

PULL TOGETHER

Newsletter of the Naval Historical Foundation



NHHC underwater archaeologists help solve a *History Detectives* mystery involving the loss of a 19th-century schooner built at the Washington Navy Yard, p. 3

NAVAL HISTORY SYMPOSIUM PROGRAM INSIDE!

Also in this issue: *Message for the Chairman*, p. 2; *War of 1812*, p. 4; *Author Interview*, p. 7; *Navy Museum News*, p. 11; *Jaw from the Deep*, p. 15; *News in Naval History*, p. 16; *News from NHF*, p. 18; *Profile*, p. 21; *Report from the Director of Naval History*, p. 22

A Message from the Chairman:

When I arrive at my office at the Naval Historical Foundation, I always look at the bronze plaque outside our door that sums up what we are all about in a short paragraph:

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



In an era when organizations are continually redefining visions and mission statements, it's refreshing to have a succinct and enduring statement that delineates our role and has a well-grounded sense of place.

Though I have been here some eight months now, there remains much to learn. I find a most professional organization dedicated to our mission. I must commend Vice Admiral Bob Dunn, our president, and our small staff for their work. I have reviewed in detail our finances and the project management for the Cold War Gallery. Both are in good shape. We have a board of directors that provides good oversight and welcome support, particularly in audit and finance.

We do face some significant challenges that will require dedicated efforts over the long haul. The current capital campaign for the Navy Museum Cold War Gallery can be all-consuming of our efforts if we are not careful. We were chartered to build this gallery, really a mini-museum, by two Chiefs of Naval Operations, and we are hard at it. However, we have other responsibilities that we need to tend at the same time.

In order to provide some focus to our efforts we are embarking on the in-house development of a strategic plan. I do not want to pre-ordain the results but they will address, among other matters, continuing the Cold War Gallery capital campaign, increasing Naval Historical Foundation membership, developing an educational outreach program, and coordinating with other organizations that have missions similar to ours. We hope to have something to show the board of directors at the fall meeting.

The educational outreach matter is particularly intriguing. Most will concede that there is a general lack of appreciation of history among our young people today. Some of us contend that is not totally the fault of that generation. The ability to communicate information, good or bad, has increased exponentially. We intend to explore how we, the Naval Historical Foundation, can use this to our advantage in developing programs to show young people the rich experiences inherent in our country's naval history.

In closing, let me say, I am most proud and humbled to have been selected for the position of chairman of the Naval Historical Foundation. History has always been of great interest to me and features prominently on my reading lists. I look forward to advancing the subject in concert with the staff, the board, and fellow history-promoting organizations.

Bruce DeMars

USS *Shark* Carronades Discovered on Oregon Beach

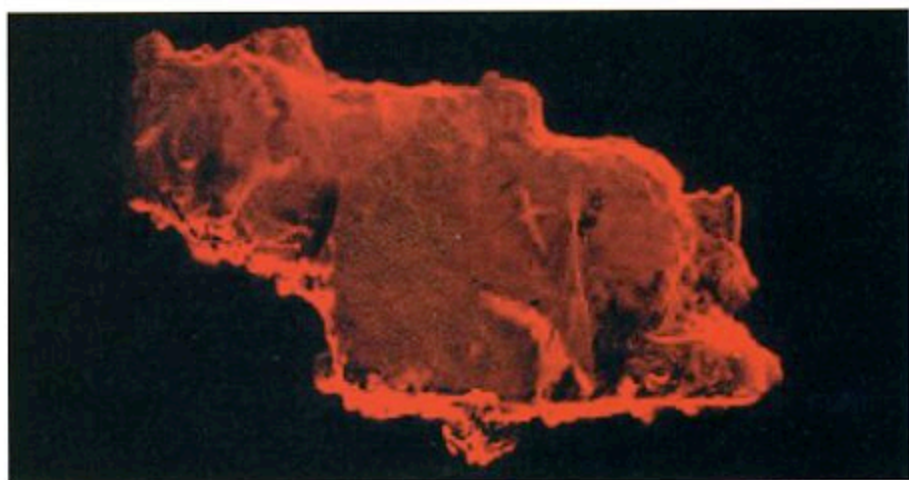
On 6 May 2008, Naval History and Heritage Command Underwater Archaeologist Robert Neyland visited Oregon's Nehalem Bay State Park and inspected two carronades believed to be from the 1846 wrecking of USS *Shark*. Neyland came at the invitation of Oregon Public Broadcasting for the filming of a *History Detectives* episode. A teenage girl had spotted the first cannon and reported it to Oregon Parks and Recreation personnel. The second cannon was found shortly thereafter by park personnel, who then stopped souvenir hunters from hammering off fragments from the cannon and recovered from beachcombers other small concretions. These latter appear to be links of chain and an ax head that might or might not be associated with *Shark*.

