

# PULL TOGETHER

Newsletter of the Naval Historical Foundation



*Also in the issue: Message from the Chairman, p.2; Thomas Truxtun p. 12; Navy Museum News, p.15; Naval History News, p.19; News From the NHF, p.23; 9th MHC Wrap Up, p. 29.*



## From the Chairman:

With this edition we celebrate the 50th anniversary of Pull Together! For a half-century, this newsletter has been the primary means by which we have shared with members our efforts to preserve and promote our naval heritage. Our last edition focused on outreach, centering on the Ninth Maritime Heritage Conference in Baltimore—an event in which we played a leading role in partnership with Historic Naval Ships in Baltimore and two dozen other naval and maritime heritage groups.

In that edition we noted that the new Office of Commemorations in the Naval History and Heritage Command will help foster, plan, coordinate, and sometimes execute events that mark anniversaries of important events in our naval history.

The Centennial of Naval Aviation in 2011 represents one such opportunity wherein the Naval Historical Foundation is supporting the official Navy effort.

So far we have produced a 2011 Centennial of Naval Aviation calendar, introduced a naval aviation centennial theme into the October 2010 national capital region Navy Birthday Celebration, and established a Naval Aviation Centennial Speaker program. Other opportunities are expected to include the publication of articles, co-sponsorship of conferences, and promotion of author talks and book signings.

While Pull Together is our primary means of communication, its twice-a-year publication schedule hardly makes it timely. Thus we have initiated a **WE-PULL TOGETHER** electronic one-pager that goes out twice a month to those members for whom we have an e-mail address. Do we have yours? We also continuously post news on our Facebook site. Communication is a two-way street. Do you have a publication or naval history event that needs promotion? Let us know.

Your involvement is critical for our success. We thank all who continue to contribute to our year-end campaign. If you haven't yet contributed, please keep us in mind. Another way to contribute is to donate time as a volunteer. To that end, check out our "help wanted" feature. If you see something that fits you or a colleague, please let us know. Finally, you can help increase our membership. We are currently conducting some test mailings to individuals who likely would have joined a long time ago if they only knew a little more about us. Word of mouth is also an effective means to expand our numbers. If you know someone who has a strong interest in naval history, please steer him or her our way!

Bruce DeMars



# NAVAL AVIATION AND THE WASHINGTON NAVY YARD

By Robert F. Dunn

Readers of *Pull Together* are well aware that at the request of the Navy, the Naval Historical Foundation is in the process of raising money for the design and build of a Cold War Gallery, a gallery that will tell the story of the Navy in the Cold War. What may not be so well known is that Building 70 at the Washington Navy Yard, the building that houses the Cold War Gallery, is historic in its own right. It and the surrounding Navy Yard were the site of

major contributions to naval aviation in its early days. As we celebrate the Centennial of Naval Aviation it's well that we take note of those efforts.

Early aircraft had a number of problems overcome only by the skills of the early pilots. Chief among them was stability. There were aeroplanes with ailerons between the wings or out in front of them; some aircraft had no ailerons at all but a system of wing warping, the empenage sometimes in front and sometimes in back; and air-

craft were sometimes simply inherently unstable. It is a wonder many of them flew. That conclusion was recently underscored in a flying replica of the aircraft Eugene Ely used to launch from *Birmingham* in 1910. The pilot of the replica has declared that after his own flight experience he has a new and extremely high regard for Eugene Ely.

While the early pilots were wrestling with the vagaries of their machines, it's encouraging to know that Capt. Washington



*Building 70: The original Experimental Model Basin also hosted the first wind tunnel.*



Irving Chambers, a former battleship captain and the Navy's first aide for aviation, and naval constructors (the predecessors of Engineering Duty Officers) were not idle. Chambers recognized the several similarities between aircraft and ships and put naval constructor David Taylor to work on the problems inherent in those early aircraft. Prior to Chambers, Taylor and others—pilots and manufacturers—attempted to solve problems by trial and error. Chambers and Taylor and their constructors introduced the scientific method to aerial problem solving with very good results. For example, it was Chambers, an officer with vast sea experience, who recognized that metacentric height in an aircraft on the water was as important as it was for ship stability. There was more, much more, to follow.

In 1912, only one year after the Navy procured its first hydroaeroplane, Taylor established the United States Navy "Aerodynamical Laboratory" at

the Washington Navy Yard in what today we know as Building 70. We don't use that term today but, instead, know it as a wind tunnel. No matter the name, it provided an almost immediate means for the Navy to analyze and improve the first aircraft purchased. Instead of airborne trial and error with concomitant risk of life, limb, and aircraft, problems of control could be worked out in the wind tunnel and lives and dollars were saved. Better known for his contributions to ship engineering, David Taylor also took an avid interest in aviation and his wind tunnel remained for many years thereafter the largest and most powerful in the world.

Also in 1912, another naval constructor, this one a qualified naval aviator, Holden Richardson, used the tow tank in what is now Building 70 to examine the planing properties of seaplane floats and hulls. Richardson's tests showed the advantages of a Vee bottom, a

long easy form, spray strips, and a single step with a sharp rise in the after-body. This was the classic float form adopted then and used through World War II for seaplanes large and small. It can still be seen today in float-planes used in such places as the Caribbean and Alaska.

It was also in 1912 that the first successful aircraft catapult launch was conducted from a barge moored in the Anacostia River close to the Washington Navy Yard. A previous, failed attempt had been made from a pier at the Naval Academy. Then, after a redesign by Richardson and Lt. T.G. Ellyson, Naval Aviator Number One, there was success. It should not be surprising that compressed air propelled that first catapult. Torpedoes manufactured at the Navy Yard also used compressed air for launch.

Only 40 miles or so from Annapolis, naval constructors and technicians from the Washington Navy Yard worked with the Experimental Engineering Station in support of naval aviation's first "Camp" at Greenbury Point near Annapolis. Those engineer and support personnel were instrumental in getting over the many early hiccups faced by those early naval aviators.

Other places around the nation, San Diego and Pensacola among them, will be the focus of the 2011 Centennial of Naval Aviation; however, it's well to recall that other places and people around the nation made important contributions too. Not least among them was the Washington Navy Yard and, in particular, the site of the Navy Museum's new Cold War Gallery. As we work in, visit, or stroll the Yard, let's remember the important work done there in the early development of naval aviation.

*Vice Admiral Dunn serves as president of the Naval Historical Foundation.*



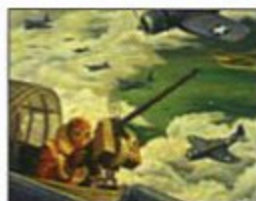
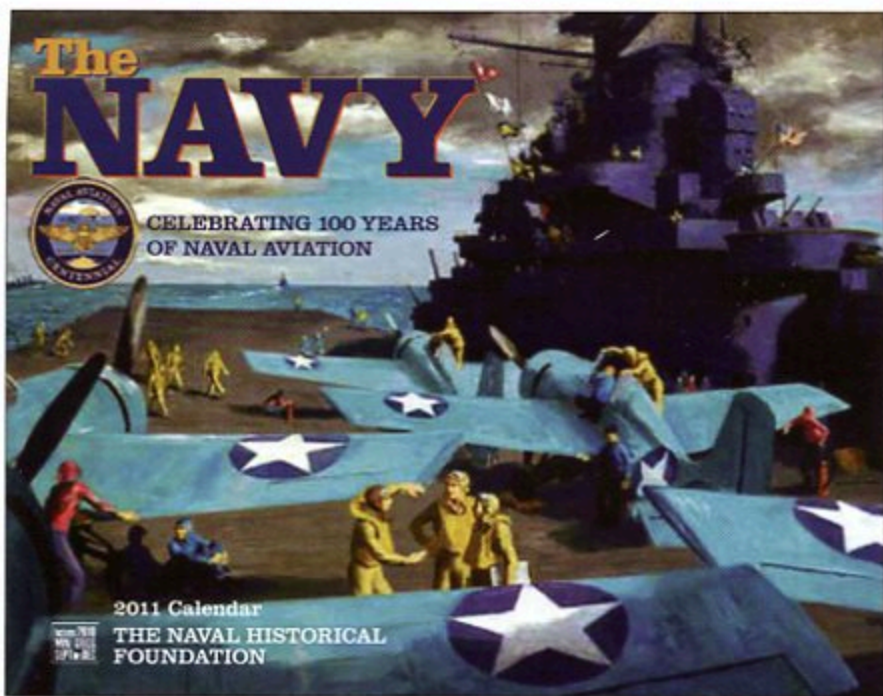
*This 1929 NHHHC photograph shows the control and operating room of the 8 by 8 foot wind tunnel with electrician W.H. Gornall in the foreground and aeronautical engineer R.H. Smith in the background beneath wall racks holding airplane models.*



# Celebrate a Century of U.S. Naval Aviation with The Naval Historical Foundation's *The Navy* 2011 Calendar

The Naval Historical Foundation salutes 100 years of Naval Aviation with this special 2011 calendar. The anniversary edition features 24 full-color works of art from the Navy's official collection at the Naval History

and Heritage Command. The calendar also includes daily listings of historic events that mark milestones in naval aviation and give special recognition to the daring men and women who have served the nation so faithfully.



Calendar price is \$13.95;  
shipping for one calendar is \$5.00; \$8.00 for two.

Calendar dimensions:  
14 by 11 inches—opens to 14 by 22 inches.

contact the Naval Historical Foundation at <https://www.navyhistory.org/orderapp/> and follow the directions at that online order form.

You can also contact our Historical Services Manager, Mr. Corey Black, at [cblack@navyhistory.org](mailto:cblack@navyhistory.org); (202) 678-4333, ext 6, to discuss calendar order details.



# Centennial of Naval Aviation Plans Launched



The Commander, Naval Air Forces, has been given the responsibility for planning and executing events associated with the 100th anniversary of naval aviation. As part of the centennial, 34 "Tier 1" events have been planned through 2011. These are listed below. Updated information can be found at [www.public.navy.mil/airfor/centennial/](http://www.public.navy.mil/airfor/centennial/).

## February 2011

10-13: San Diego Centennial Kickoff Celebration & Aerial Review

## March 2011

19-27: Jackson Navy Week (NAS Meridian & Keesler AFB air show)

## April 2011

9-10: NAS Corpus Christi Salute to 100 Years of Naval Aviation  
15-17: NAS Ft. Worth JRB Air Power  
30-May 1: MCAS Beaufort Air Show

## May 2011

TBD: Marine Week St. Louis  
3-9: Centennial of Naval Aviation Week Pensacola  
5-11: New Orleans Navy Week & Nawlins Air Show  
13-15: MCAS New River Air Show  
20-22: DoD Joint Services Open House

22-Jun 2: NY Fleet Week & Jones Beach Air Show  
23-29: Philadelphia Navy Week & Millville AAF Show

## June 2011

4-5: Rockford AirFest 2011  
11-12: Evansville Freedom Festival  
16-22: Davenport Navy Week & Quad Cities Air Show  
25-26: National Guard Association of Rhode Island Open House

## July 2011

11-17: Rochester Navy Week & ESL International Air Show  
18-24: Detroit Navy Week & Thunder over Michigan Air Show  
25-Aug 1: EAA AirVenture Oshkosh  
31-Aug 8: Seattle Fleet Week & SeaFair

## August 2011

8-14: Fargo Navy Week and Air Show

the dawn of naval aviation, the publication of a naval aviation centennial calendar, and the creation of a naval heritage speakers bureau. In addition, due to a generous donation from a vintage naval aviator, the NHF is helping with the publication of a definitive update to *U.S. Naval Aviation: 1910-1995*, bringing it up to its centennial year.

26-27: The Great State of Maine Air Show

## September 2011

3-4: NAS Pax River Air Expo '11  
6-11: Omaha Navy Week & Guardians of Freedom Air Show  
14-18: National Championship Air Races  
17-18: Memphis AirFest  
19-Oct 2: San Diego Fleet Week & MCAS Miramar Air Show  
20-25: NAS Oceana Air Show & AIAA Centennial Convention

## October 2011

8-9: San Francisco Fleet Week  
15-16: Lemoore Air Show  
17-23: El Paso Navy Week & Amigo Air Show

## November 2011

5-6: NAS Jax, Birthplace of the Blue Angels Air Show  
11-12: Pensacola Homecoming

## December 2011

3: Washington, DC, Centennial Closing Gala

## Wings for the Navy

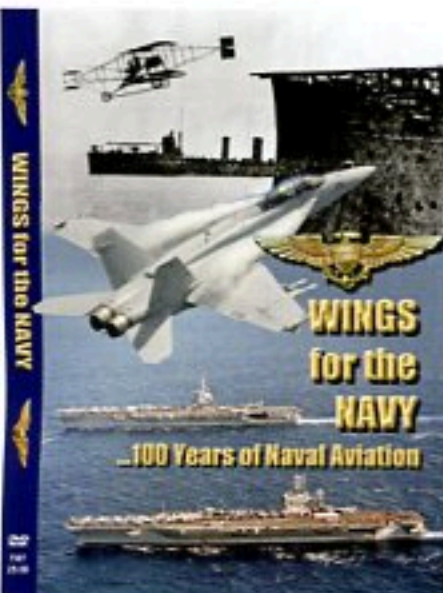
As the 100th anniversary of the birth of naval aviation drew near, 2009 Naval Historical Foundation Volunteer of the Year and veteran video producer Bob Rositzke (USNA'57)

became intrigued with the story of how naval flight—against steep odds—came together.

