or the fighting element of it – has twice been to Afghanistan to lead the British force structure and I think on both occasions, the Commander in preparing the staff basically got the historical branch to use a historical presentation – one was D-Day on the Brittany Coast – to get the staff to do the assessment and to get the staff to work together as they would when they would be in operations.

I remember doing it once with a flag staff and we used the Battle of Anzio in the Italian campaign. It was as much about generic staff procedures that needed to be followed, but it got people away from their daytime desks and got them thinking operationally, and working together as they would in the field.

It's [staff rides] very difficult at sea which is why we often use amphibious type operations where you still got the reality of the beach and the shore. But you know you can still get a tremendous amount by reading the history and getting the details by looking at the records of what happened. There's a tremendous amount you can gain.

Retiring from active duty in 2009, Band went on to become Chairman of the Trustees of the National Museum of the Royal Navy and the recent restructuring and how that came about became the focus of the remaining portion of the interview:

Back in 2004 or 5, the Navy Board had a really interesting



The HMS *Fearless* Bridge Badge, the nose of a German 11-inch shell extracted from HMS *Tiger* after Jutland, and a Toby Jug are slated for display in the National Museum of the Royal Navy's Babcock Galleries, Courtesy NMRN

meeting whereas instead of worrying about today's operations and lack of people and who we need to train, we looked at our wider Navy, the charitable set-up and our museum set-up and those sorts of things. When we looked at our museum set up we said "this is pretty disjointed – We had a very good sailing navy museum in Portsmouth – and of course we have the *Victory* which was still owned by the Crown and is the national flagship – we had a fantastic museum for the Royal Marines, for the submariners, for the aviators, but nowhere did we really tell the whole Navy story." From the late 19th century into the early 20th century, from the *Dreadnaught* onwards, there was hardly anything. There's *Warrior*, we have HMS *Belfast* a cruiser from the Second World War. So we were not very joined up. So what we decided we needed to do was to create a National Museum of the Royal Navy, get all of these charitable museums to work together. And of course it just happened that it was created after I had left the Navy so I guess in a naïve sort of way that I wrote my own job description.

So essentially the museum was created in 2009 and I took over as its chairman within a year. We now have integrated the museums in a business company sense where we are a family with subsidiary companies with charitable objects and we are working together. In the two and a half years we have been in existence, we have gone ahead with the restoration of the submarine *Alliance* at the Submarine museum. We've taken control of the HMS *Victory* from the government and we've placed it in the charitable trust within our museum set-up. We've just started to build on a new set of galleries that will describe what we have



Admiral Band with former Secretary of the Navy Gordon England at a 2011 Pickle Night Dinner held at the New York Yacht Club.

been up to in the past 120 years which will be open in time for the commemoration of the First World War. We are setting up affiliates around the country and we will do that abroad too. As you know we have had increased interaction with our friends in America – it's exciting times. Another project at the moment is to save HMS *Caroline* which is a First World War cruiser which is sitting rather unloved in Northern Ireland. So there lots on and it's fun to do.

Before 2009 the museums were civil servant run with a mixture of grant money from the government and private charitable giving. They were national charities, semi-funded by the government to achieve various educational purposes. The differences today are 1) we consolidated so the government gives the museum the grant and we disperse it as we see the need, and 2) the scale of it is very much greater, and 3) the proportion of public and private money is changing by the day with much greater private endowment.

Asked on how he is succeeding in attracting private sector support Band responded:

I'm not going to give away all my trade secrets but I think there is no doubt that the Royal Navy is a great brand and its history is also a great brand, and everyone in the world who knows anything about the sea has heard about HMS *Victory*. Nelson is an internationally known figure. So if you can put the right package together there are people who will support you, particularly if you bias it towards whatever their interest is whether it be technology or



HMS *Victory* in Portsmouth, circa 1900. Courtesy Library of Congress

education or training.

The area where we have really not been organized is dealing with those currently serving and those retired. We have traditionally have gone to corporations, companies, charitable trusts, but I'm determined, since these museums are the Navy's museums and every sailor and marine can go in them for free, to have a much stronger membership with our family and our ex-family-our retired family.

HMS *Victory* was essentially MOD [Ministry of Defence] ship which had been preserved by the government since 1923. The ship had basically been an at sea hulk until 1923. In 1923 it was positioned in a drydock where it had been ever since. Over time it has had various monies spent on it but for one reason or another, the challenge of keeping her going had got steeper and steeper. Other priorities meant funding was inadequate and she was deteriorating.

Before the National Museum, you had to have some charitable construct which was linked to the navy and we didn't have that, but with the National Museum of the Royal Navy we created a big enough structure to allow the option to transfer the ship from the Government to a charitable trust. The main attraction of that is the Trust can attract private funds whereas no one is going to give money if its openly government.

But obviously to do this we needed some benefactors to kick it off and we received a fantastic offer from the Gosling Foundation which, offered a significant amount of money under the condition that they wanted the ship to be transferred to a trust, and wanted the MOD to match this funding to get the process going – and that's what we achieved. So HMS *Victory* is now part of the HMS *Victory* Preservation Trust which is a wholly owned subsidiary of the National Museum of the Royal Navy, has its own trustees, has a task, which is basically to plan and execute its refurbishment over the coming years, and that is what it does. It has certain monies from endowments, it has certain monies from the government, and we will need to raise more. But we now have a workable solution.

The ship still does have a commissioned status. One of the agreements is that although the Government gifted the ship to the Trust we have essentially leased the ship back to the Navy to continue to act as the First Sea Lord's Flagship.

For additional updates on the National Museum of the Royal Navy visit www.royalnavalmuseum.org. The NHF thanks Admiral Band for his time as well as NHF member Sally McElwreath for arranging for the interview and National Museum of the Royal Navy Graham Dobbins and his staff for providing illustrations.



HMS - Hear My Story

*The past 100 years: 1000s of stories,
5 generations, 1 Royal Navy*

From the start of the 20th century the Royal Navy was at the very heart of British life. It affected millions of men and women at home around the world. As the years have rolled on, the Royal Navy has changed its size, its role in the world, its friends and enemies. Technology has revolutionized ships and the lives of those on board. However, ships still sail, families are still left behind, and crews still face the challenges of the sea through only one Royal Navy.

“HMS – Hear My Story” will be a major exhibition situated in the brand new Babcock Galleries at the National Museum of the Royal Navy in Portsmouth Historic Dockyard. Opening in spring 2014, it will tell the undiscovered stories from the ordinary men, women, and ships that have made the Royal Navy's amazing history over the past 100 years, the century of greatest change.

HMS will bring visitors closer than ever before to the real Royal Navy as their heritage is brought together for the first time for this major exhibition. Through cutting-edge interpretation, see and hear the stories of the Navy in war and in peace, from the storms of the Arctic to the heat of Afghanistan. Visitors will immerse themselves in technology to camouflage a ship, hunt a submarine, and send messages in code. Through HMS, visitors will meet veterans who will tell first-hand stories of living and fighting at sea.



Jacob Jones, A Hero of the War of 1812: Neglected by History

William H. J. Manthorpe, Jr.

In 1798 and 1799, as it was revitalized in response to the Quasi-War with France, the U.S. Navy appointed a larger number of midshipmen than usual. They would gain their sailing and combat experience in that war and in the First Barbary War and would become the heroes of the War of 1812. One of them was midshipman Jacob Jones. Some of his fellow midshipmen were James Biddle, Stephen Decatur, James Lawrence, Thomas Macdonough, Oliver Hazard Perry and David Porter. All but Jones, whose career matched theirs battle-for-battle and rank-by-rank, have been the subject of one or more book-length biographies. Yet Jones has been neglected by historians. No such tributes to him exist.¹

The reason for that neglect has been suggested by historian Fletcher Pratt:

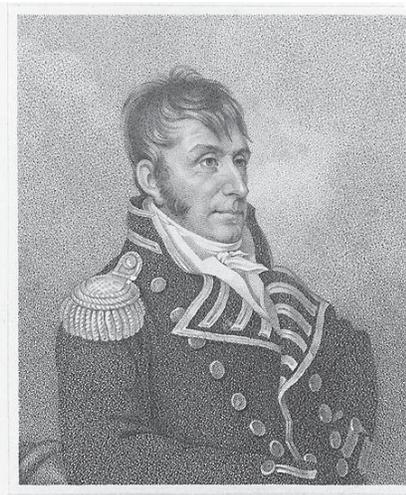
Of all Preble's boys none remains more essentially mysterious than Captain Jacob Jones, the least boyish of that remarkable group. There was something about him that inspired other people to clichés: his contemporaries speak of him as brave, upright, temperate, benevolent, plain. . . . The man himself has not left us much to help. He was one of the most word sparing individuals in the history of the U.S. navy; private letters in his hand practically do not exist, he committed public documents only under press of urgent necessity, and those he did produce are perfectly correct (the cliché again) but about as colorful as a worn out sail.

This would hardly matter if he had lived an ordinary life, even the normal life of an extroverted naval officer. . . . He did nothing of the kind. . . . What was there about him that made successive secretaries of the navy find sea commands for him when there were so few ships in

commission that it was hard to find ships for anybody.²

Embarking on a Naval Career

In 1799, Jacob Jones gave up a languishing medical practice and a nascent political career in the Delaware capital of Dover, leaving his second wife



JACOB JONES ESQ^r

of the United States Navy.

of two years to seek an appointment to the Navy. For Jones this may have been reflected disappointment with civilian life, patriotic enthusiasm, or perhaps also the fulfillment of a childhood dream. As a child, he had been taken to the port town of Lewes, Del., to be educated. He grew up there in the years of the revolution and would have had glimpses of the large British armadas that sailed past Lewes and up Delaware Bay to open the supply line to occupied Philadelphia. He would have heard of the operations in the bay and off Cape Henlopen by Continental Navy captains such as John Barry. In later years Jones would give credit for his love of the sea

to his childhood years in the seaport.³

Jacob Jones received his appointment as Midshipman in the U.S. Navy on 10 April 1799. He was 31 years old, which was an unusually advanced age for a Midshipman, but Jones was an ideal candidate, meeting all the criteria desired.⁴ His first assignment was aboard the frigate USS *United States* under Revolutionary War hero Capt. John Barry and alongside Midshipman Stephen Decatur, who became his instructor in the ways of the navy and in whose shadow, in position as well as history, he would spend much of his career.⁵

Jones was promoted to lieutenant in February 1801. This was a rapid promotion for the day and may have been because he was of the appropriate age, but certainly must have been because Captain Barry, who took care in selecting his junior officers and midshipmen and took his role as mentor seriously, saw his dedication, ability, and potential.⁶ When, at the end of the war, the Peace Establishment Act of March 1801 reduced the number of lieutenants in the Navy, Jones was among the few retained, suggesting a fine professional reputation.⁷ A friend and mentor from his civilian days, Capt. Thomas Truxtun, commanding USS *Constellation*, may also have put in a good word for him.⁸ He was ordered to *Constitution* in August. But, because of uncertainty in the fate of the frigates, which President Jefferson wanted laid up at the Washington Navy Yard under his watchful eye, Jones was furloughed.