Built at the Washington Navy Yard in 1821 for the suppression of the slave



Dr. Robert Neyland

trade and piracy, *Shark's* first mission was to carry Eli Ayers, a member of the African Colonization Society, to the West African country of Sierra Leone. There he and Lieutenant Stockton of USS *Alligator* purchased land to serve as a transit point for freed American slaves and African slaves rescued by the U.S. Navy in its interdiction of illegal slave ships. *Shark* continued to sup-



Side view of Carronade 1. Muzzle to the left and breech to the right. Note the wood carriage attached to the base.

port and protect this colony, which became modern-day Liberia. *Shark* followed this mission with cruises in the West Indies to eradicate piracy and protect American shipping. She was instrumental in the founding of the naval station in Florida that today is Key West and also protected American fishing interests in the waters off Newfoundland. In 1846, after a series of cruises to protect American citizens in Peru during that country's civil war, *Shark* was assigned the mission to explore and survey the Columbia River and the Pacific Northwest and to demonstrate an American presence during the U.S./Canadian boundary negotiations with Britain. It was at the end of this survey, while crossing the bar at the mouth of the Columbia River, that she went aground. Although the ship was a total loss, the entire crew survived. Wreckage of the weather deck containing three carronades and a capstan floated down the coast to the present-day site of Arch Cape. An attempt was made by one of *Shark's* sailors to recover the cannon, but after dragging one up on the beach he abandoned the rest. This gun was located in 1897. The other two were revealed by recent storms and beach erosion.

For their *History Detectives* program, Oregon Public Broadcasting

wanted to determine if the carronades were from *Shark*. To their credit and that of their host Dr. Gwen Wright, the Oregon Public Broadcasting team expressed their desire to broaden the national appeal of the story and use these artifacts as a window into the long, distinguished history of *Shark* and the role of the U.S. Navy during the 19th century. The program script explained that the Navy fought wars but also engaged in foreign diplomacy, suppression of illegal activities, and scientific exploration and advancement.

Oregon Public Broadcasting donated the cost of travel for Neyland and covered the costs of technicians to X-ray the cannon and document them with three-dimensional laser scans. The end product offered to the public an education on the diplomatic, exploratory, and humanitarian roles of *Shark* and the Navy between 1821 and 1846. In addition, inspection of the carronades, the X-rays, and laser scans have provided permanent records of these Navy artifacts at no cost to the Navy. These records will assist conservators in treating and preserving the cannon. Oregon Parks and Recreation personnel expressed their interest in providing the funding for conservation of the cannon, provided the U.S. Navy will eventually loan them to a museum in Oregon.

The War of 1812 Bicentennial: Planning in Progress

By William S. Dudley

Only three years from now the nation will begin to commemorate the War of 1812. For many years, the War of 1812 had a prominent place in our history textbooks; unfortunately, that is no longer the case. Today, the War of 1812 barely gets a mention in social studies or history classes. For those of us in the naval history business, this anniversary provides a wonderful opportunity to send a message on the importance of the War of 1812 from the perspective of 200 years.

There is as yet no national bicentennial commission similar to the one Congress established for the bicentennial of the American Revolution in 1976. An effort to establish one faltered in 2008 in Congress. However, the Na-

tional Park Service is doing a great service in its effort to publicize the commemoration in the various states that found themselves involved in the War of 1812. Commencing in 2007, the National Park Service based at Fort McHenry initiated an International War of 1812 Bicentennial Planning Committee with partners in Ontario (Parks Canada) and regional institutions from the Old Northwest, Quebec, New York, Maryland, Pennsylvania, Ohio, Indiana, and Michigan, and Louisiana (New Orleans). For the past 18 months, these institutions and their representatives have held several conference calls to share about regional and local plans to commemorate the bicentennial and to search for ways to collaborate. A great boost

for the U.S. commemoration was the passage of the Star Spangled Banner National Historic Trail legislation in early 2009. This will provide seed money for sites in the areas concerned to provide educational programs, build signage, set up re-enactment events, and stimulate public awareness and tourism.

In the National Capital Region, Maryland has gotten off to an early start. In January 2007, Governor Martin O'Malley issued an executive order that created a Maryland War of 1812 Bicentennial Commission, based in the Division of Tourism, