

---

# PULL TOGETHER

---

Newsletter of the Naval Historical Foundation

---



**Adm. James L. Holloway III Steps Down as Chairman of the Naval Historical Foundation**

*See page 2 for his remarks and page 3 for story.*

---

## **NAVAL HISTORICAL CENTER RENAMED!**

*Also in this issue: Bonhomme Richard Update, p. 4; Homecoming of Great White Fleet, p. 6; News in Naval History, p. 8; Navy Museum News, p. 11; Naval History and Heritage Command News, p. 15; News from the Foundation, p. 18; Feature Review from the IJNH, p. 20; Naval History Society Collections, p. 22.*

## A Message from Admiral Holloway

At last month's meeting of the Naval Historical Foundation's board of directors, I tendered my resignation as chairman. Adm. Bruce DeMars has agreed to serve as my replacement and our membership will have the opportunity to confirm his appointment at next June's annual meeting. Bruce is an outstanding naval officer who wears the Dolphins of a Submariner and completed his career as the Director of Naval Nuclear Propulsion. As retired officers, we served together on the "Monuments" Board at the Naval Academy, and I am enormously impressed with his wisdom and sense of commitment. The Naval Historical Foundation will continue to thrive under his chairmanship.

My decision to step down was made with some reluctance, but at age 87 I have many months of accrued annual leave that I'd like to take advantage of, to grow old at a slower pace and have more time with my family and friends. The Naval Historical Foundation has been a passion of mine since that day in 1980 when Adm. Arleigh Burke called to ask if I would serve as president. As a retired Chief of Naval Operations, appreciating the importance of our Navy's great history and heritage, I was honored to be invited to take on this assignment, once held by Fleet Admiral Ernie King and later by Fleet Admiral William D. Leahy. I subsequently served 18 years as president and another 10 as your chairman. What made this extended tour of duty so pleasurable was working with individuals who served naval history as a profession. Over the years we built a strong working relationship with the Naval Historical Center. I thank John Kane, Ron Spector, Dean Allard, Bill Dudley, and Paul Tobin for the sustaining guidance on how the Foundation could best accomplish the mission of promoting and preserving our naval heritage. Today I am very encouraged with the initiative of the new director, Rear Adm. Jay DeLoach, to broaden the focus of his organization as reflected in the Naval Historical Center's new name, the Naval History and Heritage Command.

I have also appreciated the continuity in the leadership at the Naval Historical Foundation. During my 28 years of involvement, we had only three executive directors. Dave Long, Ken Coskey, and Todd Creekman ran the day-to-day operations of the foundation and each of these men did a thoroughly outstanding job. I take added pleasure having Todd at the helm because his father served with me in *Enterprise* as the Supply Officer.

The academic authority essential to our mission has been provided by our highly qualified historian Dr. Dave Winkler, and the professional quality of our operations can be attributed to the ability and dedication of our efficient office manager, Frank Arre. Since joining our staff in the mid-1990s, these two have worked closely with our members to generate support for programs ranging from oral history to museum expansion. I would be remiss if I did not acknowledge a trio of Navy retirees who came back part-time to serve as archivists and researchers for our organization: Jim Lee, John Reilly, and Ray Godfrey. I also have special praise for our talented technical staff—Kirsten Arnold, Laura Waayers, Bill Dilda, Bill Hill, and Charo Stewart—who have broadened the range of services available for the support of naval history.

To provide executive oversight, we have had many outstanding individuals on our board of directors. Given the number who have served on the board over the years I must decline listing names with one exception—a man whom I once called "Mr. Secretary"—Bill Middendorf. An able public servant, Bill has made naval history an obsession, much to the greater good.

I want to especially applaud the efforts of our Foundation's current president, Vice Adm. Bob Dunn. For the past decade he has shown decisive leadership as the foundation has taken on new challenges such as a capital campaign for the Cold War Gallery of the National Museum of the United States Navy. As detailed in *Aircraft Carriers at War: A Personal Retrospective of Korea, Vietnam, and the Soviet Confrontation*, the Cold War was central to my career and the lives of hundreds of thousands of other Sailors and Marines who served during the latter half of the 20<sup>th</sup> century. Under Bob's leadership we will complete this project that honors the service and sacrifice of those who served.

Finally, I want to thank you, the members of the Naval Historical Foundation, for your long-standing support of our organization. Your membership and contributions of labor and financial support help to strengthen our Navy's great legacy so that future generations understand that the United States is a maritime nation dependent on sea power.

Sincerely,  
J. L. Holloway III

# Admiral James L. Holloway III: A 28 Year Legacy With The Naval Historical Foundation:

At the November 19<sup>th</sup>, meeting of the Board of Directors, Adm. James L. Holloway III announced his retirement as chairman of the Naval Historical Foundation. Holloway, who had a distinguished naval career that concluded with a tour as the 20<sup>th</sup> Chief of Naval Operations (1974-1978), had led the foundation for a period of 28 years. The Board proceeded to name Holloway as Chairman Emeritus by acclamation and elect Adm. Bruce DeMars as chairman.

Founded in 1926, the Naval Historical Foundation's mission had concentrated on collecting and preserving papers, artifacts, and artwork related to the heritage of the U.S. Navy. While papers were deposited in the Library of Congress manuscript collection, many of the artifact and art collections were displayed at the foundation's Truxtun-Decatur Museum located near the White House. Determining that the Navy Museum at the Washington Navy Yard was better situated to promote the Navy's story to the American public, in 1982, the foundation shifted its attention to support for the Navy's flagship museum.

With the transfer of the CNO's official residence to Tingley House on the grounds of the Washington Navy Yard, Adm. Holloway formed a committee to acquire museum-quality furnishings for the rooms of the house that the CNO would use for official functions. In the quarter century since the creation of the Friends of Tingley House program, the foundation received antique furniture donations and has contributed nearly \$200,000 for the purchase and repair of furnishings. In 1985, the foundation also began a campaign to restore the birthplace of John Paul Jones in Kirkbean, Scotland. Today tourists to the southwestern Scottish Highlands can visit the birthplace home with its recently completed visitors center.

During the 1990s under Admiral Holloway's direction, the foundation established a historical services division to handle numerous inquiries for photographic images that were being directed to the Naval Historical Center.

Over time this division also performed cruise book and document copying services as well as historical research. The foundation also started an oral history program that continues today.

Meanwhile, the Naval Historical Foundation's collection at the Library of Congress continued to grow. A catalog published in 1974 listed 337,000 items from 254 collections, making it "the largest body of personal papers in a single repository relating to American naval history." In the interest of the long-term preservation so that future historians would have access to these papers, in 1998, Admiral Holloway deeded the Library of Congress this collection.

With Admiral Holloway now serving as the chairman, the oral history program expanded through the use of volunteers, and a Naval Heritage Speakers program handled requests for naval history experts to address audiences around the country. Furthermore, the foundation partnered with other organizations such as the Naval Historical Center, U.S. Naval Institute, Naval Submarine League, Surface Navy Association, U.S. Navy Memorial Foundation, Naval Order of the United States, and the Navy League of the United States to sponsor numerous symposia and conferences on topical historical subjects.

Another outreach initiative was the sponsorship of the U.S. Navy heritage video series, comprising nearly two dozen short history vignettes, that was incorporated into the Navy's General Military Training regimen. In 2002, as a result of a close relationship between the commanding officer of USS *Enterprise* (CVN 65), Capt. Sandy Winnefeld, and Holloway who had served as that ship's third skipper, the foundation facilitated the construction of a historical museum room in *Enterprise*. Two years later, Holloway arranged for a U.S. Naval Academy Alumni Association-Naval Historical Foundation partnership to produce the text and images for memorial arches that were added to the Navy-Marine Corps Memorial Stadium.

A skilled writer, Admiral Holloway



**Admiral Holloway receives the U.S. Naval Academy Distinguished Graduate Award from Superintendent Vice Adm. John R. Ryan in 2000.**

wrote *Aircraft Carriers At War: A Personal Retrospective of Korea, Vietnam, and the Soviet Confrontation*. Published by the Naval Institute Press in 2007, this autobiographical work is in its third printing and has earned several prestigious awards and inclusion in the CNO's professional reading list.

In recent years Admiral Holloway has been closely involved with the National Museum of the United States Navy's efforts to expand its scope to tell the story of the Navy's contribution to victory in the Cold War and also improve its public outreach efforts. One initiative he took to generate funds for museum programs and increase attendance was to work with Senator John Warner for legislation that enables the Naval Historical Foundation to lease the museum for receptions and other gatherings during evening and weekends.

Because of Admiral Holloway's nearly three decades of leadership, the Naval Historical Foundation has a well-deserved reputation within and outside the Navy and remains the dean of service historical support organizations. With the arrival of Admiral DeMars, a highly respected submariner who concluded his career as Director, Naval Nuclear Propulsion, the Foundation is poised to continue to expand its current mission of preserving and promoting our naval heritage.

# Search for *Bonhomme Richard* Update!

By George Schwarz

Since 2006 the Naval Historical Center and Ocean Technology Foundation (OTF) have been actively searching for the remains of *Bonhomme Richard*, flagship of American naval officer John Paul Jones. Jones' vessel, a French East Indiaman turned warship, sank in the North Sea in 1779 after the famous encounter with the 44-gun frigate HMS *Serapis* at the Battle of Flamborough Head. Action ensued after Jones, who had spent several weeks capturing or sinking Royal Navy vessels in the British Isles, spotted and engaged a Baltic convoy that was instrumental in maintaining England's naval dockyards. For more than three hours the battle raged at point-blank range and, though Jones emerged the victor, *Bonhomme Richard* could no

longer be sailed. As Jones transferred his wounded men to his prize *Serapis*, he watched his own ship list and dip beneath the waves.

Previous archaeological surveys conducted in 2006 and 2007 proved inconclusive. In June 2008, the nuclear research submarine *NR-1* aided in the search for *Bonhomme Richard*. Incorporating the sonar devices and nonstop operational capabilities of *NR-1*, the search team planned a three-week survey of predetermined grids.

Other collaborators include *Bonhomme Richard* historian Peter Reaveley and U.S. Naval Academy oceanography professor Dr. Peter Guth, creator of the computer program that generates the team's drift models. With the research gathered by the team over the past several years,

drift models were created which suggest the most likely trajectory in which *Bonhomme Richard* would have been carried before its eventual sinking. With the assistance of the United Kingdom Hydrographic Office, OTF was able to obtain hydrographic data for the proposed search area. This data included geographic information system positions for shipwrecks, bottom features such as sand waves and oil pipelines, trawl marks, and fishermen's obstructions. By plotting the

known wrecks in the search area, the team was able to designate priority search grids that could be relayed from the support vessel *Carolyn Chouest* to the operators of the submarine via UHF radio.

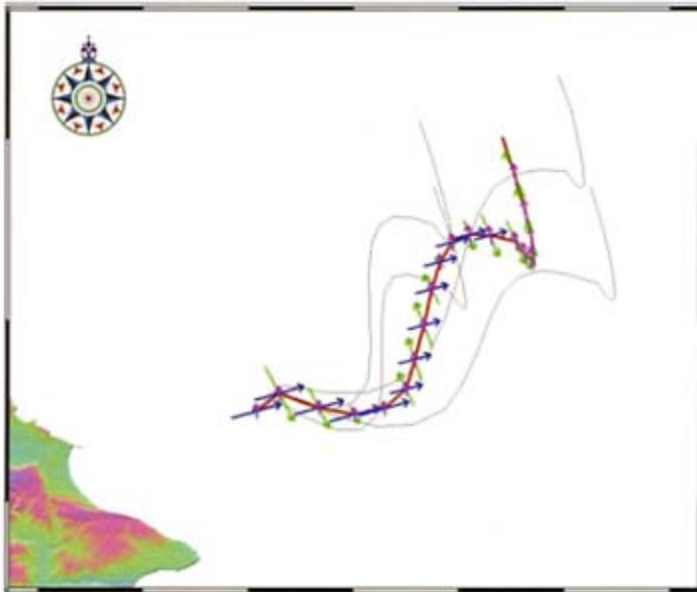
Equipped with a side scan and obstacle avoidance sonar (OAS), *NR-1* was able to detect shipwrecks and debris fields that were lying on the sea bed. Ferrous obstacles showed up as amorphous red contacts on the OAS, indicating iron objects. Large blue shapes on the OAS indicated dense concentrations of material and were possible signs of shipwrecks. Once identified as such, these targets were systematically examined. Investigation of each target consisted of making several passes around the shipwreck, recording extensive video from multiple video cameras, documenting archaeological features based on video and viewport observations, and capturing side-scan images. This often meant spending several hours at a single shipwreck. After three weeks at sea, the *NR-1* had surveyed over 375 square miles in the North Sea.

The survey team collected a vast amount of raw data and recorded several days of continuous video for analysis. To date, of the 27 contacts located, four were found particularly worthy of further investigation. Wooden wrecks that are partially buried are the team's highest priority and will be assessed for diagnostic features associated with the expected remains of *Bonhomme Richard*. Some of these features are a wooden hull with limited iron reinforcements (knees), a large assemblage of iron cannon and ballast, robust frames and other structural elements, and a deteriorated hull (due to poor preservation and heavy damage sustained from the naval battle).

Further surveying is required, but this summer the team effectively narrowed the search by investigating



*NR-1* was subsequently inactivated on 21 November 2008.



Survey results from NR-1.

a large portion of the region in which *Bonhomme Richard* is thought to have sunk and systematically eliminating several listed wrecks. Plans are currently under way for a possible 2009 expedition to include a revised and narrowed search area based on last summer's data analysis and adjusted drift models. The survey equipment for this search is expected to include magnetometers, remotely operated vehicles, side-scan sonar, multibeam echo-sounder, and a sub-bottom profiler.

Continued collaboration with entities such as the new Naval History and Heritage Command, OTF, and the U.S. Naval Academy are essential for success. The search for *Bonhomme Richard* has thus far been a multidisciplinary effort and the educational outreach resulting from the search has already revitalized worldwide interest in the U.S. Navy's origins and American seafaring heritage in general. The discovery and subsequent study of Jones' *Bonhomme Richard* will expand these horizons exponentially.



**Capt. Victor Delano, USN (Ret.), a 47-year member of the Naval Historical Foundation and for many years our treasurer, recently made a generous donation to fund the creation of a scale model of Bonhomme Richard. That French-built East Indiaman was converted to a war ship and loaned by the French government to the Continental Navy in 1779 for John Paul Jones to conduct the commerce raiding cruise near the United Kingdom that culminated in the famous battle off Flamborough Head between Bonhomme Richard and HMS Serapis. Jones' victory in that engagement and the capture of and shift to Serapis as Bonhomme Richard sank gave a much needed boost to the American rebels' cause. But until the detailed ship design studies by Jean Boudriot in the 1980s, historians could only speculate on the ship's configuration. Employing those detailed plans, Mr. Richard Glanville of the American Marine Model Gallery of Gloucester, Mass., produced a fully rigged 1/8-inch scale model of Bonhomme Richard that fills a long-standing desire by the National Museum of the U.S. Navy to have a proper representation of that legendary ship on display. Thanks to Captain Delano, the model is now a proud centerpiece of the Revolutionary War gallery, joining the copy of the Houdon bust of John Paul Jones which also came to the museum by way of the Naval Historical Foundation.**

# The Homecoming and Arrival of the Great White Fleet

By Henry J. Hendrix

**T**HE GREAT WHITE FLEET arrived home from its round-the-world voyage on Washington's birthday, 22 February 1909, after 14 months away from Hampton Roads. Theodore Roosevelt, the Navy's sponsor in every manner conceivable, strained his spectacled eyes to catch sight of the freshly painted hulls of the fleet as they emerged out of the gray drizzle that covered the sea. Normally the sight of Navy ships lightened T.R.'s mood, but on this day the news of his nephew's tragic death from a fall from a window in his dorm room at Harvard and the inevitability of the end of his presidency in two weeks when the newly elected William Howard Taft would be sworn in on 4 March curbed his enthusiasm. Roosevelt's official involvement with the Navy, a subject that had held his continual interest since childhood when he had sat at the feet of his mother and listened to her tell stories of "ships, ships, and the sailing of ships until they sank into the depths of my soul," was coming to an end and he could not help but feel melancholy.

As the ships of the Atlantic Fleet came into view, they fell into line and sailed by the presidential yacht *Mayflower* firing 21-gun salutes to the Commander in Chief of the

Navy as they passed, and Roosevelt, visible on the *Mayflower's* bridge wing in his overcoat and top hat, tipped his hat to each ship in turn. After all of the ships had sailed past and proceeded to their anchorages, Roosevelt scrambled down the access ladder and boarded his launch to take a turn around the fleet. While visiting *Connecticut* he clambered up onto the mount of one of the battleship's main guns to address the crew, telling them, "This is the first battlefleet that has ever circumnavigated the globe. Those who perform the feat again can but follow in your footsteps." T.R. went around the fleet that day, visiting several other ships, repeating his



President Roosevelt visits USS Connecticut.

words as he went along. Later, he reboarded *Mayflower*, which promptly built up steam and turned for home back to the Washington Navy Yard. Soon Roosevelt would

leave office, but not before making one final request for his successor to not divide the battlefleet before the completion of the Panama Canal. Roosevelt would soon exit the scene, occupying himself in his final years with writing, big game hunting, and exploring uncharted rivers and jungles, living several full lives in the space of 60 years. His Navy, however, was only coming of age.

The American Navy was in flux even as it ended its round-the-world journey. Along the way the American fleet had observed the other leading naval powers and picked up a few lessons along the way. The white paint scheme and gilding that marked the ships was soon replaced by gray paint that allowed the fleet to blend in more with its ocean background, making for a more challenging target for enemy gunners. During the voyage the fleet had also had ample opportunity to work out the strengths and weaknesses of the various ship classes as well as schemes of maneuver. The fleet had gotten used to working in concert as divisions and squadrons and the days of independent sailing were left behind. Deficiencies in American naval operations were noted. The Navy's ability to resupply its fleet at sea was marked as an issue of particular concern and the difficulty of transferring coal as opposed to relative ease of pumping oil quickened the transi-

tion to turbine propulsion. Another result of interests in the Pacific and the relative lack of properly equipped naval bases in the area to service ships operating there. Up until Theodore Roosevelt's presidency the United States had been largely dependent upon British ports to service American ships. Following the voyage of the Great White Fleet, efforts to expand American naval maintenance capabilities along the West Coast and in Hawaii and the Philippines went forward at an accelerated pace. When the Panama Canal was completed, allowing the units of a divided American fleet to rapidly move to reinforce their brethren in the opposite ocean, the Navy was well positioned to operate on a global scale.

Another characteristic of the post voyage American Navy lay in its deployment patterns. Gone were the days of forward porting of small, regional squadrons. The

Great White Fleet, operating in close coordination, signified the emergence of the large, coherent American naval forces, first adhering stringently to Mahan's injunctions to concentrate force by operating as fleets during the decades immediately following Roosevelt's presidency, and then shifting to smaller yet no less powerful carrier battle groups following World War II. The key element in both of these operating structures is the concept of credible combat power, forward deployed, which, not remarkably, was also the key element of the Great White Fleet.

Finally, and most important, the Great White Fleet signaled the emergence of the United States as a global "Great" power. It had been but a few years since Great Britain began handing off portions of its 19th-century role as the policing power of the world's oceans to the United States and Japan. However, the voyage of Roosevelt's fleet an-

nounced to Great Britain and the world at large that the United States would not be content with just defending the western Atlantic and Caribbean as assigned by Britain. Instead the United States and its Navy would expand its influence everywhere, and Britain, which was too preoccupied with the growing German naval menace, had neither the assets nor the will to swat down the young upstart for impinging upon its global prerogatives. When scrutinizing the events that unfolded in the century that followed, one can discern that 22 February 1909 represents more than just a rather extravagant celebration of the birthday of the nation's Founding Father; it also heralds the birth of what would be known as the American Century.

*Commander Hendrix is currently assigned to the Office of the Secretary of Defense: Force Transformation and Resources.*

## THE WORLD CRUISE of the GREAT WHITE FLEET

HONORING 100 YEARS OF GLOBAL PARTNERSHIPS AND SECURITY



Edited by MICHAEL J. CRAWFORD

With a foreword by THE HONORABLE DONALD C. WINTER

***The World Cruise of the Great White Fleet: Honoring 100 Years of Global Partnerships and Security*, edited by Michael J. Crawford with a foreword by Secretary of the Navy Donald C. Winter. ISBN 978-0-945274-59-9, GPO S/N 008-046-00245-2. \$46.**

Under orders from President Theodore Roosevelt, 16 battleships of the United States' Atlantic Battle Fleet and their consorts made a peacetime circumnavigation of the globe, from December 1907 to February 1909. Text, illustrations, and captions tell the story of the 14-month world cruise. Separate chapters provide an overview of the origins, course, and accomplishments of the cruise, describe the ships that circumnavigated the globe, depict the character and experiences of the sailors who participated, narrate the cruise's principal events and itinerary, and analyze the Great White Fleet's significance organizationally for the United States Navy and diplomatically for the United States of America.



One of several heavily concreted carronades belonging to USS *Chippewa* found at the Northwest Point reef site by the Ships of Discovery team.

## News in Naval History

### NOAA-Supported Mission Discovers Historic Shipwrecks off Turks and Caicos Islands

Maritime archaeologists have identified the wrecks of two historic ships off the coast of East Caicos in the Turks and Caicos Islands. Don Keith and Toni Carrell, from Ships of Discovery, an underwater archaeology research institute funded by NOAA, identified the Spanish slave ship *Trovadore* 167 years after it struck a reef in 1841 while en route to Cuba. After *Trovadore* struck the reef, authorities arrested the crew, and most of the 192 African survivors settled on Grand Turk Island. At that time, they accounted for one of every 15 people on that island; many of Grand Turk's current residents are likely descendents of *Trovadore* survivors.

Keith and his colleagues also discovered the wreck of the USS *Chippewa*, lost in 1816. The researchers discovered a line of carronades, a unique type of cannon carried by the *Chippewa*, near the reef off Providenciales that the vessel reportedly struck. The *Chippewa* and the *Onkahye*, sunk in 1848, were part of America's efforts to stop the African slave trade and piracy by patrolling the Caribbean and intercepting slave ships and pirates. In the coming year, Keith plans to continue work on the *Chippewa* wreck site and hopes to discover the *Onkahye* nearby.

### Historic Naval Ships Conference 2008

Over 80 members of the Historic Naval Ships Association gathered at Patriots Point, South Carolina, for their annual conference in October. Sessions were held aboard the USS *Yorktown*, a World War II era aircraft carrier, and centerpiece of Patriots Point Naval and Maritime Museum.

The sessions covered a wide spectrum of topics to assist individuals and organizations running historic

naval ships or maritime museums. Areas covered ranged from lobbying your legislature to what is new in museum education programs.

Director of Naval History Rear Adm. Jay DeLoach, USN (Ret.), presented a keynote address at the annual business meeting. The admiral spoke about his vision which included a partnership with the Historic Naval Ships Association to promote naval and maritime history.

Attendees were encouraged to tour the maritime sites around Charleston. Tours of Fort Sumter, USS *Yorktown*, USCGC *Ingham*, USS *Laffey*, and USS *Clamagore* were offered to those not attending the board of directors meeting. All attendees were given the opportunity to go to Lasch Lab and view the CSS *Hunley*.

Participants left the conference with new ideas to take back to their vessels and museums. Through opportunities like this conference these floating museums will continue to thrive and enlighten generations about naval history and heritage.

### Intrepid Sea, Air & Space Museum

On Veterans Day, 11 November 2008, President George W. Bush traveled to New York City for the rededication ceremony for the *Intrepid*. The Sea, Air & Space Museum has just completed an unprecedented two-year restoration and renovation to its exterior surfaces and interior spaces and now offers visitors a new experience from first glance onward. More than 20 aircraft have been restored to reflect the artwork that the pilots painted on them. Spaces that had not previously been opened to the public have been restored to permit visitors a glimpse of what life aboard an aircraft carrier was like for 3,000 men. The museum has added a new series of interactive exhibits offering a complete and fluid journey into the history of *Intrepid* and her significance through major world events.

In addition, Pier 86, home to *Intrepid*, has been completely rebuilt, offering park-like amenities and an



inviting oasis to visit on the west side of Manhattan. On the pier is the British Airways Concorde and a flight simulator and alongside is the submarine *Growler*.

## **Hornet to Commemorate Splashdown Anniversary**

In late July 2009, the USS *Hornet* Museum, located in the San Francisco Bay Area, will host a three-day series of major events to commemorate the 40th anniversary of the splashdown and recovery of the epic *Apollo 11* lunar landing flight. The World War II *Essex*-class aircraft carrier gained world fame on 24 July 1969 when 500 million TV viewers around the world watched President Nixon personally welcome home the first humans to walk on another planetary body. The events will begin on the anniversary date of Friday 24 July and stretch into the weekend. Many space-related organizations will show exhibits and give demonstrations. Many members of the *Apollo 11* recovery team (NASA, media, and Navy personnel) will give presentations, as will at least one *Apollo* astronaut and a couple of shuttle astronauts.

To increase public awareness of *Hornet's* crucial role in this momentous scientific achievement, the museum is currently selling a unique 2009 calendar with photos of key recovery activities. Early in 2009, the museum will also release a first-ever book that documents the DOD support for early NASA space programs. Titled *Hornet, Plus Three*, it will also provide significant insider details of the splashdown and recovery of *Apollo 11*.

More information about the *Hornet* Museum's activities and items for sale can be found at [www.uss-hornet.org](http://www.uss-hornet.org) or by calling (510) 521-8448 x245.



**President Nixon greets the returning *Apollo 11* astronauts.**

## **CALLS FOR PAPERS!**

### **2009 Naval History Symposium**

The History Department of the United States Naval Academy invites proposals for papers to be presented at its 2009 Naval History Symposium in Annapolis, Md., 10-12 September 2009. The 2007 symposium was extremely successful, with over 300 in attendance and 138 papers presented.

Proposals on any aspect of naval and maritime history are welcome. Paper proposals should include an abstract not exceeding 250 words and a one-page vita. Panel proposals are also encouraged and should contain an abstract and vita for each panelist. Please mail proposals to Cdr. C.C. Felker, History Department (12C), 107 Maryland Avenue, Annapolis, MD 21402-5044 or send electronic proposals to [felker@usna.edu](mailto:felker@usna.edu).

The deadline for submitting proposals is 10 January 2009. The program committee expects to finalize the program in February 2009. Final versions of papers are due by 1 August 2009.

A limited number of travel stipends are available to scholars residing outside the United States and graduate students within the United States. Please indicate your desire to apply for a travel stipend in the cover letter or e-mail that contains your proposal.

The program committee will award prizes to the best papers presented at the Symposium. As in the past, we will publish selected papers at a later date.

Information on the 2009 symposium can be found online at [www.usna.edu/History/symposium](http://www.usna.edu/History/symposium). Specific inquiries should be directed to Cdr. C.C. Felker at [felker@usna.edu](mailto:felker@usna.edu).

### **The Society for the History of Navy Medicine Announces Its Third Annual Meeting and Papers Session, 23 April 2009, Cleveland, Ohio**

The meeting will be held in conjunction with the American Association for the History of Medicine (AAHM) annual meeting. Information about meeting registration and housing will be posted on the AAHM website at [www.histmed.org](http://www.histmed.org). For Society information or details, check the Society website at [www.history-navy-med.org](http://www.history-navy-med.org), or contact the Society's executive director, Tom Snyder (CAPT, MC, USNR, RET), at [tlsnyder@history-navy-med.org](mailto:tlsnyder@history-navy-med.org).

The Society for the History of Navy Medicine invites submission of papers for presentation at its third annual meeting, held in conjunction with the annual meeting of the AAHM, 23-26 April 2009, in Cleveland, Ohio.

Papers on any topic concerning the history of medicine as it relates to navies or the maritime environment will be considered. Deadline for submission is 31 January 2009.

Please send your 200- to 250-word abstract and a brief writer's bio to the Society's executive director, Tom Snyder, at [tlsnyder@history-navy-med.org](mailto:tlsnyder@history-navy-med.org).

### **Historic Naval Ships Association Call for Papers for HNSA 2009**

The Historic Naval Ships Association (HNSA) invites proposals for papers and sessions to be presented at the Annual HNSA Conference 21-23 September 2009 in Mobile, AL at the Battleship *Alabama*. The theme of this conference is going to be *Back to Basics*. Proposals on ship preservation, historic ships, museum funding/grant writing, education, artifacts and collections, naval history, and other related topics dealing with naval and maritime museums are welcome.

The Program Committee welcomes the submission of individual papers. Full sessions, that include panels with three people and a chair are also welcome. Proposals should include a brief abstract of 500 words for each paper or a page abstract for panels and CV of the author of 200 words and brief biographies on panel participants. Submissions should be posted or emailed to HNSA Executive Director Jeffrey S. Nilsson, by 15 May 2009. Postal address is HNSA 2009, Post Office Box 401, Smithfield, Virginia 23431-0401 or email at [hnsa01@aol.com](mailto:hnsa01@aol.com).

# Steam Back Into History ...



Go to sea with the ships of the world's navies — the USN's *Essex* and *Independence* class carriers, the *Arizona*, the Japanese I-400 class subs, HMS *Vanguard*, Czarist Russia's battleships, French cruisers of the 1922 program. These are subjects of some of the articles that have appeared in recent issues of *Warship International*. These issues are still in print and can be obtained at special rates for new members.

*What ever happended to the USS Lexington's (CV-2) 8" guns?*

*How much do you know about the cannon of "Old Ironsides" ?*

*Want to learn more about early naval radio experiments?*

These questions and many more are answered in each issue of the world's most unique naval journal —  
WARSHIP INTERNATIONAL.

A ONE VOLUME SUBSCRIPTION of 4 QUARTERLY ISSUES IS ONLY— U.S.A. \$34.00,  
CANADA \$37.00, OUTSIDE NORTH AMERICA \$45.00, we now accept Pay-Pal.

*A SAMPLE COPY \$2.00 for Postage and Handling.*

## WARSHIP INTERNATIONAL

Dept. PT, P.O. Box 48, Holden, MA 01520-0048

See us on the World Wide Web: <http://www.warship.org>

# NAVY MUSEUM NEWS

Fall-Winter 2008-2009



1306 Dahlgren Avenue, SE • Washington Navy Yard, DC 20374 • Phone (202) 678-4333 • Fax (202) 889-3565

[www.navyhistory.org](http://www.navyhistory.org)

## Sailors in the Sand Make a Splash

**T**he National Museum of the United States Navy proudly announces its newest exhibit, "Sailors in the Sand," honoring those who serve in the Navy as Individual Augmentees (IAs). The Curatorial Department started construction on the exhibit on 18 August 2008 and worked feverishly to complete the project in nine weeks so it could be opened to the public as part of the celebration of Navy Day on 11 October 2008.

IAs are Sailors who serve on temporary orders apart from their current command to meet the short-term personnel needs of another command. These Sailors often serve alongside members of

other U.S. military services and our international allies.

The exhibit covers the start of the IA program in 2000, the expansion of the program, and illustrates some of the duties performed. The contributions of several IAs from the Washington, D.C., region are highlighted and show the diversity of assignments given to IAs. Lt. David Augustin served with the UN Military Mission to Liberia where he monitored aid programs and recorded conditions in villages. Intelligence Specialist 1st Class Timothy L. Francis served as a liaison between the British and U.S. Armies in Iraq. Lt. Cdr.



*Navy Support Activity Washington commander Capt. John Sears (center in uniform) is joined by Director of Naval History Rear Adm. Jay A. DeLoach and recently returning IAs at a ribbon-cutting ceremony to officially open the new exhibit.*

Star Rhodes provided administrative support in Djibouti.

The "Sailors in the Sand" exhibit strives to show the history of IAs in the Navy and seeks to honor those who have risen to the challenge. The National Museum of the United States Navy saw a great turnout for the ribbon-cutting ceremony on Navy Day and visitors are encouraged to come see for themselves the exhibit that is proudly dedicated to the courage, honor, and commitment of IAs in the Navy.



*The new IA exhibit.*

The National Museum of the United States Navy is open daily. Tour groups and individuals who do not have military or Department of Defense identification and want to visit the museum should call in advance for an appointment.

Monday through Friday: 0900–1700 (9 a.m. until 5 p.m.)

Weekends and holidays: 1000–1700 (10 a.m. until 5 p.m.)

Please call by noon on Friday for weekend visitation.

Closed: Thanksgiving, Dec. 24 and 25, and Jan. 1

Phone: for reservations and general inquiries (202) 433-6897

## Hooper Matching Grant Extended into 2009 and Beyond

Thanks to an outstanding response from Naval Historical Foundation (NHF) members, the \$50,000 matching grant made by the Thornton and Elizabeth S. Hooper Foundation announced in the last edition of *Navy Museum News* was matched. Consequently, another \$100,000 in matching funds will be made available in 2009 to enable NHF members to further stretch their contribution dollars. The Naval Historical Foundation appreciates the continued generosity of the Thornton and Elizabeth S. Hooper Foundation and welcomes additional matching contributions. For information about the Hooper matching grant program or establishing your own matching grant, please contact Dave Winkler at (202) 678-4333 or [dwinkler@navyhitory.org](mailto:dwinkler@navyhitory.org).

## Installation to Begin in January

Plans are moving forward to install exhibits in the Cold War Gallery Central Hall beginning in January. Work on the introductory section of the Cold War Gallery will be completed in the spring. This section will feature a Trident C-4 missile facing the Ready Room Orientation Theater, which will provide an introductory video that sets the context for follow-on exhibits. Naval Historical Foundation members are invited to visit for a behind-the-scenes look at work in progress. To arrange for a visit, contact Dave Winkler at (202) 678-4333 or [dwinkler@navyhistory.org](mailto:dwinkler@navyhistory.org).

## Museum Hosting More Events!

Individuals and organizations can now hold receptions, dinners, and other events at one of the Washington's most unique public venues—the National Museum of the United States Navy. Recent groups that have taken advantage of the museum's amenities include CACI Corporation for their awards dinner; CSP (Convenience Store Petroleum) for a museum tour and reception, and the Washington Area Navy Supply Corps Association and the Air Force Judge Advocate General Corps for receptions. Leasing fees collected through the Naval Historical Foundation support museum programs. For information about leasing the museum please contact Sue Hamilton, 202-333-8076, [sueinnovent@aol.com](mailto:sueinnovent@aol.com).

# Spooky Success for Ghost Ship *Barry*!

By Amanda Stubbs

**G**host ship *Barry* has become a Halloween tradition around the Washington Navy Yard. For the past four years, the Sailors on the display ship *Barry* and the educational department of the National Museum of the United States Navy have worked together to create a haunted ship for children and adults alike. Each year has seen more participants than the last, but this fall the Ghost ship saw over 500 guests eager to be scared. *Barry* did not disappoint as plenty of participants were out of breath and wide-eyed by the end of the maze of creepy ghouls and cobweb-infested corridors.

The Sailors in charge of the production worked hard to make the experience scary to the last minute by decorating the ship with black curtains, strobe lights, and oodles of cobwebs, and the ship's sound system blasted out eerie noises of men screaming and odd squishing sounds. The line for the event was long, but patrons loyally stood in the open elements for a chance to see what all the fuss was about. Many of the Sailors were dressed in their Halloween best, with blood dripping from their heads and plenty of imitation machetes and butcher knives.

If the Sailor-decorated corridors were the epitome of scary, than the room hosted by the edu-

cation department at the museum was the epitome of fun. The education department had assorted arts and crafts projects for kids, and kids at heart. Goody bags, bracelets, pirate hats, and heaps of candy and prizes awaited the victims of the ship's spooky wrath. Along with the arts and crafts, the education department also presented that traditional Halloween film, *It's the Great Pumpkin, Charlie Brown*. Parents and children alike enjoyed watching Charlie in a ghost costume with one too many holes.

Ghost Ship *Barry* was a success for everyone involved, and the staff enjoyed production and setup. The guests had an amazing time walking the newly decorated *Barry* and enjoying a holiday chill before the real Halloween. Ghost Ship *Barry* is sure to stay a spooky tradition here on the Washington Navy Yard.



Display ship *Barry*.

## The Naval Historical Foundation thanks the following individuals and corporations who made generous contributions in 2008.