After the Pasha of Tripoli declared war on the United States in October 1801, Jones was quickly recalled in November and assigned to the USS *Constellation* to serve under Capt. Alexander Murray. *Constellation* served in the Mediterranean as part of the first two small and largely ineffectual squadrons until 1803. During his service on *Constellation*, an unhappy ship, Jones

had several run-ins with Captain Murray, at least one of which involved serving as a second in a duel between two marine officers.⁹ Upon returning home, Jones was assigned to the frigate USS *Philadelphia* being recommissioned under Capt. William Bainbridge to sail as part of the third squadron under Commo. Edward Preble. David Porter was First Lieutenant and Jones Second Lieutenant. When Bainbridge sailed *Philadelphia* into Tripoli harbor, ran aground, and was forced to surrender his ship, Jones, along with the other 306 officers and men, was taken prisoner. During his 20-month period of captivity, Jones would have looked after the crew's health, assisting the ship's surgeon so that only a few crewmen died under the harsh conditions of imprisonment.¹⁰ In addition, Lts. Porter and Jones formed a school for the midshipmen and conducted instruction in cultural topics and foreign languages, but primarily mathematics, navigation, and naval tactics.¹¹ From his captivity, Jones would have watched and admired Decatur's daring exploits to burn the *Philadelphia* and, later, lead a gunboat force into Tripoli harbor. It was also during this period of captivity that Jones formed his close association with Midshipman James Biddle who would serve with him in 1812.

Years in Command

When the Barbary War ended, the Navy was again reduced. Only 72 lieutenants were authorized, but Jones again survived the cut. In 1805 he was ordered to the just recommissioned brig USS *Adams* as First Lieutenant, again under Captain Murray. Apparently, they got along better this time. In April 1806 Jones received his first command, commissioning the brig USS *Aetna* out of Portland, Maine. He took *Aetna* to the New Orleans station and spent the winter of 1806–07 cruising the Gulf. In 1808 he took command of the reactivated brig USS *Argus* and operated out of New York, cruising the East Coast, enforcing the Embargo Act, and writing a letter to his squadron commander, Commo. John Rodgers, on how to do it more effectively.¹²

On 20 April 1810, Jones was

promoted to Master-Commandant and on 4 June 1810 was ordered to command the 18 gun sloop-of-war USS *Wasp*. Lt. James Biddle welcomed the opportunity to serve under him as First Lieutenant.¹³ Jones sailed *Wasp* out of Charleston, S.C., and Savannah, Ga., cruising the southeast coast until 1811.

Sharing in the Early Victories of the War of 1812

Despite the maritime issues of British interference with American commerce and impressment of American sailors that caused the war, President Madison's strategy for winning it was to invade Canada, keep the U.S. Navy in port, and grant letters of marque so that privateers could harass British commerce. But, once naval officers convinced the president to let them go to sea and then either ignored or interpreted their sailing orders, they produced a series of victories over British men of war.

The American successes began in July and August when Capt. David Porter in the frigate USS *Essex* took prizes and captured the British sloop HMS *Alert*, which became the first ship of the Royal Navy to surrender to an American in this war. After having avoided capture by a six-ship British squadron in July, Capt. Isaac Hull and the frigate *Constitution* were back at sea in August to meet and destroy the frigate HMS *Guerriere* in the first great victory of the war. In mid-October Master Commandant Jacob Jones in *Wasp* continued the victories by defeating and capturing the brig HMS *Frolic* and preparing to bring it to port before being forced to strike his flag to the arriving ship-of-the-line HMS *Poictiers*.¹⁴ Soon thereafter, Capt. Stephen Decatur in the frigate *United States* defeated and captured the British frigate HMS *Macedonian*, which became the first and only defeated British frigate to be brought into an American port. Finally, in December, USS *Constitution*, then commanded by Capt. William Bainbridge, defeated and destroyed the British frigate HMS *Java* in a long vicious battle.

These victories raised the morale

of the American people just as the president's strategy of invading Canada was bogged down by poor Army leadership. They also caused a furor in Britain, with much public soul-searching about fighting quality.¹⁵ The London press was aghast at the American damage to the nation's long-standing assumption of British naval superiority. Parliament questioned the government and the admiralty sought excuses.¹⁶

The main excuse was that the battles had been lost to larger American ships. Admittedly, Porter's frigate *Essex* had defeated a sloop, and the frigates *Constitution* and *United States* with their heavier batteries and faster sailing proved themselves, as their designer Joshua Humphreys intended them to be, "superior to any European Frigate."¹⁷ The admiralty even told Parliament that the frigates were . . . resembling line-of-battle ships.¹⁸ But, the defeat of the 22-gun sloop *Frolic* by Jones in 18-gun *Wasp* gave lie to those excuses.¹⁹

Some modern authors, writing on the history of the Navy, skip right past Jones' victory in their narrative rush from describing Hull's destruction of *Guerriere* by *Constitution* to telling of Decatur's victory over *Macedonian* by *United States* in October.²⁰ And those who do describe Jones' victory usually neglect to mention the specific reason why it was considered especially important at the time. But, at the time, the defeat of *Frolic* by *Wasp* was considered a victory equal to those other engagements. And, in the years soon after the war, historians regularly included Jones and *Wasp* in their narratives and understood the importance of that victory.

Certainly, when he was paroled home, Jones found himself a hero on equal footing with Hull and Decatur. Attesting to that status, in January 1813 New York City held a large public banquet in an elaborately decorated hall to honor all three and their victories.²¹ Congress awarded the *Wasp's* officers and crew \$25,000. Jones was promoted to captain and received a gold medal. The City of New York presented Jones a sword, and the City of Philadelphia and the State of Delaware each presented him with a silver urn. Indeed, when Bainbridge returned home in February

he found that “. . . his nation had so exhausted itself in celebrating the deeds of Hull, Jones and, especially Decatur, that in the public prints his destruction of the *Java* received less applause than it deserved.”²² On the Fourth of July 1813, Jones was elected to the Society of Cincinnati, on an equal footing with the other heroes of 1812—Bainbridge, Decatur, Perry and Lawrence. In 1814 the State of Delaware commissioned a portrait of Jones by the artist Thomas Sully for placement in the House Chamber of the State House.²³

In his 1838 history of the U.S. Navy, James Fenimore Cooper described the encounter of *Wasp* vs *Frolic* in detail and, summarizing the importance of the victory, wrote:

As this was the first combat of the war between vessels of a force so nearly equal, as to render caviling difficult, the result occasioned much exultation in America, and greatly increased the confidence of the public in supposing an American ship had quite as much claims to conduct, courage and skills as their enemies. . . . [T]he idea of British invincibility on the ocean was destroyed, and the vast moral result distinctly foreseen.²⁴

In 1846, another author, compiling “accounts carefully selected from the best authorities,” said of the engagement of *Wasp* and *Frolic* that:

Of all the victories achieved by single vessels, perhaps the most brilliant, and which will probably long stand on record without parallel, is that of the *Wasp*, commanded by Captain Jacob Jones, over the sloop of war *Frolic*. . . . This action completely demonstrated the superior skill and spirit of the American naval officers and seamen.²⁵

In 1887, Professor James Russell Soley wrote that the “real import” of Jones’ contribution to the series of victories was:

The added proof which Captain Jones had given that American ships

could meet and conquer on the seas an equal foe.²⁶

Certainly, those Delawareans writing short tributes to Jones recognized and praised his contributions:

The year 1812 gave us four victories on the ocean and of these four the triumph of the *Wasp* was the most brilliant.²⁷

That recognition of the importance of the victories and Jones’ contribution continued to the turn of the century. Theodore Roosevelt wrote in his history of the war; which he intended as “an accurate narrative of events”, “written impartially”, and “as near as may be, the exact truth” that:

The two vessels were practically of equal force. . . . The Americans had done their work with a skill that could not be surpassed.

Finally, after describing the battle, Alfred Thayer Mahan agreed that with respect to *Wasp* vs *Frolic*:

The fight was as nearly equal as is given such efforts to be.²⁸

Summing up Jones’ contribution, one of the few modern authors to give Jones his due, Fletcher Pratt, said that *Wasp* vs *Frolic* was:

The most murderously effective single ship action of the war of 1812. The action was not without importance in confirming the verdict of *Constitution-Guerriere* and bolstering the confidence of a nation in the navy itself.²⁹

Blockaded with Decatur

As a result of these American naval victories, Britain began to greatly reinforce the Royal Navy forces blockading the U.S. coast. By April of 1813, most of the Navy was blockaded into port. Upon their promotions, Jones had been awarded “Decatur’s” *Macedonian*, which had been rebuilt for service in the U.S. Navy, and Biddle had

been awarded *Hornet*. They were in New York with their newly assigned ships preparing them for sea. Decatur in *United States* was also there and, pressuring the Secretary into acquiescence, co-opted them into a *de facto* squadron. He was anxious to get to sea but faced a superior British squadron off the port. After failing to negotiate the blockading British ships into agreeing to duels between single ships, he finally decided to run for sea. In late May, the three sailed out of Long Island Sound in bad weather, but while heading to pass Block Island and escape to the open ocean, they were detected by the blockaders. Fearing they would be trapped between two approaching forces, Decatur led them into the Thames River and New London, Conn. They eventually moved upriver to Gales Ferry and spent the rest of 1813 there.

Ending the War on Lake Ontario

One of the most neglected aspects of Jacob Jones’ career has been his role to gaining naval superiority on Lake Ontario and setting the stage for the war-ending peace treaty.³⁰

As the great sea battles had been going on, the President’s desired invasion of Canada had remained bogged down. If the invasion were to succeed, the Navy had to gain control of Lakes Erie and Ontario. Accordingly, in September 1812, Capt. Isaac Chauncey was appointed to command the naval forces on those lakes. He was given authority to purchase vessels, appoint officers, enlist seamen, and buy naval stores. In February 1813, Master Commandant Oliver Hazard Perry arrived at Lake Erie. Over the spring and summer, he oversaw the construction and manning of a force which, in September, he led to decisively defeat the enemy and gain control of that lake.

But, on Lake Ontario a shipbuilding arms race had occurred and the situation between the British and American forces was, as Roosevelt said, “almost farcical. As soon as one, by building acquired superiority, the other at once returned to port, where he waited until he had built another vessel or two, when he

came out and the other went into port in turn. Under such circumstances it was hopeless ever to finish the contest by a stand-up sea fight."³¹

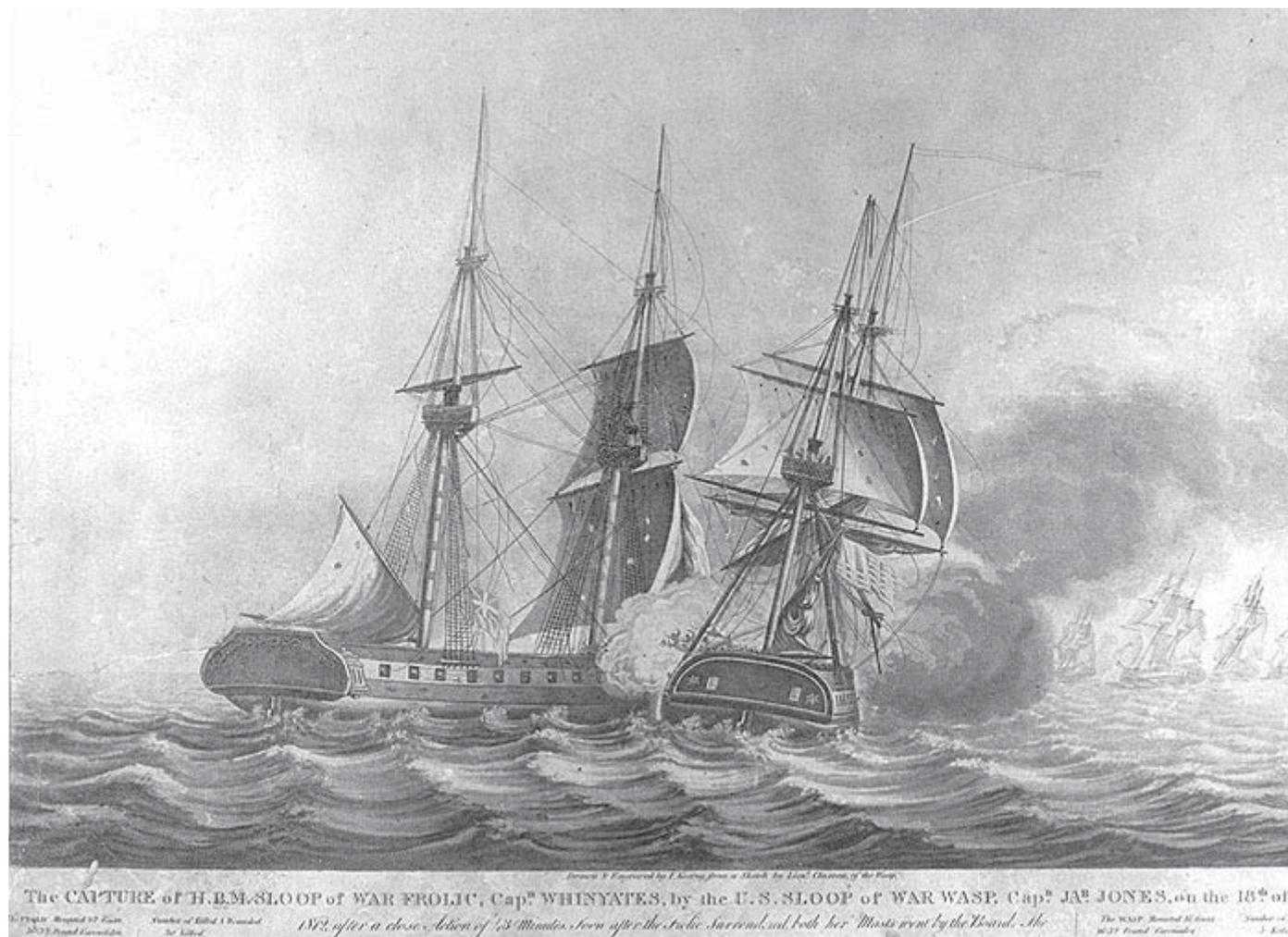
Because of that stalemate and Chauncey's perceived reluctance to engage, the President and Secretary of the Navy had decided in August 1813 to send Stephen Decatur to take command.³² But Decatur resisted and, eventually frustrated with this imposed inactivity and in his continual "rage for glory," in April 1814, he went to New York to take command of USS *President*. He soon took her to sea chafing for a victory but was embarrassed, as Jones had been, by capture by a much superior force.³³ By contrast, "the quiet thoughtful"³⁴ Jones took his crew of *Macedonian* to the other crucial area of the war, Lake Ontario.³⁵

Jones received his orders to proceed from New London to Lake Ontario in April 1814.³⁶ He and his crew would have arrived at Chauncey's base at Sacketts

Harbor, N.Y., sometime in May. The 42-gun frigate USS *Mohawk* had been laid down there on 8 May and was launched in June. Jones took command and, while Chauncey was in bed ill, reluctant, and indecisive during June and July, Jones had the opportunity to fit out his new ship and train his crew. At the end of July, Chauncey finally sailed with his fleet to challenge the British squadron for control of the lake. Certainly Chauncey, who had heretofore been reluctant to engage the British Fleet, was encouraged into action by finally having completed the newest and largest ship on the lake, his flagship USS *Superior*, commanded by Lt. John H. Elton. But, the presence of the aggressive, combat-seasoned and once-victorious Capt. Jacob Jones and his *Macedonian* crew, commanding and manning his second newest and strongest ship, *Mohawk*, would have been reassuring had a battle ensued. It did not. The British Commander,

Commodore Yeo, remained in port while building an even larger and stronger ship to contest control of the lake. The American force waited outside the British base at Kingston until near the end of the operating season while also providing valuable support for the army as it undertook a crucial campaign to secure the Niagara frontier, something which Chauncey had continually refused to do.³⁷

While Jones' force was contributing to ensuring U.S control of Lake Ontario until the winter and assisting the army to create the potential for a successful U.S. invasion of Canada the following spring, his fellow Delawarean, Thomas Macdonough, was winning a decisive battle at Plattsburgh to gain control of Lake Champlain and cause a British invading force to retreat back to Canada. These two naval operations, offsetting the British burning of Washington and the attack on Baltimore, were critical



factors causing the British agreement to conclude the peace treaty to end the war. As the Duke of Wellington told the British Prime Minister:

That which appears to me to be wanting in America is . . . naval superiority on the Lakes: till that superiority is acquired, it is impossible . . . to maintain an army in such a situation as to keep the enemy out of the whole frontier, much less make any conquest from the enemy. . . . The question is, whether we can obtain this naval superiority on the lakes. If we cannot . . . the Duke suggested settling for the *status quo ante*.³⁸

That is what the Treaty of Ghent did upon ending the war.

Post War Service With Decatur Again

In 1815, Jones, again in *Macedonian*, sailed as part of the 10-ship squadron of Commo. Stephen Decatur in *Guerriere* to the Mediterranean. Upon arriving at Gibraltar, Decatur took his ships bearing familiar British names but flying U.S. flags on an “in-your-face victory lap” around the harbor past the Royal Navy ships.³⁹ After leaving Gibraltar, Decatur’s squadron found and overwhelmed the Algerine flagship *Mashouda*, killing Admiral Hammida, the most feared threat to shipping in the Mediterranean. Soon thereafter another Algerian ship was captured. It was Jones in *Macedonian* who escorted Decatur’s prizes to port. For the next several months, as Decatur went ashore to demand compensation and sign peace treaties with Barbary rulers, Jones remained offshore in the shadows providing the threat behind the negotiations. At the conclusion of this voyage, Jones took command of *Guerriere* from Decatur in 1816–1818.

Decatur died in a duel in 1820. Jacob Jones continued to serve his country at sea commanding the Mediterranean and Pacific squadrons, in a series of posts ashore and as a father figure to future naval heroes until his death in 1850.⁴⁰ At first, he was again neglected by burial without significant recognition, but he

was ultimately taken to Wilmington, Del., for re-interment with great pomp and military honor.

The Legacy of Jacob Jones

As his close friend and eulogist said of Jacob Jones, “love of country was his ruling passion.”⁴¹ He exhibited that passion by abandoning a comfortable civilian life and joining the navy at a critical time in American history. He brought to the Navy a maturity nurtured by higher education, developed in a civilian career of serving people and his state, as well as by his age. Thus, he was content to remain in the shadows while supporting the self-promoting Decatur, encouraging the career of the handsome Biddle, and leaving the limelight to the daring Lawrence and young Macdonough. Yet while doing so, he served his country well by committing himself to caring for the crew and officer captives of Tripoli, demonstrating his courage and skill as a captain by destroying an equal in combat, and going where needed to help a fellow captain accomplish his mission.

The history of the War of 1812 will not be complete until the legacy of Jacob Jones is researched, documented, and told in the comprehensive and detailed manner that it deserves.

A former Naval Officer and Government Senior Civilian Executive with over 40 years of national security, intelligence and leadership, Captain Manthorpe has a continuing interest in Delaware’s connections with the U.S. Navy.

¹ He is not even included in *Biographies in Naval History* on the website of the U.S. Naval History and Heritage Command. Despite the lack of books, there have been a number of short biographical career summaries of Jacob Jones. Probably the earliest was in Thomas Wyatt, *Memoirs of the Generals, Commodores, and other Commanders... Wars of Revolution and 1812...* (Philadelphia: Carey and Hart, 1848), 214–221. (available via www.kessinger.net). The best is J. Worth Estes, “Commodore Jacob Jones: A Doctor Goes to Sea,” *Delaware*

History Vol. XXIV No.2 (Fall-Winter 1990): 109–122. This is especially good with respect to Jones’ personal life and character. A modern summary is Fletcher Pratt, “The Delaware Squire: Jacob Jones,” *Prebles’s Boys* (New York: Willam Sloane Assoc., 1950), 67-84. That piece was also published in the August 1950 issue of the *Naval Institute Proceedings*. Two pieces were prepared for the Delaware Historical Society: Mark M. Cleaver, *The Life, Character, and Public Service of Commodore Jacob Jones*, A paper read before the Delaware Historical Society, 21 May 1906. (Wilmington, DE: Papers of the Delaware Historical Society, XLVI). That paper usefully provides a “Transcript of the record of service of Commodore Jacob Jones, as preserved by the Navy Department, Washington, D. C.,” but is mainly an account of his life and funeral. The second, Roland Ringwalt, *Commodore Jacob Jones of the United States Navy* (Wilmington, DE: Delaware Historical Society, 1906) is more a demonstration of the author’s erudition than about Jones. Jones’ service in 1812 is recorded well in J. Thomas Scharf, *History of Delaware: 1609-1888* (Philadelphia: L.J. Richards and Co., 1888). There have been several pieces by local Delaware writers. Hazel D. Brittingham, “Destruction: From the Deep Fifty Years Ago Recalled Hero With Lewes Connection,” *Peninsula Pacemaker*, February 1992 and Michael Morgan, “The Unlikely Classroom of Jacob Jones,” *Delaware Coast Press*.

