

PULL TOGETHER

Newsletter of the Naval Historical Foundation

**SPECIAL SECTION:
PRESERVING
HISTORIC SHIPS, p. 3.**



Central Hall Turnover Ceremony (See Navy Museum News Inside)

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A Message from the President:

In the previous edition of *Pull Together*, our chairman Adm. Bruce DeMars quoted a statement cast in bronze at the entrance to the Naval Historical Foundation (NHF):

Chartered in the District of Columbia in 1926, the primary objectives of the Naval Historical Foundation are to collect and preserve private documents, papers, and artifacts of naval historical significance and make them readily available for public display and scholarly research; to stimulate the study of naval history, naval customs, and naval traditions, and to portray the role of sea power in the development of the United States.

Armed with this enduring statement, Admiral DeMars has charged our board and staff to review how we can better meet our primary objectives. Thus we are building a strategic plan that will address all aspects of our operation including governance, recruitment of members, revenue generation, outreach, and visibility.

Even as we work on a strategic plan we all realize that the one common thread tying together all that we do or will do is our members! As we polish our efforts to support naval history, the continuing question will be: How can we better involve our members?

Your involvement has been essential in our past success. Take, for example, our ongoing capital campaign to create the Cold War Gallery. Members have been involved in all aspects of this effort. Several members have dipped into personal pockets to support the project. Other members have worked stealthily behind the scenes to secure contributions from major corporations. Then there are those who have lent their expertise to the project. Fittingly, four of them—Jim Moses, Pete Boyne, Rob Rositzke, and Ted Bronson—were honored at our annual meeting as our Volunteers of the Year for their expertise and the hours they contributed to the design of the Cold War Gallery.

It is important to note that members are supporting naval history and heritage in other ways as well. For example, in 2008, over half the 900-plus book accessions to the Navy Department Library had NHF origins. In some cases, the Foundation purchased volumes in response to a specific library request; however, in most cases books were acquired through our book donation/sale program. Continuing member book donations have not only enhanced the Library's collections but have generated funds to support Navy Museum education outreach.

All that aside, even without a revised strategic plan we know we need to provide more opportunities for all our members to support naval history, we need to do better at recruiting new members, we need to re-energize our Naval Heritage Speakers Program, and more. You will find details about some of these needs in the pages that follow and you will hear more as we flesh out that plan.

Finally, we take pride in participating in the wider universe of organizations dedicated to the promotion of naval history. For example, you will find in the following pages a report on the Navy's Ship Donation Program, an effort managed by Naval Sea Systems Command. These donated ships, run largely by members of the Historic Naval Ships Association, (of which your NHF is an associate member), have made historic naval vessels accessible to millions across the nation. We salute them and our partner organizations that are working hard to preserve the great legacies of our naval past.

Robert F. Dunn

Linking Americans to Their Naval Heritage

Dr. Edward J. Marolda

On 10 December 1966, representatives from five former U.S. naval vessels that were open as museums met in the wardroom of the battleship *North Carolina* in Wilmington, N.C., and established what would become known as the Historic Naval Ships Association. From that small beginning, the organization would grow into a global institution and come to be regarded informally as "the world's third largest navy."

Indeed, as of the beginning of 2009, fleet members representing 12 nations numbered 115 organizations with 175 vessels of all types (the Naval Historical Foundation is an associate member). The founders desired to create a forum that would enable them to exchange ideas, discuss problems, and provide mutual support.

By far the nation that has led the way in preserving and conserving its historic naval ships is the United States. The *USS Constitution* and 56 formerly commissioned U.S. Navy warships can be visited at many interior as well as coastal locations. Included in this impressive collection of ships are 20 submarines, 10 destroyers and destroyer escorts, 9 battleships, 5 aircraft carriers, 3 cruisers, and an assortment of other types of vessels. In addition, dozens of smaller landing craft, patrol vessels, and other noncommissioned combatants, such as the U.S. Navy Museum's PCF-1 Swift Boat, are available for public viewing. Collectively, these ships recorded over 9 million visitors in 2007.

Located in 30 of the nation's 50 states, these ships are very accessible to the general population. Many of the member organizations have



USS Constitution during a turnaround cruise this past October.

overnight encampments as well as interactive educational programs specifically for the younger visitor. Visitors leave these ships with a better understanding and appreciation of why men and women go down to the sea in ships to serve their country. Impressed by their experience, many of the younger visitors come away inspired to think about the Navy as a future career opportunity.

Some of these vessels, such as the frigate *Constitution*, nuclear submarine *Nautilus*, and destroyer *Barry*, remain in Navy custody and are maintained by that service. A few others, such as the destroyer *Orleck*, destroyer escort *Slater*, and amphibious ship *LST 325*, were acquired from foreign governments that had placed these ships under their flags following transfer from the U.S. Navy. Most of the memorial fleet ships, however, were acquired by local organizations through the Navy's Ship Donation Program. Aspects of this unique program will be discussed in the following article by Glen Clark.

Maintaining this heritage is a daunting task. Preservation of a ship requires an investment of considerable

financial, industrial, and human resources. Above all, preservation requires adherence to an age-old axiom: constant vigilance. Organizations entrusted with these vessels have approached the restoration tasks in different manners. A few of these organizations are blessed with adequate funding necessary to accomplish the enormous upkeep required on a regular basis.

Most, however, have to develop phased approach plans that can be realistically supported in an environment of funding and staffing limitations. As the years go by, restoration becomes increasingly more difficult as sources of vintage spare parts dry up. Costs to fabricate custom parts from scratch further burden ship restorers. In most cases, the greatest expense faced by these vessels is the periodic dry docking that is required to conduct hull conservation work. It is important to note the selfless, dedicated work of volunteers who perform maintenance upkeep to allow these ships to survive and thrive as living museums. Still, when it comes to conserving or replacing sheet metal, the work of a professional shipyard is required.

In addition to the compendium overview about the Navy's Ship Donation Program, this edition of *Pull Together* presents several case studies about challenges being faced and addressed by some of the organizations that are acting as stewards for these historic ships as well as some alternative concepts about preserving for future generations ships that have been recently placed out of service or are serving today.

The former Senior Historian of the Navy, Dr. Marolda leads the design effort for the Cold War Gallery.

Ship Donation Program Shares the Navy's Heritage with the Nation



By Glen Clark

For tens of millions of Americans, their first direct exposure to the U.S. Navy came as result of a visit to one of dozens of naval vessels that are on display as memorials, museums, or components of museums.

Stewardship for these historic ships is the responsibility of local government/civic organizations who have a passion for these vessels and the legacy they contain. That Americans have the opportunity to walk around decks, duck through engineering spaces, and peer out through gun sights is a testament to a most successful partnership arrangement that is improving over time.

The Navy's Ship Donation Program has been serving the interests of both the Navy and the public since its inception in 1948, when the battleship *Texas* was acquired from the Navy through a commission set up by the Texas State Legislature. A year later, the Federal Property and Administrative Services Act of 1949 was put into law. It included a section specifying who is eligible to apply for decommissioned naval vessels and providing contractual guidelines for the transfer. Of significance was that provisions detailing transfers were to be made at no cost to the United States and that the organization receiving the ship was to maintain it "in condition satisfactory to the Secretary." For over 60 years, the Navy has worked with regional government and not-for-profit entities and has transferred 46 vessels from the Navy's inventory. The Navy has three stated objectives for enthusiastically supporting this program: (a)

promoting public interest in the defense of the nation, (b) commemorating naval history and heritage, and (c) safeguarding the preservation of donated ships for future generations.

Naval Sea Systems Command (NAVSEA) is the Navy command charged with overseeing the program through its Inactive Ships Program (PMS 333) office. Located at NAVSEA Headquarters at the Washington Navy Yard, PMS 333 has programmatic responsibility for the inactivation of conventionally powered ships, maintenance of inactive ships held in retention or pending disposal, and ship donation and disposal.

As part of the ship donation function, PMS 333 manages the application and transfer process and conducts an inspection program using Navy Reservists. Recently NAVSEA revised how the program is administered. NAVSEA INSTRUCTION 4520.1B, signed by Vice Adm. Kevin M. McCoy on 2 June 2009, with its enclosed *Navy Ship Donation Manual* improves the application process and makes the inspection program more constructive. The manual also accounts for significant changes in environmental regulations that have come into effect since the Navy issued the previous instruction in 1987.

The new instruction aims to shorten the period from when a ship is advertised for donation to when an entity submits an application. In several cases, the Navy never received a viable application after PMS 333 placed a ship in a donation-hold status for several years. In other cases, applying organizations failed to demonstrate their viability to develop

the resources and capability to launch a successful ship museum.

Maintaining ships on donation hold is a significant cost to taxpayers, particularly if the donation effort is unsuccessful. Because maintaining a ship over the long term is not an inexpensive proposition, the Navy is quite stringent in its assessments of an applicant group's viability. In the past, as in the cases of *New Jersey* and *Missouri*, NAVSEA has considered applications from different groups and the selection outcome always generated interest. However, in recent years many applicant groups have not been able to demonstrate viable long-term plans for ships made available for donation. Of the 29 vessels placed on donation hold from 1990 through 2008, only 9 were successfully donated during that period, 10 were removed from donation hold and eventually disposed of, and 10 remained on donation hold pending viable applications.

As the numbers indicate, not every ship leaving the fleet gets placed on donation hold. Over time criteria have been developed to determine which ships should be eligible to have a postretirement career as a museum. Those criteria include the following:

- An award of the Presidential Unit Citation.
- Having had an individual act of heroism take place onboard the ship, for which the individual was awarded the Medal of Honor or Navy Cross.
- Service aboard of a future U.S. president.
- The incorporation of design

or upgrades representing a revolutionary change in naval design or warfighting capabilities, or other special and unique considerations.

- Involvement with a historic or socially significant event.

NAVSEA turns to the Naval History and Heritage Command (NHHC) for the expertise of the Command's historians in evaluating the established criteria to determine factors to be considered when the decommissioned ship undergoes NAVSEA's Ship Disposition Review process. In addition to comment from the Navy's official history organization, NAVSEA welcomes public comments in these proceedings. In some cases, the review process may recognize a ship's unique background to be worthy of consideration for the National Register of Historic Places. In these cases, unless another factor comes into play, such as transfer of a vessel to another navy, NAVSEA will make a ship available for donation, typically for a period of 2 years. NAVSEA has kept ships in a donation-hold status for longer periods when proponents demonstrate they have a viable plan or are making positive progress in developing a viable plan.

During the first two decades, donations were a rare occurrence. Ironically, the second vessel that the U.S. Navy made available for donation after *Texas* was German. U-505 was acquired by the Chicago Museum of Science and Industry in 1954. Initially mounted outdoors, the German World War II submarine captured by the U.S. Navy in the North Atlantic was exposed to the extreme heat and cold climate of the Windy City. Now enclosed in a new building, the submarine and the remarkable story of the Sailors who captured her is preserved for decades to come. A year later *Constellation* came to Baltimore. Though it was initially believed to be one of the U.S. Navy's original six frigates, research has revealed that this warship, currently maintained by Historic Ships in Baltimore, was built

as a sloop-of-war in the 1850s. Historic Ships in Baltimore has been diligent in its efforts to interpret the ship's mid-19th-century heritage.

In 1957, *Olympia* was donated to the Cruiser Olympia Association. Since 1996 this flagship of Commodore Dewey has been maintained on Philadelphia's Delaware River waterfront by the Independence Seaport Museum. Over the next decade, three World War II battleships found homes in their namesake states: *North Carolina* (1961) at Wilmington; *Alabama* (1964) at Mobile; and *Massachusetts*



(1965) at Fall River. Having been recalled to service in the 1980s, *Iowa*-class battleships have only recently been made available for donation. The USS Missouri Memorial Association took custody of "Big Mo" in 1998 and berthed her at Pearl Harbor—on battleship row astern of *Arizona*. The Battleship

New Jersey Museum became reality in 2000 at Camden, N.J. *Wisconsin* is in the process of being transferred from Navy custody and can be visited in conjunction with a tour of the Hampton Roads Naval Museum located on the Norfolk waterfront.

It was during the 1970s that the floodgates opened. Following the demolition of Pennsylvania Station in New York City, a preservation movement took hold across the nation that energized local communities and civic organizations. Whereas individuals interested in saving such ships as Admiral Farragut's *Hartford* and the aircraft carrier *Enterprise* in the 1950s failed to garner support, push-pull factors contributed to a "Golden Age" for ship preservation. With the end of the conflict in Vietnam, the Navy sought to recapitalize its combat fleet through decommissioning hundreds of World War II vintage aircraft carriers, cruisers, destroyers, destroyer escorts, submarines, and other vessels—the push. Providing the pull was a maturing World War II generation of Sailors who had taken leadership positions in local governments and civic organizations.

From 1969 through 1980, the Navy donated 24 vessels to locations along the Atlantic and Pacific Coasts, the Gulf of Mexico, the Great Lakes, and Hawaii, and to interior locations nowhere near salt water such as Omaha, Neb. *Yorktown*, an *Essex*-class aircraft carrier, was the largest ship of this group to be donated and continues to be displayed as part of Patriots Point Naval Museum across the Cooper River from Charleston, S.C. Four other aircraft carriers would eventually follow in *Yorktown*'s wake to become museum ships: *Intrepid* (1981) at New York; *Lexington* (1992) at Corpus Christi; *Hornet* (1998) at Alameda; and *Midway* (2003) at San Diego.

Of note, the majority of the ships donated in the 1970s were World War II vintage submarines. Submarines' smaller size made it feasible for inland locales such as Pittsburgh, Pa.

and Muskogee, Okla., to acquire ship museums. The guided missile cruiser *Little Rock*, four World War II destroyers, and a destroyer escort also found new homes in the 1970s.

During the 1970s and into the following decade there was another beneficial development in the ship preservation movement. Several museum ship organizations and local communities, recognizing the economic, cultural, and educational benefits of hosting a historic naval ship, opted to expand their collections to offer a variety of afloat experiences for the visitor. The aforementioned *Little Rock* came to the Buffalo and Erie County Naval and Military Park along with the destroyer *The Sullivans* in 1977 and was later joined by a fast patrol craft and the submarine *Croaker*. Other museum ship clusters are located at Fall River (Massachusetts, destroyer *Joseph P. Kennedy*, and submarine *Lionfish*) and Patriots Point (Yorktown, destroyer *Laffey*, and submarine *Clagmore*). Pairings of Navy-donated vessels include the submarine *Cavalla* and destroyer escort *Stewart* at Galveston, Texas; *Alabama* and submarine *Drum*, at Mobile, Ala.; *Constellation* and submarine *Torsk* at Baltimore, Md.; *Olympia* and submarine *Becuna* at Philadelphia, Pa.; *Intrepid* and guided missile submarine *Growler* in New York City. In Boston the destroyer *Cassin Young* is co-located at the Charlestown Navy Yard with the still-commissioned *Constitution*.

Since the turn of this century only four vessels have been donated. Joining the previously mentioned battleship *New Jersey* and aircraft carrier *Midway* as museum ships were the submarine *Dolphin* and fleet tug *Hoga*. Interest has been expressed by several organizations in the conventional-powered supercarriers that have been decommissioned since the end of the Cold War, but no one has yet demonstrated a viable long-term plan to sustain the maintenance of such large vessels. While NAVSEA has worked to streamline the application process, the prospects for an acceleration of applications for ships are slight. Because a saturation point is being approached

regarding the number of ships that are already being displayed and cared for around the nation, there is a general consensus in the historical ship community that fund-raising efforts need to focus on keeping the current fleet preserved.

That there may not be a future home for the Navy's Cold War aircraft carriers and other noteworthy ships coming offline does not make these ships less historic, unworthy of being preserved. However, maintaining these vessels on hold obligates funds that could better be spent elsewhere. Consequently, NAVSEA has been working with NHHC and consulting with other organizations such as the Naval Historical Foundation and the U.S. Navy Memorial Foundation to develop a "virtual" ship preservation program.

The concept is to use technology to preserve historic Navy ships that have been decommissioned and are finally slated for disposal. Many museums, for example, have demonstrated the capability to provide a virtual tour experience to viewers of their websites. Playing with their mouse, web visitors can walk from gallery to gallery, zoom in on artifacts, and click to get detailed information. NAVSEA envisions a similar type of experience for its historic Navy ships.

Much of the background material already exists at repositories maintained by NHHC and the National Archives. Besides scrolling through ship compartments, visitors could have access to command history's, deck logs, war diaries, photographs

taken during various deployments, general plans, and even inspection reports. Artifacts maintained by the Curator of the Navy at NHHC could also be posted. Oral recollections from the Naval Historical Foundation, U.S. Naval Institute, Library of Congress, and other programs could also be made available.

The U.S. Navy Memorial Foundation (USNMF) has expressed interest in serving as a homeport for a "virtual fleet." Such an arrangement would enhance its ongoing relationship with ships' reunion groups. During the development of this concept, the U.S. Navy Memorial Foundation has graciously facilitated several meetings and was the site of a charter signing on 8 October 2009 between several Navy commands and nonprofit organizations pledging support for the project.

The Navy's Ship Donation Program can arguably claim to be one of the Navy's greatest success stories in connecting the American public with its Navy. Thanks to the power of partnership, the service and sacrifice of past generations of those who served their nation on the high seas is honored and preserved for generations to come.

Mr. Clark is the Deputy Program Manager of the Navy Inactive Ships Program, Naval Sea Systems Command, PMS 333. He has extensive experience in program management of Fleet support programs for surface combatant and amphibious ship programs. With the Program Manager, Capt. Chris Pietras, he directs all Inactive Ships Program management functions, including the inactivation, maintenance, and disposal of all conventionally-powered surface ships and craft.



Representatives of NAVSEA, NHHC, Navy Memorial Foundation, and NHF signed a charter on 8 October 2009 pledging support for NAVSEA's virtual ship initiative.

Wounded Warriors to Support Initiative

By Elizabeth Morgan Freese
Assistant Program Manager
NAVSEA 21/PMS 333

Few would argue that supercarriers—the centerpiece of naval combat forces from the 1960s through the end of the Cold War—qualify as historically significant ships. Unfortunately, efforts to save one of the huge warships have fallen short, as potential host organizations have failed to demonstrate viable long-term berthing and maintenance arrangements. Given the slim prospects for a viable supercarrier museum, NAVSEA has chosen *Forrestal* to be lead ship for the virtual historic ship program. To conduct the documentation project yet minimize costs, NAVSEA, in cooperation with NHHC, NHE, Navy Memorial Foundation, Department of Labor, Tidewater Community College, and the Small

Business Administration, has formally established and is initiating execution of a pilot project for a Wounded Warrior apprenticeship program for records management. This will be a formally recognized new Department of Labor apprenticeship program and will provide wounded warriors with both classroom and hands-on training in records management. The Navy has also agreed to sponsor interested program participants to become declassification specialists. Both records management and declassification are viable long-term skills that are essential to mission execution and sustainable long term. The initial project will be started at Norfolk Naval Shipyard with carrier documentation. As the records are scanned into the database, the NAVSEA Records Manager will be able to send the paper copies to the appropriate records center for archiving, freeing up valuable Navy warehouse space.

CASE STUDIES

The following are a representative sampling of some of the challenges that are being faced and overcome by some of the member ships of the Historic Naval Ships Association. A common thread in most scenarios is that local organizations are capable of sustaining upkeep using the proceeds of admission fees, ship overnight programs, and special events; however, when it comes to major repairs or recovery from a natural disaster, large injections of funds are required—usually from some level of government.

TEXAS: The Last Dreadnought!

Centennial dates are quickly approaching for the battleship *Texas*. Launched on 18 May 1912 from Newport News, Va., she was commissioned nearly 2 years later on 12 March 1914, in time to see service off Vera Cruz in 1914 and then in the North Sea during World War I. During World War II, she served in the Atlantic and Mediterranean, supporting landings in North Africa, at Normandy, and in southern France. She then steamed in the Pacific, conducting bombardments at Iwo Jima and Okinawa.

Spared the fate of her sister World War I vintage cousins that were scrapped or participated in atomic bomb tests, *Texas* was turned over to the Battleship Texas Commission on

21 April 1948—the 112th anniversary of the Battle of San Jacinto along the Houston Ship Channel near the location of that battle.

Established by the Texas legislature to oversee the battleship, the Battleship Texas Commission was not able to meet the challenge of

seepage problem. In 1983, the legislature abolished the commission and turned the ship over to the Texas Parks and Wildlife Department (TPWD). Naval architects conducted a survey that revealed the hull was open to the sea in many places and many compartments were full of

standing rain water.

After a \$15 million fund-raising campaign, on 13 December 1988, six tugs towed the battleship 56 miles to Todd Shipyard in Galveston. There yard workers replaced nearly 190 tons of steel hull and seal-welded more than 40,000 rivets to the undersection of the hull. Other improvements included a

pinewood deck and installation of 40 mm mounts to restore the ship to her World War II configuration. Returned to San Jacinto in July 1990, the ship has undergone significant interior



Photograph courtesy HNSA

maintaining such an aged ship and opted for short-term repairs such as replacing leaking wooden decks with concrete, which eventually cracked and exacerbated the water

restoration with the help of volunteers.

However, as with all ships, additional dry dockings will be needed to preserve the hull. Recognizing the repeated expense of this, the dangers associated with towing an increasingly fragile vessel, and the non-availability of the dry dock that was used in 1988-90, the TPWD proposed an initiative to cradle the ship in a dry berth at her current location. On 6 November 2007, Texas voters approved a \$25 million general obligation bond issue to fund with the caveat that the nonprofit Battleship Texas Foundation raise an additional \$4 million to cover the costs of a \$29 million project. After the battleship is pulled away from its present slip, a cofferdam will be installed to allow

drainage and then excavation will deepen the berth to accommodate the installation of a concrete cradle. Over 1,000 concrete piles will be driven into the slip bottom to support a concrete foundation and pylons that will hold *Texas* in place. Optimistic projections have the project completed to coincide with the centennial of her commissioning.

The Battleship Texas Foundation recently turned over \$2 million to TPWD and intends to meet the remainder of its commitment by 31 August 2010. For progress on the effort visit www.battleship texas.org.

***Cavalla* and *Stewart* Weather Hurricane Ike**

Not far away from the battleship *Texas* across Galveston Bay are two more Navy warships that trace their vintage to World War II. In 1971, the Submarine Veterans of World War II acquired the fleet submarine *Cavalla*. The diesel boat had a distinguished World War II record that included the sinking of the Japanese aircraft carrier *Shokaku*. After World War II she was modernized and served in the Cold War. The veterans also established a memorial to the *Seawolf*, which was lost during World War II, and in 1974 acquired Houston-built destroyer escort *Stewart*. Both vessels were dry-

NHHC Historian advises *Intrepid*

Dr. John Darrell Sherwood of the Naval History and Heritage Command attended an all-day meeting at the Intrepid Sea, Air, and Space Museum in New York City on 13 November as part of an advisory board for a new exhibit entitled "City at Sea," which will attempt to capture the life and times of ordinary Sailors on the "Fighting I."

The exhibit's first draft narrative attempted to tell the story of the "humanity behind the hardware" by focusing on the ship's participation in historical events such as the Battle of Okinawa (1945), the Gemini 3 splashdown (1965), and the Vietnam War. The panel rejected this chronological, historical methodology in favor of a new approach that focuses more on the Sailor and his actual work on the ship. The eventual exhibit will explore the average workday of Sailors of different rates in an attempt to capture a range of activities and experiences on the ship. It will also examine the off-duty experiences of Sailors and naval customs, traditions, and mores. "This is going to be a fanfare for the common man," explained Sherwood, "and to my knowledge no other Navy history related museum has made such an effort to pay homage to the ordinary Sailor." In this sense, "City at Sea" promises to be a groundbreaking effort and a model that many other military museums will follow in future as they strive to infuse exhibit space with more social history.

A new script will be developed by the museum prior to our next meeting in February 2010. *Intrepid* is on target to receive 1,000,000 visitors this year. Its debt to the U.S. government has been retired, and its fund-raising efforts have been very successful. In short, the museum is on target to create a first-rate show. Its staff and designers represent some of the finest talent in the museum world. Jessica Williams, a



graduate of Columbia University's prestigious historic preservation program and curator of history at the Intrepid Museum, is conning the project. Advisory panel members include historians Christian Appy, Neil Harris, and Barrett Tillman; Dennis Parks, curator of the Museum of Flight in Seattle; Patrick Snee, creative director of the New York exhibit design firm Blue Telescope; Master Chief Robert Dunn, a Vietnam War *Intrepid* veteran; and Ray Stone, who served in the ship's Combat Information Center during the Battle of Okinawa. For more about the *Intrepid* Museum, see www.intrepidmuseum.org.

berthed as exhibits in the sands of Galveston Island. As the membership of the Submarine Veterans of World War II declined because members were aging, the resources to maintain the exhibits slowly evaporated. In the late 1990s several former submarine Sailors got together and formed the Cavalla Historical Foundation with a charter to restore and maintain the ships. Volunteer efforts and donations increased as the new nonprofit organization attracted new visitors by adding artifacts such as the sail from nuclear submarine *Tautog* and the conning tower from *Carp* to what has become known as Seawolf Park.

In September 2008 Hurricane Ike struck Galveston, inflicting heavy damage on Seawolf Park and the military exhibit. The Cavalla Historical Foundation is working with the Galveston Parks Board on recovery efforts to reopen the military exhibit to the public.

The winds and surf removed fences, knocked down and bent flagpoles, swept away storage containers and sheds, and destroyed the ticket office and the public restrooms. The memorial plaza that has a plaque for the 52 lost boats and both *Thresher* and *Scorpion* sustained some damage.

More significant, *Stewart* and *Cavalla* both floated up out of the

ground. *Stewart* came to rest on the side of the trench she occupied, sitting about 10 feet back and moving about 5 feet on her port side, causing an 18-degree list to starboard. There was some water in the engine room bilges. *Cavalla* remained on an even keel and shifted aft approximately 6 feet. She also sat 5 feet higher, exposing more of her hull. She sustained some damage to the superstructure around the bow that was exposed when she floated. There was some water in the aft torpedo room bilge but it did not cover the deck plates. The air-conditioning units were flooded and ruined. The *Carp* conning tower shifted about a foot toward *Cavalla*.

During the year since the hurricane, *Stewart* has been righted and the trench filled. The interior has been cleaned and mold remediation performed on all spaces. *Cavalla's* interior has been cleaned by volunteers. Volunteers also replaced water-damaged tile in the aft torpedo room. Others worked on getting the electrical system back into shape. The air conditioning was replaced. The superstructure around the aft torpedo tubes that was buried in the ground needs to be replaced because of the extent of the corrosion. The good thing is she looks much more impressive sitting 5 feet higher than she used to sit. All torpedo tubes (in both

the bow and the stern) are now visible. On 11 April 2009, *Cavalla* reopened to the public.

The *Tautog* sail has been righted and placed back on its slab. The *Carp* conning tower has been moved to its permanent location near the bow of the *Cavalla* and next to the *Tautog* sail. The plaza has been refurbished. The cement benches were redesigned for better seating. New concrete has been poured and the paving stone pattern imprinted on the new portions of the plaza. The plaques that were damaged have been replaced. Light poles and lights in the military exhibit have been replaced along with the flagpoles. A new 8-foot wrought iron fence has been installed around the military exhibit.

Fortunately, much of this quick recovery was made possible with funds acquired from FEMA and private donors, along with hundreds of hours of volunteer work. Much still needs to be done but the Seawolf Park is well on its way to recovery.

Visit www.cavalla244.org to see additional pictures of the storm damage and recovery efforts. Donations may be sent to Cavalla Historical Foundation, 306 22nd Street, Galveston, TX 77550.



Photograph courtesy HNSA.

"Big Mo" Gets Bottom Scraped

Of the four *Iowa*-class battleships, *Missouri* achieved the most fame because of her central role in one historic event: the surrender of Japan on 2 September 1945. However, the battleship played important roles during the Korean War and was a centerpiece of the U.S. maritime strategy of the 1980s. Before she was taken out of service for a third and final time, her guns and missiles contributed to the allied effort to liberate Kuwait in 1991. However, in light of her role at the conclusion of World War II, the Navy approved an application from the USS *Missouri* Memorial Association for her to be berthed at Pearl Harbor along the former battleship row

abreast of Ford Island, astern of Arizona. Opened to the public in 1999, the ship enjoyed strong visitation and was a popular site for ship reunion groups, reenlistments, and other ceremonies. However, the tropical climate took a toll on the hull and the 45,000-ton ship began experiencing leaks. In contrast to many ships of the Historic Naval Ships Association fleet, *Missouri's* last dry docking was relatively recent—in 1992 at Long Beach. At that time steel caps had been placed over the 156 salt water intakes for the ship's steam plant, firemain system, restrooms, and cooling systems.

To repair the damage *Missouri* was pulled from battleship row on 14 October 2009 and eased into Dry Dock #4 at the Pearl Harbor Naval Shipyard. Once the dry dock was dewatered, *Missouri* sat on 310 wooden keel blocks. With her rust-blistered hull exposed, over 400 workers contracted through BAE Systems Ship Repair began a 3-

month project to remove the rust, locate and repair the leaks, and apply some 156,000 gallons of paint. In addition to the hull repair, crews will install an electronic anticorrosion system designed for a stationary ship and reseal the propeller shafts. The \$15.6 million project should allow the battleship to remain safely berthed for another two decades. An additional \$2.4 million was expended during the yard-period to make other capital improvements on the ship.

Funding for the project came from a combination of sources. According to its press release about the dry docking, the USS *Missouri* Memorial Association acknowledged responsibility for the long-term maintenance of the ship; however, it did note that \$10 million was provided through a grant from the Department of Defense. Other funding came from the Association's capital reserve and initiatives such as the "Golden Rivet Club," whose members, each of whom donated \$500 or more, will

have the opportunity to ride the ship back from the dry dock to her berth in January 2010.

For dry-dock updates visit
www.usmissouri.org.

Laffey Survives Again

On 16 April 1945, *Laffey* was stationed as a radar picket ship 30 miles north of Okinawa to screen the American invasion force from conventional Japanese air and kamikaze attacks. Recognizing these pickets as the eyes of the fleet, the Japanese targeted these ships for destruction. Samuel Elliot Morison would later write: "Probably no ship has ever survived an attack of such intensity." That morning, during an 80-minute period, Japanese aircraft made 22 attacks on the *Allen M. Sumner*-class destroyer. During this onslaught, six kamikazes made successful hits, four enemy bombs found their mark, she

Federal Support for America's Maritime

By Dr. Timothy J. Runyan

There has been recognition at the national level of the funding challenges faced by those who serve as stewards for historic naval vessels as well as other maritime heritage preservation organizations. After a concerted effort by the maritime heritage community led by the nonprofit National Maritime Alliance, the National Maritime Heritage Act became Public Law 103-451 (16 U.S.C. 5401) in November 1994. The Findings of Congress in the preamble declare: "The United States is a nation with a rich maritime history, and it is desirable to foster in the American public a greater awareness and appreciation of the role of maritime endeavors in our Nation's history and culture."

With the National Maritime Heritage Act, Congress acknowledged that:

- The maritime historical and cultural foundation of the nation should be preserved as part of our community life and development.
- National, state, and local groups have been working independently to preserve the maritime heritage of the United States.
- Those historic resources are being lost.
- The preservation of this irreplaceable maritime heritage is in the public interest so that its vital legacy will be maintained and enriched for future generations of Americans.

• Current government and nongovernmental historic preservation programs were inadequate to ensure appreciation of this heritage.

The Act noted that "a coordinated national program is needed immediately to redress the adverse consequences of a period of indifference during which the maritime heritage of the United States has become endangered and to ensure the future preservation of the nation's maritime heritage" and sought the creation of a national maritime heritage policy.

The Act was a first. It established a National Maritime Heritage Grants Program that derived its funding from a percentage of the sale or scrapping of obsolete vessels of the National Defense Reserve Fleet or "mothball" fleet. Fifty percent of the profit was to be retained by the Maritime Administration (part of the Department of Transportation), 25 percent was to be used by the Maritime Administration to support the maritime academies, and 25 percent would be available for the grants program. Because ship scrapping and sales had been annually generating millions of dollars, supporters of the Act were elated that a solid stream of funding would be forthcoming. After a lengthy process of establishing the regulations for the Act, the first distribution was made in 1998. The total available was about \$700,000. Over 300 proposals were submitted, requesting over \$10 million.

underwent repeated strafing, and the ship suffered a near miss by a bomb and seventh kamikaze. This suicide plane had been knocked out by *Laffey's* antiaircraft batteries which also downed eight other kamikazes. Combat Air Patrol from nearby carriers accounted for several other kills. As his Bath Iron Works-built ship suffered repeated blows, Cmdr. Frederick J. Becton declared: "I'll never abandon ship as long as a gun will fire." By the time the attack ended, *Laffey* had only four 20 mm guns still in action.

Because of Becton's able ship handling, most of the attacks and strikes were deflected toward the aft section of the ship. Facing a jammed rudder and fires and flooding consuming the stern, *Laffey's* damage control teams worked for hours to contain the flooding, extinguish the flames, tend to the wounded, and recover the dead. She suffered 32 killed and 72 wounded. Taken under tow, the destroyer anchored off

Okinawa on 17 April 1945 and underwent temporary repairs to enable her to steam independently. Eventually she made her way back to the West Coast. Rebuilt, *Laffey* served with the Pacific Fleet for the next 2 years before being placed into reserve status.

Recommissioned in 1951, *Laffey* served off Korea, screening carrier forces and participating in the siege of Wonson. After extensive combat duty in the Western Pacific, she was transferred to the Atlantic Fleet in 1953. During the next 22 years, the destroyer made many deployments to the North Atlantic, Caribbean, and Mediterranean, participating in numerous anti-submarine warfare hunter-killer exercises. During the early 1960s, she underwent a major modification as part of the Navy's Fleet Rehabilitation and Modernization (FRAM) program.

Decommissioned in 1975, *Laffey* eventually joined the carrier *Yorktown* at Patriots Point as a

memorial ship and her future seemed secure, especially after she was declared a National Historic Landmark. However, sitting in the salt water further deteriorated the ship's skin below the waterline. During the 1990s, it was decided to dry dock the ship and weld a new exterior hull over the original using "doubler" plates.

At the September 2009 annual conference of the Historic Naval Ships Association hosted by the battleship *Alabama* at Mobile, Joseph Lombardi, a marine surveyor at Ocean Technical Services, discussed why, in retrospect, this was an ill-considered decision. He described how water had seeped between new and old hulls and accelerated deterioration. The problem was exacerbated because exterior water entry points on the outer hull could be located many feet away from where the water was entering the ship through the inner hull. Eventually the ship was closed for visitation and serious considera-

Heritage

The Secretary of the Interior appointed a 21-member Grants Advisory Committee which included 7 members from federal agencies having maritime heritage interests, and 14 members from nonprofit organizations and academic institutions. Among the proposals funded was a Naval Historical Foundation request for \$25,000 to archive and transfer its historic collections to the Curator Branch of the Naval Historical Center for long-term conservation and public access.

However, the funding spigot closed shortly thereafter following an Environmental Protection Agency ruling that banned scrapping of ships abroad without first removing hazardous materials. The result was a backlog of moth-balled ships and the need for Congressional subsidies to pay for scrapping. There were no scrapping profits to sustain the grants program.

Since then, Congressional supporters of the National Maritime Heritage Act have inserted alternate funding sources for the grants program in several bills and five senators sponsored a direct appropriation request, but without success. The effort continues to seek an alternative funding stream for the grants program.

However, that original funding mechanism prescribed in the 1994 legislation remains and because of a spike in scrap metal prices in recent years, \$2.2 million was to be made available in 2009 for the grants program. But in a recent surprise move, an amendment to a defense authori-

zation bill initiated at the Maritime Administration allowed that agency to retain the funds for its own maritime heritage needs. Although the Council of American Maritime Museums and others protested, it was too late. Thus, the American maritime heritage community will likely have a reduced grants pool when a distribution is made. Scrap prices have since dropped and will not likely generate another round of grants for some time to come.

The National Maritime Heritage Act is a powerful statement in support of the significance and value of America's maritime heritage. Supported by Congress and signed by the president, the maritime heritage community succeeded in gaining support at the highest levels of government. Properly funding the Act will provide support to many maritime organizations, including those preserving our historic naval ships, and ensure fulfillment of the Findings of Congress noted at the start of this article.

Timothy J. Runyan is manager of the Maritime Heritage Program, NOAA Office of National Marine Sanctuaries, and holds a professorship at East Carolina University. He was appointed chair of the National Maritime Heritage Act Grants Advisory Committee by the Secretary of the Interior. He is chair of the National Maritime Alliance.

tion was given to disposal of the ship.

Lombardi discussed disposal options and the cost of remediating lead, PCBs, asbestos, and other hazardous materials prior to scrapping or sinking the vessel. Fortunately, after analysis, it was determined that fixing the ship was the more cost-effective option. The state of South Carolina came to the rescue with a \$9 million bridge-loan, and on 19 August 2009, the *Laffey* was towed to the Detyens Shipyards in North Charleston on the Cooper River for a 4-month repair period. Lombardi's presentation documented the ongoing progress with images of doubler plates falling from the hull and illustrations of gross corrosion. The presentation concluded with images of a new hull being welded to the ship's frames. With a new hull, the ship "that would not die" should live on for several more decades.