Thornton D. and Elizabeth S. Hooper Foundation\*  
Mr. Robert Bellas\*  
Babcock & Wilcox Company\*  
Mr. David Leighton\*  
Tawani Foundation\*  
Northrop Grumman\*  
Admiral Bruce DeMars\*  
Mr. Martin Bollinger  
CSP Information Group  
Ambassador J. William Middendorf II  
Rear Adm. Andrew Giordano

Dr. Dean Allard  
Mr. Michael P. Riley  
Dr. Jack London  
Applied Math  
CACI  
Exelon Foundation  
ManTech International  
Navy Federal Credit Union  
Mr. Weymouth D. Symmes  
General Atomics  
Capt. Richard A. Stratton

\*Fleet Commander's Circle Members. For more information on the donor recognition levels for the Cold War Gallery Capital Campaign, visit [www.navyhistory.org](http://www.navyhistory.org) and click on the Cold War Gallery logo.

# Cold War Gallery Curator Tours *Dwight D. Eisenhower*

**O**N 18 NOVEMBER, COLD WAR GALLERY Curator Bill Hill flew out to USS *Dwight D. Eisenhower* (CVN 69) to observe air operations off the Virginia Capes and gain an appreciation of life at sea on a *Nimitz*-class aircraft carrier. "Since the new Cold War Gallery is going to have several components that focus on the role naval aviation played in winning the Cold War, we thought Bill should have the chance to do an



Curator Bill Hill on the flight deck of Eisenhower.

overnight visit to observe pilots conducting flight training prior to deployment," stated NHF Executive Director Capt. Todd Creekman. *Ike* recently emerged from an extensive two-year overhaul and is preparing for a six-month deployment overseas.

During his 24 hours embarked in *Dwight D. Eisenhower*, Hill observed launches and traps from numerous angles. He also toured the ship from stem to stern, ate in several messes, and spoke to dozens of officers and enlisted Sailors about their jobs. He was amazed to learn that the average age of the embarked Sailors was 19. At a meeting on the Cold War Gallery held a day after he returned, Hill contributed several ideas to add additional context to the displays.

## World War II A CHRONOLOGY OF WAR



*World War II: A Chronology of War* is a joint effort of the Naval Historical Foundation, Army Historical Foundation, Air Force Historical Foundation, and Marine Corps Association. You can order your copy through the Navy Museum store online at [www.navyhistory.org](http://www.navyhistory.org).

## UPCOMING SYMPOSIA AND CONFERENCES

2–5 January 2009: 123rd Meeting of the American Historical Association, “Globalizing Historiography,” New York, N.Y., [www.historians.org](http://www.historians.org)

8–11 April 2009: National Popular Culture and American Culture Association, New Orleans, La.; contact Stephen Curley at [curleys@tamug.edu](mailto:curleys@tamug.edu)

23 April 2009: American Association for the History of Navy Medicine Third Annual Meeting, Cleveland, Ohio, [www.histmed.org](http://www.histmed.org)

19 March 2009: Society for History in the Federal Government 30th Annual Meeting, College Park, Md., [www.shfg.org](http://www.shfg.org)

26–29 March 2009: Organization of American Historians Annual Meeting, “History without Boundaries,” Seattle, Wash., [www.oah.org](http://www.oah.org)

2–5 April 2009: Society for Military History 76th

Annual Meeting, “Warfare and Culture,” Murfreesboro, Tenn., [www.smh-hq.org](http://www.smh-hq.org)

2–5 April 2009: National Council on Public History Annual Meeting, Providence, R.I., [www.neph.org](http://www.neph.org)

1 May 2009: Oral History in the Mid-Atlantic Region, Library of Congress Veterans History Project conference, “Military Oral History,” Washington, D.C., [www.ohmar.org](http://www.ohmar.org)

13–17 May 2009: North American Society for Oceanic History Annual Meeting, Vallejo, Calif., [www.nasoh.org](http://www.nasoh.org)

12–17 July 2009: 23rd International Conference on the History of Cartography, Copenhagen, Denmark, [www.ichc2009.dk](http://www.ichc2009.dk)

10–12 September 2009: Naval History Symposium, Annapolis, Md., [www.usna.edu/History/sympo](http://www.usna.edu/History/sympo)

## Naval Historical and Heritage Command News

### CNO Elevates History Center to Command Status

To enhance the important status of Navy History, Admiral Gary Roughead, Chief of Naval Operations, has announced the re-naming of the Navy Historical Center to the Naval History and Heritage Command effective 1 December 2008.

The re-naming was precipitated by the consolidation of 12 major U.S. Navy Museums under the Naval Historical Center, which doubled the center's personnel resources and greatly increased its fiscal responsibility.

The Naval History and Heritage Command traces its lineage to 1800 when President John Adams asked Benjamin Stoddert, the first Secretary of the Navy, to prepare a catalog of professional books for use by Secretaries of the Navy.

Rear Adm. Jay A. DeLoach, USN (Ret.), the Director of Naval History

assumes responsibility for the new command. “We believe that historical analysis is essential for naval professionals and policymakers,” said Admiral DeLoach in response to the CNO's announcement. “It is our mission to preserve and interpret the Navy's hard-earned experience and to protect and publicize the history of those of the sea services who sacrificed to defend our nation.”

The command has a frequently accessed web site at <http://www.history.navy.mil> which provides unique archival collections, documents, important exhibits, photographs, bibliographies and even entire books.

### Commemoration Cell Formed

Webster defines *commemorate* as follows: to call to remembrance; to mark by some ceremony or observation; to serve as a memorial of.

The U.S. Navy has done much in her 233 years that is worthy of commemoration. She has fought in war, provided aid in disaster, deterred aggression, supported commerce, and defended freedom from its many assailants. She has done all of these things in small and large venues with varying fanfare. In short, the Navy has been on watch since 1775, without fail. How do we recognize that dedication? The Director, Navy Staff Vice Adm. John Harvey recently

charged the Naval History and Heritage Command to do just that: commemorate that which is worthy of recognition. This process will begin with the annual commemoration of the Battle of Midway and continue on with the forthcoming bicentennial of the War of 1812.

To accomplish this goal, the Command's director, retired Rear Adm. Jay DeLoach, put together a team of historians, curators, archivists, and military personnel to find a way to satisfy this broad directive. They have set about not just to commemorate these two events, but also to chart a course that allows the Navy to commemorate all events in a manner appropriate to their stature in history.

This team is building three things: a comprehensive list of those events whose import demands recognition over time for the contribution they brought to our heritage and history; a list of periods over which those commemorations will occur; and a model for each scope of commemorative event from the local to the national. It is a broad task that will take the business of honoring our heritage and history from an ad hoc process to a well-oiled machine. Vice Adm. Harvey and the professionals of the Naval History and Heritage Command are intent on ensuring that the United States of America does not forget the contribution her Navy has made, now or in the future.

## USS Constitution Museum Honors Naval History and Heritage Command Staff with Samuel Eliot Morison Award

EVERY YEAR, THE BOARD of trustees of the USS Constitution Museum bestows the Samuel Eliot Morison Award on someone whose public service has enhanced the image of USS *Constitution* and who reflects the best of Admiral Morison: artful scholarship, patriotic pride, eclectic interest in the sea and things maritime, and a desire to preserve the best of our past for future generations. On October 21, the museum presented the 2008 Samuel Eliot Morison Award to Charles E. Brodine, Jr., Michael J. Crawford, and Christine F. Hughes, a team of scholars from the Naval History and Heritage Command. The presentation was made at the annual Chairman's Dinner and Awards Ceremony, held at the Westin Boston Waterfront Hotel, at which Chief of Naval Operations Adm. Gary Roug-

head, USN, gave the keynote address. Brodine, Crawford, and Hughes have worked as a team at the Command's headquarters in Washington, D.C., for more than 20 years, with much of that work focusing on the naval history of the War of 1812 and particularly on the history of USS *Constitution*. They have collaborated as editors of the multivolume series, *The Naval War of 1812: A Documentary History*, and as coauthors of *Against All Odds: U.S. Sailors in the War of 1812* and *Interpreting Old Ironsides: An Illustrated Guide to USS Constitution*. While each is a productive naval historian in his or her own right, their work together has been a successful collaboration, with results that are more than the sum of their individual contributions, for each improves what the others produce.



The awardees and spouses (left to right: Mike Crawford, Christine Hughes and husband Bob, Charles Brodine and wife Lillian) pose in USS Constitution's copper-lined powder magazine.

Books published in 2008 by the Naval History and Heritage Command are available at GPO's U.S. government bookstore at <http://bookstore.gpo.gov>.

*Magnificent Mavericks: Transition of the Naval Ordnance Test Station from Rocket Station to Research, Development, Test, and Evaluation Center, 1948-58* by Elizabeth Babcock. Co-published with Naval Air Systems Command. ISBN978-0-945274-56-8, GPO S/N 008-046-00243-6. \$64.

*Magnificent Mavericks* tells the story of the creative military-civilian team who worked at the Naval Ordnance Test Station (NOTS) and its Pasadena Annex from 1948 to 1958. Projects developed there include Sidewinder, the world's first successful heat-homing guided missile; Polaris, for which NOTS provided conceptual studies as well as major test and evaluation (T&E) programs; the 6.5-inch antitank aircraft rocket (Ram), developed and delivered in a month to meet urgent needs in Korea; the 2.75-inch folding-fin aircraft rocket (Mighty Mouse) introduced in Korea and used in every conflict since then; and many other products developed at NOTS to meet the needs of the fleet. Also addressed are propellant technology and other significant innovations in applied research. Improvements to the station's unexcelled facilities research and development laboratories and T&E tracks and ranges are described, as is the community of China Lake, which played an important role in employee morale and productivity.