Michael Morgan has written on Jones in his book *Pirates and Patriots: Tales of the Delaware Coast* (New York: Algora Publishing, 2004).

² Pratt p. 67.

³ Hazel D. Brittingham, “The Port of Lewes” in Hazel D. Brittingham and Jim C. Ippolito, *Lantern on Lewes* (Lewes, DE: Lewistown Publishers, 1997).

⁴ The average age of midshipman in those days was 17. The main criterion was “respectability” as indicated by good education, ties to one of the learned professions, and political recommendations. William P. Leeman, *The Long Road to Annapolis* (Chapel Hill: University of North Carolina Press, 2010), 51–53. Jones met all of those criteria.

- ⁵ Ringwalt pp. 7–8 notes that while Jones “had more of what his messmates would have called book learning than any other midshipman, than any lieutenant or even any captain in the United States Navy . . . Tradition says that . . . to all the many details of ship life . . . [he acted] by the advice of Decatur.” In later years, Captain Decatur used him as a reminder of his earlier glory. See Leonard F. Guttridge, *Our Country Right or Wrong* (New York: Forge Book by Tom Doherty Assc., 2006), 181.
- ⁶ Robert J. Allison, *Stephen Decatur: American Naval Hero 1779-1820* (Boston and Amherst: University of Massachusetts Press, 2005), 17.
- ⁷ George C. Daughan, *If By Sea: The Forging of the American Navy-From the Revolution to the War of 1812* (New York: Basic Books, 2004), 344. He says the reduction was from 110 to 28 and Jones was retained. Pratt 71 says 36 were retained and Jones was at the bottom of the list.
- ⁸ Pratt 71.
- ⁹ Pratt 72. For the details of the duel, see Estes 114.
- ¹⁰ Pratt 73 and Ringwalt 14 say that three died. Estes 113 says six. The conditions of captivity for officers and men are best described in David F. Long, *Sailor-Diplomat: A Biography of Commodore James Biddle 1783-1848*. (Boston and Amherst, MA: Northeastern University Press, 1983), 22–23 and Ringwalt 13–14.
- ¹¹ Long 23 cites a letter from Jones to Nicholas Biddle, James’ Father. See also Leman 72.
- ¹² Jacob Jones letter dated 3 December 1808 at the Navy Yard in New York and addressed to Commo. John Rodgers at Washington. Courtesy Vice Adm. George Emery USN (Ret.).
- ¹³ Long 40.
- ¹⁴ The battle has been described many times but one of the best is in Long 41–44. He draws on Jones’ report to the Secretary of the Navy, dated 24 November 1812 as well as the report of Captain Whinyate of *Frolic*. Most recently, Daughan in both *If by Sea*.425 and in *1812: The Navy’s War* (New York: Basic Books, 2011), 128 describe *Wasp vs Frolic*.
- ¹⁵ Jeremy Black, “A British View of the Naval War of 1812,” *Naval History*, Vol. 22, No. 4 (August 2008).
- ¹⁶ Daughan, *1812: The Navy’s War*, 423.
- ¹⁷ Ian W. Toll, *Six Frigates: The Epic History of the Founding of the U.S. Navy* (New York: W.W. Norton & Co., 2006), 47–48.
- ¹⁸ Daughan 423 citing Adams, *History of the United States*, 623–625.
- ¹⁹ Historians differ on the number of guns on *Frolic*; many say 18. But Jones believed there were 22; stating in his report to the Secretary of the Navy dated 18 November 1812 that *Frolic* was equipped with “twenty-two guns; sixteen of them thirty two pound carronades, and four twelve pounders, on the main deck and two twelve pounders, carronades on the top-gallant fore castle, making her superior in force to us by four twelve pounders.”
- ²⁰ For example: Consider the U.S. Naval Academy naval history textbook; E.B. Potter, ed., *The United States and World Seapower* (Englewood Cliffs: Prentice Hall, 1955). To his credit, Potter did describe, but not illustrate, *Wasp vs Frolic* in his later *The Naval Academy Illustrated History of the United States Navy* (New York: Galahad Books, 1971). But, more recently, consider John Lehman, *On Seas of Glory* (New York: Touchstone, 2001). Or, Ian W. Toll who only mentions *Wasp-Frolic*, but not Jones, in passing because the news of that victory arrived coincident with the celebration of Decatur’s frigate victory. He also lists *Wasp* as superior in guns 18 to 16 to on *Frolic*, neglecting the 12-pounders.
- ²¹ Typical of modern historians’ neglect of Jones, this banquet is sometimes described as honoring Decatur and Hull. See Guttridge 140. But a fuller description by Cleaver shows that Hull, Jones, and Decatur were honored equally.
- ²² Guttridge 142
- ²³ www.archives.delaware.gov/old_state_house.htm
- ²⁴ J. Fenimore Cooper, Esq., *The History of the Navy of the United States of America*, Vol. II (London: Richard Bently, 1839), 214. This was the “first” battle between equals because the small U.S. frigate *Essex* was superior to the sloop *Alert* and *Constitution* was superior to *Guerriere*. “Caviling” was ended because the British could no longer use the excuse that the victories only were possible because U.S. frigates were superior in size, construction, armament, and manning to British frigates.. In addition, Jones soon became the “only” captain of the four to win a battle of equals because *United States* was superior to *Macedonian* and *Constitution* was again the superior in battle with *Java*.
- ²⁵ *American Naval Battles* (Concord, NH: Luther Roby, 1848), 8 and 62.
- ²⁶ James Russell Soley, *The Boys of 1812* (Boston: Estes and Lauriat, 1887), 182.
- ²⁷ Ringwalt 16.
- ²⁸ Alfred Thayer Mahan, *Sea Power in Relation to the War of 1812* Vol. I (New York: Little Brown and Company, 1905), 416.
- ²⁹ Pratt 84.
- ³⁰ Naval historians from Mahan, to Roosevelt, to Daughan who have detailed the naval actions of 1814 on the lakes fail to mention Jones’ presence and contribution. See Mahan Vol. II “The Niagara Campaign of 1814,” Roosevelt in Chapter VII “1814 On the Lakes,” Daughan in Chapter Twenty One “British and American War Plans” in *1812*.
- ³¹ Roosevelt, Chapter VIII.
- ³² Mahan 300.
- ³³ James Tertius DeKay, *A Rage for Glory* (New York: Free Press, 2004).
- ³⁴ Allison 135 and Ringwalt 19 cite New Englander Samuel Griswold Goodrich in his memoirs, *Recollections of a Lifetime* (New York: Miller, Orton and Mulligan, 1856) when contrasting Decatur, Jones, and Biddle during this period.
- ³⁵ U.S. Naval Heritage and History Command, *Dictionary of American Naval Fighting Ships (DANFS)* “Jacob Jones” and Allison 145.
- ³⁶ Cleaver p. 28.
- ³⁷ *DANFS* “Jacob Jones,” “Mohawk,” and “Superior” Pratt 82 and 193–195. For Chauncey’s continual refusal to support the army see both Mahan 304–316 and Roosevelt Chapter VIII.
- ³⁸ Daughan, *The Navy’s War* 356.
- ³⁹ Cleaver 14. Allison 163.
- ⁴⁰ Commander Samuel Francis Dupont, later to be an admiral and an early hero of the Civil War, served under Jones and wrote to a cousin that Jones had a “fatherly affable way about him.” Long 110.
- ⁴¹ John M. Clayton, *Address on the life, character and services of Commodore Jacob Jones*. Delivered in Wilmington, Tuesday, 17 December 1850. Delaware State Archives.



NAVY MUSEUM NEWS

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Cold War Gallery Now Open!

The Cold War Gallery at the Washington Navy Yard, part of the National Museum of the United States Navy, is now open to the public. The Gallery has been in development since 2003 and features a number of impressive exhibits, as well as a large collection of ship and aircraft models. Designed to tell the story of the nearly 50-year-long Cold War with the Soviet Union, spanning the years 1945–1991, the Gallery commemorates the

service and sacrifice of U.S. Navy Cold War veterans by bringing their often-forgotten story to the public. The opening of the Gallery coincided with the 237th Navy Birthday Celebration in October.

Four large new exhibits have been constructed over the past three years. This past summer, the newest exhibit, called “Into the Lion’s Den,” opened in the Gallery. It recreates the bridge of the cruiser *Newport News* (CA 148) during a



From Left to Right: Display Ship *Barry*. The Main Building of the National Museum of the United States Navy (Bldg. 76), The Commandant's Headquarters (Bldg. 1), and the Cold War Gallery (Bldg. 70)

1972 night engagement in Haiphong Harbor. In addition to these sophisticated exhibits, a great variety of artifacts from the Korean and Vietnam Wars are on display. And some of the Navy's most impressive weaponry can be seen in the Gallery, including an early Cold War "Fat Man" Mark III Atomic Bomb, as well as a 1980s vintage Tomahawk Land Attack Missile.



A few months before his passing, Neil Armstrong visited the Cold War Gallery to see the model the aircraft he sponsored: the F9F Panther that he flew in Korea.

In addition, the Gallery boasts a large number of high-quality ship and aircraft models. Most notable is the enormous 24-foot-long builder's model of the aircraft carrier *Forrestal* (CVA 59). Other ship models include the cruiser *Newport News* (CA 148) and the submarine *George Washington* (SSBN 598) in a floating drydock. There are also models of the ships and weapons of the Soviet Union, such as these submarine models. The aircraft model collection is extensive and features 34 models from every period of the Cold War. All were sponsored by Cold War naval aviators, many of whom went on to careers as NASA astronauts—including Neil Armstrong, the first man on the moon.

Though open to the public, the Cold War Gallery continues to be a work in progress as the NHF works with the Navy Museum staff with plans to build out additional exhibits that tell the Cold War story and provide platforms for teachers to develop lesson plans for export outside of the Navy Yard's walls using the www.usnavymuseum.org

website. At this website, viewers can take a virtual tour featuring 360-degree panoramas of the exhibits on display, as well as imagery of artifacts, models, and images from the Cold War. It also includes many videos of the Gallery and U.S. Navy training films and documentaries made during the Cold War. Financial support from individuals and corporations to move forward with new exhibits.

The Way Ahead

Construction of new Cold War Gallery exhibits will follow the general design concept shown in the www.usnavymuseum.org website's Virtual Tour section. Construction drawings have been completed for a five-part addition to the North Gallery's west wall: "Cold War Build-up of the Fleet."