***Olympia*: A New Challenge**

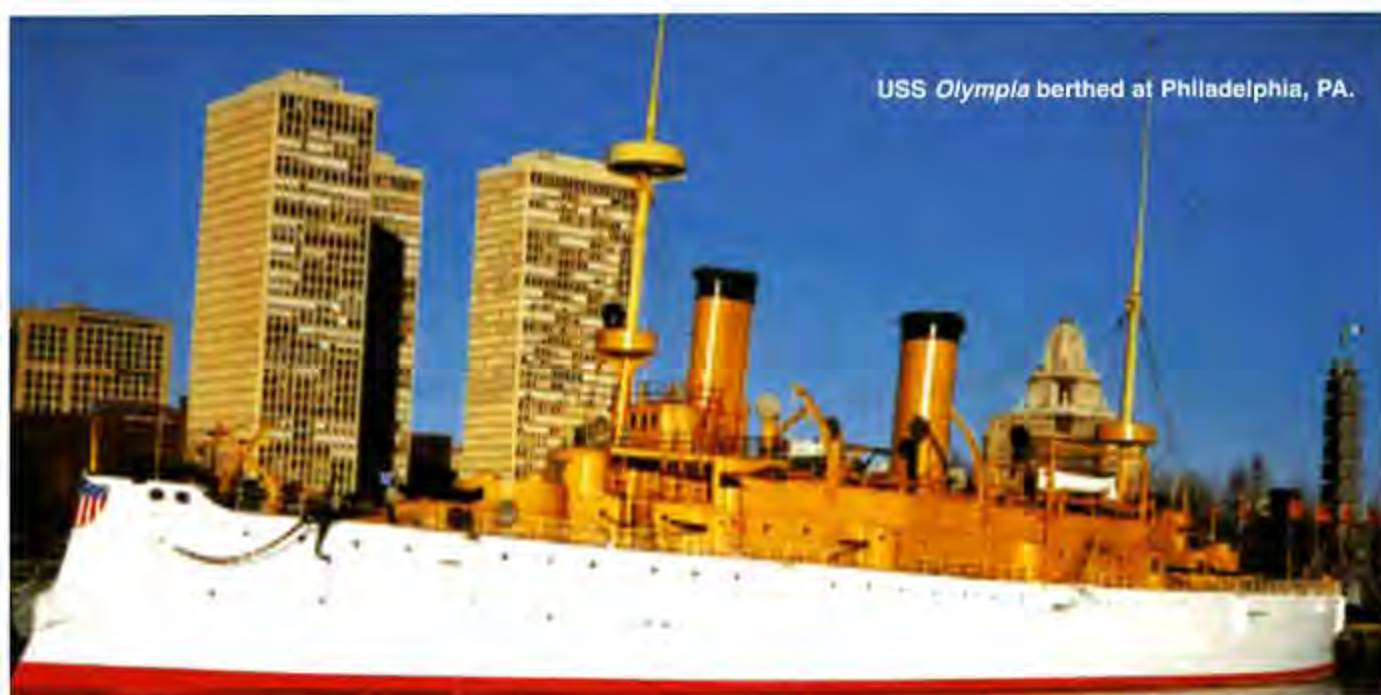
Located in Philadelphia, *Olympia*, the world's oldest surviving steel warship, can be considered *in extremis*. Her hull is severely corroded, compounded by weather leakage through her rotted exterior deck. Not dry docked since 1945, *Olympia* currently has 62 patched holes below the waterline.

Launched 117 years ago from the Union Iron Works in San Francisco, the protected cruiser achieved world fame when, as flagship of the U.S. Asiatic Fleet, she entered Manila Bay on 1 May 1898 and rained devastating gunfire against the defending Spanish flotilla. Subsequent to Commodore George Dewey's victory at Manila, the ship took part in the blockade and capture of the city of Manila and supported Army operations against insurgents. Eventually, she returned to the East Coast via the Suez Canal and was decommissioned at Boston on 8 November 1899 for thirteen months.

Returning to service in 1902, the cruiser roved the Caribbean, Atlantic, and Mediterranean, protecting American citizens and interests from danger in the political strife and turmoil troubling this period. Following service as a midshipmen training ship, during World War I she was designated a flagship for Patrol Force Atlantic Fleet and during the summer of 1918 she operated at Murmansk to support the allied expedition at Archangel. Following the end of World War I she steamed in the Mediterranean and worked to end turmoil in regions around the Adriatic following the collapse of the Austro-Hungarian Empire. Her last notable journey was in October 1921 when she returned the body of the

unknown soldier from Le Havre, France to the Washington Navy Yard. Following a midshipmen training cruise, the veteran cruiser was decommissioned at Philadelphia.

President Franklin Roosevelt envisioned *Olympia* as a museum ship to be berthed in a tidal basin that would have been constructed by the present location of the Kennedy Performing Arts Center in Washington. *Olympia* would have been joined by *Constellation*, *Hartford*, and a World War I vintage destroyer. Although the vision died with Roosevelt's death, the Navy did place the ship in drydock to clean and paint the hull. The Cruiser *Olympia* Association took title of the ship on 11 September 1957 and *Olympia* become a fixture on the Delaware River south of the Benjamin Franklin Bridge. Since 1996, the Independence Seaport Museum has maintained custody of *Olympia*, along with the World War II submarine USS *Becuna*. As a National Historic Landmark, she is visited by 45,000 visitors annually. The ship hosts demonstration and education programs for 20,000 pupils annually. Besides walking the decks of the historic ship, visitors to the Independence Seaport Museum can see the exhibit: "*Olympia*: Launching the American Century," which delves into the complex commentary sur-



rounding the Spanish-American era; presents naval life at the turn of the 20th century; and traces *Olympia's* history through original documents.

The Independence Seaport Museum has striven to be a faithful steward of the *Olympia*, raising \$5.3 million to date from sources such as the National Park Service, the Pennsylvania Historical and Museum Commission, *Save America's Treasures*, and private sources. These funds have been used for removal of 55 tons of hazardous and non-historic materials, documentation, assessment, restoration, repair, and safety upgrades to the ship. The most recent project has been the restoration of her pilot house and bridge deck.

As with any steel hull, an occasional dry docking is required to clean and conserve the hull. Because *Olympia* has not been out of the water for more than 60 years, she is in critical need of dry docking for major hull repair and exterior deck replacement. The leadership of Independence Seaport Museum has comprehensive studies documenting the repairs that will return *Olympia's* exterior to in-service condition and, with maintenance, keep it in excellent shape for the next 25 to 30 years. In addition, the museum seeks to create an exciting interpretive plan that will greatly improve the visitor experience.

To save the ship and enhance the visitor experience, the museum has proposed a two-phase plan that will cost \$19.85 million. Phase I has two important elements. The first is the \$5.6 million critical repair necessary to prevent the catastrophic loss of *Olympia*. This entails dredging and towing the ship to a local dry dock for extensive repair of the massively corroded steel hull. Experts have warned that the ship will be lost within 2 years if this is not done. The second element involves replacing the rotting exterior decking, a source of water leakage that continues to damage the ship. Deck replacement requires an additional \$8.5 million, if it were done while the *Olympia* was in dry dock for hull repairs.

Raising the \$5.75 million needed for Phase II would create an enhanced educational platform for

the *Olympia* and the Seaport Museum. Dredging a new location closer to the museum and installing new climate-control and plumbing systems will greatly improve the visitor experience. New earned-income opportunities, such as overnight encampments, will be created. Restored rigging and fittings, replica

small craft, and re-created period rooms will create an authentic environment for expanded programs and interpretation.

Independence Seaport Museum is now assessing its ability to attract philanthropic partners to this project. The future of an American treasure is in the balance.

Preserving Ship Legacies in Other Ways

There exists a fleet of historic naval vessels far more numerous than all the warships currently serving in all of the world's navies. These ships are in varying states of preservation and, in most cases, not easily accessible. In fact, the exact location of many of them has yet to be determined. These, of course, are vessels that were lost at sea as a result of combat, heavy storms, collisions, or other means. In recent years, the U.S. Navy, for example, has sent many of its warships to watery graves by using them as targets. So far "SinkEx's" have claimed 25 of the 31 destroyers of the *Spruance* class. Other ships have been scuttled to create artificial reefs to promote under-sea wildlife. A recent successful "reefing" occurred when *Oriskany* was sunk off the coast of Pensacola. Although many had hoped to convert the decommissioned aircraft carrier into a museum ship, there will be some solace that she is available for touring, albeit by sport divers.

How long a vessel remains preserved on the bottom depends on an assortment of variables. *Monitor* remained fairly intact as a designated maritime sanctuary until dives in the 1990s determined that her deterioration was beginning to accelerate. Today, much of *Monitor* has been exhumed and is being conserved at the new Monitor Center at the Mariners' Museum at Newport News. With respect to the other American naval vessels and military aircraft lost at sea, the underwater archaeologists at the Naval History and Heritage Command remain vigilant with regard to their disposition

in part because some of these sites are war graves. However, in recent years stipulations provided by the Navy have allowed for the controlled archaeological recovery of artifacts from the depths, in particular Navy aircraft lost during training missions over Lake Michigan during World War II. Because of the icy water conditions, many of these aircraft appear almost flyable upon retrieval from the lake's depths. In cases where U.S. Navy ships are lost in foreign waters, the U.S. Navy coordinates with foreign governments to preserve the sanctity of the wreck site.

A good example of such coordination is in the "foreign" waters of Lake Ontario. There, on 8 August 1813, a heavy squall capsized the U.S. Navy schooners *Hamilton* and *Scourge*. Today the two vessels sit upright and intact 300 feet below the surface. Although not combat-related, the sinking stands out as the single greatest loss of life for naval forces of either side during the War of 1812. The site is a watery grave for 53 American sailors.

Over the past 30 years Hamilton, Ont., has served as a cultural resource manager for the archaeological site. The genesis of the recent effort began in 1971 when Dr. Dan Nelson, a research associate with the Royal Ontario Museum (ROM), began searching for the two wrecks. Two targets located off Port Dalhousie in 1973 were confirmed as the lost warships 2 years later by a remotely operated vehicle (ROV).

In April 1979 the U.S. Navy transferred ownership of the two wrecks to ROM with the caveat that any human remains recovered during



The bowsprit and figure-head of the schooner Hamilton.

Courtesy of the City of Hamilton, 2008

salvage operations would be returned to the U.S. Navy. In August 1979, ROM transferred the ownership of the two ships to the City of Hamilton. In 1982, Hamilton undertook a preliminary study of the site with the aid of the National Geographic Society. Eight years later Dr. Robert Ballard of the Woods Hole Oceanographic Institute and Dr. Margaret Rule of the Mary Rose Trust conducted the first archaeological investigation of those wrecks.

Between 2002 and 2007 the site was revisited to perform environmental assessments to determine the optimal window of opportunity for conducting successful underwater surveys. Planning for the 2008 condition assessment began in the fall of 2007. The partnership grew to include the Canadian Coast Guard and the Royal Canadian Navy's Maritime Command Atlantic and Fleet Dive Unit Atlantic. The Coast Guard provided the project with moorings and the capacity to install and recover them. CCGS *Griffon* served as the platform for the end-of-project memorial ceremony and press conference. Maritime Atlantic and Fleet Dive Unit Atlantic provided the project with a dive survey platform in the form of the coastal patrol vessel HMCS *Kingston*.

An ROV controlled from a small control room on the deck of *Kingston* dived down and along the bottom of the lake until contact was made with each shipwreck. The visibility was excellent. Not only were outstanding exterior views recorded, but a small camera with pan/tilt capability recorded interior views of both

ships. Thanks to Canadian efforts, scholars have new material to work with as we approach the bicentennial of the War of 1812. Many more ships have yet to be discovered. As detailed in an earlier edition of *Pull Together*, efforts continue in the search for *Bonhomme Richard*.

As noted in the case of *Monitor*, sometimes ships or parts of ships are recovered for conservation, study, and public exhibition. One example is the recovery, conservation, and exhibition of the Confederate Civil War submarine *HL Hunley* in Charleston. Components of the ill-fated *Maine* are another example. The Museums and Collections Division of the Naval History and Heritage Command has responsibility for keeping track of many of these items. In the case of *Maine*, pieces from this historic ship dot the American landscape. The ship's main mast stands over a memorial at Arlington Cemetery. The explosion-bent fore mast is on display at the U.S. Naval Academy. At the Washington Navy Yard across from the Navy Museum, a gun mount and a blade from a *Maine* propeller are on display. In Lewiston, Maine, one can find a shell from the main battery located just inside an entrance of city hall. Further up I-95, in Bangor, a memorial consisting of the shield and scrollwork from the bow of the ship honors the memory of those lost in Havana. In Canton, Ohio, home of President William McKinley, the base of *Maine's* conning tower is on display at Westbrook Veterans' Memorial Park. Main battery shells with small

plaques serve as memorials at the Marion, Ind., Veterans Administration Hospital and national cemetery, the South Bend, Ind., Joseph County Courthouse lawn, and in Minneapolis at the Old Soldiers' Home. At Pompton Lakes, N.J., a portion of the bronze engine room ventilator shaft serves as a monument. In 1914, one of *Maine's* six anchors found a final resting home at City Park in Reading, Pa.

In light of the challenges of preserving whole ships, this trend of making components available is likely to continue, especially for nuclear ships being decommissioned.

Already several submarine sails have been erected as sentinels honoring those who served in the silent service during the Cold War. The latest example is in southeastern Washington State, in the outskirts of Richland, where a new memorial park is being constructed. Located near the Department of Energy's facility at Hanford—the final resting place of Navy reactor compartments—the memorial was the initiative of local citizens who wanted to celebrate the region's close association with the Navy. Central to the memorial is the 66-foot-long, 23-foot-tall sail of the former submarine *Triton*. Cut into four sections at Bremerton, Wash., home of the Puget Sound Navy Shipyard, the huge submarine sail was transported by trucks, reassembled, and set into a concrete foundation. Work on the park will continue in 2010.

Preserving ship legacies in these ways helps promote U.S. naval history. Naval History and Heritage Command is the command responsible for the management and protection of over 17,000 sunken U.S. Navy ships and aircraft, and continues to preserve Navy heritage through the collection and curation of Navy art, artifacts, and historical documents, which can be made available to today's Navy Sailors, researchers, and the general public for interpretation of the U.S. Navy's rich maritime history.

The NHF thanks Michael McAllister of Hamilton, Ontario for his contribution to this article.