Rear Adm. Jay DeLoach, USN (Ret.), the Director of Naval History, presents Dr. Edward J. Marolda, former Acting Director of Naval History and Senior Historian of the Navy, with a Department of the Navy Superior Civilian Service Award. The award, presented at Dr. Marolda's retirement ceremony in the Cold War Gallery on 26 September, recognized Dr. Marolda's 40 years of dedicated service to the Navy's historical program. A Life Member of the Naval Historical Foundation, Marolda expressed his deep appreciation for the great support provided by Admirals Holloway and Dunn and other Foundation staff members over the decades. He looks forward to many more years of working with the Foundation to complete the Cold War Gallery and to enhance the Navy's historical and heritage programs.

## NHC Supports *Saginaw* Search

Artifacts recovered from the U.S. Navy side-wheel steam vessel USS *Saginaw* reveal the story of tragedy and survival in the remote atolls of the Northwestern Hawaiian Islands.

On a dark night in October 1870, *Saginaw* wrecked on the low-lying outer reef at Kure Atoll, the furthest-most atoll in the Hawaiian Island archipelago. After a failed attempt at blasting a channel at Midway Atoll, *Saginaw* sailed north to Kure to check for shipwrecked sailors before heading home to San Francisco. Their attempt at rescuing castaways resulted in their own tragedy.

A 155-foot side-wheel steamer, *Saginaw* used a combination of sails and two oscillating, inclined steam engines to traverse the seas. For her last voyage, USS *Saginaw* acted as a support vessel for a team of commercial divers who attempted to blast a channel into Midway Atoll lagoon. The task proved to be too great a challenge and funds quickly ran out. The project was terminated and the vessel began her fateful voyage home via Kure Atoll. Following the wrecking event on 29 October 1870, the survivors salvaged what they could and built a camp at Green Island, in the southern part of the atoll.

*Saginaw's* crew constructed a small schooner named *Deliverance*, and five volunteers set out for help in the main Hawaiian islands. The open ocean voyage was difficult, and by the time the sailors reached Kauai 31 days later,



*Sketch of USS Saginaw on the reef at Kure Atoll, drawn by Lt. Cdr. Montgomery Sicard (Courtesy of Read, 1912).*

they were in feeble condition. The gig capsized in the outlying surf and two sailors were immediately lost. A third drowned shortly after, weighed down by his heavy clothing. The fourth died after he was helped to shore by William Halford, the only one of the five volunteers who survived. The schooner *Kona* was promptly sent to Kure to pick up the remaining sailors stranded on Green Island.

USS *Saginaw's* remains were first discovered by a team of National Oceanic and Atmospheric (NOAA) maritime archaeologists in 2003. A 2006 expedition to Kure Atoll allowed another team of NOAA maritime archaeologists to discover more exciting artifacts lying deep inside the grooves of the outer reef. With the assistance and support of the Naval Historical Center, the NOAA maritime archaeologists recovered the sounding lead and ship's bell from *Saginaw's* resting place. These artifacts were promptly sent to the Heritage Resources Conservation Laboratory at the California

State University at Chico for restoration and reversal of 135 years of salt-water damage. Once the conservation is complete (likely mid-2009), the artifacts will be shipped back to Hawaii. While on loan from the Naval History and Heritage Command, the artifacts will be displayed in a newly developed maritime heritage exhibit at Mokupapa Discovery Center. For more information, please contact Kelly Gleason at [Kelly.gleason@noaa.gov](mailto:Kelly.gleason@noaa.gov)

## Ask the Master Chief

I am in the process of making a list of CPOs lost in the attack on Pearl Harbor for transition season. I have researched and found all of the ratings except for one. I am stuck on CP RTP. Also, most of the ratings have that "P" tacked onto the end of them; what is the reason for that?

Any help would be great. Thank you in advance.

Jason Senecal, MMC (SS), USN—

Chief, The rating is Chief Printer. The rating was abbreviated as CP Prtr, and was part of the Artificer Branch. The P at the end indicates the chief had a permanent appointment as a chief petty officer. If the chief had an acting appointment, there would be an A instead of a P. If you have any more questions, drop me a line.

Jim Leuci, ITCM, USN Naval History and Heritage Command

# News from the Foundation



## NHF Members Are Writing!

First published in 1972, **John Alden's American Steel Navy** has been republished by the Naval Institute Press.

In *Stalin's Slave Ships* **Martin J. Bollinger** writes about the transport of laborers to Siberia between 1932 and 1953. This Naval Institute Press book exposes the unwitting role of the U.S. government.

**Lawrence Brennan** published a history of New Jersey-built fast aircraft carriers for the August 2008 edition of *The Journal of the New Jersey Postal History Society*.

"A Dozen Navy Classics" is **Thomas J. Cutler's** survey of naval historical works featured in the December 2008 issue of *Naval History*.

John Paul Jones is **Joseph Callo's** subject in his "Sea Power Visionary" piece featured in the July/August 2008 edition of *Military History*.

**William S. Dudley's** "Troubled Waters: New Aspects of Maritime and Naval History" is the introductory article in the July-October 2008 edition of *The Northern Mariner*.

"Attempts to Supply the Army in the Philippines by Sea" is the topic of **C. Dana Gibson** and **E. Kay Gibson** in the July-October 2008 edition of *The Northern Mariner*.

**Warren C. Riess** wrote "*Nottingham Galley* at Boon Island: The History, the Archaeology, and the Novel" for the July-October 2008 edition of *The Northern Mariner*.

"The Navy in the Vietnam War; 1964-1974: A Navy Editor's Observations," is the title of a **Frank Uhlig, Jr.** piece in the July-October 2008 edition of *The Northern Mariner*.

In *The Silver Star* published by the Naval Institute Press, **James E. Wise Jr.** and **Scott Baron** documented the recipients of this prestigious award. (See book review)

## Oral History Program Moving Forward

Under the management of Kirsten Arnold, the Naval Historical Foundation has recently published two biographical oral histories with surface warfare officers and is completing the editing of the recollections of an engineering duty officer. Adm. Henry H. Mauz, Jr., had a distinguished career that was capped by a tour as Commander in Chief, U.S. Atlantic Fleet. Interviewed by NHF volunteer Joseph Smith, Mauz discussed earlier tours, including command of Seventh Fleet and taking command of the naval forces arrayed against Saddam Hussein after Iraq's conquest of Kuwait in August 1990. Meanwhile NHF volunteer John Grady conducted a thorough interview with Rear Adm. Mack Gaston. Gaston, an NHF director, was inspired by the Navy's first African-American flag officer, Vice Adm. Samuel Gravely. He completed his career in command of Naval Training Center Great Lakes. In the final stages of editing is David Majeski's interview with Rear Adm. Kenneth Wilson. An engineering duty officer, Wilson discussed a career that involved the supervision of numerous ship overhauls. He was also the founder of the Navy's Engineering Duty Officer School. Rear Adm. Oakley Osborn completed an interview with A.D. Brunson, a 2<sup>nd</sup> class petty officer who saw duty on a PT Boat in the Pacific in World War II. Osborn is also working on an interview with Vice Adm. E.C. Waller, a former 3<sup>rd</sup> Fleet Commander and Superintendent of the U.S. Naval Academy who was a leader in the development of anti-submarine warfare tactics.

Another interview close to completion is John Grady's interview with Master Chief Johnny McCully. A Seabee, McCully saw extensive duty in Vietnam.

The importance of the oral history program was highlighted with the recent passing of four interviewees. Capt. Albert L. Raithal, Jr., was a naval aviator who spent much of his career flying P-3s Orions. However,

in his 2001 interview with John Grady, he detailed duty off Korea in the escort carrier *Sicily* under the command of Capt. Jimmy Thach. Later in his career he was involved in Operation Deep Freeze. In contrast, Capt. Ralph Styles served in the submarine service. During World War II he earned two Navy Crosses, a Legion of Merit, and a Navy Unit Citation after three war patrols in *Sea Devil*. He later commanded Submarine Squadron Ten which included the newly commissioned *Nautilus*. Two other interview subjects who passed from the scene were Rear Admirals Martin D. (Red) Carmody and Robert C. Mandeville. Both were highly decorated naval aviators who were interviewed by NHF historian Dave Winkler.

Sadly, the sands of time claimed not only some of our interviewees but also some of our interviewers. Captain Styles' interviewer, Vice Adm. Earl Fowler, passed away earlier in the year. Other volunteers who deserve a final salute include John Kelly who conducted interviews in Connecticut and Robert Naczi who did interviews in Delaware and Southern Pennsylvania.

With our volunteer corps slightly depleted, we are looking for individuals who can be on call to conduct interviews or transcribe them. We also welcome suggestions for interview subjects. Contact Kirsten Arnold at [klarnold@navyhistory.org](mailto:klarnold@navyhistory.org) if you are interested in helping.

## Book Sale Tentatively Scheduled for January

The Naval Historical Foundation continues to seek donated books on military and maritime subjects for our semi-annual book sales. Proceeds help support Naval Historical Foundation programs and the Navy-Marine Corps Relief Society. For information contact Frank Arre at [farre@navyhistory.org](mailto:farre@navyhistory.org).