The expansion includes **Surface Force**: new carriers, cruisers, destroyers, frigates, mine countermeasures vessels, patrol ships, amphibious ships, and auxiliary vessels; **Research and Development**: the Navy's R&D community designed, tested, and built a great variety of technologically superior aircraft, missiles, satellites, radars and sonars, communications and electronic countermeasures equipment; **Missile Development**: surface-to-air missiles (SAMs), air-to-air missiles (AAMs), and surface-to-surface missiles (SSMs), including the Tomahawk land-attack missile (TLAM). New data processing computers, solid fuel technology, and radar and infrared guidance allowed the Navy to deploy anti-air missiles on ships and aircraft beginning in the 1950s; **Maritime Strategy**: the late 1970s strategy in case of war with the U.S.S.R. U.S. naval intelligence concluded that the Soviets planned to position their ballistic missile submarines in waters close to the Soviet Union. Adm. Thomas B. Hayward advocated a maritime strategy in which the U.S. Navy would allow no "Bastions for the Bear" by attacking these naval concentrations. It also envisioned offensive operations by carrier and amphibious forces on the northern and eastern flanks of the U.S.S.R.; and **Rise of the Soviet Navy**: From 1945 to the early 1960s, the U.S.S.R. focused on developing an effective submarine fleet. Embarrassed by the Soviet Navy's poor showing in the Cuban

Missile Crisis of 1962, Moscow devoted more resources to advanced warships, amphibious vessels, shipboard missiles, and long-range naval aircraft. The Soviets also developed a more balanced navy to support their diplomatic and military activities in the Third World.

Highlights of those exhibits include Admiral Arleigh Burke memorabilia, an *Arleigh Burke* class ship model, an audiovisual display describing all the surface ship classes (expandable to each ship of the class); an Aegis CIC display including audiovisual description (expandable to an Aegis interactive experience); SAMs, AAMs, and SSMs; and details on the Soviet Navy to place our fleet build-up in perspective. The “Fly Navy” and “Navy In Space” exhibits from the Cold War Build-up of the Fleet design will also be planned for further development around two existing displays: the model of *Forrestal* and the aircraft model case. These enhancements will include Yankee Station and other Vietnam-era audiovisual and interpretive panels in the South Gallery by *Forrestal* and a tribute to Neil Armstrong along with additional Cold War-era aircraft and spacecraft for the model case.



During 2012, NHF STEM-H teachers visited the current Aegis equipped destroyer *Barry*.

Another area for enhancement is the South Gallery POW/MIA exhibit, in conjunction with the September 2013 planned Vietnam 50th-anniversary events honoring our returning POWs.

Teacher Fellowships To Be Exported

This past year, NHF STEM-H Teacher Fellows linked logarithms, vectors, and 2-D graphs in completing submarine sonar and navigation activities. They linked projectile motion to submarine deterrence missions and Soviet missile range arcs from Cuban missile sites in more complex mathematics and physics lesson plans. Physics of sound lesson plans used fathometers, under-ice sonars, frequency analysis of high-frequency sounds in the ocean, and tracking of sea mammals by low-frequency sound in several other activities. More physics and math were explored using submarine buoyancy, trim, stability, and compression analysis; and the physics characteristics of a 688 Class SSN were compared to the physics characteristics of a 747 (experimental airborne laser) aircraft. A Cold War Gallery “scavenger hunt” was produced to introduce our website to students. Other activities included electromagnetic waves, use of oral histories in student research, student compilation and submission of oral histories, and the Great Green Fleet, starting with the 1964 around-the-world cruise of a nuclear task force in Operation Sea Orbit with *Enterprise* (CVA(N) 65), *Long Beach* (CG(N) 9), and *Bainbridge* (DLGN 25) as compared and contrasted to the Great White Fleet of December 1907–February 1909.

With the recent commemoration of the 50th anniversary of the Cuban Missile Crisis it should be noted that the NHF 2012 STEM-H Teacher Fellows completed six activities that utilized a NHF-sponsored Cuban Missile Crisis video, source documents, and historical materials. Video can be viewed online at <http://www.youtube.com/watch?v=H5ZzL9KsyPY>. Completed lesson plans are posted at www.usnavymuseum.org under the Education heading.

An initiative is under way to “export” the



Director of Naval History Capt. Jerry Hendrix meets this past summer with NHF STEM-H Teacher Fellows.

STEM-H fellowship program concept to some of the other Naval History and Heritage Command Navy museums. More teachers will have the opportunity to bring to life Navy technology and history in their classrooms, using lesson plans and activities based on real-world applications of mathematics and science inherent in our other Navy museums' exhibits closer to their schools. As always, teachers nationwide will have access to the developed plans. We look forward to more creative teachers' contributions.

we're going to try to make it worth the visitor's time."

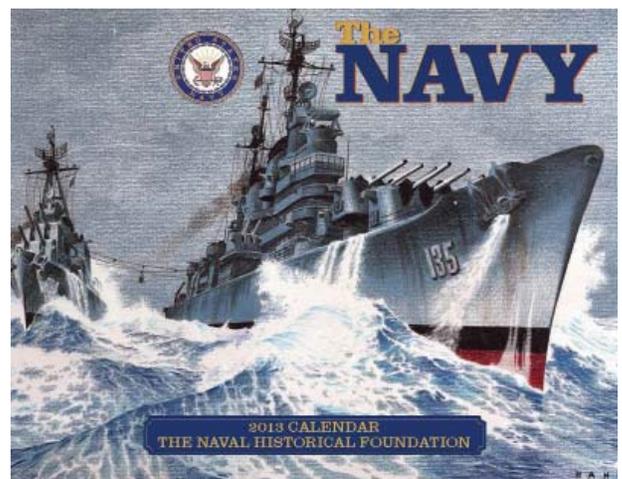
The Navy Art Collection is composed of 18,000 paintings, drawings, prints, and sculpture depicting the men and women of the U.S. Navy and its heritage. The collection is particularly famous for its combat art, which are eyewitness depictions of Navy activities by artists that have accompanied Sailors and Marines into combat areas.

Over the past decade, several of these paintings have been featured in the NHF's annual *Navy Art Calendar*. Proceeds from the sale of this calendar support NHF efforts to preserve this collection. Calendar purchases can be made by visiting the Navy Museum Store or visiting <http://museumstore.navyhistory.org>.

Art Exhibit Opened

In honor of the Navy's 237th birthday, the Naval History and Heritage Command (NHHC) opened a new Navy art exhibit at the National Museum of the United States Navy. The inaugural exhibit, "Best of Navy Art," presents notable oil and acrylic paintings depicting the history of the U.S. Navy. The new venue will feature changing exhibits, replacing the former display space in Building 67, which has been closed to visitors in anticipation of renovation.

According to Gale Munro, NHHC's head art curator, the goal of the move is to bring more visibility to the collection. "We are always hearing people say, 'I never knew the Navy had an art collection.' Not only does the Navy have an art collection, it has an amazing art collection. We'll only be able to exhibit small parts at a time, but



Host your next event at the National Museum of the United States Navy!

Located at the Historic Washington Navy Yard, the Navy's flagship museum, the National Museum of the United States Navy and its new Cold War Gallery are open to the public for all of your special events: weddings, corporate parties, and other special celebrations. The flagship museum, which covers U.S. naval history from the American Revolution through the end of the Second World War, and the adjacent Cold War Gallery, which opened in October 2012, accommodates seated dinners for 100 and receptions for 200 guests. The Cold War Gallery is located next to the emerging DC waterfront district and offers views of the river and the Navy destroyer *Barry*. Self-guided and guided museum tours are available to guests at no additional cost.



**For information and museum rental rates, please contact
Ms. Leslie Cook, Director of Development, Naval Historical Foundation,
at (202) 678-4333 or by e-mail at lcCook@navyhistory.org.**

The Lady Franklin Bay Relief Expedition and the Wreck of SS *Proteus*

Andrew C.A. Jampoler

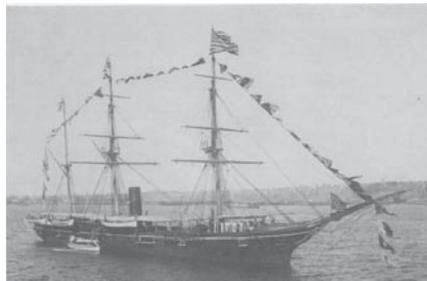
Around midday, 13 June 1883, the steam frigate USS *Yantic* sailed from the Brooklyn Navy Yard for St. Johns, Newfoundland, under Cdr. Frank Wildes, USN's command, newly sheathed with oak to six feet below the waterline for ice protection, and with five of the six guns in her battery removed to reduce weight and permit the carriage of extra coal. The 20-year-old third rate's mission was to carry stores and a small detachment of soldiers into the Labrador Sea and then, insofar as sea conditions permitted, to back up the sealer SS *Proteus* while the latter recovered the men of an Army Signal Corps scientific expedition encamped in the Canadian Arctic. Until *Yantic* steamed down the East River heading for the open Atlantic, that expedition had been exclusively and jealously all-army, the ambitious project of the army's chief signal officer, Brigadier Gen. William Hazen.

By the early summer of 1883 the army's Arctic party in Eastern Canada, led by Lt. Adolphus Washington Greely, had been holed up on the barren shore of Lady Franklin Bay for two years, successfully collecting reams of weather and other environmental data, conducting experiments, and exploring by dog sled. Their presence there was the result of Hazen's enthusiasm for the project, one that saw a counterpart army camp in Alaska.

After the first annual resupply mission failed to reach Lady Franklin Bay or to cache stores on shore during the summer of 1882, anxieties in Washington built to the point of forcing the Signal Corps into a reluctant, early termination. The two-dozen-plus men still comfortable at Camp Conger on Lady Franklin Bay at nearly 82° north latitude knew nothing of this. The beginning of their horrific suffering and

dying was several months off, after they started their retreat south following the failure of the second resupply mission to arrive as scheduled by summer's end, 1883. On 22 June 1884, a two-ship Navy rescue party came upon Greely's camp on Cape Sabine, a small island in Smith Sound, where his desperate expedition had been holed up in the cold for the previous eight months . . . on two months' rations. Meanwhile 18 had died of starvation and exposure, and one had been summarily executed for stealing rations. Of the seven survivors, one died soon after their salvation.

We now know much more about *Yantic's* midsummer 1883 cruise and the subsequent sinking of the SS *Proteus* with essential stores for the expedition on board thanks to the recent gift to the Naval Historical Foundation of the private journal of Private Frank Watts Ellis, U.S. Army Signal Corps, by his grandson's



Built at the Philadelphia Navy Yard and commissioned in August 1864, *Yantic* (named after a river) was a remarkably long-lived ship. She served during the last months of the Civil War, and then through the rest of the 1800s with the navy's South Atlantic and Asiatic Squadrons. In the next century, until she suddenly sank alongside a pier in Detroit in 1929, *Yantic* was successively a navy, naval reserve, and state naval militia training vessel, largely on inland waters.

widow, Mrs. James Ellis DeFriest. Ellis' journal is a reconstruction written during nine days (2–11 September 1883) while on board *Yantic* sailing from Upernavik in Greenland back to Newfoundland toward home. His original journal went down with *Proteus* when she sank, and what we have now is Ellis' "attempt to write a general outline of the trip and all that I can remember of events and conditions of things" about six weeks after that sinking.