It was the story of three men—Capt. Washington Chambers, USN; aircraft manu-

facturer Glenn Curtiss; and civilian pilot Eugene Ely—who teamed up in late 1910 and early 1911 to prove that an airplane could take off from and land on a ship. Their bold efforts planted





the seed that ultimately transformed naval warfare.

Teaming with longtime associate Mark Huffman, and with the Naval History and Heritage Command (NHHC) providing technical support to ensure accuracy, Rositzke researched the photo archives at NHHC and began working on a documentary to tell that story, "Wings For The Navy."

Foundation Executive Director Capt. Todd Creekman, after reviewing the early work, asked Rositzke about the feasibility of producing a six-minute excerpt of the documentary to be shown at the Navy's 235th Birthday Celebration dinner held in Washington.

Underwritten by the Naval Historical Foundation, NHHC, and CACI International Inc., that video played to rave reviews at the 15 October birthday event. Days earlier the USS *Midway* Museum signed on to sponsor the full 25-minute version of the film.

"At its core, this is really an inspiring story of leadership," Rositzke said. "To me, it is what the Navy is all about."

The video will be released before the end of this year, in time for 2011's Centennial of Naval Aviation celebrations.



COMMANDER, NAVAL AIR FORCES

13 October 2010

Dear Admiral Dunn,

Although I am unable to attend the 2010 Navy Birthday Celebration in Alexandria, I would like to reiterate my support and appreciation for the Naval Historical Foundation and the National Capital Council Navy League. I am very pleased to see the enthusiasm both organizations are building for the 2011 Centennial of Naval Aviation.

Each year as we celebrate our Navy's birthday, we reflect on our history and reflect on how we have evolved into the Navy we are today. This year we find ourselves only months away from a very special anniversary in naval history: the birth of Naval Aviation. In May 1911, Navy Capt. Washington Irving Chambers, Officer in Charge of Aviation, requisitioned the Navy's first aircraft from aviation pioneer Glenn H. Curtiss. In one century, Naval Aviation has emerged as a primary instrument of our national security. From the Curtiss A-1 Triad, to the F/A-18 Super Hornet, from the USS *LANGLEY* (CV 1) to the USS *GEORGE W. H. BUSH* (CVN 77), Naval Aviation has scored an impressive list of achievements in peace and war. The first crossing of the Atlantic by air, victory at the Battle of Midway, and the first American in space, to name a few, put Naval Aviation at the forefront of our national destiny.

Today we continue to build on the Naval Aviation legacy. We work with partners to deter aggressors and prevent war, help secure the world's waterways, and provide aid where needed to victims of natural disasters and war. Naval Aviation is a powerful and rapidly responding instrument of diplomacy and national security. The 2011 Centennial of Naval Aviation affords the opportunity to honor our legacy and recognize the ongoing contributions of Naval Aviation to our country's safety, security, and prosperity.

From San Diego's Kick-off Aerial Review and Gala in February to the Udvar-Hazy Closing Gala in December, the centennial year will be filled with commemorative air shows, Navy Weeks, Fleet Weeks, and museum and event displays focusing attention on 100 years of progress and achievement in Naval Aviation. Your organizations, as well as other Navy League Councils and support organizations, will be integral partners ensuring a successful commemorative year.

We deeply appreciate the sustained support from the Naval Historical Foundation and the National Capital Council Navy League and our other support organizations. Please accept my best wishes for a wonderful celebration of our Navy's 235th Birthday!

Fight to Fly! Fly To Fight! Fight to Win!

Sincerely,

A. G. MYERS  
Vice Admiral, U.S. Navy

VADM Robert F. Dunn, USN (Ret)  
President, Naval Historical Foundation  
1306 Dahlgren Avenue, SE  
Washington DC 20374-5055



# NAVAL AVIATION CENTENNIAL HERITAGE SPEAKERS NEEDED

**Program Overview:** Since 1997, the Naval Historical Foundation (NHF) has maintained a list of members who are available to speak to groups on naval historical topics in their areas of expertise. Many of our speakers are scholars who have conducted research and are widely published. Others are Navy veterans "who were there" or have strong professional knowledge on a subject.

Typically, the Chief of Naval Information or the Naval History and Heritage Command forwards us requests from organizations in need of speakers, but sometimes those organizations ask us directly. We make it clear that our volunteer speakers do not require a speaker's fee, but that the organization making the request is expected to cover the cost of travel, lodging, and meals where applicable. We don't rule out the possibility of an honorarium from the organization to the speaker; we just don't insist on one. The broader our geographic speaker base, the more requests we are able to support.

**The Need:** With the emerging requirement to support Centennial of Naval Aviation-related events, the NHF, in concert with other naval aviation organizations, is creating a speaker pool of individuals with

knowledge of the many aspects of naval aviation history and heritage. A list of speakers who have already signed on for this program is listed on the foundation's [www.navyhistory.org](http://www.navyhistory.org) website—just click on the Centennial Logo.

**Contact Information:** No speaker contact information will be made available to inquirers without the speaker first being consulted. On the NHF website and in other promotional materials, we will expand our online listing to identify your name and the geographic area in which you reside (Northern Virginia, San Diego area, etc.) so that requesters can consider logistical costs (travel, lodging) before asking about your availability. We will also publish a précis of the topic information you provide to us so a requester can determine which speaker may best address the interest of their audience.

If you are interested in participating in the program, please send the required information below to Dr. David F. Winkler.

**By Mail:** Naval Historical Foundation, 1306 Dahlgren Ave SE, Washington Navy Yard, Washington DC 20374, Attn: Dr. Winkler

**By Fax:** (202) 889-3565, Attn: Dr. Winkler

**By E-mail:** [dwinkler@navyhistory.org](mailto:dwinkler@navyhistory.org)

Name: \_\_\_\_\_

Rank/Service/Ret? \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (work) \_\_\_\_\_ Phone (home) \_\_\_\_\_

E-mail \_\_\_\_\_ Fax \_\_\_\_\_

Educational Background:

Professional Experience:

Publications:

Relevant Naval Aviation Historical Topics:

Willingness to travel: \_\_\_\_ yes (if reimbursed) \_\_\_\_ no



# Commemoration Case Study: Midway

By David F. Winkler

IT IS SAID THAT MANY OF our Navy's traditions hail from the Royal Navy, thanks to the nation's British origins.

Honoring its own history and heritage is something the Royal Navy has always done well, especially with regard to the anniversary of the Battle of Trafalgar.

Throughout the world, ceremonies, receptions, and formal dinners occur around the 21 October anniversary date. In other locations there is an offshoot event called "Pickle Night" in early November to mark the arrival of HMS *Pickle* from the battle scene to England to announce the joyous news of the victory and sad news of the loss of Vice Admiral Horatio Lord Nelson. For example, NHF members Joe and Sally Callo coordinate a Pickle Night in New York at the New York Yacht Club to benefit the Royal Navy Museum.

Inspired by the Royal Navy example, a small foundation was formed in the 1990s with the purpose of commemorating the Battle of Midway. The International Midway Foundation staged several successful dinners at the Navy Museum and elsewhere, arranged for reunion trips back to the site of the battle, and organized symposia on the subject.

Vice Adm. William Houser sounded a clarion call to formalize these recognition efforts. The call was answered when then-Chief of Naval Operations Adm. Jay Johnson signed a naval administrative message (NAVADMIN 164/99) that was sent on 4 June 1999 on the subject of naval heritage: "It is apparent that the two most significant dates in our naval history are 13 October 1775,

the birth of our Navy, and 4 June 1942, the Battle of Midway."

A year later, Vice Chief of Naval Operations Adm. Donald L. Pilling signed out another administrative message calling for commands to sponsor tours, commemoration ceremonies, lectures, and other programming as well as a separate "Midway Night" dining event.

Building on the framework set down by his predecessors, the current Chief of Naval Operations, Adm. Gary Roughead, has taken aggressive steps to reinvigorate a Battle of Midway 'experience' across the entire Navy as illustrated by recent commemoration ceremonies at the U.S. Navy Memorial that drew a large number of Sailors stationed in the national capital region. To support the efforts of Navy units and shore commands to commemorate the battle, the CNO has directed the Naval History and Heritage

Command (NHHC) to develop more relevant material on Midway for the Fleet to use in training sessions. As such, a list of germane notices, Plan of the Day notes, lessons learned, and other material can be found in the Battle of Midway section on the NHHC website at [www.history.navy.mil/commemorations/midway/midway-index.htm](http://www.history.navy.mil/commemorations/midway/midway-index.htm).

At this year's ceremony at the U.S. Navy Memorial, 11 Midway veterans looked on as Admiral Roughead laid the wreath and delivered remarks to commemorate the 68th anniversary of the historic battle. "To the Sailors who are here today, who gather to commemorate those who have come before us," said Roughead, "I thank you for being part of this ceremony, this commemoration, this demonstration of respect for these great men, their generation and what they did for us."

While Roughead spoke to a specific group of Sailors, veterans, and other Navy supporters in Washington, his words were applicable to gatherings held throughout the Navy and beyond.

Such was the case in Bath, Maine at the christening of the guided missile destroyer *Spruance*. Designated DDG 111, this is the second destroyer named for the Navy commander whose calm and decisive leadership contributed to the pivotal victory in the central Pacific back in 1942. Appropriately, Admiral *Spruance's* granddaughter, Ellen



Admiral Roughead at the Navy Memorial last June.



Spruance Holscher, served as the ship's sponsor and broke the traditional bottle of champagne across the ship's bow.

Further down the Atlantic seaboard, the aircraft carrier *George H.W. Bush* berthed at Norfolk Naval Station hosted two World War II veterans and hundreds of Sailors from across the Hampton Roads area for another impressive ceremony.

Led by Commander, United States Fleet Forces, Adm. John C. Harvey Jr., the ceremonies included battle veterans William Eckel and Howard Snell, musical selections played by Fleet Forces Band, a moment of silence, remarks from Harvey and Vice Adm. Thomas Kileline, and an invocation and benediction led by Cdr. Cameron Fish, command chaplain. A vintage TBM-1 Avenger conducted a flyover during the ceremony. The Avenger made its combat debut during the battle.

At the wreath-laying presentation, Harvey was joined by Eckel and Snell to pay homage to the brave men who lost their lives during the battle.

While Admiral Harvey used the flight deck of an aircraft carrier named for a former World War II aviator to connect Sailors with their past, up in Boston the USS *Constitution* hosted approximately 150 members from the Wounded Warrior Project for an underway Battle of Midway commemoration on June 4.

The frigate's 71st Commanding Officer, Cdr. Timothy Cooper, observed, "I'm very proud to take this day to honor the deeds and sacrifices of these American heroes, past and present." Rear Adm. Robert Wray Jr., deputy commander, Military Sealift Command, and retired Cdr. Bob Gillen, 59th commander of *Constitution*, commemorated the Battle of Midway by tossing a wreath in the ocean.

At Naval Support Facility Dahlgren, the building 101 flagpole served as the focal point of a ceremony. At Naval Station Great Lakes, the commemoration was held on Ross Field. At Naval Base Kitsap in Silverdale, Wash., Sailors gathered at the base galley. To the north, the

NAS Whidbey Island First Class Petty Officers Association hosted a movie day in Skywarrior Theater showing films about the battle. At Naval Station Guantanamo Bay, Cuba, the Windward Ferry Landing hosted the commemoration. Similar events occurred at numerous other shore facilities and on the mess decks and other gathering spaces in ships deployed around the world.

At these events, where feasible, efforts are made to involve veterans of the battle in the ceremonies. In recent years, the numbers of veterans attending has sadly dwindled.

One of the dividends of the Navy's emphasis on commemorating the battle has been to foster new scholarship. An example is the U.S. Naval Academy's annual Battle of Midway Essay contest. This year Midshipman Will Cunha was recognized at the annual Seamanship and Navigation Awards Ceremony for writing "Through a Different Set of Eyes: The Battle of Midway As a Japanese Failure." Published in the May 2010 edition of *Shipmate*, the Cunha essay examined the battle through the prism of William Talbot's recently published *Strategy and Tactics*.

Other new scholarship on the subject is often presented at formal dinners that are sponsored by non-profit organizations. The Washington dinner venue in recent years has been the Army-Navy Country Club in Arlington, Va. This year co-sponsors of the event included the Naval Historical Foundation, Navy League of the United States, United States Navy Memorial Foundation, Naval Order of the United States, Surface Navy Association, Tailhook Association, and Association of Naval Aviation. As in past years, the Washington dinner has attracted leading naval historians and senior officials with expertise on the subject to provide new insights. With four Midway veterans in the audience, this year's speaker, former Congressman Robert J. Mrazek, looked at the personal backgrounds of the aircrews that flew what proved to be suicidal missions against the Japanese carrier force. Author of *Dawn Like*

*Thunder: The True Story of Torpedo Squadron Eight*, Mrazek touched on some of the controversial decisions that left the U.S. Navy's torpedo planes defenseless against Japanese fighters and concluded their sacrifice was not in vain.

Elsewhere, organizations such as the Naval Order and the Navy League have teamed to organize dinners throughout the hinterland. In many cases, local commanderies of the Naval Order have partnered with regional councils of the Navy League to host dinners.