# Corporate Grants Support Research

**W**HILE CONDUCTING research at the Navy Department Library in conjunction with Booz Allen Hamilton's 90th anniversary, representatives



**Dr. Shrader examining the BAH study.**

of that firm discovered a document preserved there that detailed their earliest work for the U.S. Navy. This 1940 consulting study by the firm's founder, Edwin Booz, contained

hand-written margin notes between Mr. Booz and then-Secretary of the Navy Frank Knox and was Booz Allen Hamilton's first client engagement for the federal government, helping prepare the Navy and the nation for the impending World War II. Booz Allen Hamilton's CEO, Dr. Ralph Shrader, realized the important work that the Navy's premier library had been doing over the years and was determined to help with future collection initiatives. Accordingly, at a special 2004 event in the library, Dr. Shrader presented the Naval Historical Foundation with a check for \$25,000 to benefit the Navy Department Library. From that auspicious beginning, a series of important projects unfolded to identify, catalog, and preserve significant holdings of the library. Vice Adm. George W. Emery, USN (Ret.), former vice president of the Naval Historical Foundation and a noted early naval document expert in his own right, agreed to coordinate what turned out to be three unique looks at the library's vast collection.

The first such project involved the Rear Adm. George Henry Preble col-

lection. A well-known naval officer, author, and scholar, Admiral Preble served in the Navy from 1835 until his retirement in 1878. He assembled an extensive personal library of books and documents related to the sea that included perhaps the finest and only complete collection of U.S. Naval Registers from 1814 through 1881. He gathered and bound hundreds of documents and pamphlets of the Navy Department into 24 volumes of naval tracts and 28 volumes of U.S. Naval Registers. In addition, he authored dozens of articles for magazines and periodicals as well as several full-length books.

Most of the many titles that comprised this first cataloging effort were donated by Admiral Preble to the



**VADM Emery at work in the Rare Book Room.**

Navy Department in 1883. Over the past century these volumes became scattered among the library's holdings and lost their association with Preble's collection. Admiral Emery's catalog reunited these nearly 600 titles in an Internet-accessible finding aid for scholars worldwide.

His second task was to bring together the volumes from the libraries of one of the most prominent names in the history of the U.S. Navy—that of the Rodgers family. Commo. John Rodgers and his relatives and progeny served their country as naval officers for nearly 150 years. During that period, many volumes once belonging to the commodore, his son Rear Adm. John Rodgers, his nephew Rear Adm. Christopher Raymond Perry Rodgers, and his grandson Vice Adm. William Ledyard Rodgers found their way to



**George Henry Preble.**

the Navy Department Library. Starting with Vice Adm. Rodgers' 1888 donation of nearly 100 titles attributed to several of these illustrious naval officers, and culminating in the 1946 donation of another significant collection by Com-

modore Rodgers' granddaughter, these books became dispersed throughout the Library's holdings. Once again Admiral Emery's persistence reunited that collection in another Web-based finding aid.



**Commodore John Rodgers.**

Finally, and perhaps most important, Admiral Emery discovered an unusual opportunity to analyze the tactical acumen of one of the U.S. Navy's earliest naval heroes. While searching for volumes associated with the Rodgers family project, he pulled a copy of John Clerk's *An Essay on Naval Tactics, Second Edition*, from the library stacks. This 1804 edition of Clerk's *Naval Tactics* is the first to capture all of Clerk's writings in a single volume. It is a seminal British publication on fleet naval tactics, published in the midst of the Napoleonic Wars, just one year before Vice Adm. Horatio Nelson's brilliant victory and lamented death

at Trafalgar. In this volume, Admiral Emery found the signature of Charles Morris on the title page and, in an interesting parallel with the Booz Allen Hamilton find that launched these projects, extensive marginal commentary in Morris' handwriting throughout the work. Morris earned his fame as a fighting naval officer in the early years of the U.S. Navy. When the captured frigate *Philadelphia* was boarded and burned by Stephen Decatur in Tripoli in 1804, Midshipman Morris was at Decatur's side. As executive officer in Isaac Hull's *Constitution*, Lieutenant Morris was seriously wounded while leading the boarding party during Old Ironsides' victory over British frigate *Guerriere* in 1812. This intriguing find enabled Admiral Emery to gain insight into Morris' knowledge of contemporary European fleet naval tactics and to postulate the appreciation of those tactics by the post-War of 1812 American naval officer corps as a whole. This project, currently being prepared for upload to the Naval Historical Center's website, provides marvelous information on these topics as we approach the bicentennial of the War of 1812.

These three projects, four years in the making, have contributed much to the extraordinary collection of naval and maritime material available at the Navy Department Library—and will prove invaluable to the historian, scholar, and librarian, and perhaps other organizations seeking to follow their roots in the manner of Booz Allen Hamilton.



Commodore Charles Morris.

## Book Review from the *International Journal of Naval History*

December's edition of this online NHF-underwritten publication can be found at [www.ijnhonline.org](http://www.ijnhonline.org).

James E. Wise, Jr., and Scott Baron, *The Navy Cross: Extraordinary Heroism in Iraq, Afghanistan, and Other Conflicts*, Annapolis, Md.: Naval Institute, 2007, 272 pp.

Review by Jeffery Cook, Ph.D.,  
North Greenville University

The Navy Cross, the Navy's second highest award for valor, was established by an act of Congress on February 4, 1919. The award was created in order to honor those serving in the United States Navy and the Marine Corps who demonstrate extraordinary heroism under adverse circumstances. To date, the Navy Cross has been awarded 6,921 times, including 20 times for actions involving men in Iraq and Afghanistan as part of the current war on terrorism.

After six years of media coverage of America's war on terror and the daily deluge of negative stories, *The Navy Cross* offers a counter to the negative story line. Former Naval Aviator James E. Wise and Vietnam veteran Scott Baron deliver more than the title implies. The authors present brief biographical sketches of the 20 men who were awarded the Navy Cross as a result of their heroic efforts in Iraq and/or Afghanistan but also move beyond the discussion of these 20 men, and include some other recipients of the Navy Cross, including Marine icons, Lt. Gen. Lewis "Chesty" Puller, and Maj. Gregory "Pappy" Boyington.

Within the pages of this book the reader will encounter the withering fire and the remarkable efforts of men who set the standard for bravery. Through the use of Navy citations, newspaper accounts, and other rele-

vant sources, the authors recount, in spine-tingling fashion, military history at its best. The result is a collection of stories that have been underreported, and so the authors readily employ the pen and their military backgrounds to bring these stories to light. Among the principal players are Navy SEALs CPO Stephen Bass and CPO Britt Slabinski, Capt. Brent Morel, Sgt. Willie Copeland III, Sgt. Robert J. Mitchell, and 1st Sgt. Bradley Kasal.

The reviewer marveled at the actions of a group of Marines known collectively as the "Fallujah Seven." In the days after the collapse of the Hussein regime, Fallujah became a center of insurgent activity. The insurgents engaged in looting and attacked American convoys with rocket-propelled grenades in order to attract media attention and to thwart American progress. In what became a major turning point in the Iraqi theatre of war, Marines were inserted into the city to eliminate the pockets of resistance. What followed was among the worst urban fighting in the history of the United States Marine Corps. For example, while under heavy enemy fire, Marine Cpl. Jeremiah Workman organized his squad of Marines to successfully rescue a group of isolated Marines, then with the expanded numbers extracted some wounded comrades, before turning his attention to neutralizing the militants.

The biographical format of *The Navy Cross* makes it the sort of book that one can read over the course of several sessions without losing track of the overall motif. The authors intended the work to be a good read, packed with interesting bits of information, and a direct counter to the mainstream media's negative emphasis on the American war effort. By and large, the authors have succeeded. In the process, they have provided the story of 20 extraordinary men who were called upon in a moment when the lives of others were at stake, and these men answered in a manner that surpasses the imagination of most Hollywood script writers.

# Giving to the Naval Historical Foundation

**T**HIS HOLIDAY SEASON is the occasion of our annual year-end appeal for donations to help us maintain the high quality of naval history programs that you, our members, and the Navy have come to expect. So far, early in this year's appeal, your donations have totaled in excess of \$15,000—but our goal is to exceed the \$38,000 you so generously gave at the end of 2007!

More and more members, prospective members, and those interested in U.S. naval history have been turning to our online credit card donation capability at <http://www.navy-history.org/contribute/>. This is a fast and easy way to join, renew your membership, or make a donation in memory of or in honor of someone in your life. Just remember that we use a nonprofit service to process our credit card transactions. "GiveDirect" is the name that will appear on your credit



card statement, not Naval Historical Foundation. We have researched online donation support, and using a third party with a proven secure credit card processing capability helps us keep our costs low and allows us to spend more time and money on our programs. With the GiveDirect credit card processing service, no fees are taken from your Visa or Mastercard donations, so we receive 100 percent of your gifts. And only a low 2.85 percent fee is deducted from your American Express online donations. In addition, for every online donation, we follow up with a letter to the donor high-



lighting the donation and its tax deductibility.

Your Foundation is prominently featured in 2008's Combined Federal Campaign, and we have already been approved for the 2009 fall campaign. We are included with a select group of "Military, Veterans and Patriotic

Service Organizations of America" in what's billed as "The Best in the CFC"—you can see our information at <http://www.best-cfc.org/detail.asp?ID=1359>. We've been asked about the percentage listed in CFC literature for each organizations administrative and fundraising overhead costs. Our costs have been slightly high because of the upfront costs associated with getting the Cold War Gallery capital campaign under way over the past few years. With the donations and pledges that have been coming in, particularly in 2007 and 2008, we expect that overhead rate to continue to fall, meaning we are able to devote a higher percentage of donations to programs.