Ellis and a Sgt. W. H. Lamar Jr. were Signal Corps enlisted men in the 10-man army detachment under Lt. Ernest Garlington's command riding in *Yantic* as she got underway for St. John's.* *Yantic's* eight-day passage to St. John's was uneventful. Once there, her army passengers and their gear were transferred to SS *Proteus*, heavy with stuff delivered earlier by the steamer *Alhambra* and finishing her preparations to head north to collect Greely and his men.

All three men were in *Proteus* just after 6 p.m. on 23 July when the sealer, groping for open water, was first "pinched" in the ice. "The sides of the vessel could be seen to smash inwards," Ellis recorded about that evening, "and now and then an occasional warning crack. The forecastle deck was split up. A large block of the sheet ice slowly tore the bulwarks away on the starboard side. The whole ship was leaning over to port. . . ." And not long thereafter, "All hands out of the ship saw her sink . . . leaving them on a pan of ice at lat 78°50' with in all 5 boats and what provisions they had saved from the wreck."

Ellis' hand-written, leather-bound journal has joined the Library of Congress's collection of original papers pertaining to Greely's catastrophic three-year expedition into the Canadian Arctic, by the end of which in the summer of

* Sgt. Lamar must have kept a diary, too. Both men were deposed during the court martial of the chief of the Signal Corps after the rescue of expedition survivors in late June 1884, and their detailed statements reflect reference to journals. In 1884 the pair published a 62-page pamphlet, "Physical Observations during the Lady Franklin Bay Expedition of 1883."

For background on the expedition see Jampoler, "Disaster at Lady Franklin Bay," *Naval History*, Vol. 24, No. 4. (August 2010) and Guttridge, *Ghosts of Cape Sabine* (New York: G. P. Putnam's Sons, 2000). Contemporary sources include Annual Report of the Chief Signal Officer to the Secretary of War and Mackey, *The Hazen Court Martial*. (New York: D. Van Nostrand, 1885).



Second Lt. Frank Ellis (1863-1934). Ellis was a junior enlisted man in the Signal Corps when he joined the Lady Franklin Bay Relief Expedition in June 1883. He turned 21 that August, celebrating his birthday by sleeping on dog skins in an abandoned hut, until rain came through its roof. Ellis was commissioned a second lieutenant in the Signal Corps in August 1885 and later assigned as an officer to the 2nd U.S. Infantry Regiment. This photo dates from the second, much more comfortable phase of his decade in uniform.

1884 all but seven of Greely's 25 men were dead.

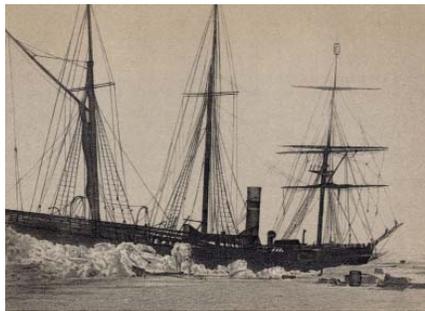
Ellis' reconstructed journal reveals him to be a hard-working, self-important, and status-conscious young man, proud of his technical skills and contemptuously dismissive of the common soldiers, navy sailors, and civilian mariners heading north with him and Lamar. His appraisal of Garlington's performance in extremis and disregard for the welfare of his men is absolutely scathing. (That noted, Garlington went on to a highly successful army career, as did Greely, notwithstanding the catastrophe his expedition would soon become.)

Ellis was also an unapologetic racist and exhibited all the other usual prejudices of his time and region plus an exotic one: he didn't like Eskimos ("Esquimeaux") and their dogs any more

than he liked Blacks or Irishmen. "My position on board this *Yantic* was not an enviable one."

The sergeant to whom Ellis was directed to report every morning at 10 he described as "a big overgrown ignorant Irish bully and a blow [hard]," who puffed and blew, and cursed and swore to his heart's content. If Ellis is to be believed, Lamar and the sergeant got near to a duel (Winchester rifles were Lamar's weapon of choice) before the sergeant's apology satisfied the two Signal Corpsmen. Eighty years after Burr killed Hamilton (and 20 after the Civil War effectively marked the end of the murderous practice), a duel would have been illegal under any jurisdiction the combatants might have imagined themselves to be.

In Ellis' journal the trials of men



Approaching 10 years old in 1883, the Dundee-built, barkentine-rigged SS *Proteus* was an Arctic workhorse. Thanks to remarkably ice-free waters in mid-1881 *Proteus* and her crew of Newfoundland fishermen and sealers, under the command of Capt. Richard Pike, had managed to deliver the Greely expedition directly to its far north campsite. She would have carried the first resupply mission north a year later had the army been able to afford her charter. Instead, the resupply mission of 1882 sailed in SS *Neptune*, and failed by many miles to reach Greely's camp. In mid-1883, however, the army and *Proteus*' owners were able to agree on the charter fee. On June 29 she steamed from St. John's, in company with *Yantic*, unwittingly on what became her last voyage.

Photo courtesy NOAA

exposed for weeks in open boats to cold water and wet weather as they moved about hoping to find *Yantic* often get second billing below descriptions of the indignities he was suffering as an unappreciated junior enlisted man not so much out of his element as isolated from his class of gentlemen. Stewing while he rowed, Ellis watched the lieutenant, sitting in the bow, snacking on wafers and peach butter while Garlington's dog napped in comfort on the doctor's buffalo-hide coat. Still, there is enough grit here about the days between the sinking and the rescue—spent in exhaustion pulling boats through the fog, or in misery huddled on shore under rain or snow—to provide additional drama in an authentic voice to a story that already had plenty.

Crowded now with her own crew and the survivors of *Proteus*'s fatal pinching, *Yantic* sailed for home, arriving in Brooklyn at the end of September 1883, and then resumed a more ordinary deployment schedule in the Caribbean and South Atlantic for the next 13 years. After her brush with fame in Arctic Canada, *Yantic* appeared in the news only one more time, in reports in 1888 of her fumigation from an infestation of yellow fever, caught off Haiti that year.

Spared death in the Arctic, Ellis had promised himself that "as soon as possible after returning to Washington I must get a discharge from the service and then keep my freedom when if insulted there is a chance of redress." Instead, commissioned two years later, Ellis didn't leave the army until 1891, retiring that year with a disability, perhaps the ice blindness that family lore credits him with, perhaps something else. He then returned to northwestern Arkansas, fathered a family of six, and managed a commercial berry and peach orchard southwest of Fayetteville, his hometown since childhood. Ellis lived until 5 March 1934, when at age 73 he fell victim to a traffic accident near home.

Andrew Jampoler is the author of books and articles on maritime history. He is on the board of directors of the Naval Historical Foundation.

Naval History News

Praying Mantis to Be Focus of Seminar

The Surface Navy Association (SNA) will be focusing on Operation Praying Mantis during a history seminar that will be held in conjunction with its annual national symposium to be held 15–17 January 2013 at the Hyatt Regency Crystal City in Arlington, Va. The confrontation on 18 April 1988 between Iranian and U.S. naval forces occurred four days after the frigate *Samuel B. Roberts* backed into and detonated an Iranian mine. Capt. Paul Rinn, who was in command of *Samuel B. Roberts* (FFG 58) at the time, will serve as the master of ceremonies and will moderate a panel of veterans of the engagement, including Capt. James McTigue, who while in command of *Simpson* (FFG 56) fired four SM-1 missiles at the Iranian patrol boat *Joshan*, scoring

four hits. The battle is considered the largest fleet-on-fleet engagement between the U.S. Navy and a foreign country since the end of World War II and marked a turning point in the ongoing eight-year Iran-Iraq war. While the events of this day are nearly a quarter century behind us, given current U.S.-Iranian relations, this battle is an important part of the historical context.

In addition to conducting the history seminar as part of its national symposium, SNA will be recognizing NHF Executive Director Capt. Todd Creekman with an award for his naval heritage work, specifically his work to organize a series of Midway commemoration dinners over the past decade. Visit <http://NavySNA.com> for additional information.



Simpson Painting Courtesy Navy Art Collection

Submarine History Seminar Topic Selected

The Maritime Strategy: Before, During, After *Seawolf*

The 2013 Naval Submarine League / Naval Historical Foundation-cosponsored Submarine History Seminar will explore the interrelationship of policy, strategy, technology, tactics, and acquisition using the story of *Seawolf* as a case study. The interrelationship between these five distinct but related spheres of interest and the activities associated with each is not always apparent, even to those in high-level positions in the various spheres. An examination of the 1981–1986 Maritime Strategy and the coincident design and construction of *Seawolf* offers an unusual opportunity to view this interrelationship in a practical manner. The focus in this seminar is on the influence of policy on the design, operation, and acquisition of submarines as well as the influence of submarine and anti-submarine operations during this period on policy, strategy and acquisition. Though the event is scheduled to be held in mid-April in conjunction with the Submarine Force's birthday, time and venue have yet to be determined. Visit the Naval Submarine League's website at www.navalsubleague.com for updates.

Calls for Papers

Battle of the Atlantic 70th Anniversary Conference Naval Regional Headquarters, Liverpool 23–24 May 2013

May 2013 marks the 70th anniversary of perhaps the major turning point in the Allied victory over the Germans in the Atlantic during the Second World War—the defeat of the U-boats in mid-ocean. The official commemoration in Liverpool over the weekend of 25–26 May 2013 provides the opportunity for a preceding two-day conference on May 23–24, where the various aspects of the campaign can be remembered, studied, and discussed.

The conference perspective is intended to be broad, covering merchant shipping, docks, ship repair and construction, and the air dimension (both land- and sea-based), as well as the surface threat and the Arctic Convoys to Russia. Contributions by transatlantic and other overseas participants will be welcomed and it is hoped to have a special session based on the memories of veterans.

Paper proposals should be submitted by **18 January 2013** along with an abstract and brief curriculum vitae to the conference organizers: Professor Eric Grove, groveejg@aol.com; Robert von Maier, *Global War Studies*, globalwarstudies@gmail.com; and Malcolm Llewellyn-Jones, malcolm.llewellynjones@btinternet.com.

From Enemies to Allies —An International Conference on the War of 1812 and its aftermath United States Naval Academy, Annapolis, Md. 12–16 June 2013

The Maryland War of 1812 Bicentennial Commission, the United States Naval Academy, and the United States Navy's Naval History and Heritage Command will cohost a War of 1812 Bicentennial Conference at the Naval Academy in Annapolis, Md., 12–16 June 2013. The purpose of the conference is to recognize the historic importance of the war to the peoples involved and the changes it wrought in domestic and international affairs. Its title, *From Enemies to Allies: An International Conference on the War of 1812 and its Aftermath*, shows its implications are both broad and deep.