For example, the Naval Postgraduate School Battle of Midway Dining-Out on 5 June was chaired by the President's Student Council in coordination with the Monterey Bay Commandery of the Naval Order and the Monterey Peninsula Council of the Navy League. At the dinner Professor Jon Czarnecki, Colonel, USA (Ret.), who teaches Joint Maritime Operations, gave a lecture titled "The Heart of Command: Chester Nimitz at Midway."

North of Monterey, the Marines' Memorial Club near Union Square in San Francisco has hosted the annual Dining Out for the past decade. Senior Chief Robert Hansen reported that the high point of the evening was the introduction of the nine veterans and one widow. A regular at the celebration is CWO2 Frank Boo, who was Admiral Fletcher's yeoman during both the Battle of the Coral Sea and the Battle of Midway. He bemoaned the fact that his smooth copy of the Battle of the Coral Sea Report, already edited and approved by Admiral Nimitz, went down with the *Yorktown*. He had returned to the ship to fetch it but was put on a damage-control party and never made it back to his office before the ship was torpedoed and sunk. Some 250 attendees honored the veterans and heard remarks from Adm. Eric Olson of U.S. Special Operations Command.

Further south, the aircraft carrier named for the battle hosted an even larger gathering. Over 1,000 guests attended a buffet dinner on the USS *Midway* Museum as part of an annu-





**Toast at the Naval Postgraduate School: COL Jon Czarnecki USA (Ret.) (guest speaker), CAPT Janice Wynn, USN (Madam Mess President and Dean of Students), and her husband, Mr. Rick Wynn.**

al tribute sponsored by the major commands located in San Diego. A number of Midway veterans participated in a public ceremony that included a "legacy flyover" by an F4F Wildcat and an F/A-18 Hornet. The Commander of the Pacific Fleet, Adm. Patrick M. Walsh, addressed the attendees and presented the ship with a replica of the original Midway Battle Plan drawn up by Adm. Chester Nimitz for a forthcoming exhibit in *Midway* detailing the significance of the battle.

Over on the East Coast, the Naval War College featured Jonathan Parshall at its dinner held on 4 June. Parshall, co-author of the book *Shattered Sword*, spoke previously to the Newport group as well as in Washington. The dinner coincided with the 125th anniversary of that venerable institution so the evening was one of both commemoration and celebration.

Another well-organized dinner was held in St. Augustine, Fla., in the vicinity of Navy installations in and around Jacksonville. Approximately 280 individuals attended the event that was hosted by the Mayport Council of the Navy League. Thirteen veterans of the Battle of Midway

were recognized at a VIP reception before the dinner and were presented with an engraved medallion in a wood stand marking this year's commemoration. Also recognized were four Wounded Warriors from operations in Iraq and Afghanistan.

After the meal, Vice Adm. Michael Vitale, USN, Commander, Naval Installations Command provided insightful remarks about the operations surrounding the battle and focused on the leadership and dedication needed to achieve the hallmark victory.

A unique aspect was a "Walk of Heroes" series of displays related to the battle and additional displays highlighting the U.S. Marine Corps and the history of World War II.

While ceremonies and dinners honored the dwindling number of Midway veterans, some people actually had the opportunity to visit the scene of the battle. This year Military Historical Tours, Inc., Pacific Aviation Museum, and U.S. Fish and Wildlife Service brought together veterans, historians, and tourists from the two countries at the central Pacific atoll to pay their respects to the service members who served and died during battle.

One interesting meeting of former enemies was between George Bernstein, 86, and Kaname Harada, 93. Bernstein, an Aviation Machinist's Mate Striker assigned to Torpedo Squadron 8 embarked in *Hornet*, stayed behind when his squadron of 15 torpedo bombers left on 4 June 1942 to be annihilated by Japanese Zeros. Harada, one of the Japanese fighter pilots, claimed credit for splashing five of the Devastator torpedo planes.

Bernstein noted, "We had a very interesting conversation."

The magnitude of the event was not lost on the active duty Sailors who made the trip. Ship Serviceman 3rd Class (SW) Jose Miguel Rivera, a Sailor assigned to the cruiser *Lake Erie*, observed: "When you stop to think about everything that happened here, and how big of a role that this island had, it's amazing."

Back in Washington, the CNO stressed the importance of such impressions for the future of the Navy. "It is our task, now, to write the new glorious pages in our Navy's history and we do so with the extraordinary example of the great men and women who came before us," reflected Admiral Roughhead.



## War of 1812 Bicentennial Series

This is the first of a series of essays being prepared by former NHF Vice President Vice Adm. George Emery on the leaders who forged the Navy prior to and during the War of 1812.

### Thomas Truxtun: “First Mentor” of the Federal Navy

Soon after Lord Cornwallis surrendered to Gen. George Washington at Yorktown, the Continental Navy became the victim of a postwar military drawdown, its ships discarded, its sailors dismissed.

A decade later, in June 1794, shortly after now-President George Washington had secured the reemergence of a navy and appointed Thomas Truxtun the junior of the first six Navy captains, Thomas Dobson printed Truxtun's *Remarks, Instructions, and Examples relating to the Latitude and Longitude in Philadelphia*. It was the first book published by an American naval officer and received considerable distribution within government and navy circles. “Few American books of the eighteenth century excelled in interest and usefulness” as Truxtun's *Remarks* did. “It could not have failed to increase respect for [the young] country throughout the world.” (1)

Truxtun's experience at sea qualified him well to publish his *Remarks*. He had commanded the private armed vessels *Independence*, *Mars*, and *St. James* during the Revolutionary War. Between that war and 1794 he captained the merchant ship *Canton* on several of the earliest American commercial voyages to China and India. By the time he accepted a Navy commission, his knowledge of navigation, winds, currents, and the Gulf Stream was the standard of the day. “Truxtun was probably the most informed officer in the navy, for his knowledge



Thomas Truxtun

bridged both traditional seamanship and modern navigational techniques.” (2)

Truxtun was not only a skilled navigator; he had schooled himself in ship construction as well. A letter to Secretary of War Henry Knox dated 23 June 1794, introducing the first of two appendices to *Remarks*, forwards his masting calculations for a 44-gun warship “from a system I formed some years ago.”

His familiarity with the rules and regulations of the British Navy furnished the basis for a second appendix: *A Short Account of the Several General Duties of Officers of Ships of War; from an Admiral down to the most Inferior Officer. . . According to British Regulations. . . With Additions, &c. By Thomas Truxtun.*

In the introduction Truxtun wrote:

“In the establishment of our young navy, the most skillful and experienced among us must

acknowledge, that recourse for precedents and examples, to some European nation . . . will be found highly necessary . . . and as our customs and manners in the sea service are very similar to those of the English, under whom many of us received our nautical education; I have selected from their system the general outlines of duty for all descriptions of officers, in a ship of war, with such additions and alterations as I found necessary to make.”

Thus a former Revolutionary War privateer commander became not only the first American naval officer to offer young officers a textbook by which to improve their ability to navigate on the high seas and their understanding of ship construction, but also the first to set down in print the duties and responsibilities inherent in accepting a commission as an officer in the new United States Navy.

Nor was Truxtun content to stop



there. He was determined to influence the education of those who were to serve with and follow him, even urging the creation of a "national maritime academy." In 1797 while supervising the construction of the frigate *Constellation* in Baltimore, he found time to write and publish

*Instructions, Signals, and Explanations offered for the United States Fleet*, once again drawing on the experience of the British Navy. He offered to follow *Instructions, Signals, and Explanations* with a treatise on seamanship and naval tactics. He once wrote to Timothy Pickering "We have many good Seamen but very few tacticians among them."

Though no immediate naval tactics title with Truxtun's name emerged, his Philadelphia publisher friend Thomas Dobson printed *A System of Seamanship and Naval Tactics* in 1799, its contents based on the writings of Villehuet, Clerk, Hoste, and others. It is likely that Truxtun encouraged its publication, for in 1806 a small pamphlet was published by Dobson, this time under

Truxtun's name: *A few Extracts, from the Best Authors, on Naval Tactics, to be found also in Dobson's Encyclopedia. The Extracts Selected, and some Short Notes made merely to show the Advantages of a Curve Line of Battle, Out of the Ordinary Mode.*

Truxtun had for more than a decade studied every work on naval and military strategy and tactics and military philosophy that he could contrive to add to his library. For Thomas Dobson, printer of the *Encyclopedia*, he had edited for publication some extracts from "the best

cient in the naval art. (3)

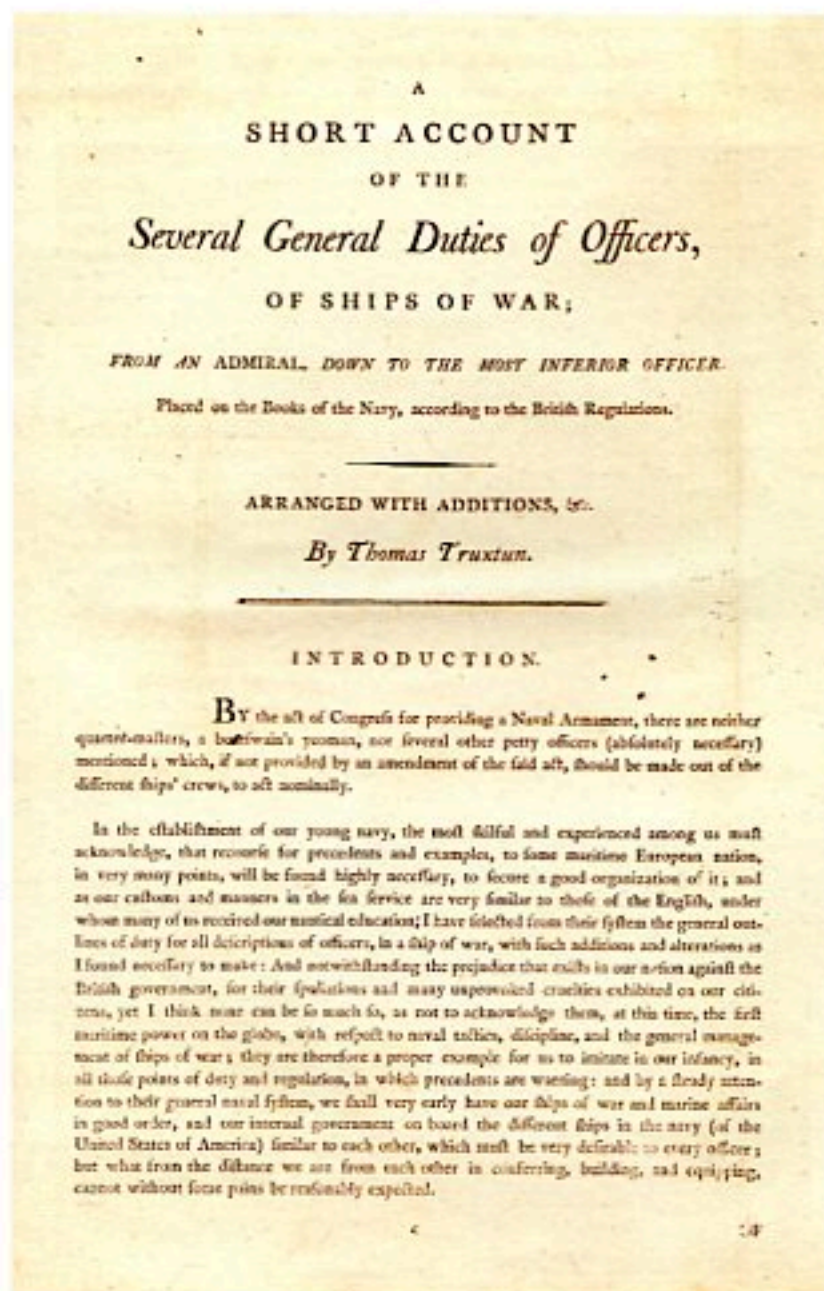
That Truxtun was fascinated with Nelson's tactics is reflected in a letter he wrote to future Secretary of the Navy William Jones enclosing a copy of his pamphlet.

"The old System of Tactics has been wonderfully improved of late years. The straight line a head was certainly a bad order of battle. That on both tacks is a new idea and has great advantages by doubling on an enemy each way and getting her between two fires. . . . The Crescent form[ation] prevents the line being extended and has many advantages besides that of doubling on an enemy who has run down into the concave and thus made his attack. I send you a little pamphlet containing a few Extracts and Notes. It will . . . show you Nelsons [sic] total deviation from every System of established tactics." (4)

As important as Truxtun's educational focus was to the education of the officers of the new navy, there remains the indelible proof of the practical impression he made on the officers who served at sea under his tutelage. Truxtun was insistent that efficient internal organization, consistent and fair discipline, and practical experience—practice—were the keys to successful management of a man-of-war, and the difference-makers in battle. He set down in writing and personally delivered to

each of his officers a list of their duties and responsibilities. He expected them to know and abide by those rules.