Finally, don't forget to consider adding the Naval Historical Foundation to your estate planning. In recent years we've received several very welcome bequests from members whose long association with the Foundation impressed them enough to include us in their wills.

## *The Naval Historical Foundation Salutes Its Senior Members*

The NHF recognizes the following individuals who have been members for over 50 years:

**Willis R. Denekas\***  
**Phillip K. Lundeberg**  
**Dean C. Allard**  
**George R. Rae**  
**Henry F. Picking**  
**Alan Brown**  
**Alfred C. Prime**  
**William R. Braisted**  
**J. Welles Henderson**

(\*Denekas has been a member for 60 years!)

## Naval History Society Collections Are Available

The Naval Historical Foundation is often mislabeled as the "Naval History Society." While this nomenclature is incorrect when referring to either the Naval Historical Foundation or Naval History and Heritage Command, it should be noted that a Naval History Society did exist at one time and next year marks the centennial of its founding.

Back in 1909, upon the completion of the world cruise of the Great White Fleet, a meeting was convened at the New York Yacht Club to discuss formation of a naval history society. The senior attendee was Rear Adm. Caspar Goodrich, who had retired from the post of Commandant of the New York Navy Yard and had previously served two tours as president of the Naval War College. Also present was John Ericsson, biographer William Conant Church, Col. James Barnes, and Franklin D. Roosevelt, who served as the meeting's secretary. John Sanford Barnes was unanimously elected president.

As with other American naval institutions, the Naval History Society had a British forebear. Founded in 1893 by a small group of historians, naval officers, publicists, and statesmen, the Navy Records Society sought to publish original materials on the history of the Royal Navy, as the basis for the development of policy and doctrine. Unlike the Naval History Society, the Navy Records Society would persevere, publishing more than 150 volumes, covering the period between the 14th century and World War II. The volumes form a unique and invaluable resource for serving officers, scholars, and all those interested in British naval history and the development of naval power generally. The Navy Records Society, which has charitable status, continues to flourish through the support of an international membership. Details about the organization can be viewed at [www.navyrecordsociety.com](http://www.navyrecordsociety.com).

The Naval History Society's first

president ironically was born at West Point, N.Y., in 1836. The son of an Army officer, John Sanford Barnes entered Annapolis at the age of 14 and graduated with the class of 1854. After several sea tours and a stint teaching ethics at the Naval Academy, he left the Navy in 1858 to pursue a career as a lawyer. However, with the onset of the War Between the States, he rejoined the Navy and held commands of several Union warships. In 1863, he married Susan Bainbridge Hayes, the granddaughter of William Bainbridge and great grandniece of John Barry.

After the Civil War, he returned to the U.S. Naval Academy as an instructor and wrote the first major work on the use of torpedoes titled *Submarine Warfare*. Although he left the Navy once again in 1869, he began collecting memorabilia of the Navy during its early years. Before he passed away in 1911, Barnes edited the first volume of the Naval History Society publication *The Logs of the Serapis, Alliance, and Ariel*.

In 1912 the Naval History Society formally incorporated. Though its offices were located at 247 Fifth Avenue in New York City, some early meetings were held in the nation's capital.

John Sanford Barnes' son James remained involved in the organization and arranged for the transfer of his father's manuscript collections and library to the Society in 1915. The deceased Barnes' manuscript collections and library would form the basis of the Naval History Society's collections, which had the "purpose of publishing and preserving manuscripts, documents, and writings relating to our naval history, naval art and science, and the surroundings and experiences of seamen in general and of American seamen in particular."

With the collection coming into the possession of the Society in September 1915, finding a space to house the collection became a challenge. After a request to house the collection with the New York Historical Society

was rebuffed due to space limitations, the Society rented space in Aeolian Hall on West 42nd Street. On 10 January 1916, the John S. Barnes Memorial Library of the Naval History Society opened to the public.

Prior to America's entry into the Great War, a researcher interested in naval history could come to Aeolian Hall and immerse himself in correspondence, letter books, journals and diaries, lectures, essays, account books, biographical writings, genealogical information, scrapbooks, orders, notes, articles and clippings, photographs, manuscripts, and ships' logs.

The majority of the collections documented American naval engagements and commercial maritime pursuits, personalities, and vessels. Some British and French documents were included. Overall the collection provided primary sources on American naval involvement in hostilities from the Revolution to the Spanish American War, as well as routine commercial and naval shipboard life, naval design, navigation, education, and officer training.

In 1918, James Barnes became the president of the Society—a post he would hold until his death in 1936. In 1923, Franklin D. Roosevelt contacted the New York Historical Society about hosting the Naval History Society's collection and with the expansion of the New York Historical Society's facility, an agreement was reached in 1925 to move the collection and provide funds to maintain and build on the collection.

For several more years the Naval History Society continued to publish works on naval history. However, a combination of factors including the death of its president led to the organization's demise in the late 1930s. One of the other factors, no doubt, was the presence of a new upstart organization—the Washington D.C.-based Naval Historical Foundation.

Fortunately, while the Naval History Society is long gone, its collec-

tions remain with us. Thanks to a generous grant from the Gladys Krieble Delmas Foundation, the New York Historical Society has been able

to process the entire Naval History Society collection and place the finding aid online at <http://dlib.nyu.edu/findingaids/html/nyhs/NHSColl.html>.

The collection consists of 53 individual collections, many named for renowned naval officers or vessels.

# U.S. NAVY MUSEUM COLD WAR GALLERY CAPITAL CAMPAIGN SALUTES ITS HONORARY CHAIRMAN

“The sacrifices made by our Sailors during this critical period of history should never be forgotten.”

– *George H. W. Bush*



Naval Historical Foundation  
[www.navyhistory.org](http://www.navyhistory.org)

The Naval Historical Foundation thanks artist Morgan Wilbur for designing this tribute which appears in the commemoration booklet produced in conjunction with the commissioning of USS George H.W. Bush (CVN 77) in January 2009.

## You Make a Difference

The Naval Historical Foundation is a nonprofit, tax-exempt organization whose mission is to preserve and promote naval history by collecting manuscripts and artifacts, documenting oral histories, sponsoring symposiums, and supporting the Navy's historical programs. Membership in the Foundation is open to all who share that mission and are interested in the heritage and traditions of the U.S. Navy. The annual dues are:

- Active membership: \$25
- Sustaining membership: \$50
- Associate membership: \$75
- Fellowship membership: \$100
- Life membership: \$500
- Corporate membership: Over \$500

Members receive the Foundation's publications, including *Pull Together*, for one year.

Your help makes a difference. Please consider becoming a member or giving a gift membership to a friend or associate. Gift memberships and nominations of friends account for over three-fourths of the Naval Historical Foundation's new members.

Each person to whom you give a membership will receive the Foundation's publications for a year, plus a personal letter from the Foundation's president, VAdm. Robert F. Dunn, noting that membership was given by you.

\_\_\_\_\_  
New Member's Name and Rank

\_\_\_\_\_  
Street Address/Duty Station

\_\_\_\_\_  
City State

\_\_\_\_\_  
Zip

\_\_\_\_\_  
This is a gift membership from:

\_\_\_\_\_  
Name

Membership applications and renewal may also be accomplished on line at [www.navyhistory.org](http://www.navyhistory.org).

Dues and other monetary contributions to the Foundation are tax deductible. Please make checks payable to the Naval Historical Foundation and mail to NHF, 1306 Dahlgren Ave. SE, Washington Navy Yard, DC 20374-5055.

*Pull Together* is published by the Naval Historical Foundation, © 2008.

### Editorial Board

- President, NHF: VAdm. Robert F. Dunn, USN (Ret.)
- Executive Director: Capt. Charles T. Creekman, Jr., USN (Ret.)
- Executive Editor: Dr. David F. Winkler
- Editorial Board: Dr. Winkler, Capt. Creekman
- Copyeditor: Catherine S. Malo
- Designer: John A. Grier

Address submissions and correspondence to Executive Editor, *Pull Together*, c/o NHF, 1306 Dahlgren Ave. SE, Washington Navy Yard, DC 20374-5055, phone (202) 678-4333, e-mail [nhfwny@navyhistory.org](mailto:nhfwny@navyhistory.org). Subscription is a benefit of membership in the Naval Historical Foundation.

Opinions expressed in *Pull Together* are those of the authors and do not necessarily reflect the views of the Naval Historical Foundation.

Advertise in *Pull Together*. *Pull Together* will consider accepting Naval Heritage related advertising. Rates: 1/8 pg. = \$50; 1/4 pg. = \$100; 1/2 pg. = \$150; Full pg. = \$200.

## Season's Greetings from the Naval Historical Foundation

Visit the Navy Museum Store and the NHF at [www.navyhistory.org](http://www.navyhistory.org)

Naval Historical Foundation  
1306 Dahlgren Ave. SE  
Washington Navy Yard, DC 20374-5055

ADDRESS SERVICE REQUESTED

Non-Profit Org.  
U.S. POSTAGE  
**PAID**  
Arlington, VA  
Permit No. 102