Possible Topics for Papers:

1. Causes of the war
2. Prosecution of the war
3. Making peace
4. Legacy of war

Proposals may be submitted electronically. Full instructions for doing so may be found at www.starspangled200.com/papers. Proposals must be submitted in their completed form (that is, with full information concerning all participants and their presentations) by midnight, Eastern Standard Time, **1 February 2013**. Papers may be of any length and should be prepared for possible publication in a proceedings volume. Questions about the submission process, content of proposals, and policies and modes of presentation should be directed to Bill Pencek, executive director, Maryland War of 1812 Bicentennial Commission.

Historic Naval Ships Association Independence Seaport Museum/Battleship New Jersey 18–21 September 2013

Please contact Toby Oothoudt at tobyoo@bex.net or via telephone at (419) 471-9503 if you have a presentation related to ship preservation, education, outreach, or development.

McMullen Naval History Symposium United States Naval Academy, Annapolis, Md. 19–20 September 2013

The History Department invites proposals for papers dealing with any aspect of naval and maritime history that should include an abstract not exceeding 250 words and a one-page vita. Panel proposals are strongly encouraged and should contain an abstract and brief vita for each panelist. E-mail proposals to Dr. Lori Bogle and Cdr. Chris Rentfrow at navalhistorysymposium@gmail.com by **4 February 2013**. The program committee expects to finalize the program by 25 February 2013; final versions of accepted papers are due to the symposium committee and panel chairs by 1 August 2013. The program committee will select the best papers presented at the symposium to be published at a later date. A limited number of travel stipends are available to graduate students. Please indicate your desire to apply for a travel stipend in the e-mail that contains your proposal.

Upcoming Conferences and Symposia

3–6 January 2013: American Historical Association Annual Meeting, New Orleans, La.; www.historians.org

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

8–9 March 2013: New Researchers in Maritime History Conference, Bristol, England; www.maritimehistory.org.uk

14–16 March 2013: Society for Military History 2013 Annual Meeting, New Orleans, La.; www.smh-hq.org

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

4–5 April 2013: The Society for History in the Federal Government (SHFG) and Oral History in the Mid-Atlantic Region (OHMAR) Public History in the Digital Age conference, National Archives II in College Park, Md.; www.ohmar.org

15–18 May 2013: North American Society for Oceanic History Annual Conference at NOAA's Thunder Bay National Marine Sanctuary, Alpena, Mich.; www.nasoh.org.

17–18 May 2013: Decision in the Atlantic, Department of War Studies, Kings College London, England; contact globalwarstudies@gmail.com.

23–24 May 2013: Battle of the Atlantic 70th Anniversary Conference, Naval Regional Headquarters, Liverpool, England; contact globalwarstudies@gmail.com.

12–16 June 2013: From Enemies to Allies – An International Conference on the War of 1812 and its aftermath, United States Naval Academy, Annapolis, Md.; www.starspangled200.com.

22 June 2013 (tentative): Annual Meeting of the Naval Historical Foundation, Navy Museum, Washington, D.C.; www.navyhistory.org.

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

8–15 September 2013: 2013 International Congress of Maritime Museums Biennial Congress, Cascais, Portugal; www.icmmonline.org

18–21 September 2013: Historic Naval Ships Association Annual Conference at Independence Seaport Museum and Battleship New Jersey, Camden, N.J.; www.hnsa.org.

19–20 September 2013: McMullen Naval History Symposium, United States Naval Academy; <http://www.usna.edu/History/symposium.htm>.

HELP US PRESERVE
AMERICA'S
NAVAL HERITAGE!



Naval Historical Foundation - 1-888-880-0102 - www.navyhistory.org - CFC # 11010



USS *Enterprise* Ends 51 year career – and NHF is there!



Following her inactivation at a 1 December 2012 ceremony in Norfolk, Va. attended by over 10,000 veterans and guests, *Enterprise* will be defueled at the Huntington Ingalls' Newport News Shipbuilding yard over a three year period, decommissioned and then towed to Puget Sound Naval Shipyard for scrapping. Unfortunately, due to the complexity of removing the ship's eight nuclear reactors, it will not be possible to preserve her as a museum ship, but NHHC curators have already visited "The Big E" to identify artifacts that will be added to the Navy's collections.

To honor this ship's half-century of service, the NHF collaborated with the Hampton Roads Navy

League to design a commemorative coin to mark the end of *Enterprise*'s service. The coin is bronze, 1¾ inches diameter, made in America by Northwest Territorial Mint with an adaptation of the ship's motto, "We Are Legend" transformed into "They Are Legend" to pay tribute to the eight ships that have borne the proud name, *Enterprise*, and the tens of thousands of Sailors who have sailed and steamed those ships for over 200 years. In addition, the coin exhorts the Navy to "Keep The Name Alive" by assigning the name *Enterprise* to a new-construction ship. Secretary of the Navy Ray Mabus rose to the challenge by announcing during the ceremony that CVN 80 will bear the name *Enterprise*.



This coin, a special VIP gift at the inactivation ceremony, is available for purchase at \$15.00 plus shipping through the Navy Museum Store at the Washington Navy Yard. It can also be ordered through our <http://museumstore.navyhistory.org> website.

Dunn Prizes Announced

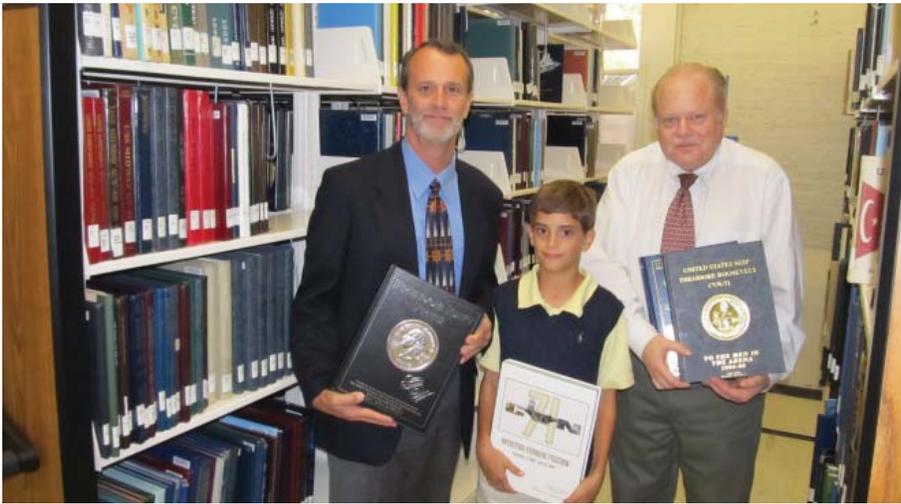
In its expanding efforts to recognize (and reward) outstanding naval history scholarship, the NHF is working with Naval Service Training Command to implement an award system for midshipmen enrolled in the Spring semester "Introduction to Seapower" course that is taught at the nation's universities hosting NROTC units.

Course instructors from each of the universities shall select the top essay presented by a midshipman in conjunction with their coursework for consideration for a regional prize.

The prizes, named to recognize the 14 years of service given to the NHF by its former president Vice Adm. Robert F. Dunn, will offer \$500 prizes for the best paper from each of the six NROTC regions. In addition, the NHF will select one of the six winning papers for an additional \$2,000 grand prize.

Prizes will be presented during the following Fall semester classes. Members of the NHF residing near some of these college towns may be recruited to assist in the presentation of the awards. The NHF also welcomes donations to help endow the prize over the long term. Donations can be submitted online through the www.navalhistory.org website.





Steve Lanning and his son with Librarian Glenn Helm.

Cruise Books Donated to Navy Department Library

One of the world's largest collection of Navy cruise books increased in size last October when Steve Lanning of Bluewater Publishing of Gloucester, Va. (www.cruisebooksource.com) visited the Washington Navy Yard to make a generous donation to the Navy Department Library. In partnership with the NHF, Lanning, accompanied by his son, donated 95 cruise books to Librarian Glenn Helm to supplement the Library's extensive collection. Bluewater has been publishing cruise books for over 20 years, for hundreds of different Navy ships of all classes. The NHF has cemented an arrangement with Bluewater to facilitate donations of new cruise books to the Library as they are produced for ships and Seabee units. Among the donated volumes were cruise books from destroyer *Barry*, carrier *George Washington*, and amphibious assault ship *Kearsarge*.

For those interested in cruise book reproductions, the Foundation

works closely with a number of vendors who can reproduce print or electronic versions of cruise books.

Welcome Aboard, Leslie Cook and Ali Medlin!

Leslie Cook joined the staff of the NHF in September as the Foundation's director of development. Leslie has worked in the nonprofit sector for over 14 years, recently serving as director of development for the Army Distaff Foundation, where she led two successful capital campaigns for a new Alzheimer's care center and the renovation of a health services center for retired career military veterans. Leslie began her nonprofit career as director of corporate and foundation development for the Chesapeake Bay Maritime Museum before working for Design & Production, Inc., as director of marketing. She served as exhibition curator and director of fund development for the National Guard Educational Foundation, where she oversaw the development of a new museum showcasing the Guard's 400-year history. Leslie also served

on the Mall transition team as a project manager for the Smithsonian Institution's National Museum of the American Indian and worked as corporate and association sponsorship manager for the National Building Museum, where she raised funds for exhibitions on design and architecture.

Leslie will develop funding to support the Foundation's programs, including exhibits for the Cold War Gallery, STEM-H educational programs, and print and online media that focus on the importance of naval history. She will lead efforts to build the Foundation's membership and increase individual, corporate, and foundation support.

Leslie holds undergraduate and master's degrees in urban planning from the University of Pennsylvania, as well as a master's degree in American art history from the Parsons School of Design. She has lived in the Washington area for over 20 years and currently resides in Chevy Chase, Md.

Alexandra Medlin joined the staff of the NHF in January 2013 as the Foundation's Membership Manager. She will support the Development Director in raising funds for the Foundation.

Alexandra has over 5 years of experience in the nonprofit sector working with various private institutions. She began her career in nonprofits working for the American Red Cross in Washington State. In the DC Metro area, Alexandra has worked for the Washington Institute for Near East Policy and The Kingsbury School.

Alexandra is a graduate of Washington State University with a Bachelor of Arts in Anthropology and a minor in Advertising. She has lived in the Washington area since 2007 and currently resides in Alexandria, Va.