NAVY MUSEUM NEWS

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General Dynamics Makes Substantial Pledge For Navy Museum's Cold War Gallery

The Naval Historical Foundation has received a substantial pledge from the General Dynamics Corporation for the National Museum of the United States Navy's Cold War Gallery. For General Dynamics, headquartered in Falls Church, Va., the pledge represents a major commitment to the Navy's flagship museum, honoring those who served in the sea services during a critical period in world history. The future 20,000 sq. foot Cold War Gallery will also provide an outstanding venue for the museum to conduct educational outreach to schools around the nation.

The contribution was announced at the 18 November 2009 board of directors meeting of the Naval Historical Foundation by the chairman, Adm. Bruce DeMars, USN (Ret.).

"General Dynamics' generous commitment will help enable the Navy to tell the story of one of the most significant periods in world history, and also contribute toward providing outstanding educational resources in the fields of math, science, and technology for future generations," said Admiral DeMars.

The Cold War Gallery is coupled to General Dynamics' history as one of the nation's leading defense firms. During the early years of the Cold War, from 1954 to the fall of the Soviet Union, General Dynamics' Electric Boat division in Groton, Conn., produced many of the Navy's famed submarines. These included the world's first nuclear-powered submarine,



Senator Jim Webb joins NHF Chairman Adm. Bruce DeMars following the Senator's remarks at the turnover ceremony for the completed Central Hall of the Cold War Gallery held on 11 December 2009. As Secretary of the Navy towards the end of the Cold War, Webb was most impressed at the efforts being made to honor our nation's Cold War-era Sailors and educate future generations about their service and sacrifice.

Nautilus, and later *Los Angeles*-class attack submarines and *Ohio*-class ballistic missile submarines.

The contributions of these Electric Boat-built vessels gave the Navy an edge over their Soviet counterparts. This important period in U.S. maritime history will be well documented in two major displays planned for the North Hall of the Cold War Gallery: "The Navy in the Nuclear Age" and "Tracking Ivan."

With the generous contributions of General Dynamics and others, the Naval Historical Foundation, under contract with the Navy, is continuing with exhibit design and fabrication, with a goal of opening some exhibits to the public in time for Veterans Day in 2010.

Navy Museum Educates Teachers on Cold War

On 6 August 2009, Dr. David Winkler of the Naval Historical Foundation led a group of teachers from Virginia for a behind-the-scenes look at the future Cold War Gallery of the National Museum of the United States Navy. Sitting in ready-room chairs from the decommissioned aircraft carrier *John F. Kennedy*, the Virginia educators, who were attending the Cold War Teacher Institute, viewed a documentary film on the Navy's role in the Cold War and then looked at artifacts including a Trident C-4 missile, a Korean War vintage landing craft, a model of the USS *Forrestal*, and artifacts from Americans who were prisoners of war in North Vietnam. "The Cold War Gallery represents the first new major exhibit for the museum since the 1980s," stated Winkler. "It will be a valuable resource for telling not only the story of the Cold War but also the science and technology behind the history."

The significance of the Cold War is appreciated by the Naval Historical Foundation, the Virginia War Memorial, the Naval Museum of the United States Navy, and the Cold War Museum Foundation—organizations that teamed to host the one-day Cold War Teacher Institute, which aimed to provide teachers with access to educational resources that could be used in the classroom. "When I'm introduced to give a talk about the U-2, many students are surprised when they find out I am not going to talk about a rock band," exclaimed Francis Gary Powers, Jr., in his talk with the teachers. Powers, the son of the pilot who was shot



Curtis Utz and teachers discuss the Cuban Missile Crisis on the bridge of destroyer Barry.

down over the Soviet Union in 1960, expressed his frustration with the level of understanding of this critical period of history in American history at the "Cold War – Fact, Fiction, and Myths Teacher Institute" conducted at the Washington Navy Yard. "When I speak in European classes they get it—they know immediately who I am the son of," added Powers, who has created a virtual museum at his www.coldwar.org website.

Highlights of the program, in addition to the Winkler tour and Powers talk, included a unique presentation of the Cuban missile crisis from Naval History and Heritage Command historian Curtis Utz. The author of *Cordon of Steel: The U.S. Navy and the Cuban Missile Crisis*, Utz gave an overview of the October 1962 crisis and then took teachers on board the display ship *Barry*, a *Forrest Sherman*-class destroyer berthed at the Washington Navy Yard that actually participated in the quarantine of Cuba.

The Cold War Teacher Institute was initiated by Candice Shelton, education specialist at the Virginia War Memorial located in Richmond, as part of that organization's continuing outreach effort. Concluding the day, Shelton showed one of the outstanding oral documentaries contained in the Memorial's *Virginians at War* film series about the Korean War as told by Virginians and discussed the educational resources provided by the Memorial that can be found at www.vawarmemorial.org. For successfully hosting the event, credit goes to the Navy Museum's Assistant Education Director Laura Hockensmith. For a virtual tour of the new gallery visit www.navyhistory.org and click on the Cold War Gallery logo.



Dr. Winkler shows artifacts planned for placement in the Cold War Gallery.

Pirate or Privateers: Battle on the High Seas, 1812

The National Museum of the United States Navy presented a free half-day program on 26 August 2009 designed to entertain, educate, and familiarize families and children with Navy life in the early 1800s. "Really cool!" said grade school student Kai Riley. The 4-hour program was an interactive and fun opportunity to learn about the history of the U.S. naval forces. The featured speaker for the event, Dr. Michael Crawford, senior historian for the Naval History and Heritage Command, put on a dramatic show in which he dreamed he was having a conversation with a U.S. Navy-sanctioned privateer circa 1812.

Employing the brogue, language, and props of the period, Dr. Crawford said, referring to a young pirate volunteer, "If ye be a pirate, ye be a criminal, a robber, looting merchant ships on the high seas and claiming the spoils for ye self. If ye be caught ye shall be tried and hanged."

On the other hand, he said, pointing to another volunteer, "Ye be a privateer. A privateer be sanctioned by the U.S. government, given a 'letter of marque' which authorizes these good captains, ships and their crews to

attack and detain merchant ships who be from the nation at war, in this case Great Britain."

Crawford went on to explain that the 500 to 600 privateers during the War of 1812 were engaged in a very risky financial venture. He said the capital cost required to buy a ship, outfit it with guns, hire a crew, and buy provisions was no small expense. The chance then of finding enemy merchant ships to take as a prize was not an easy prospect.

"Once captured, the privateer was obligated to bring the ship into port and present the ship's cargo and the captain and crew to an admiralty court for disposition of the seized goods. There were court costs and other bureaucratic expenses that had to be paid before the privateer would see any return on investment," he added.

Crawford concluded by noting that a privateer or his sponsor could end up with nothing.

Ship's Company reenactors were the headline entertainers for the day. The Chantymen, a part of the Ship's Company, entertained the audience, singing three types of songs: sea chanties, broadsides, and four bitters. Then they persuaded the audience to get involved with organized sea chantey sing-alongs, which delighted the children.

MUSEUM PROFILE: Hampton Roads Naval Museum

From coast to coast and beyond there are facilities—museums, exhibits, outdoor displays, and historic ships—that highlight aspects of our great naval heritage. This first piece in a series looks at the Hampton Roads Naval Museum located in Norfolk's historic downtown waterfront as part of a maritime complex dominated by Nauticus and the battleship *Wisconsin*.

Focus of the museum: The Hampton Roads Naval Museum is part of the Naval History and Heritage Command and interprets the history of the U.S. Navy in and around Hampton Roads, Va., from the Revolutionary War to the present day for U.S. Navy personnel and the general public. The Museum performs this mission through collection, research, preservation, interpretation of historic artifacts, and educational programs. Located on the third floor, the museum has limited floor space for displays. However, museum director Becky Pouliot has maximized the available space with compact, informative exhibits. Initial topics covered include the "Battle Off the Virginia Capes" that led to the end of the American Revolution; the "Battle of Hampton Roads and the Civil War" that features artifacts from the USS *Cumberland* and the ironclad CSS *Virginia*; and "The Steel Navy and the Spanish-American War" which details the region's construction of a new steel Navy in the late 1880s that played a decisive role in the Spanish-American War. Displays in the latter exhibit include the original builder's model of the ill-fated USS *Maine*, a model of the torpedo boat USS *Winslow*, and a real Spanish torpedo captured by American naval forces. Further topics include "1907: Jamestown Exposition and the Great White Fleet"; "World War I and the Beginnings of Naval Station Norfolk"; "Battle of the Atlantic and World War II"; and "The Modern Navy," an exhibit that covers post-World War II Navy history to the present. Models in this final display include the carrier USS *America*, the submarine USS *Norfolk*, and the A-6 *Intruder* fighter jet.

With the support of the Hampton Roads Naval Museum Foundation, the museum sponsors a variety of programs including free family fun activities, free educational programs, free Speakers' Bureau programs, and a series of luncheon lectures. Visitors may also stay in touch with the museum via www.hrrnm.navy.mil, Twitter, and Facebook.



On 1 August 2009, USS Forrestal veterans joined members of the Kilcline and Monroe families to dedicate a model of the RA-5C Vigilante aircraft for the Cold War Gallery aviation exhibit. The model was configured by expert modeler and naval aviator Michael McLeod to represent the aircraft flown by then-Commander Thomas J. Kilcline, Sr., and his Reconnaissance Attack Navigator, then-Lt. Cmdr. Vincent D. Monroe in Forrestal's heavy attack squadron VAH-1 in 1967. After keynote remarks by Vice Adm. Thomas J. Kilcline, Jr., Commander, Naval Air Forces, he was joined by his sister, Mrs. Mary Kilcline Novak, and Captain Monroe's widow Mrs. Suzanne Monroe and his son James Monroe for the formal dedication of the model in memory of two great naval aviators.

MAJOR DONOR RECOGNITION

The Naval Historical Foundation appreciates the contributions of the below who currently appear on semi-permanent placards mounted in the Central Hall as well as all others who contributed lesser amounts to the effort. Every dollar helps!

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News in Naval History

Canadian Navy Turns 100 in 2010!

The aim of the Canadian Naval Centennial is to build and strengthen in Canadians an appreciation for their navy and to promote the role of the navy within the Canadian Forces in a maritime nation. The theme is to "Bring the Navy to Canadians" and events will be focused to honor the past, to showcase the current navy, and to reinforce the requirement for the future navy.

The navy, along with several civilian naval-oriented groups, has commenced planning for 2010 activities across the country. Major international fleet assemblies are scheduled for June 2010 in Victoria and a month later in Halifax during the Royal Nova Scotia International Tattoo. As well, a group of naval warships will visit Toronto during the Canadian National Exhibition and an increased number of port visits are planned for both coasts and in the St. Lawrence and Great Lakes.

The Naval Reserves, with their 24 divisions in cities across Canada, are key to promoting the centennial and the navy across the country. They are considering several local and national activities, including "Freedom's of the City" parades, open houses, a cross-country run along the Canada Trail, and other projects in cooperation with their municipality and local naval service groups.

An activity that promotes the underlying centennial theme is a traveling road show, consisting of a small musical revue with naval band and an exhibition of naval artifacts and naval art. Another initiative being explored is for the navy to have a prominent role at major sport-

ing events, exhibitions, and other national cultural events during 2010.

Both Canada Post and the Royal Canadian Mint are considering a naval centennial stamp and coin, respectively, to commemorate this historic milestone. Several other projects being progressed include the commissioning of a set of paintings and a coffee-table book to commemorate the navy over the past 100 years.

Other ideas include a commemorative sword, historical conferences in Halifax and Ottawa, parades, and dinners. Plans are under way to send to every First Nations people, city, town, and region that has been honored by having a Canadian warship named after it information about their namesake ship so that they may have the opportunity to promote that ship and thus the Canadian Navy during the centennial year.

The centennial will be a momentous milestone for both navy and nation with an objective of honoring the past, celebrating current achievements, and recognizing the navy's

obligation to Canada with the naval centennial slogan: *Commemorate, Celebrate, Commit*. For details about events visit www.navy.forces.gc.ca/centennial.

Chaplains to Build History and Heritage Center

On 17 July 2009, the Naval Chaplaincy School and Center (NCSC) established a plan to create the Center for Naval Chaplaincy History and Heritage (CNCHH) as a component of the Armed Forces Chaplaincy Center located at Fort Jackson, S.C. The project will be a partnership between the Naval Chaplaincy School & Center, the Naval Chaplains Foundation, and Naval History and Heritage Command. The objectives for the CNCHH include (a) to provide a centralized resource for studying Chaplain Corps history, (b) to cele-

USPS to Honor Distinguished Sailors



On Thursday 4 February 2010, the United States Postal Service will issue four stamps to honor William S. Sims, Arleigh A. Burke, John McCloy, and Doris Miller. Using images provided through the Naval Historical Foundation, the Post Office will launch these new first-class stamps at a First-Day-of-Issue Ceremony to be conducted at the Navy Memorial, Washington, DC. To RSVP for this event, please call (866) 268-3243 by 21 January 2010.

brate the scope, diversity, and profound impact of sea service ministry, and (c) to inspire future generations of Navy chaplains and Religious Program Specialists (RPs) to live up to the rich heritage of naval chaplaincy.

From its inception in 1775, the U.S. Navy Chaplain Corps has had a profound impact on the spiritual wellness of the sea service community. Countless generations of Sailors, Marines, and Guardians and their loved ones have found strength, solace, and inspiration in the dedicated service of chaplains, as well as RPs. With this heritage, the NCSC desires to build quality exhibits about the naval chaplaincy, create a well-organized and staffed archive of sea service ministry documents and materials, and establish a robust program of research and publication. The first element involves a space of 839 sq ft in the new NCSC facility that has been set aside for the Sea Service Ministry Historical Gallery. The gallery will accommodate a substantial display of naval chaplaincy historical artwork, photographs, documents, artifacts, and three-dimensional dioramas. The exhibits will employ themes that focus on chronology, ministry to the three sea services, diversity, and operations in the field or at sea. In addition, passageways and common areas throughout the NCSC building will feature historical artwork, artifact displays, photographs, and interpretive materials highlighting aspects of sea service ministry history.

Classrooms and other spaces will bear the names of historical figures, including photographs or paintings and background information. Exterior areas around the building will likewise be appointed to tell the story of naval chaplaincy. The south courtyard will feature a life-size bronze statue depicting a wounded Marine being ministered to by a chaplain, while a vigilant RP stands in watch. The statue, to be sculpted by Capt. Robert Rasmussen USN (Ret.), reflects the timeless heritage of chaplaincy in the context of contemporary conflict. Of note, Captain Rasmussen currently serves as the director of the National Naval Aviation Museum in Pensacola.

The Naval Chaplains Foundation has a goal of raising approximately \$500,000 to establish the facility and \$120,000 in follow-on years to staff and operate the gallery and archives.

Naval History Symposium a Success

The History Department of the U.S. Naval Academy sponsored its 16th Naval History Symposium on 10-11 September. Drawing historians and scholars from across the country and 16 other nations, the conference offered 81 presentations on a variety of topics, ranging from the history of U.S. Naval Air Power to steam ships and naval construction in Spain and Latin America. Highlighting the event were keynote speeches by Adm. Bruce DeMars, USN (Ret.), chairman of the Naval Historical Foundation, and Dr. Andrew Gordon, USNA Class of 1957 Chair in American Naval Heritage, who raised awareness on the state of the historic cruiser *Olympia*.

Authors on Deck Series Continues at Navy Memorial

The United States Navy Memorial presents an ongoing series of free, noon-time lecture programs on the sea services. During the 1-hour programs, authors will discuss their books, take questions from the audience, and sign their books, which will be available for sale in the Ship's Store.

The events take place at the Navy Memorial's Naval Heritage Center, located adjacent to the Navy Memorial at 701 Pennsylvania Ave, NW, Washington, D.C., just steps from the Archives/Naval Memorial/Penn Quarter METRO station. Visit www.navymemorial.org or contact Mark Weber, (202) 380-0723 or mweber@navymemorial.org, for more information.

Upcoming lectures are as follows:

19 January 2010: *Flotilla: The Patuxent Naval Campaign in the*

War of 1812 by Donald G. Shomette, Johns Hopkins Books.

23 February 2010: *Bluejackets & Contrabands: African-Americans and the Union Navy* by Barbara Tomblin, University Press of Kentucky.

NMHS 2nd Annual Washington Awards Dinner

The National Maritime Historical Society (NMHS) will honor retired U.S. Senator John Warner of Virginia; Adm. Gary Roughead, Chief of Naval Operations, United States Navy; and James W. Cheevers, associate director and senior curator of the U.S. Naval Academy Museum. The NHF is assisting with planning for this event and encourages membership attendance. The dinner will take place on 22 April 2010 at The Army & Navy Club, Washington, D.C. For details visit www.seahistory.org.

2010 Cruise Schedule for Liberty Ships Being Finalized

The World War II vintage Liberty ships SS *John W. Brown* and SS *Jeremiah O'Brien* continue to offer cruises to the general public on opposite coasts. The Baltimore-based *John W. Brown* has set plans to cruise the Chesapeake Bay on 8 May and 16 October 2010 and a limited amount of tickets may be available for a cruise on 27 June. In addition, the ship is slated to take passengers out on a day cruise from Providence, R.I., on 25 September 2010. In addition, plans call for the ship to participate in festivities associated with the 9th Maritime Heritage Conference in Baltimore scheduled earlier that month. Meanwhile, on the West Coast, the San Francisco-ported *Jeremiah O'Brien* is finalizing its 2010 cruise schedule which will probably include a cruise around the Memorial Day weekend and outings in June, July, and August. The ship also participates in the October Fleet

Week activities. Both ships are maintained by dedicated volunteer crews and incorporate bands, historic reenactors, and aircraft flyovers into their voyage regimens. To learn more about these two historic ships and obtain cruise booking information, visit either www.liberty-ship.com or www.ssjeremiahobrien.org.

Hattendorf Honored!

Naval War College professor John Hattendorf recently earned the Samuel Elliot Morison Award and the Alfred Thayer Mahan Award for Literary Achievement. The Morison Award, given by the USS Constitution Foundation in Boston, Mass., is presented for public service that echoes traits of Adm. Samuel E. Morison, the Harvard professor and official U.S. Navy historian during World War II. Those qualities include scholarship, patriotism, and interest in maritime topics.

The Mahan Award, administered by the Navy League of the United

States, is given for literary achievements that advance understanding of naval warfare, strategy, and policy. "These are history awards, and it's very meaningful to get them during the year we're celebrating the 125th anniversary of the Naval War College," Hattendorf said. The awards cite Hattendorf for his scholarship and influence on the understanding of naval strategic thought and the country's dependence on maritime strength.

Hattendorf has written, edited, and co-authored more than 40 books, including the *Oxford Encyclopedia of Maritime History*, in 2007. He began his long-standing relationship with the Naval War College 40 years ago when he had been in the Navy for only 5 years.

Hattendorf is currently working on several projects, including updating the history of the Naval War College to commemorate 125 years, editing an 18th-century admiral's journal as well as 20th-century strategic documents, and doing a series of historical case studies on naval force and peacetime coercion.

Photograph courtesy of HNSA.



Two Liberty ships are available for cruises in 2010.

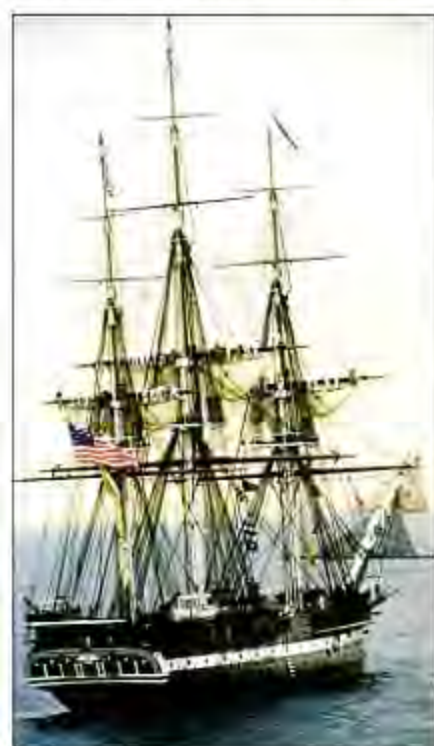
Naval Historical and Heritage Command News

USNA Museum Reopens Doors

Opened in time to welcome the Class of '13, the U.S. Naval Academy Museum in Preble Hall experienced an "extreme makeover" over the past 2 years, transforming itself into a must-see destination on any trip to Annapolis. Gone is the hodgepodge of old display cases featuring random assortments of artifacts. Instead the visitor is greeted by an aesthetically pleasing series of exhibits that place artifacts in proper historic context. The museum features an outer and an inner ring. Walking clockwise around the outer ring, visitors experience the story of the United States Navy—and inserted into the story from 1845 on are graduates of the Naval Academy who went on to become part of that history. The inner ring focuses on the academy itself and how it grew and changed to meet the needs of the Navy and the nation.

The other major change is the relocation of the Rogers Ship Model Collection from the basement to the second floor. Interspersed with life-like mannequin figures depicting 18th-century tradesmen conducting shipbuilding activities are dozens of ship and boat models of the sailing ship era dating from 1650 to 1850. The collection contains scale models built for the British Admiralty and original display cabinets from the 17th century. The collection, bequeathed to the Naval Academy in 1935 by Colonel Henry Huddleston Rogers, is one of the most valuable of its type in the world.

"It is the sense of Congress that the president, vice president, executive branch officials, and members of Congress should use *Constitution* for the conducting of pertinent matters of state, such as hosting visiting heads of state, signing legislation relating to the armed forces, and signing maritime-related treaties." *Constitution's* 71st and current commanding officer, Cmdr. Timothy Cooper, could not be more excited about this law signed by President Barack Obama, after the House of Representatives and the



Senate passed the bill earlier in October.

"I am really proud and humbled to be a part of this honor," Cooper said. "USS *Constitution* has always been the most visible reminder of the beginnings of our Navy. Now, USS *Constitution* is a visible reminder of America, and all that we stand for."

Constitution's primary mission will remain education and public outreach, and any Ship of State functions will be an adjunct to the ship's primary mission, according to the National Defense Authorization Act for Fiscal Year 2010 in section 1022.

Each of these five publications has a common thread: NHF support! In the case of the four monographs related to the Vietnam conflict, the NHF contracted with the authors to write the drafts. In the case of the Jeff Barlow book that was highlighted in the previous edition of *Pull Together*, the NHF provided a subvention to enable Stanford University Press to publish.

Approaching Storm: Conflict in Asia, 1945–1965, by Edward J. Marolda. The U.S. Navy and the Vietnam War series. 2009. ISBN 9780945274575. Paper, 89 pp., ill., \$16. GPO Stock No. 008-046-00247-9.

This illustrated booklet describes the U.S. response to Communist movements in Asia after World War II and the U.S. Navy's role in the region as it evolved from an essentially advisory one to actual combat after the Tonkin Gulf attack off North Vietnam in August 1964. *Approaching Storm* inaugurates the Naval History and Heritage Command's series on the U.S. Navy in the Vietnam War. Order from the secure GPO website, bookstore.gpo.gov.

Nixon's Trident: Naval Power in Southeast Asia, 1968–1972, by John Darrell Sherwood. The U.S. Navy and the Vietnam War series. 2009. ISBN 9780945274582. Paper, 84 pp., ill., \$14. GPO Stock No. 008-046-00246-1.

This booklet focuses on the three prongs of the naval trident that President Nixon wielded during the final years of the Vietnam War: naval air power, naval bombardment, and mine warfare. For much of this period, Navy aircraft sought to hamper the flow of supplies down the Ho Chi Minh Trail in Laos—a huge investment in air power resources that ultimately proved fruitless. After North Vietnam's invasion of the South in 1972, however, Navy tactical aviation, as well as naval bombardment, proved critical not only in blunting the offen-

sive but also in persuading North Vietnam to reach a peace agreement in Paris in 1973. For the first time in the war, the Navy was also authorized to close Haiphong Harbor and North Vietnam's other ports with naval mines—an operation that still stands out as a textbook example of how mine warfare can inflict a major economic and psychological blow on the enemy with minimal casualties for either side. Thus, naval power was indispensable to ending America's longest war. Order from the secure GPO website, bookstore.gpo.gov.

From Hot War to Cold: The U.S. Navy and National Security Affairs, 1945–1955, by Jeffrey G. Barlow. Stanford University Press, 2009. ISBN 978804756662. Cloth, 710 pp., \$65.

Written from the perspective of the Chief of Naval Operations, the Navy's senior uniformed officer, and his staff, and based upon an extensive review of thousands of once-classified documents and interviews with a number of retired senior U.S. Navy and Army officers, the book examines the contentious unification hearings over roles and missions of the three services that led to the passage of the National Security Act of 1947, discusses the formation of NATO, and analyzes Eisenhower's "New Look" defense policy in which the president sought to balance military readiness with economic realities. The book also details the Navy's perspective on international crises during this turbulent period, including the rise of the Chinese Communists and their victory over the Nationalists, the outbreak of the Korean War, and the French defeat at Dien Bien Phu, Vietnam.

Look for these titles coming soon: *Navy Medicine at War*; *Passage to Freedom to the Fall of Saigon*; and *The Battle Behind Bars: Navy and Marine POWs in the Vietnam War*.

Navy Medicine at War, by Jan K. Herman, historian with the Navy

Bureau of Medicine, begins and ends with a humanitarian operation—the first, in 1954, after the French were defeated, when refugees fled to South Vietnam to escape from the Communist regime in the North; and the second, in 1975, after the fall of Saigon and the final stage of America's exit that entailed a massive helicopter evacuation of American staff and selected Vietnamese and their families from South Vietnam. In both cases Navy provided medical support to avert the spread of disease and tend to basic medical needs. Between those dates, Navy medical personnel responded to the build-up and intensifying combat operations by taking a multipronged approach in treating casualties. From medical battalions, which set up combat hospitals in the field, to a new advanced emergency hospital with specialized medicine in Danang, to the floating hospital ships offshore, and to the one individual the Marines counted on most to save them—the corpsman—this story covers them all. Helicopter medical evacuations, triaging, and a system of moving casualties from short-term to long-term care meant higher rates of survival and targeted care. Poignant recollections of the medical personnel serving in Vietnam are a reminder of the great sacrifices these men and women made for their country and their patients.

Battle Behind Bars, the last monograph written by Stuart I. Rochester, the late chief historian for the Office of Secretary of Defense, reveals how the unconventional nature of the war and the unforgiving environment of Southeast Asia inflicted special hardships on the Vietnam-era POWs, whether they spent captivity in the jungles of the South or the jails of the North. This book describes their experiences—the similarities and the differences—and how the POWs coped with untreated wounds and other malaises, systematic torture, and boredom. The creative strategies they devised to stay fit, track time, resist the enemy, communicate with one another, and adhere to a chain of command attest to the high standards of conduct in captivity that so distinguish the POWs of the Vietnam War.

NINTH Maritime Heritage CONFERENCE



Baltimore • September 15-19, 2010

Call for Papers

Ninth Maritime Heritage Conference

The Maritime Nexus: Reconnecting Landsmen with Their Seagoing Heritage

The 9th Maritime Heritage Conference will take place at the historic inner harbor of Baltimore, Md., on 15–19 September 2010. The conference will be held in the Hyatt Regency Baltimore, overlooking USS *Constellation* in her berth. Hosts include Historic Ships in Baltimore and the Naval Historical Foundation. The annual meeting of the Historic Naval Ships Association and several other maritime organizational forums will run concurrently with this conference.

The purpose of this conference will be to stimulate thinking on how history can reawaken the general public's consciousness of what the maritime world means (and meant) to us all.

Given this context, the organizers of the 9th Maritime Heritage Conference see an opportunity for individuals from all segments of the maritime heritage communities to come together to discuss topics of interest, learn from their peers, and consider how to connect our fellow citizens with their seagoing heritage. Conference topics include, but are not limited to international trade, oceanic immigration, maritime law, shipbuilding, small craft, lighthouses and lifesaving stations, whaling, underwater archeology, historic ships and preservation, sailors' life ashore, African-American maritime history, maritime museums and organizations, mercantile and naval ports, naval history, the War of 1812, maritime literature, native maritime cultures, maritime art and music, maritime education, sail training, marine sanctuaries and protected areas, and other topics related to global maritime heritage.

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 Dr. David F. Winkler, c/o Naval Historical Foundation, 1306 Dahlgren Ave. SE, Washington Navy Yard, DC 20374-5055. Send inquiries and electronic proposals to dwin-kler@navyhstory.org. **The deadline for submitting proposals is 1 June 2010.** The program committee expects to finalize the program in July 2010 and to post the schedule at www.seahistory.org.

News from the Foundation

Flag Biography Program

Tucked in with historic books and manuscripts inside the vault of the Navy Department Library Rare Book Room are file cabinets containing hundreds of biographical sketches on the officers who achieved flag rank within the United States Navy. For the most part, these biographies are concisely prepared, providing a researcher with basic information to understand the individual's position in the naval hierarchy and duties performed. For several decades, they were expertly crafted by biographers in the Navy's Office of Information who took care to prepare career overviews upon the retirement of the officer.

This function apparently faded away with the downsizing of the Navy in the early 1970s and, to keep pace, Navy Department librarians pulled biographies that were submitted as part of command history requirements or printed out career summaries that are available on the official www.navy.mil website. Unfortunately, many of these write-ups lacked needed biographical details such as career chronology, dates of promotion, and major career accomplishments.

Seeing an opportunity to fill a void, NHF president Vice Admiral Robert F. Dunn sent a memorandum in early September to the retired Flag community with a request for career biographical overviews featuring the elements that were standard for narratives written decades ago.

"We have been capturing some important history," noted NHF historian David Winkler, who has been sorting through the steady stream of incoming biographies. He added, "In some cases we have uncovered additional materials such as a memoir or photograph collection that we have been able to also include in the Naval History and Heritage Command's historic holdings."

From notes and e-mails that accompanied the biographies received, it's apparent that the NHF request caused several recipients to

reflect on their service to the nation. Rear Adm. Wycliffe Toole observed that the request forced him to search for "papers, letters, files and records" that had "quietly wandered into strange boxes and unusual places." He went on:

"As you can imagine, the search soon turned into a most interesting and enjoyable journey. Every letter, document, or old set of orders I uncovered caused me to pause and remember places and people I had not thought of for a very long time.... This biographical exercise has greatly increased my appreciation and understanding of just how fortunate, lucky, and blessed I was to have enlisted in the U.S. Navy those many years ago."

Navy Federal Produces New NHF Brochures

Do you have friends or colleagues interested in naval history?



Do you think they could be candidates to join the Naval Historical Foundation? If so, we will be pleased to send them a new Naval Historical Foundation trifold. With the stock of the current trifolds rapidly depleting, the Navy Federal Credit Union has come to the rescue with an agreement to redesign and print 10,000 upgraded versions that focus not only on the mission of the NHF but also on the benefits that membership brings. If you would like to receive copies of the new brochure for distribution, please contact Dr. Winkler at dwinkler@navyhhistory.org. Thank you, Navy Federal!

Speakers Program Needs You!

Program Overview: Since 1997, the Naval Historical Foundation has maintained a list of members who are "on call" to speak to groups on naval historical topics regarding which they have expertise. Many of our speakers are scholars who have conducted research and are widely published. Other speakers are Navy veterans "who were there" or have strong professional knowledge on a subject.

Typically the NHF responds to requests from either the Chief of Naval Information or the Naval History and Heritage Command or is contacted directly by a group desiring a speaker. The organization desiring the speaker is expected to cover the cost of long-distance travel, any berthing, and meals. Because speakers are located in most regions of the country, the NHF can meet most requests.

Because we have signed on many new members in the past decade, we want to reboot the program to incorporate our new talent. If you are interested in participating



please contact Dr. Winkler at dwinkler@navyhistory.org with a short resume that covers your educational background, professional experience, publications, and naval history topics that you are comfortable discussing. We will not divulge your contact information to anyone before consulting you but we will identify the area in which you reside (Northern Virginia, San Diego area, etc.) in our promotional materials so that requesters can consider logistical costs (travel, berthing) before asking about your availability.

Beach Prize Awarded!

At part of an annual awards ceremony held last May at the U.S. Naval Academy, NHF Executive Director Todd Creekman and U.S. Naval Institute's Tom Cutler presented the Captain Edward L. Beach, Jr. Naval History Prize to Midshipman First Class Joel L. Hamner. The award was named for World War II-Cold War submariner, acclaimed author, and long-time Foundation director Ned Beach. An interview

with his wife Ingrid is featured on pages 30-31.

International Journal of Naval History

Book Reviews

The Naval Historical Foundation underwrites the academic web publication *International Journal of Naval History*. Please visit www.ijnhonline.org to read reviews of these latest works on naval history:

Stephen Royle, *The Company's Island: St Helena, Company Colonies and the Colonial Endeavour*. I. B. Tauris, 2007.

Review by Andrew Lambert
King's College, London

Craig L. Symonds, *Lincoln and His Admirals: Abraham Lincoln, the U.S. Navy, and the Civil War*. Oxford University Press, 2008.

Review by Edgar F. Raines, Jr.
U.S. Army Center of Military History
Washington, D.C.

Chief of Naval Operations Admiral Gary Roughead and Airman Jessica Gill cut the cake to celebrate the Navy's 234th birthday at the Navy Birthday Celebration featuring "Navy in Space" as the historic subtheme during this 40th anniversary of the Apollo 11 moon landing's "first step" by naval aviator Neil Armstrong. Partnering with the National Capital Council of the Navy League, the NHF once again contributed the focus from 234 years of the U.S. Navy's proud history to enable the nearly 500 guests to relive highlights of the Navy's experience in space. With an entertaining video of those highlights produced by long-time NHF member Bob Rositzke, attendance by space shuttle astronaut retired Navy Capt. Robert L. Crippen, USN (Ret.), and a stirring address by the CNO, the dinner guests soon understood that the Navy has been in space since American Sailors first climbed to the masthead of USS Constitution. After that, it was simply a matter of distance!

Ari Hoogenboom, *Gustavus Vasa Fox of the Union Navy: A Biography*. Johns Hopkins University Press, 2008.

Review by Howard J. Fuller
University of Wolverhampton
Department of War Studies

Steve Ewing and John B. Lundstrom, *Fateful Rendezvous: The Life of Butch O'Hare*. Naval Institute Press, 1997.

Review by John T. Kuehn
U.S. Army Command and General Staff College

Jan K. Herman, *Navy Medicine in Vietnam: Oral Histories from Dien Bien Phu to the Fall of Saigon*. McFarland, 2009. 365 pp. 56 photos, appendices, glossary, notes, bibliography, index.

Edgar Melton, Professor Emeritus
Wright State University

Crowe Oral History Published and Presented

At a dinner hosted by Frank Gren at the Georgetown Club, on 8 October 2009, the oral history of Adm. William J. Crowe, Jr., USN (Ret.) was distributed to the Crowe

family. Gren, who underwrote the project, offered his appreciation to all involved, especially Paul Stillwell, who conducted some 16 interviews with the former Chairman of the Joint Chiefs. Crowe's son Blake, a brigadier general in the Marine Corps, took time from his staff duties to review and edit the transcript. Attending the dinner with the general were his mother Shirley Crowe and his brother and sister Brent and Bambi along with their spouses and children. Stillwell attended the event and spoke about his experiences while interviewing the admiral. Also in attendance and speaking was Adm. Charles Larson, a friend of Admiral Crowe and supporter of the oral history, and Vice Adm. Robert Dunn, the Naval Historical Foundation's president.

Unfortunately, Admiral Crowe passed away before his oral history could be completed. However, the 16 interviews, chronicling much of his remarkable 46 years of service in the United States Navy, will be a valuable asset to researchers, historians, and those interested in naval history. The Naval Historical Foundation is most appreciative to Frank Gren for his unselfish generosity.

VP Lectures in Sweden

NHF Vice President Rear Adm. William J. Holland delivered two presentations in October to audiences in Sweden. Both dealt with the U.S. Navy's view of the Cold War at sea. The first was delivered to an audience of students and faculty at the Swedish National Defense College in Stockholm. The second was presented to a general audience at the Swedish Naval Museum in Karlskrona, Sweden. Holland was hosted by the Swedish Naval Museum and had the opportunity to tour that fine museum and the world-famous *Vasa* Museum in Stockholm. *Vasa*, a 17th-century ship of the line that sunk on its maiden voyage, is housed almost intact in a modern climate-controlled building in the Swedish capital.

While at the Swedish Naval Museum, Admiral Holland was the



Rear Admiral Holland outside the Swedish Naval Museum, Karlskrona, Sweden.

principal in a seminar with that museum's director, department heads, and historians discussing the Cold War and the United States' reactions to events in the Baltic. The Swedish Naval Museum is preparing a major exhibit on the Cold War to open early next year in Karlskrona. This is the locale where the Soviet Whiskey-class submarine U-137 ran aground and was stranded for several days in a restricted area of Swedish territorial waters.

Foundation Member to Write on Glomar Explorer

Naval Historical Foundation member Norman Polmar has signed a contract to write *AZORIAN: The Raising of the K-129* for the Naval Institute Press. Long known to the public as Project Jennifer, AZORIAN was the code-name for the ambitious effort by the CIA to secretly salvage the Soviet strategic missile submarine *K-129*, which had sunk in the North Pacific Ocean in 1968, using *Glomar Explorer*, a massive salvage ship constructed and uniquely equipped to lift the submarine from a depth of 3 miles. Polmar is working in collaboration with filmmaker Michael White, whose documentary by the same name is being

considered for airing this fall in the United States. The documentary, which will form the basis for portions of the book, includes extensive interviews with senior CIA officials, the engineers who designed and built the *Hughes Glomar Explorer*, and the men who sailed the ship and recovered a part of the sunken submarine. The book is scheduled for publication in fall 2010.

Authors Are Writing!

Ty Martin has detailed the treatment of American wounded from the *Constitution-Guerriere* duel in "The Butcher's Bill" in the August 2009 *Naval History*.

Three Splendid Little Wars: The Diary of Joseph K. Taussig, 1898-1901, edited by **Evelyn M.**

Cherpak, was published by the Naval War College Press in 2009.

Thomas J. Cutler wrote about "MacArthur, FDR, and the Politics of Leyte Gulf" in the October 2009 edition of *Naval History*.

"Charles Morris: A Man of Letters and Numbers" by **George W. Emery** can be read in the August edition of www.ijnhonline.org

A paper, "The Strategic Plight of the Spanish Republican Navy in the Spanish Civil War, 1936-39," by

Willard C. Frank, Jr., was published in *New Interpretations of Naval History: Selected Papers from the Fifteenth Naval History Symposium*, edited by Maochun Yu published in 2009 by the Naval Institute Press.

John B. Hattendorf and **Peter M. Swartz** have edited *U.S. Naval Strategy in the 1980s: Selected Documents* published in 2008 as part of the Naval War College Newport Papers Series (Number 33).

"Returning the Last Conspirator" by **Andrew C.A. Jampoler** in the October 2009 *Naval History* discusses the return of Lincoln conspirator John Surratt.

In "Confluence of Careers at Mobile Bay" in the December 2009 *Naval History*, **Craig L. Symonds** discussed opposing commanders David Farragut and Franklin Buchanan.

William H. White wrote a biographical sketch on "David Dixon Porter Jr.: A Warrior Uncomfortable with Peace" for the December 2009 *Sea History*.

600 Cruise Books Online

Ancestry.com, in cooperation with the Naval History and Heritage Command (NHHC) and Naval Historical Foundation, added more than 600 Navy cruise books to its online collection of military records at the start of November 2009.

This effort came about as a result of agreements involving NHHC, NHF, and Ancestry.com.

As part of the arrangement, Ancestry.com set up scanners on location at the Navy Department Library (NDL) in Washington, D.C., and spent several months digitizing Navy cruise books for this occasion.

The collection, available at Ancestry.com, represents nearly 40 years of cruises following World War II, from 1950 to 1988, and chronicles an estimated 450,000 servicemen deployed at sea during that time. Styled after yearbooks, the cruise books include the names and photographs of individuals who served aboard the ship and highlight not only significant milestones that took place

during the cruise but also the day-to-day life on board ship. While not every Navy cruise was documented in a cruise book, the NDL has on file an estimated 3,500 cruise books, which Ancestry.com plans to digitize and add to this collection over time.

"When Ancestry.com approached the Navy about digitizing these cruise books for online access, we were thrilled," said retired Capt. Charles T. Creekman, Jr., NHF executive director. "A cruise book offers an insider's perspective into what these sailors experienced and the strong camaraderie they established while serving their country at sea." The payoff of this project for the Navy is that Ancestry.com donates a digital copy of each cruise book scanned to the NDL.

The Navy cruise books are part of Ancestry.com's U.S. Military Collection, which includes 100 million names that span more than three centuries of American military service.

NHF-Library of Congress Partnership Turns 60!

In the summer of 1949, then-Foundation president Fleet Admiral Ernest J. King signed an agreement

with the Library of Congress to deposit its extensive naval manuscript collection in that esteemed federal repository. That collection, begun at the 1926 creation of the Naval Historical Foundation, now numbers over 300 separate groups of papers covering the full extent of U.S. naval history, evident in the listing found at the NHF website, www.navy-history.org. Each year, additional personal paper collections are located and transferred, making this an ongoing and dynamic partnership.

In addition, since 2001, the NHF has been a partner with the Library of Congress Veterans History Project. The partnership placed the NHF in an advisory role when the program was established, and several of the Library of Congress oral history materials were modeled from NHF oral history program documents. Because of his understanding of naval topics, NHF historian David Winkler has interviewed several Congressmen and Senators on behalf of the Library of Congress and NHF oral histories can be found in the Veterans History Project database. Currently, Laura Brennan is working as an NHF part-time assistant to add new inputs to the Library of Congress database.



The NHF Collection is located in the James Madison building.

NHF Mourns Loss of Long-Time Treasurer

Rear Adm. Robert Marion Moore, SC, USN (Ret.) passed away 4 October 2009 at his home in Charlottesville, VA. Born in San Antonio, Texas, he earned a bachelor's degree in Journalism (with high distinction) from the University of Texas and a master's degree in business administration from Harvard University where he was named a George F. Baker Scholar. In 1961, he was commissioned an Ensign in the Supply Corps where he served with distinction from 1961 to 1996. During his career he served as Supply Officer on board USS *Hyman* (DD 732) and USS *Holland* (AS 32) and qualified in submarines. In May 1993, he became the 38th Chief of Supply Corps, serving in that capacity in which he served until his retirement from active duty in May 1996. During his long and distinguished naval career that spanned more than 35 years, Rear Admiral Moore was awarded the Distinguished Service Medal, Legion of Merit (six awards), the Meritorious Service

Medal (two awards), and various other campaign and unit awards.

Upon his retirement from the Navy in 1996, Moore continued to mentor young officers and was an active participant in the Navy Supply Corps community. From 1999 through June 2009, he served as treasurer of the NHF. He also served as treasurer of the Navy, Marine Corps, Coast Guard Residence Foundation; member of the Board of Directors for Herley Industries, Inc.; and member of the Board of Directors, Navy Supply Corps Foundation. Most recently, Moore was selected by his shipmates as the 2009 recipient of the Navy Supply Corps Lifetime Achievement Award for his continued support for the Supply Corps Community. He will long be remembered for the exceptional professional and military guidance he unselfishly shared, and his gift of making a friend of everyone he encountered.

Rear Admiral Moore's funeral service was held at Arlington Cemetery on 1 December. For ways to honor his memory please contact the NHF.

Naval History and Heritage Command Curator Frank Thompson and NHF member Toby Mack display the recently acquired commissioning plaque of USS Northampton (CA-26), sunk on 30 November 1942 at the World War II battle of Tassafaronga. Toby alertly spotted the plaque on eBay and NHF made the purchase at the request of the Navy. The plaque allegedly had been found at a Honolulu yard sale some years ago before the current owner decided see if he could make some money on this unique artifact. Frank Thompson reports that NHHHC already has the bell from Northampton, which raises the question of how such artifacts survived the sinking of that heroic ship. Apparently at the beginning of the war, the Navy directed that non-essential and ceremonial items were to be stripped from Navy ships and retained for return after hostilities. NHHHC has several such examples of artifacts that were never returned because of the combat loss of the ship in question. Stay tuned for a future Pull Together article about how NHF and our members partner with the Navy to recover historically significant items that have found their into non-Navy custody, sometimes under questionable circumstances.



2010 to Mark 60th Anniversary of Commencement of the Korean War!



The Surface Navy Association (SNA) will hold its annual symposium from 12-14 January 2010 at the Hyatt Regency located at Crystal City in Arlington VA. From 1730 until 1830 on 13 January, SNA will host a program featuring NHHC historian Curtis Utz who will provide an overview of the Inchon landing operations of 15 September 1950. Utz's talk will be followed by presentations from Lieut. Cmdr. Joe Hixon who was officer of the deck in Lyman K. Swenson and Warren Wiedhahn who stormed the seawall at Inchon as a young Marine PFC. The Naval Historical Foundation conducted an oral history in 2001 with Capt. Robert Schelling who had command of Lyman K. Swenson at Inchon and an edited abridged copy of that interview will be featured in the next edition of SNA's Surface SitRep. Capt. Schelling has since passed away. The above NHHC photos show the Lyman K. Swenson and the pre-invasion bombardment. For information and registration information for the symposium visit www.navydna.org.

Pull Together Interview

To commemorate the 50th anniversary of USS *Triton*'s (SSRN 586) submerged circumnavigation of the world, *Pull Together* (PT) interviewed Ingrid Beach, the wife of the *Triton*'s commanding officer, the late Capt. Edward L. (Ned) Beach, Jr. After retiring from the Navy, Beach served as a director for the Naval Historical Foundation. The NHF's prize recognizing outstanding historical scholarship by a midshipman at the U.S. Naval Academy is named for Beach.

PT: How did Captain Beach and you meet?

Ingrid Beach: Ned and I both grew up in Palo Alto, Calif., but he was 8 years older than I which explains why we never met as youngsters and why I never dated him at the Naval Academy. Sometime in the beginning of 1943, Ned's mother mentioned to mine that her son, facing danger everyday while on submarine patrols in the Pacific, would find it a morale boost to receive a letter from a girl on the home front. "What about Ingrid?" My mother reminded Ned's mother that I was only a 17-year-old high school kid, but I was game and wrote a letter to Lt. Beach, addressed to the "USS *Drigger*," following Alice Beach's flowery handwriting. I still have that envelope with a scrawled penciled addition saying, "Try *Trigger*." So communication was set up and after a few exchanged letters, Ned received unexpected home leave. He looked me up immediately and we had a whirlwind romance. After 2 weeks, approximately, Ned confessed to me, "I've fallen completely in love with you" to which I replied, with a deep sigh, "I love you too." Then after a kiss and a pause I added, "Well, I guess this means we're engaged." Ned gulped but staunchly replied, "I guess so." So in fact I proposed to him! Another week of his leave remained, during which we consulted over our plans and told friends and family. Ned returned to sea duty

and chalked up a terrific wartime record and then returned for a June 4 wedding the next year, 1944.

PT: When did Ned find time to write?

Ingrid Beach: Ned wrote in the evenings after dinner and partly on the weekends. He had a basement workroom and had an amazing ability for unbroken concentration. After 2 or 3 hours, for instance, I would go down and ask him if he didn't want to take a break or have a cup or tea, but he would always wave me away and continue until late into the night. He finally got some hours of sleep before a quick breakfast and taking off for a full day's work at the office.

It's interesting to note that he started writing on the return trip of the USS *Piper* from the war zone in the Pacific coming around through the Panama Canal and up to New London, Conn. That's when he wrote his first article about his beloved USS *Trigger*, which was sunk by the enemy after Ned had been detached. Other articles about other wartime submarines followed and were eventually collected into a book with the title *Submarine*.

PT: How do you think *Triton*'s cruise ranked in his pecking order of accomplishments?

Ingrid Beach: I suggest number three after number one (his greatest accomplishment as a superb submarine handler and warrior) and number two (his immense skill as an author). His books make for riveting reading and accomplish what Ned thought was very important: "to tell it like it is."

Getting back to number three, however, certainly the 1960 submerged circumnavigation of the globe was a fantastic achievement. The feat was accomplished in all secrecy, as you know, and had several intense moments as, for example, the transfer of the sick sailor from the broached sail (so as to keep the record of never surfacing intact), the unexpected serious undertow at one juncture, and more.

Ned greatly admired the ship itself and the way it functioned.

PT: When did you know that he was doing a round-the-world?

Ingrid Beach: I'm not quite sure if it was just after he received



NHF Historian Dave Winkler with Ingrid Beach

the news via a surprise trip to Washington that the *Triton's* shake-down cruise would indeed be a submerged circumnavigation of the globe or if he told me in great secret soon before the trip was to start. In any case, I was sworn to secrecy.

From time to time during *Triton's* long absence, I would receive a phone call from Admiral Rickover himself, informing me briefly that *Triton's* trip was going well. I would relay this news to the other wives and at one point had a little party for them at my house. A couple of the wives were having babies while their husbands were gone and all the other wives were extremely supportive of them. We also kept our morale up by communicating with each other and getting together.

PT: Can you describe Triton's return?

Ingrid Beach: I was told after 84 days by a call from the Navy that *Triton* had surfaced somewhere off the East coast and that Ned was being flown by helicopter to the lawn of the White House to receive an award from President Eisenhower, his former boss. The caller continued to say that the Navy was sending me to meet him there on the lawn together with the President. This was of course very exciting for me, especially the ceremony that followed inside the White House when Ned was presented the award by the president with Admiral Rickover standing by. I'm sure it was Admiral Rickover who suggested that Ned be skipper for this remarkable voyage. One quality I think he admired in Ned was Ned's stick-to-it-ness. He knew that Ned would not falter even if problems arose that might cause another skipper to call the whole endeavor off.

The press made a big deal out of the trip, which followed Magellan's path. It was the only up-beat news of the day. The main headlines were about our U-2 having been shot down over the Soviet Union. Then there was the triumphant return of the ship to New London, of course. Family and friends lined the pier as *Triton* with all sailors lined up on the deck in their white uniforms. Flags were flying and the welcoming crowd held up signs saying "Welcome back, *Triton*." Dignitaries including Admiral Rickover made speeches and awards were presented on deck. My children were particularly thrilled. To this day there is a plaque on the house we lived in on the waterfront in Mystic, Conn., mentioning that it has been the home of the skipper of the *Triton*.

**In Honor of
Sterling A. Shipley and Marvin L. Witt for their naval service**

**In Memory of
RADM Robert M. Moore, SC (USN)**

UPCOMING SYMPOSIA AND CONFERENCES

"Oceans, Islands, Continents," American Historical Association Annual Conference, San Diego, Calif., 7-10 January 2010, www.historians.org

"Currents of Change," National Council on Public History Annual Meeting, Portland, Ore., 10-14 March 2010, www.ncph.org

"Sea Literature, History & Culture," National Popular Culture & American Culture Associations 2010 Conference, St. Louis, Mo., 31 March-3 April 2010. Topics include maritime themes in film, music, and television; historical events; maritime literature; sea sagas from non-Western cultures; and contemporary works on seafaring.

"American Culture, American Democracy," Organization of American Historians Annual Conference, Washington, D.C., 7-10 April 2010, www.oah.org

"Causes Lost and Won," Society for Military History 77th Annual Meeting, Lexington, Va., 20-23 May 2010, www.smh-hq.org

Annual Conference, Society for Historians of American Foreign Relations, Madison, Wis., 24-26 June 2010, www.shafr.org

Annual Conference, Society for American Archivists, Washington, D.C., 10-15 August 2010, www.archivists.org

Annual Conference, Nautical Research Guild, Annapolis, Md., 23-29 August 2010, www.thenrg.org

9th Maritime Heritage Conference to include the Historic Naval Ships Association Annual Meeting, Baltimore, Md., 15-19 September 2010, www.seahistory.org

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