*Constellation* was the second of the six frigates to slide down her ways, being preceded only by the launch of Barry's *United States* in



authors" on naval tactics, and added a commentary on the genius of Admiral Lord Nelson's brilliant but unorthodox tactical concepts as demonstrated at Trafalgar. He examined the battle from every angle in order to encourage young American naval officers to become more profi-



Philadelphia. When she got under way on initial trials in April 1798 her first lieutenant, John Rodgers, had already been on board for several months. Well before Truxtun met and tamed *L'Insurgente* in the Caribbean 10 months later, his wardroom had filled out. *Constellation's* third lieutenant was now Andrew Sterett and among the soon-to-be-battle-experienced midshipmen was David Porter. Within months of the victory Rodgers was promoted to captain and ordered to command of *Maryland*. Truxtun quickly moved the aggressive Sterett into the first lieutenant's post and newly promoted Porter into a junior lieutenant's position, both posts manned in time for the engagement with *La Vengeance*. Rodgers, Sterett, and Porter would add laurels to the early navy's reputation in the near future. Each adopted their captain's practice of strict organization, firm discipline, practice, and more practice. Porter later boasted proudly that he had been brought up in Truxtun's "thorough naval school." (5)

In 1800 came command of the 44-gun frigate *President* to which Truxtun entered an unprecedented number of new midshipmen, sending a schoolmaster with them to teach the fundamentals and practice of navigation. His goal was to simultaneously teach the young gentlemen navigating skills while introducing each to his precepts of command at sea. This was indeed an early, if not the first example, of the school-of-the-ship.

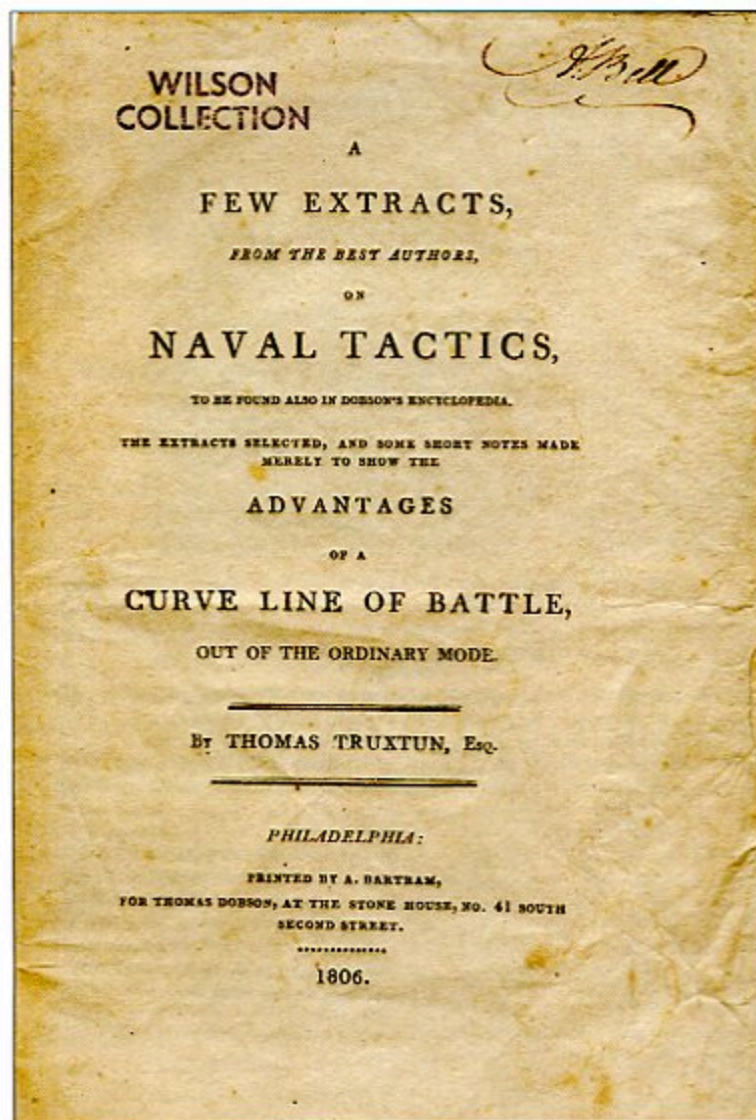
Dedicated as Truxtun was to providing opportunities for young men to become educated and trained naval officers, calm and skillful as he was taking them into battle, he was not without fault. Pride and ego, exacerbated by the heroic stature hoisted upon him by the public following his success against the French frigates *L'Insurgente* and *La*

*Vengeance*, eventually skewed his judgment. He quarreled with his peers and the administration. In a final fit of pique he resigned and consequently did not see action against the Barbary pirates as the president and navy secretary had envisioned. Yet in the few years between receipt of his captain's commission and his resignation in 1802, Thomas Truxtun left a legacy of

*Enterprise* in the Mediterranean, taking with him his *Constellation* shipmate David Porter as first lieutenant. Together they engaged and vanquished the 14-gun corsair *Tripoli* in the first naval action with the Barbary pirates, a victory "so smashing that it resounded all the way through the Tripolitan War." (6)

David Porter continued his rise to prominence. Commanding the frigate *Essex* he captured the British brig *Argus* in the first naval action of the War of 1812 before sailing into the Pacific to wreak such havoc upon the British whaling industry that two British frigates were sent to find and destroy him. Trapping *Essex* at Valparaiso, the British frigates unleashed a devastating attack, ignoring the neutrality of the port, finally forcing a reluctant Porter to surrender after a bloody two-and-a-half-hour battle. His bravery in defiance of the odds earned Porter the adoration of the American public.

John Rodgers, who will be the subject of a future article, went on to command the Mediterranean squadron to a successful conclusion of the wars with the Barbary Powers before leading the victorious American Navy during the War of 1812.



skill, bravery, and dedication to mentoring young men for command at sea, a legacy that would serve the navy and country well during the next decade and beyond.

### Epilogue

Andrew Sterett went on to command the 12-gun schooner

- Footnotes:**
- (1) Lawrence Wroth. *Some American Contributions to the Art of Navigation, 1519-1802* (Providence, 1947), p. 38.
  - (2) Harry R. Skallerup. *Books Afloat & Ashore* (Hamden, CT, 1974), p. 115.
  - (3) Eugene S. Ferguson. *Truxtun of the Constellation* (Baltimore, 1956), p. 250.
  - (4) A.L.S. Truxtun to Jones, Philadelphia, 10 April 1806. (Emery Collection)
  - (5) David F. Long. *Nothing Too Daring* (Annapolis, 1970), p. 7.
  - (6) Glenn Tucker. *Dawn Like Thunder* (Indianapolis, 1963), p. 146.



NAVY MUSEUM  
NEWS

Fall-Winter 2010-2011



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[www.navyhistory.org](http://www.navyhistory.org)*Image from the Fast Attacks Exhibit circa 2008.*

## Contract Signed for Submarine Exhibit

Progress continues on the Cold War Gallery as the Naval Historical Foundation signed a contract on 19 October with Design & Production Inc. of Lorton to fabricate and install the next major exhibit for the gallery which will be entitled "Tracking Ivan." "Tracking Ivan" will utilize components of the successful "Fast Attacks and Boomers" exhibit that was on display at the Smithsonian National Museum of American History between 2000 and 2003. "Fast Attacks and Boomers" was underwrit-

ten by the Naval Submarine League, which endowed the transfer of exhibit components for reuse in "Tracking Ivan."

Two large contributions enabled the Naval Historical Foundation to underwrite the installation. While the substantial General Dynamics multiyear pledge will fund the most of the cost of the exhibit, up-front costs were covered by funds provided by Mr. and Mrs. David T. Leighton, who further increased their overall contribution to date to \$1 million. In addition to financial support, Leighton—the first MIT graduate to receive a degree in nuclear engineering—is contributing his time and expertise to the exhibit through his participation in the Naval Historical Foundation's oral history program.



## NHF Supported Revamp of Revolution Exhibit

**T**he Valcour Island section of the American Revolution exhibit at the Naval Museum is currently being expanded. The section is being renovated in order to feature two new models: Row Galley *Washington* and Gondola *Philadelphia*. The models are 21.5" by 6.5" by 20" and 21" by 10.25" by 18.5" respectively. The Naval Historical Foundation purchased these models for the museum.



Row Galley *Washington*

Construction of the exhibit is scheduled to be completed in January 2011.

Along with these new features, the exhibit will continue to show "Key to Liberty," a presentation imported from the Lake Champlain Maritime Museum.



Picture of the work being done on the Valcour Island exhibit.

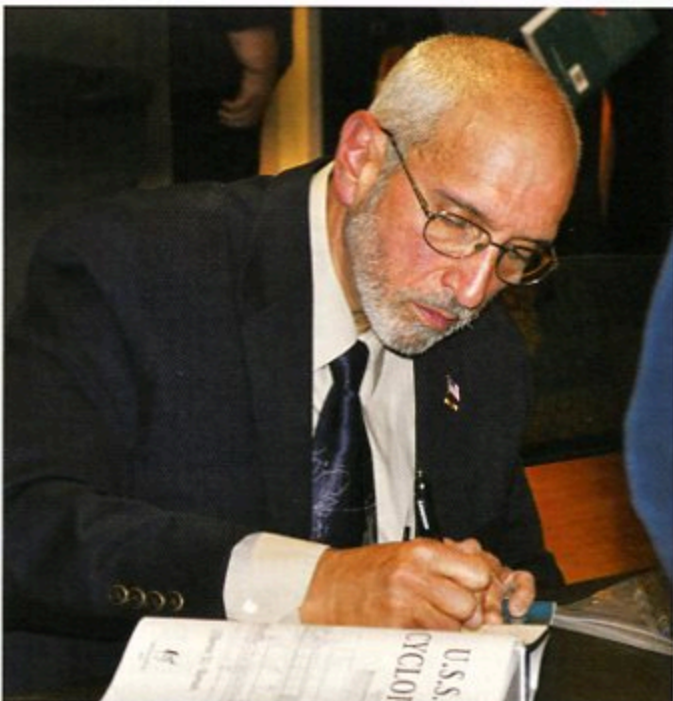
## Noontime Author Series Features Great Topics

**O**n 6 October 2010, Marvin Barrash gave a talk on his recent book on USS *Cyclops* that has received positive reviews in the *Baltimore Sun* and other newspapers.

From the day in 1918 it was realized that USS *Cyclops* would never arrive at her destination, many have pondered the mystery surrounding her fate. Legends of how *Cyclops* vanished in the area known as the Bermuda Triangle have fascinated many, while others are interested in her role in naval history or personal connections to a member of her crew. Barrash's talk provided the numerous attendees with an objective look at USS *Cyclops*, escorting them through the documentation of this yet-to-be solved case.

In his presentation, Barrash gave a wonderful overview of the construction of the ship in Philadelphia and discussed the ship's mission as a collier. Many in the audience were related to those Sailors who perished on the ship.

The Naval Historical Foundation takes pride in congratulating its 2004 Volunteer of the Year for this tremendous accomplishment!



Marvin Barrash



One month after Barrash's talk filled every available seat in the Navy Museum Education Center, Capt. Eugene "Red" McDaniel's talk on "Why We Celebrate Veterans Day: Experiences and Reflections As a Prisoner of War During the Holidays" was heard by a large audience in the new Cold War Gallery building. At that 9 November talk Capt. McDaniel shared his experiences as an American POW during the Vietnam conflict and his reflections on the importance of honoring our nation's veterans each year on 11 November.

On 19 May 1967, while on his 81st combat mission over North Vietnam, McDaniel was shot down while flying his A-6 Intruder. He was listed as "missing in action" until 1970, when the North

Vietnamese acknowledged that he was being held prisoner. A prisoner of war for more than six years, McDaniel was released on 4 March 1973, after the Vietnam cease-fire. During his imprisonment he endured brutal torture as a result of his active role in camp communications during an organized escape attempt by his fellow prisoners. Following his talk, McDaniel signed copies of his book *Scars and Stripes*, about his experiences as a prisoner of war.

Visit [www.navyhistory.org](http://www.navyhistory.org) for announcements of author talks at the National Museum of the U.S. Navy, the United States Navy Memorial, and other locations. Author talks will also be announced in future editions of the NHF digital newsletter **WE-PULL TOGETHER**.