Hill Goodspeed, historian at the National Naval Aviation Museum in Pensacola, Fla., holds the archival box of material on World War II fighter squadrons VF-3 and VBF-3. NHF Chairman Adm. Bruce DeMars helped facilitate the donation of these unique squadron records and artifacts to the Navy's premier naval aviation museum from Mrs. Dorothy Armistead, widow of two pilots who flew with those squadrons during the war. While the collection includes a number of important documents related to the squadrons, several items are particularly significant:

- a. Pilot's maps and target area photographs of Okinawa, Iwo Jima, Formosa (Taiwan), and Tokyo.
- b. "Blood chit" flags with American and Chinese flags and Chinese writing for use by pilots forced to land or bail out over China.
- c. A VF-3 squadron duty officer log book covering operations and missions from November 1944 through October 1945. The often routine and matter-of-fact entries include sobering remarks on the loss of squadron pilots and aircraft during the intense fighting at the climax of World War II.

As NHF Executive Director Capt. Todd Creekman remarked after delivering the material to Pensacola during a November 2012 visit with both the museum leadership and Naval Aviation Museum Foundation staff, "we really enjoy the opportunity to help veterans and their families find appropriate homes for the important records and artifacts that tell the stories of service and sacrifice in war, crisis and peace."

Oral History

After six years living on the East Coast, Kirsten Arnold left the NHF in October for her native Wyoming. We wish her luck in her endeavors and appreciate her service with the Foundation.

Arnold initially began her work for the NHF as a volunteer transcriber. Volunteers have played an instrumental role in capturing the recollections of Navy veterans. In the past few years Rear Adm. Oak Osborn has honed his skills as an interviewer to produce several fine transcriptions. Earlier this year, the NHF published Adm. "Gus" Kinnear's recollections. A naval aviator, Kinnear eventually

had several interesting assignments in the 1970s and 1980s. Within the transcript, his discussions about his tour as the Chief of Legislative Affairs are particularly insightful.

Osborn also completed an interview with Capt. Doug Phillips. Born 9 April 1917 in Rochester, N.Y., a graduate of the New York State Maritime Academy, Phillips reported to *Ramsay* at Pearl Harbor on 6 December 1941 and his recollections 70 years later remain vivid. *Ramsay* was undamaged and conducted patrols around the islands for the next several days before heading north to the Aleutians. Designated an Engineering Duty Officer after the war, he held a succession of jobs that utilized his talents and knowledge of ship power plants and systems.

In 1963 he reported to the Board of Inspection and Survey (BIS) under the command of then Rear Adm. Eugene Fluckey. His observations of Fluckey and the workings of BIS are noteworthy. He retired from the Navy in 1965 with nearly 30 years of service. Capt. Phillips passed away 17 June 2011 in Easton, Md., at the age of 94.

Also being edited is Osborn's interview with Vice Adm. J.D. Williams. Born in Lumberton, N.C., on 23 October 1935. After graduating from the U.S. Naval Academy, eventually he was accepted for nuclear power school and served in several ballistic missile and attack submarines. Shore tours included responsibility for education and training of nuclear power enlisted

personnel and bringing the Navy bases at Kings Bay, Ga., and Bangor, Wash., on line. He commanded Navy Recruiting Command. In 1987 he reported to the Deputy Chief of Naval Operations for Submarine Warfare working for Vice Adm. Bruce DeMars. As Deputy CNO for Naval Warfare in 1990, he was able to carry through with major Tomahawk upgrades and an increase in production. His most significant contribution during this assignment was convincing Navy leadership to support ballistic missile defense for Navy ships. Time has proven that to be a major accomplishment.

And thanks to Paul Stillwell, the NHF recorded the oral history of its chairman, Adm. Bruce DeMars. The admiral was on active duty from the time he entered the U.S. Naval Academy as a midshipman in 1953 until he retired as director, Naval Nuclear Propulsion in 1996. Along the way, he served in four nuclear submarines, one armed with ballistic missiles and the other three serving primarily in classified intelligence operations against the Soviet Navy. DeMars was also an instructor, both in Nuclear Power School and in Submarine School. Many of his memories illuminate the character and personality of Adm. Hyman Rickover, founder of the nuclear Navy. In telling his own story, Admiral DeMars often used a gentle sense of humor and illustrated his commonsense approach to life, which he attributed to his Chicago upbringing: “Work hard, tell the truth, obey the rules that must be followed, and ignore the others.”

Fleet Support!

When Cdr. Stewart L. Bateshansky, the new Commanding Officer of the San Diego homeported *Sterett* (DDG 104), was shown a tattered 5 foot by 3 foot 48-star American flag flown by *Sterett* (DD 407) during the 1942 Guadalcanal campaign, he noted on

the flag’s packaging markings from the NHF. Subsequently, Bateshansky e-mailed the Foundation, curious to know more on the specifics of the flag and where it came from.

Bateshansky learned the flag came to the Foundation in 1959, donated by *Sterett*’s former Executive Officer, Cdr. Herb May, who had lived in nearby Maryland and who served in *Sterett* for most of World War II. According to May, the flag was flown at the “battle of Guadalcanal.” This statement is a rather broad one, as the destroyer operated in the vicinity of the Solomon Islands for much of late 1942 and 1943. It is impossible to pin down exactly when the flag may have flown over *Sterett*, but it is possible



that it was flapping in the breeze during the cataclysmic Naval Battle of Guadalcanal on the dark morning of 13 November 1942, 70 years ago this fall. In that ferocious battle, which took place in Ironbottom Sound, near Savo Island, an American force of cruisers and destroyers engaged a Japanese strike force consisting of battleships, cruisers, and destroyers that had arrived with a purpose of delivering a devastating bombardment on Henderson Field in support of the landing of reinforcements to the Japanese garrison on Guadalcanal. The Americans suffered horrific losses of ships and men, but hit back hard at the Japanese force, whose losses eventually included the battleship *Hiei*. Importantly, the Japanese task force could not accomplish its intended mission, thus delaying the advance of the Japanese transport force. When those transports attempted to arrive on the 14th, they would be savaged by air attacks from

Henderson Field and *Enterprise*.

During the fighting, *Sterett* took numerous hits from gunfire. In late 1943, a confidential report was compiled on *Sterett*’s part in the battle and the damage she took. According to the report, the destroyer “was between two enemy columns at ranges from 1,000 to 4,000 yards and received eleven direct projectile hits.” Included in the NHF’s oral history collection is an interview with Capt. Charles “Cal” Calhoun, who was the Gunnery Officer in *Sterett* during the battle. Calhoun would later succeed May as *Sterett*’s XO. Calhoun’s outstanding account of his time assigned to that ship is presented in *Tin Can Sailor: Life Aboard USS Sterett, 1939-1945*, (Naval Institute Press, 1991).

The NHF transferred the flag in 2010 to the current *Sterett*. The NHF shared the damage report with the commanding officer, and he intends to have a high-quality reproduction made for display along with the flag. The NHF is proud to have helped these current warfighters connect with the history and heritage of those who preceded them.

Wings Returned to Family

The NHF, the Association of Naval Aviation, and the Marine Corps Aviation Association recently had the opportunity to commemorate the service and sacrifice of a World War II Marine Corps aviator, and honor the families who were directly affected by his death nearly 70 years ago. A solemn ceremony was held on 6 October 2012 at the Leatherneck Gallery in the National Museum of the Marine Corps to return the Wings of Gold found at a World War II Virginia crash site to the family of one of the victims.

On 4 May 1945, a Navy JRB-4 “Expeditor” (a twin-engine Beechcraft Model 18 military production aircraft) piloted by Lt. Col. Julian F. Walters,



Lt. Cot Julian Walters and the located Wings.

USMC, crashed into a mountain obscured by clouds in the Cumberland Gap area of southwest Virginia while on an administrative flight from Naval Air Station Anacostia, Washington, D.C., to Cincinnati, Ohio. Killed along with pilot Walters was another Marine Corps aviator, Lt. Col. Eugene F. Syms, USMC, and two Navy enlisted aircrewmembers, Aviation Machinist Mate L.J. Smernoff and Seaman 1st class T.C. Hobbs.

Local Virginia residents assisted the military in recovering the remains of the four men. The Navy abandoned the wreckage on the mountain after determining the crash was an accident. Some time after the crash, one of those local area residents, Fugate Crumley, found a set of naval aviator wings near the crash site. He retained the wings and passed them on to his daughter Maggie, who was born after the crash. In 2000, while witnessing her son Major J.P. O'Dell III, USAF, receive his silver U.S. Air Force navigator badge, that daughter realized how significant these service aviation insignia are to aviators and their families.

After several attempts to locate information on the crash and the pilot, and assuming the pilot of the Navy plane would be a naval officer, Maggie contacted the NHF in February of this year. NHF often helps the public with naval history

inquiries like this one. In April, with NHF's help, Maggie obtained a copy of the Middleboro, Ky., newspaper that reported details of the crash to the local Kentucky, Tennessee, and Virginia communities. Using the information from that article, NHF obtained a copy of the Aircraft Accident Report from the Aviation History Branch of the Naval History and Heritage Command. The report identified the pilot and one passenger as Marine Corps aviators.

National Naval Aviation Museum historian Hill Goodspeed provided details on the mid-1930s flight training records of the two men, since then as now Navy and Marine Corps pilots are both classified as naval aviators and go through a common training pipeline. The NHF also worked with archivists at the Marine Corps History Division who located the casualty cards on the two deaths, indicating that Walters left a wife and children, while Syms was unmarried when he died, and thus had no direct descendants.

Ten or more years ago, the search might have ended right there. Today, with the Internet, new options are available. An online search located a blog posting from 2011 by a William F. Walters, son of Julian Walters, with a question about his father's Marine Corps career. An e-mail inquiry in

May via that posting resulted in a June phone call to NHF by William Walters. William, born three weeks after his father's death, was told of the wings and the likelihood they had belonged to his father (or his father's friend Syms).

Together with the NHF, the O'Dell and Walters families discussed the situation and agreed to assemble to formally transfer the wings from one family to another. The ceremony held on 6 October honored both deceased Marine Corps aviators. Representatives from both the Walters and O'Dell families were in attendance, as were staff and members of the board of directors of both the NHF and the Marine Corps Aviation Association. The Wings of Gold were returned to the Walters family in a commemorative shadowbox. An emotional Walters commented that "I don't see this as closure, but as a new chapter in his story." In return, the Walters family presented a shadowbox to Maggie O'Dell and her son, Major O'Dell, identical in every detail except for the use of a replica Wings of Gold insignia. While we may never know to whom the wings from the crash site actually belonged, their return to William Walters proved a symbolic and moving tribute to four lost souls who died in the service of their country in 1945.



William Walters (center) holds the shadowbox containing Wings of Gold from the crash site. At left is Major J.P. O'Dell III and at right is Maggie O'Dell, members of the family that kept the Wings safe for nearly 70 years.

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