## Starbase Atlantis/Homeschool Programs Resume!

The Navy Museum's Education staff has resumed activities in support of the Washington Navy Yard's Starbase Atlantis initiative. Starbase Atlantis is a Navy-wide community outreach program aimed at promoting science, math and technology to youth from dis-

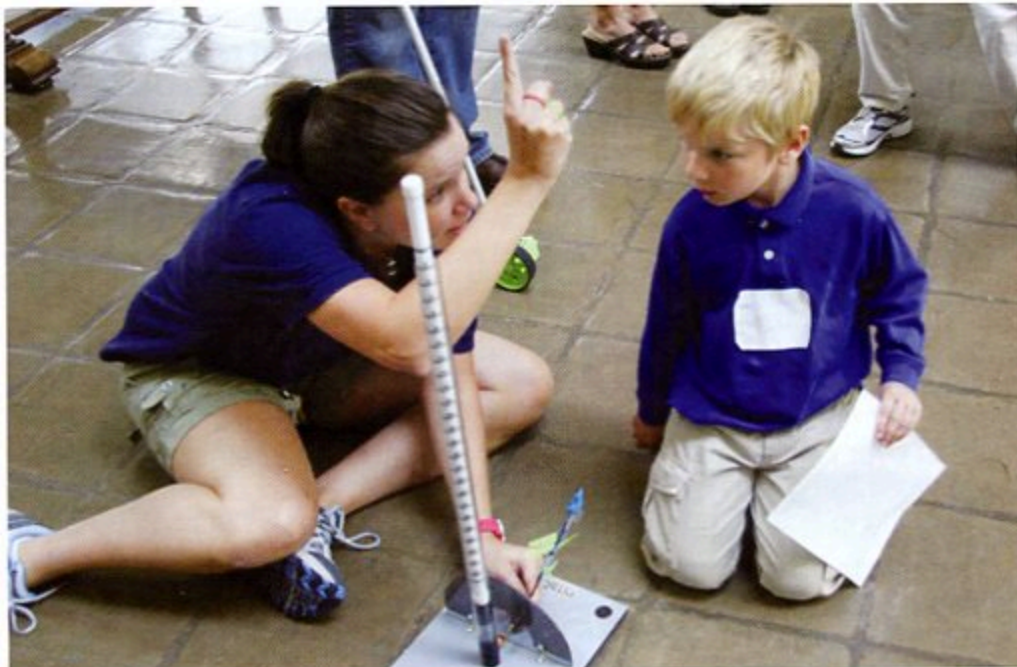
advantaged backgrounds. In the case of the Navy Museum, the Navy Yard has partnered with several Washington DC schools to send students for classroom instruction on the Navy Yard followed by hands-on demonstration work at the Navy Museum.



*Starbase Atlantis students constructing bottle rockets.*



Using the same lesson plans drawn up for the Starbase Atlantis programs, the Navy Museum staff also offers monthly opportunities for homeschooled children and their parents to take advantage the museum's resources. In October and November, visiting students learned about rocket propulsion. One asset already featured in the Cold War Gallery to support these lessons is the Trident C-4 missile. As other technological exhibits are completed, the Cold War Gallery will be able to support additional lesson plans.



*Museum Education Director Karin Hill and a homeschooler prepare to launch a bottle rocket.*

## 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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# Naval History News

## Social Media Update

By Jim Dolbow

The Naval History and Heritage Command (NHHC) entered the uncharted waters of social media in May 2009 when it launched its fan page on the social networking site Facebook ([www.facebook.com/naulhistory](http://www.facebook.com/naulhistory)). Since then, the NHHC fan page has grown to over 11,000 "likes" thanks to the superb work of photo curator Robert Hanshaw and his "This Date in Naval History" photo vignettes. Hanshaw maintains the fan page seven days a week with up to as many as five posts a day.

Fresh on the heels of the launch of Facebook fan page, the NHHC established its Twitter site @NavyHistoryNews. Twitter is a micro-blog that limits updates to 140 characters. @NavyHistoryNews has nearly 1,000 followers and is a great source of information on NHHC activities and naval-history-related news articles from around the country and the globe. The Director of Naval History, retired Rear Adm. Jay DeLoach, is a regular tweeter and can be followed @jaydeloach.

In the area of video-sharing, the NHHC's U.S. Navy History Channel on YouTube ([www.youtube.com/usnavyhistory](http://www.youtube.com/usnavyhistory)) is the work of NHF volunteer Dave Colamaria. Since December 2009, 100-plus videos have been uploaded including newly found color footage of the Japanese surrender ceremony onboard USS *Missouri* (BB-63) in Tokyo Bay on 2 September 1945, Hollywood legend Gene Kelly's 1945 appearance in a combat fatigue training film, and documentaries from the 1950s on Pacific battles and navy medicine. In terms of upload views,

the NHHC's channel is one of the most popular U.S. Navy channels on YouTube.

Our impressive collection of U.S. Navy artifacts comes to life on the popular photo-sharing site Flickr ([www.flickr.com/photos/naulhistory/](http://www.flickr.com/photos/naulhistory/)). Curator Julie Kowalski has found some neat gems to photograph and display on the NHHC's Flickr site such as World War II battle flags, trophies, ephemera, bells, models, and swords.

Deciding it was better to cooperate instead of compete in the naval blogosphere, the NHHC joined forces with the U.S. Naval Institute (USNI) to colaunch the Naval History Blog ([www.navalhistory.org](http://www.navalhistory.org)) in March 2010. In the first seven months alone, there have been over 280 posts on a wide array of topics dating back to the creation of our U.S. Navy by a team of guest bloggers at both USNI and NHHC.

It was with the launching of the Naval History blog that the NHHC became the first navy command to have a presence on all five social media venues listed in the Navy's social media guide (Facebook, YouTube, Flickr, Twitter, and a blog).

About the author: Long-time NHF member Jim Dolbow is the social media manager for the Naval History and Heritage Command and is also a Lieutenant in the Coast Guard Reserve. As a young lad growing up outside of Philadelphia, he systematically collected ship commissioning and decommissioning programs for over a decade in the 1980s and 1990s and donated this collection to the Naval Historical Foundation for placement with the then Ships History Branch of the Naval Historical Center.

## Battleship *Texas* Dry Berth Design Contract Signed

In a major step toward long-term preservation of the Battleship *Texas*, Texas Parks and Wildlife Department (TPWD) has signed a contract with AECOM USA Group, Inc., to design a permanent dry berth for the historic vessel before time and the elements scuttle the ship.

The 1914-vintage battleship, a veteran of both world wars, has been moored at the San Jacinto Battleground since 1948. Her hull was last repaired in the late 1980s and has since become dangerously weakened from years of exposure to the brackish water of the Houston Ship Channel.

"The dry berthing of the *Texas* is the most complex project ever undertaken by this department," said TPWD project manager Neil Thomas. "The design and construction will be a very large civil engineering project. And the age and condition of the ship, which is a National Historic Landmark, adds a challenging naval architectural component as well. All these factors combine to make the project absolutely unique."

In 2007, as part of Proposition 4, voters approved a bond package that included \$25 million to dry-berth the battleship. After TPWD conducted engineering studies and developed a project plan as directed by the 80th Legislature, the Legislative Budget Board approved sale of bonds "contingent on the ship being dry berthed in its current location." Funding for the project includes a \$4 million contribution from the Battleship *Texas* Foundation.

Earlier this year, TPWD selected AECOM as the most qualified architectural-engineering firm to design the dry berth. Since that time the department has been in negotiations with the firm, a process that included developing the scope of work to be done and the products to be delivered. The contract was signed 26 October.

Last June, a rag and a backup pump kept the storied battleship *Texas* from sinking in its mooring. After park staff noticed the ship resting more than two feet lower in the water than normal, a leak was discovered on the starboard side of the ship near the waterline. A rag was stuffed into the leak until the water could be pumped out.

AECOM is to have its preliminary design completed by spring 2011. Following a federally mandated environmental assessment expected to take about two years, the bidding process for construction of the dry berth and temporary mooring of the *Texas* is expected to begin in mid-2014 with construction complete by the summer of 2017.



## **Annual NASOH Conference Old Dominion University**

**12–15 May 2011**

### **Maritime History Research at the Beginning of the 21st Century**

**D**uring recent decades maritime history has become far more diverse than ever before. New subdisciplines of maritime history have developed, traditional topics have been examined from new perspectives, and interdisciplinary research has become more a standard than an exception. National maritime history research has been embedded into international contexts, and global cooperation is a standard for most maritime historians.

The annual NASOH conference 2011, to be hosted by Old Dominion University in Norfolk, Va., will provide an overview of what is going on in maritime history at the beginning of the 21st century. It aims to stimulate discussion on the development of the discipline as a whole in both a national and global context. Panels will address such questions as: To what degree have maritime historians understood the challenges of the 21st century? In what ways can they contribute to the solution of global problems in the marine realm? What is the relationship of maritime history to new historical subdisciplines such as environmental or Atlantic-world history? Does traditional maritime history still make sense? What's the role of specialized museums and archives for future maritime history?

Proposals for panels of up to four speakers as well as proposals for individual papers addressing the state of the art of maritime history and new directions in maritime history research should be submitted to Dr. Ingo Heidbrink prior to 31 January 2011 via e-mail ([iheidbri@odu.edu](mailto:iheidbri@odu.edu)). Each proposal for a complete panel should include the title of the proposed session as well as a brief abstract of the session (200 words), the contact details for the organizer of the session and title, abstract (500 words), and name and contact details for the individual papers of the proposed panel. Proposals for individual papers should include title, abstract (500 words), name, and contact details.

## **Naval History Symposium at United States Naval Academy**

**15–16 September 2011**

**T**he History Department of the United States Naval Academy invites proposals for papers to be presented at its 2011 Naval History Symposium. The 2009 symposium was extremely successful, with over 300 in attendance and 138 papers presented.

Proposals on any aspect of naval and maritime history are welcome. Paper proposals should include an abstract not exceeding 250 words and a one-page vita. Panel proposals are strongly encouraged and should contain an abstract and vita for each panelist. Please mail proposals to Dr. Marcus Jones, History Department (12C), 107 Maryland Avenue, Annapolis, MD 21402-5044. Send electronic proposals to [mojones@usna.edu](mailto:mojones@usna.edu). The deadline for submitting proposals is 21 January 2011. The program committee expects to finalize the program in February 2011. Final versions of papers are due by 1 August 2011.

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

The program committee will award prizes to the best papers presented at the symposium. As in the past, we will publish selected papers at a later date. The symposium is open to the public. To attend, however, you must register in advance. Information on registration, lodging, and transportation will be posted to <http://www.usna.edu/History/> as it becomes available. Requests for more specific information should be directed to Dr. Marcus Jones at [mojones@usna.edu](mailto:mojones@usna.edu).



## F4U-1 Corsair Recovered from Lake Michigan

On Monday 8 November 2010, the Florida-based A&T Recovery Company recovered an F4U-1 Corsair that had crashed into the lake on 12 June 1943 as a result of a failed landing attempt on USS *Wolverine*. For A&T Recovery, the aircraft was the 31st World War II aircraft pulled from the lake in recent years.

The recovery was funded by Chuck Greenhill, who has a passion for military aircraft and is arranging to have the aircraft displayed at the National Museum of Naval Aviation in Pensacola.

The Corsair, with its distinct gull-wing shape, is a relatively rare find because most of the training aircraft flown out of Glenview Naval Air Station to the *Wolverine* for carrier landing qualifications were Dauntless dive-bombers.

The pilot, Carl Johnson, reportedly lost sight of the signal officer and decided to take a wave-off. However, he acted too late and by the time he applied the throttle, his tailhook had latched onto one of the wires on the deck of *Wolverine*. The resultant yank ripped the tailhook assembly off the aircraft and the aircraft crashed over the port beam of the ship and settled into the lake. Johnson survived the crash and later qualified on another aircraft. Sadly, he did not survive the war, losing his life on Thanksgiving Day 1944 in a two-aircraft collision over Hawaii.

## Eller Prize Awarded

The Rear Adm. Ernest M. Eller Prize in Naval History for the best article on the history of the United States Navy published in a scholar-

ly journal in 2009 has been awarded to Trent Hone for his article "U.S. Navy Surface Battle Doctrine and Victory in the Pacific," published in the Winter 2009 issue of the *Naval War College Review*. The prize is sponsored jointly by the Naval History and Heritage Command and the Naval Historical Foundation and includes a monetary award from both organizations.

## National Naval Aviation Museum Celebrates New Addition

On 10 November 2010, the Naval Aviation Museum Foundation hosted a gala to celebrate the opening of Hangar Bay One. This new addition, the first in 14 years, will house approximately 35 aircraft and add an additional 55,000 square feet to the National Naval Aviation Museum complex. In conjunction with the Gala, Naval Air Station Pensacola also hosted the Blue Angel Homecoming airshow on 11-13 November.

## Civil War Naval History Symposium

Each year, authors, experts, scholars, and buffs convene at the National Civil War Naval Museum at Port Columbus, Ga., for the Civil War Naval History Symposium. With speakers covering a broad range of related topics, this symposium is open to the public.

The 2011 Symposium will take place as part of a joint venture between Port Columbus, The National Infantry Museum, The Columbus Museum, Columbus State University, and other local organizations as part of the area's Civil War Sesquicentennial observation. The joint symposium, titled "Soldiers, Sailors, Slaves and Civilians," will look at the experience of members of all four groups during the Civil War. Each day's sessions will take place in a different location, covering a different topic.

Port Columbus' section, Sailors, will take place Wednesday, 6 April 2011, from 6:30 to 9:00 p.m., and will serve as the kickoff for the symposium overall. For more information or to register, please contact Nicola Sarn at (706) 327-9798 or [programs@portcolumbus.org](mailto:programs@portcolumbus.org).



Season's Greetings from the Naval Historical Foundation



## UPCOMING SYMPOSIA AND CONFERENCES

6-9 January 2011: American Historical Association Annual Meeting, Boston, Mass., [www.historians.org](http://www.historians.org).

7-12 January 2011: American Library Association Annual Meeting, San Diego, Calif., [www.ala.org](http://www.ala.org).

18-21 February 2011: Symposium on Maritime Archaeology and History of the Hawaiian Islands Foundation, Hawaii, [www.mahhi.org](http://www.mahhi.org).

11-12 March 2011: British Commission for Maritime History New Researchers in Maritime History Conference, University of Hull, [www.maritimehistory.org.uk](http://www.maritimehistory.org.uk).

6 April 2011: Civil War Naval Symposium at Civil War Naval Museum at Port Columbus, Ga., [www.civilwarnavalmuseum.com](http://www.civilwarnavalmuseum.com).

13 April 2011: National Maritime Historical Society Washington Awards Dinner, Washington, D.C., [www.seahistory.org](http://www.seahistory.org).

20-23 April 2011: Sea Literature, History and Culture—National Popular Culture & American Culture Associations 2011 Conference, San Antonio, Texas, [www.pcaaca.org](http://www.pcaaca.org). (Call for papers

deadline is 15 December 2010.)

29-30 April 2011: Council of American Maritime Museums 2011 Annual Meeting hosted by the Santa Barbara Maritime Museum, Santa Barbara, Calif., [www.councilofamericanmaritimemuseums.org](http://www.councilofamericanmaritimemuseums.org).

12-15 May 2011: North American Society of Oceanic History Annual Conference, Norfolk, Va., [www.nasoh.org](http://www.nasoh.org).

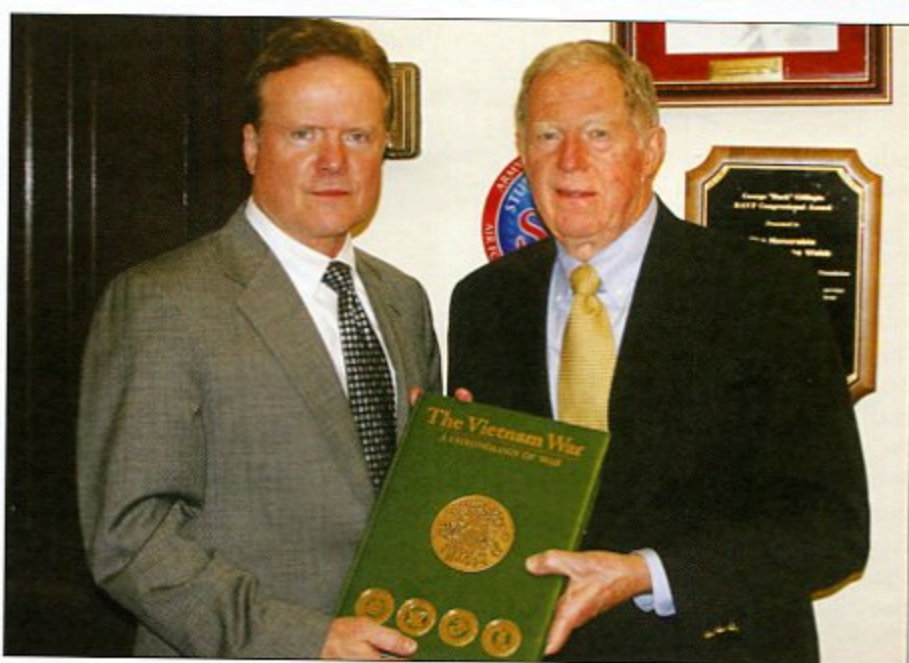
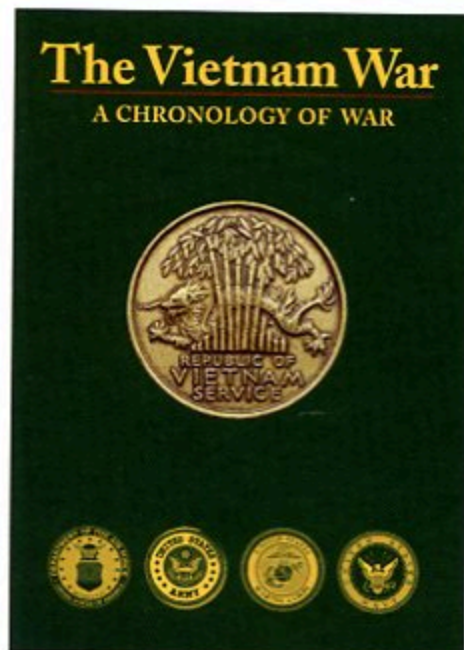
9-12 June 2011: Society for Military History Annual Conference, Lisle, Ill., [www.smh-hq.org](http://www.smh-hq.org).

28 June-2 July 2011: Sixth Encounters of Sea and Land Conference, Turku, Finland, [www.esch2011.utu.fi](http://www.esch2011.utu.fi).

14-17 September 2011: Historic Naval Ships Association Annual Meeting, Honolulu, Hawaii, [www.hnsa.org](http://www.hnsa.org).

15-16 September 2011: USNA Naval History Symposium, Annapolis, Md. <http://www.usna.edu/History/>

9-15 October 2011: International Congress of Maritime Museums Biennial Congress, Washington, D.C./Newport News, Va., [www.icm-online.org](http://www.icm-online.org).



### New Chronology Out!

*The Vietnam War: A Chronology of War* is the latest joint cooperative effort to be published on behalf of the Naval Historical Foundation, Army Historical Foundation, Air Force Historical Foundation, and Marine Corps Association by Universe Publishing, A Division of Rizzoli International Publications, Inc. Besides providing naval content for this coffee-table book, the Naval Historical Foundation enlisted the support of Senator James Webb to write the foreword for this volume. On 14 November, NHF President Vice Adm, Robert F. Dunn presented Senator Webb with a copy of the book. Copies may be purchased through major online book retailers.



# News from the Foundation

## Mission to China

By Charles T. Creekman



• U.S.-Japan Alliance and the Trilateral Dialogue Mechanism Building

RECENT EVENTS IN the South and East China Seas and on the Korean Peninsula prompted the Institute of Asia Pacific Studies of the Shanghai Academy of Social Sciences to host a seminar titled "China-US-Japan Trilateral Relations: Change, Issues, and Cooperation Prospects." Held on 26-27 September 2010, the Institute extended invitations to a targeted list of media, academic, military, and foreign affairs experts from the three aforementioned nations. Because of his dissertation work on U.S.-Soviet naval interactions on the high seas during the Cold War, an invitation was extended to Dr. David Winkler of the Naval Historical Foundation. The Foundation saw this as a great opportunity for Winkler to put his historical expertise to work on a contemporary challenge.

Winkler's writings on the events that led to the U.S.-U.S.S.R. Incidents at Sea Agreement (INCSEA) were well-known to the conference organizers. Confrontations between USNS *Impeccable* and Chinese vessels in March 2009 in the South China Sea led to an exchange of protests between the two nations. The seizure of a Chinese fishing vessel captain following a collision with Japanese patrol vessels in disputed waters in the East China Sea just prior to the seminar only highlighted how unanticipated incidents at sea can sour bilateral relations.

Other factors that provided context for the seminar were the Chinese termination of military-to-military contacts between the United States and China in January following an American announcement of arm sales to Taiwan, the sinking of the South Korean naval corvette

*Cheonan* on 26 March 2010 and the ongoing leadership drama playing out in North Korea.

Given the implications of these issues regarding American foreign policy, Winkler apprised the Office of the Chief of Naval Operations of the seminar agenda and arranged with the Chinese hosts for the attendance of a USN lieutenant commander to travel to Shanghai to observe the proceedings.

Over the two-day seminar six sessions were held covering the following topics:

- China, U.S., and Japan Respective Perspectives on the Far East Security Order Change
- East Asia Cooperative Mechanism Development and Trilateral Relations
- Maritime Security and Crisis Management (two sessions)
- North Korean Nuclear Issue, Leadership Succession, and the Trilateral Cooperation

During the first Maritime Security and Crisis Management Session, Winkler teamed with noted French naval historian Alexandre Sheldon-Duplaix to discuss the American-Soviet naval confrontation during the Cold War. While Winkler provided a historical overview of events that led to INCSEA being signed on 25 May 1972 in Moscow by Secretary of the Navy John W. Warner and Admiral of the Fleet Sergei Gorshkov, Sheldon-Duplaix presented statistics he gleaned from Winkler's work and other sources to evaluate the effectiveness of the accord. Japan signed a similar accord with the Soviet Union in the 1980s.

Placing the U.S./Japan-U.S.S.R. accord in the current context, Sheldon-Duplaix inquired whether a similar agreement should be signed between the U.S. and China and/or Japan and China. As illustrated by Sheldon-Duplaix, INCSEA established a process of communications



Shanghai Academy of Social Sciences conference room.



procedures that included an annual review process and signaling procedures. However, in the case of China and the United States, many of those procedures have been introduced through other means. In the 1990s Chinese and American naval officers considered the pros and cons of a U.S.-Chinese Incidents at Sea Agreement. After negotiations, on 19 January 1998, the United States and China signed an agreement to establish procedures to strengthen military maritime safety. Of note, Rear Adm. Yang Yi, who signed the accord on behalf of China, sat across from Winkler at the Shanghai seminar. Because the "Incidents at Sea" term had Cold War connotations inappropriate for the relationship that the two countries sought to maintain, the official name for the accord was "Agreement between the Department of Defense of the United States of America and the Ministry of National Defense of the People's Republic of China on establishing a Consultation Mechanism to Strengthen Military Maritime Safety."

As such, the agreement represented the first permanent military-to-military relationship between the two countries. As with the U.S.-Russia and Japan-Russia accords, annual consultations are hosted on a rotating basis. Between meetings, communications between the two military establishments are handled through each country's defense attaché. The agreement did not, however, incorporate the signaling system that was developed by the Americans and Russians to prevent miscommunications between vessels operating in close proximity.

This oversight was addressed in a multilateral forum that has met annually since 1988. At the 2000 meeting of the Western Pacific Naval Symposium, the member nations, which included the United States, Japan, and China, produced a Code for Unalerted Encounters at Sea (CUES). As cited in article 1 of the code, CUES was created as "a means by which navies may safeguard and advance their rights, duties, freedoms, and responsibilities, develop mutually rewarding international

cooperation and transparency and provide leadership and broad-based involvement in establishing international standards in relation to the use of the sea."

A recent conversation with a naval officer who had command of a Japan-based *Arleigh Burke*-class guided missile destroyer that operated off the coast of China in 2008 reported extensive use of the signals to beneficial effect. The questions remaining have to do with consistency and accountability. Are American and Chinese fleet commanders holding all of their ship commanders accountable? The 2009 *Impeccable* incidents clearly demonstrated either a lack of chain-of-command supervision or a deliberate attempt to violate

nautical rules of the road by the Chinese leadership. In his talk Winkler recalled a message from the CNO in 1984 that summarized the annual INCSEA meeting following an eventful year that included the shootdown of Korean Airlines Flight 007 by a Soviet fighter. At that meeting the Soviets readily admitted that some of their vessels had acted improperly in interfering with aircraft salvage operations. The message ended with a reminder that all commanders would be held accountable for abiding by the accord. The bottom line is regimens can be put in place, but if there is little commitment by national leaders to abide by the agreed-upon rules, the regimens are useless.

## NHF AND COMMEMORATION ORGANIZATIONS

One of the unique aspects of the naval service are the bonds that are formed between shipmates that last a lifetime. Serving on long deployments in confined spaces, exploring foreign countries, sharing harrowing experiences and good times, and being immersed in a culture and tradition lasting over two centuries leave an imprint on individuals.

Numerous organizations provide opportunities for Sailors to reconnect with shipmates and those having similar experiences. There are associations for Tin Can Sailors, Destroyer Escort Sailors, Escort Carrier Sailors & Airmen, Fleet Tug Sailors, Patrol Craft Sailors, Swift Boat Sailors, and Merchant Marine and Armed Guard Veterans as well as Submarine Veterans. There are also associations that serve Sailors who served on or with American Battleships, Amphibious Attack Boats (LCVP, LCM, LCIs, LCS(L), and LSM-LSMR), LSTs, Naval Airships, Naval Mine Warfare, Patrol Frigates, PT Boats, Bases & Tenders, U.S. Asiatic Fleet Four-Stack Destroyers, and USN Cruisers.

These organizations foster the memory and recognition of those who served the Navy in the past. It should be noted that such organiza-

tions such as the Surface Navy Association, Association for Naval Aviation, and the Naval Submarine League also promote the history of their respective communities in their programs and publications as part of their focus for professional development in the fleet today.

The number of ships that have organized "alumni" groups is in the hundreds. By shifting annual reunion sites, shipmates have had the opportunity to explore the country with their families at these annual connections. In some families the annual reunion is such a tradition that family members continue to attend long after a shipmate has passed on.

The Naval Historical Foundation has supported these gatherings in many ways. Through the Historical Services Division, reunion groups have obtained copies of photographs and cruise books. On occasion, the NHF's Heritage Speaker program will provide a guest speaker. If the reunion is in Washington, the NHF facilitates tours to the Washington Navy Yard and the Navy Museum—giving some groups a behind-the-scenes look at the Cold War Gallery. While in Washington, many of these groups also take advantage of services provided by the U.S. Navy Memorial Foundation.



One example of a family who has stayed involved with their reunion organization are the Beachs. Last April Ingrid Beach attended the 50th anniversary of the first (and only) submerged circumnavigation of the globe by returning to the site where the USS *Triton* was built at Groton, Conn. There she joined 210 former crew members and their families gathered to celebrate this historic event that took place in 1960. Many of the crew members who had been along on the voyage were there, as were many of the crew members who subsequently served on the large two-nuclear-reactor submarine when it continued its important service for a few more years. Two former skippers were there—Cdr. Robert D. Rawlings and Cdr. Francis Wadsworth—as well as Ingrid Beach, widow of Capt. Edward L. Beach, Jr., the first skipper at the time of the circumnavigation. Ingrid was accompanied by Ned's nephew, John Blair Beach. Another notable attendee was Jeannine McKenzie Allen, daughter of the captain of the first *Triton*, which was sunk during World War II. The reunion also coincided with the publishing of a biography of Edward L. Beach. The author of *Beneath the Waves*, Edward F. Finch, was there with his wife to sign copies.

The four-day festivities were held mostly at the Radisson Hotel with the highlight being the banquet. It was notable for its informality and spontaneity. Instead of an invited speaker, crew members would pop up to the microphone and share a remembrance or two. A more formal event was held on the last night when the *Triton* group joined other Navy personnel and families at the grand 110th Submarine Birthday Ball held at a large casino to accommodate the 2,300 persons attending. Though the ball was not just in honor of the *Triton*, the focus was on the circumnavigation with huge screens above the podium showing pictures of the 84-day trip. There was also an enormous ice sculpture with the *Triton* insignia and special words of recognition for the *Triton* crew and its achievements.

One day was devoted to a tour of the submarine school and attendance at the submarine school (*Triton* class) graduation.



*Ingrid Beach and nephew John Blair Beach.*

Other reunion attractions were a silent auction and a lottery. The lottery prize was a striking, large model of *Triton* made by Gary Grey, who came all the way from Australia. One significant item at the auction was a painting of the *Triton*, which actually hung in the wardroom during the circumnavigation. It was originally the gift of *Triton's*

sponsor, Mrs. Louise Will, and was purchased by John Boreczky who was aboard the round-the-world trip and later returned to serve a second tour of duty on *Triton*. The largest part of the auction proceeds will be given to the Dolphin Scholarship Fund; the exact amount will be \$586, to coincide with *Triton's* official number.

## Are You Receiving **WE-PULL TOGETHER?**

Last March the Naval Historical Foundation began sending out to those members, for whom we have e-mail addresses, an e-newsletter aimed to inform members of upcoming events, lectures, newly published naval history publications, and other news germane to those having an interest in naval history. At present only a third of our members are receiving this bimonthly e-newsletter. Unlike this publication, **WE-PULL TOGETHER** is a short one-pager with three to four news items to glance over. If you are not receiving this benefit of membership, contact Dr. Winkler at [dwinkler@navyhistory.org](mailto:dwinkler@navyhistory.org) or (202) 678-4333 with a current e-mail address so you can keep closer abreast of happenings in naval history.

In addition to **WE-PULL TOGETHER**, the Naval Historical Foundation is building an increasing following with its Facebook site. Daily postings are promulgated covering This Day in Naval

History, Upcoming Event Alerts, and NHF Updates. If you have a Facebook account, search for "Naval Historical Foundation," and "Like" us!

We also encourage you to visit and bookmark our main page at [www.navyhistory.org](http://www.navyhistory.org). The list of upcoming events across the naval history enterprise is as comprehensive as you will find anywhere. You will also see updates on our various programs and gain access to the Navy Museum Store and our Historical Services Division. For those seeking book reviews and other academic content, visit the Naval Historical Foundation-underwritten *International Journal of Naval History* ([www.ijnhonline.org](http://www.ijnhonline.org)).

Remember, with one of our missions being the promotion of naval history, we want to support member efforts to publicize their research and educate the American public. Let us know what you are doing!



# Members Are Writing and Speaking!

*Warriors and Wizards: The Development and Defeat of Radio Controlled Glide Bombs in the Third Reich*, is a new release written by **Martin J. Bollinger** published by the Naval Institute Press.

**Joseph F. Callo** wrote "Trafalgar's Last Chapter – HMS *Pickle's* Moment in History" in the Autumn 2010 *Sea History*.

*Passport Not Required: U.S. Volunteers in the Royal Navy, 1939-1941*, published in 2010 by the Naval Institute Press, is the collective work of **Eric Dietrich-Berryman**, **Charlotte Hammond**, and **R.E. White**.

**Jerry Holland** penned a two-part series titled "Reflection of the Cold War at Sea" for the January and April 2010 editions of *The Submarine Review*.

"Second Salvo at Surigao Strait" was written by Chairman Emeritus **James L. Holloway III** for the October 2010 *Naval History*.

**Andrew C.A. Jampoler** wrote "Disaster at Lady Franklin Bay" for the August 2010 *Naval History*. His latest book, *Horrible Shipwreck!: A Full, True, and Particular Account of the Melancholy Loss of the British Convict Ship Amphitrite, the 31<sup>st</sup> August 1833, off Boulogne, When 108 Female Convicts, 12 Children, and 13 Seamen Met with a Watery Grave, In Sight of Thousands, None Being Saved Out of 136 Souls But Three!*, has been just published by the Naval Institute Press.

"Operation Chromite—Target Inchon" by **Edward J. Marolda** was featured in the October 2010 edition of *Naval History*.

*Stockpile: The Story Behind 10,000 Strategic Nuclear Weapons* by **Jerry Miller** has been published by the Naval Institute Press.

The **Thomas Phillips** and **George Galdorisi** book entitled *Leave No Man Behind: The Saga of Combat Search and Rescue* was pub-

lished in 2009 by Zenith Press.

*Project Azorian: The CIA and the Raising of K-129* by **Norman Polmar** and **Michael White** has been published by the Naval Institute Press.

**Paul Stillwell** wrote "The Battleship *Missouri* and the Trumans" for the September 2010 *Naval Institute Proceedings*.

**Philip J. Webster** portrayed the works of "Marc Castelli: Artist Advocate for the Chesapeake Bay Waterman" in the Autumn 2010 *Sea History*.

**Corbin Williamson** published "Radar and the Sinking of the Bismarck" in the September 2010 online journal *Chronicles* (Vol. 1, No. 5; [www.chronicles.us.com](http://www.chronicles.us.com)).

## Naval Heritage Speakers

As noted elsewhere in this edition of *Pull Together*, the Naval Historical Foundation is making an extra effort to recruit speakers with knowledge and experience in naval aviation to support Centennial of Naval Aviation efforts across the country. In addition to this interesting topic, the Naval Historical Foundation members continue to respond to requests for speakers having knowledge on a variety of naval topics. Recent presentations include:

**Larry Brennan** spoke to a group of over 50 at the Naval Order, N.Y. Commandery, at the Racquet Club on Park Avenue in New York City on 13 September 2010. His topic was "The Iranian Hostage Rescue Mission—The First Campaign in America's 30-year Engagement in the Persian Gulf."

**Edward Marolda** presented a paper on the Cold War Gallery at the 9th Maritime Heritage Conference on the Cold War Gallery on 16 September 2010. Dr. Marolda served on the "Great Exhibits" panel that featured presentations on exhibits at the Folger Shakespeare Library and the National Museum of American History.

**Vice Adm. Jerry Miller** spoke to a VF 152 reunion group meeting in Washington DC on 2 October as part of the Foundation's Aviation Heritage Speaker initiative.

**David Winkler** addressed 20 members and spouses of the USNA Class of 1942 at the Army Navy Country Club in Arlington, Va. Dr. Winkler gave a preview of the "Navy Day" article featured in this edition of *Pull Together*.

**Vice Adm. Robert F. Dunn's** talk before the Palm Beach Council of the Navy League on 23 October coincided with the 66th anniversary of the Battle of Leyte Gulf. Following his description of that battle in broad detail, Dunn discussed the beginnings of the Navy, the six frigates, the Barbary pirates, the War of 1812, and how important it is to keep the Navy strong today what with our dependence on 90 percent of goods and oil transported over the seas. He finished up with a broad description of upcoming anniversaries including the Centennial of Naval Aviation and War of 1812.

**Andrew A.C. Jampoler** gave an author talk on his book *Sailors in the Holy Land: The 1848 American Expedition to the Dead Sea and the Search for Sodom and Gomorrah* on 3 November 2010 at the United States Navy Memorial. Drawing on his extensive research in Turkey, Jordan, and Israel, Jampoler presented first-time details of the expedition and set the expedition into a colorful context of biblical story and of the great events of the mid-19th century, including global epidemic disease, political revolution in Europe, the collapse of Ottoman imperial rule, and the secularization of America.

**Eric Dietrich-Berryman** discussed his recent book, *Passport Not Required: U.S. Volunteers in the Royal Navy, 1939-1941*, on 11 November 2010 before audience at the Mariners Museum in Newport News, Virginia.

**Mont Smith**, the safety officer with a Air Transport Association and a retired Coast Guard naval aviator, will be speaking to all hands at the Sacramento Coast Guard Air Station on 4 January 2011 as part of the NHF Aviation Heritage Speaker initiative.

## White Honored

Long-time NHF member **William H. White**, maritime histori-





William Martin, author (*NY Times* bestseller), presenting the Samuel Eliot Morison Award to William H. White (left).

an and author, was honored at the USS Constitution Museum Chairman's Dinner in October with the Samuel Eliot Morison Award. The award is "the highest recognition by the Board of a person whose public service has enhanced the image of USS Constitution and who reflects the best of Admiral Morison: artful scholarship, patriotic pride, and eclectic interest in the sea and things maritime and a desire to preserve the best of our past for future generations."

He joins the ranks of past recipients including Walter Cronkite, Henry Cabot Lodge, Arleigh Burke, Patrick O'Brian, Nathaniel Philbrick, and Ira Dye.

White writes historically accurate novels dealing with the American Navy during the Age of Sail, specializing in the War of 1812, and will be involved in the commemoration of the bicentennial of that war. A former naval officer and destroyerman, White's publications can be found at [www.seafiction.net](http://www.seafiction.net).



In a program that started first with the crew of the USS John C. Stennis (CVN 74), The Stennis Center for Public Service, a federal, legislative branch agency created by Congress in 1988 to promote and strengthen public service leadership in America, hosts leadership award winners (along with their commanding officers) from all the Navy's aircraft carriers for tours in Washington, DC of the Pentagon and Capitol, meetings with Congressional leaders, and a luncheon in their honor in the Capitol. Because of his long-standing ties with USS Enterprise (CVN 65), NHF Chairman Emeritus Admiral James L. Holloway III serves as the award presenter and speaker at the ceremony honoring leadership award winners from that veteran ship. Pictured Left to right are: AO3 Jennifer A. Chambers; ABH2 Nekita N. Patrick; NC1 Sara M. Reynolds; Lieut. Matthew A. Paul; Admiral Holloway, (3<sup>rd</sup> C.O. of Enterprise); Lieut. Cdr. James P. Mosman; MMCM Ronald D. Thames, Jr.; Capt. Owen P. Honors, (21<sup>st</sup> C.O.)

## Help Wanted!

To inquire about these volunteer positions, contact Dr. Dave Winkler at (202) 678-4333 or [d winkler@navyhistory.org](mailto:d winkler@navyhistory.org).

**Director of Book Reviews** - would take over from a current volunteer who is distributing recently published naval history works for scholarly reviews in the NHF-underwritten *International Journal of Naval History*. Two goals for this successor individual would be to expand the pool of reviewers and to seek other outlets for sharing the reviews.

**Exhibit Education Outreach Coordinator** - would explore ways to make the Cold War Gallery more accessible as an educational resource. This individual would work with the Navy Museum Education Department to adapt current lesson plans and develop new programs that could be integrated into a new [www.navyhistory.org](http://www.navyhistory.org) website. Position responsibilities can be handled offsite.

**Heritage Speaker Coordinator** - would compile and validate the current list of NHF Heritage Speakers and recruit more volunteers. For 2011, the emphasis would be for speakers with expertise in naval aviation. The individual will serve as a point of contact and coordinator for speaker requests. The individual will coordinate with the Public Affairs volunteer to promote the program.

**Marketing Coordinator** - will review the NHF's marketing needs to determine how it should best market its historical services, gift shop, museum leasing, and other services. The individual will submit, and, upon approval, execute a marketing plan.

**Social Media Maven** - will have responsibility for keeping the NHF presence on Facebook and other social media outlets fresh. This individual would post daily "This Day in Naval History" vignettes and other notes about forthcoming meetings and book releases.

**Director of the Big Events** - would support NHF participation at Midway Night and the Navy Birthday Celebration, coordinate an





*Ricardo Balli poses with World War II Navy veterans—former Coxswain John Heapy (left) of North Dakota and former Seaman First Class William Hashman (right) of Indiana—at the Alfredo Gonzalez Texas State Veterans Home in McAllen, Texas. Balli, whose World War II Army veteran father-in-law is a resident of the Veterans Home, got to know the two Navy veterans during his frequent visits and determined that neither had photographs of the ships they had served on so proudly during the war. Balli contacted Naval Historical Foundation Executive Director Capt. Todd Creekman, who pledged to use the Foundation's Historical Services Division printing capability to produce photos of USS Pitt (APA-223) and USS LST 1055 from the Naval History and Heritage Command's files. Those images were sent to Balli as a tribute to these veterans' service to their country for presentation in time for Veterans Day 2011.*

annual NHF Birthday Luncheon/Dinner, and work with the staff to support the annual meeting.

**Member Participation Coordinator** - would coordinate day tours and other social events. Past examples have been tours of *Olympia* in Philadelphia and *Constellation* in Baltimore, family cruise in USS *Enterprise*, and 1812 Beer Tasting in Washington, D.C.

**NHF Oral History Coordinator** - would track the progress of oral histories in the pipeline and oversee the volunteer interviewer database.

**Curator** - would continue to reduce NHF archival holdings through the distribution of items to

problem repositories or the de-accession of items for sale or other disposal. The individual also handles new donations through the identification of proper repositories.

**Museum Design/Content Advisor** - would assist staff with the design and development of exhibits to assure historical accuracy.

**Video Content Advisor** - would assist in the creation of video footage and work to assure the content is accurate. (Two needed)

**Administrative Support Volunteer** - would assist the Office Manager with handling correspondence, file maintenance, and other chores as assigned.

## Obituary:

### Former Director Rear Admiral Thomas R. McClellan

The Naval Historical Foundation is saddened to hear of the passing of Rear Admiral Thomas R. McClellan, 88, who served as a foundation director from 2000-2008. He died on 8 November following a stroke.

A native of Texas and graduate of the U.S. Naval Academy in 1942, McClellan served in the Pacific aboard the destroyer USS *Mugford* and the aircraft carrier USS *Yorktown*. Following the war, he spent most of his career in the aviation community and received a master's degree in aeronautical engineering from the California Institute of Technology. McClellan would cap his career as Commander of Naval Air Systems Command in the early 1970s. During his tenure, the Navy developed the F-14 Tomcat fighter.

After working as a consultant, McClellan graduated George Washington University Law School in 1980. Eventually he became executive director of Vinson Hall, a military retirement facility in McLean, Virginia. He retired from there in 1993. During his tenure with the NHF, he served as the foundation's legal advisor. He is survived by his wife of 66 years, Jane Atkinson McClellan of Fort Belvoir, and three children.



## Conference Wrap-Up!

Olympia Discussions  
Continue



**T**he Ninth Maritime Heritage Conference held in Baltimore on 15–19 September was the successful culmination of a partnership between the Naval Historical Foundation (NHF) and Historic Ships in Baltimore and over two dozen other maritime organizations including the North American Society for Oceanic History, National Maritime Historical Society, the Historic Naval Ships Association, and the American Lighthouse Coordinating Committee. The conference, held under the auspices of the National Maritime Alliance, an informal association of the nation's leading maritime heritage organizations, brings together members from the vari-

ous maritime heritage clans together every three years to exchange perspectives on the state of historical preservation and educational outreach.

Following the Eighth Maritime Heritage Conference in 2007, National Maritime Alliance Secretary Channing Zucker contacted Dr. David Winkler to inquire if the NHF could manage the conference program. Historic Ships in Baltimore, an organization that oversees the preservation of USS *Constellation*, USS *Torsk*, USCGC *Taney*, and the lightship *Chesapeake*, had agreed to manage such logistical aspects of the conference as arranging for a conference hotel and managing registration.

To assist Dr. Winkler in organizing the program, NHF Directors Dr. Bill Dudley and Andy Jampoler pitched in with ideas, conceived the theme "The Maritime Nexus: Re-connecting Landsmen with their Seagoing Heritage," drafted the call for papers, and assisted with publicity.

This preparatory work set the foundation for a dynamic conference experience that was possible only because of the teamwork fostered by Dr. Tim Runyun of the National Maritime Alliance, Burchenal Green of the National Maritime Historical Society, Jeff Nilsson of Historical Naval Ships Association, Chris Rowsom of Historic Ships in Baltimore, and Dr. Winkler of the NHF. Each of these individuals leveraged their connections to provide added value to the conference. Examples include Dr. Winkler building on the close relationship between the NHF and Project Liberty Ship to arrange for a kick-off Baltimore harbor evening cruise on board SS *John W. Brown*; Chris Rowsom contacting Historic Ships in Baltimore supporter Vane Bros. to have a tugboat shuttle visitors to SS *Savannah*, which the Maritime Administration opened for conference attendees, and Burchenal Green taking advantage of the close relationship between the National Maritime Historical Society and the USCG Barque *Eagle* to ask Captain Eric Jones to obtain Coast Guard

permission to bring that historic ship to Baltimore.

Other organizations that pitched in included the American Museum of National History and Naval History and Heritage Command, which hosted a tour group led by John Rodgaard of the Naval Order of the United States during the day on Friday; the Maryland Historical Society and Johns Hopkins University Press, which hosted a reception to honor Dr. Dudley's new book on Maryland's maritime heritage on Friday evening; the Naval Academy Museum and U.S. Naval Institute, which welcomed conference attendees to the Naval Academy on Sunday morning; and the Army Historical Foundation, which conducted a staff ride to Fort McHenry.

The kick-off plenary session featured David Rockefeller, Jr., Jose Fuentes, and Adm. John C. Harvey, Jr. Rockefeller, President of "Sailors for the Seas," discussed the importance of understanding our maritime heritage if we are to be good stewards of the ocean's resources. Fuentes, chairman of Sailors, discussed the history of his organization and the international appeal of tallships as a means to connect people to their maritime roots. Admiral Harvey, Commander U.S. Fleet Forces, discussed the Navy's forthcoming plans to partner with OpSail, NHF, and other organizations for a series of events to commemorate the bicentennial of the War of 1812. (Remarks follow)

Author Clive Cussler received recognition for his efforts to discover vessels lost at sea. Noted for locating the CSS *Hunley*, Cussler discussed some of his other efforts, including searches for the *Bonhomme Richard*.

Jeremy Weirich from Senator Barbara Mikulski's office spoke to the gathering about the Maritime Heritage Act of 1994 and the current state of funding for programs, urging that the attending organizations coordinate with each other to speak with one voice on priorities.

One of those priorities requiring urgent coordination involves the future of USS *Olympia*. A roundtable discussion brought together repre-



representatives from the Independence Seaport Museum, the Friends of Olympia, the Pennsylvania Historical Commission, the National Park Service, and the U.S. Navy to discuss the current condition of the ship and future options for the historic ship. Though the roundtable did not determine a course of action, it did much to clarify understanding of the obligations of the different parties and addressed many misconceptions. The NHF is continuing to help foster a dialog aimed at a long-term solution to save the ship. In January 2011 the Independence Seaport Museum will be hosting a summit meeting on the future of *Olympia*.

Other critical issues in maritime heritage were addressed at the conference. For example, two workshops organized by the National Oceanic and Atmospheric Administration explored managing maritime heritage resources across the globe.

Some 434 individuals and guests attended the conference from the United States and countries such as China, Australia, Canada, Norway, and the United Kingdom.

Discussions about the Tenth Maritime Heritage Conference in 2013 are focusing on Cleveland as the possible site of an autumn conference that could coincide with the Bicentennial of the Battle of Lake Erie.

## Admiral John C. Harvey, Jr.: Plenary Speech

It's a privilege to be here with you today in my hometown to address a subject very near and dear to my heart.

For as long as I can remember, I have always been interested in history—particularly American history. When I was growing up, I can remember my grandfather pointing out street names, monuments, and parks representing the rich history right here in Baltimore.

From the battle of Baltimore—the defense of Fort McHenry and the birth of the Star



**Captain Eric Jones, Commanding Officer USCG Barque Eagle, presents Dr. David Winkler a plaque in recognition of his efforts at the Ninth Maritime Heritage Conference.**

Spangled Banner during the War of 1812—to Memorial Stadium honoring the deeds and sacrifices of those who fought in World War II and Korea, Baltimore has a rich and compelling history which influenced me very early in my life.

Growing up in Baltimore also impressed upon me that we are truly a maritime nation. Although the inner harbor ceased operating as an active seaport during the 1950s, it has remained a testament to our maritime heritage—with the USS *Constellation*, USS *Torsk*, USCGC *Taney*, and the lightship *Chesapeake* among others as reminders of that heritage.

But the majority of American citizens did not grow up in Baltimore, or San Diego, or Norfolk. And they do not see the daily reminders that we still are a maritime nation. And since the end of the Cold War, many have taken our maritime services for granted—we are no longer a “sea conscious” nation—even though we live in a global economy where 90 percent of all commerce is still transported by ship and this movement of goods and raw materials totally depends on freedom of the seas.

For example, every day a quarter of the world's trade in transit flows

through the Straits of Malacca and a third of the world's oil in transit passes through the Strait of Hormuz.

So every day our navy is enabling and sustaining maritime security around the world, and ensuring the flow of oil in the Persian Gulf and the flow of containers through the Straits of Malacca. I know everyone here understands this, but much of our nation takes this activity for granted . . . it doesn't register on the average American's radar: it isn't newsworthy. After all, we have been doing this for over 200 years.

But why we have been doing this for over 200 years has been forgotten by the majority of our citizens. And that why is rooted in our nation's history.

When our founding fathers drafted the Constitution, they specifically entrusted Congress with the power to provide and maintain a navy. And although it took another five years for Congress to authorize the building of our first six frigates, the founding fathers understood that our economy—which literally floats upon the seas—relies upon a strong navy.

During the first 25 years of our nation's history, we experienced both the helplessness that accompanies the absence of a strong navy and the security and prosperity that a relative



small investment in capable ships and sailors provides.

This is why I believe a firm foundation in our nation's history is so important and why I am so excited by our plans for the bicentennial of the War of 1812—because in the almost 235 years of our navy, we have repeated the same debate our founding fathers had in 1789—the debate on whether we should invest in a strong and therefore expensive navy, or a less capable and less expensive navy and rely on alliances and international good behavior. History has answered that question resoundingly and we learned that lesson the hard way beginning with the Barbary pirates.

Almost immediately after we won our independence and our merchant ships were no longer under the protection of the British flag, our merchant ships quickly became targets for pirates. The Algerian corsairs noticed our new flag and also noticed it was only flown above unprotected merchant vessels—and so they began raiding our merchants. The impact to our nation's economy was immediate and our initial response was to pay tribute to the Barbary states and ransoms for our captured merchantmen. But this was only a temporary solution and soon became too costly to bear. For example, by 1793, insurance premiums for merchant ships had skyrocketed—rising to 25 percent of the total ship and cargo cost—resulting in bankruptcy for many merchants and killing American commerce in the Mediterranean.

This prompted Congress to authorize the building of our first six frigates in March of 1794. These six ships cost our nation just under \$1 million to construct and outfit—a significant sum for the time. But the impact of their construction and employment on our economy and security was felt immediately.

In fact, Congress commissioned a study in 1799—one year after the completion of all six frigates—to determine the effectiveness of our new navy. That congressional study determined that in one year alone, our navy had reduced shipping losses by over \$9 million and reduced the number of merchant ships by 60 percent from the previous year.

The results of that study demonstrated to Congress and the nation the strategic and economic value of deterrence that has been a core navy mission ever since.

But after the Barbary wars our nation once again took up the debate regarding the cost of our navy. Forgetting the lessons learned 10 years earlier, our nation debated the value of continuing to pay for a navy during a time when the Barbary pirates were defeated and the United States was a neutral party to the wars in Europe. The result was a naval downsizing and by 1806, only one of the original six frigates—the USS *Constitution*—was deployed.

With only one warship operational, our merchant ships were once



**Admiral John C. Harvey, Jr.**

again vulnerable to piracy and the new threat of impressment by Great Britain, which was desperate to sustain its navy as it warred with France. In just one year, American exports fell 75 percent from \$108 million in 1807 to \$22 million in 1808. By 1812, over 10,000 U.S. citizens had been impressed by Royal Navy warships.

I will end my history lesson there, as we all know what happened next, but this brief history represents why understanding our history is so critically important.

Before I took command of Fleet Forces, as the Director of the Navy Staff, I challenged our navy's History and Heritage Command to reinvigorate our navy history with the goal to make our history relevant to our Sailors so they understand why they are deploying around the

world performing major combat operations and maritime security, exercising with allied navies and foreign partners, and providing humanitarian assistance and disaster relief.

In addition, I challenged NHHC to help reawaken our "maritime consciousness" so that our citizens understood the return on their investment in our navy.

Jay DeLoach and his team have done a stellar job and taken huge strides towards those goals. This upcoming year we are celebrating 100 years of naval aviation all around the country with airshows and commemorations.

In two years we will begin celebrating the bicentennial of the War of 1812. Although the War of 1812 is often glossed over in our history books as a small conflict between the American Revolution and our Civil War, it is one of our finest moments and was critically important to the institutional development of the U.S. Navy.

In celebration, we have partnered with the International Council of Air Shows, the Navy League, the Naval Historical Foundation, and OpSail to make this a world-class event.

There will be celebrations and events all around the country with key events in New York, Baltimore, Norfolk, New Orleans, Boston, and Toronto and the Great Lakes. We are inviting over 100 foreign nations to participate in the celebrations and, working with OpSail, we have invited tall sailing ships from 24 countries to be used as learning centers and participate and promote cultural exchanges and goodwill through the parades of sail.

It is going to truly be a tremendous celebration and a tremendous commemoration, worthy of the event; and a great reminder to our citizens that we *were, are, and will always be*, a maritime nation. Thank you.

**TO THOSE WHO SENT  
IN AN END-OF-YEAR  
CONTRIBUTION, WE  
EXTEND OUR THANKS  
AND WE WISH YOU ALL  
THE BEST IN 2011!**



**In Memory of:**  
**Quartermaster Dick Hemp**  
**Rear Admiral Thomas R. McClellan**  
**Captain Larry Sutton, MC, USNR**

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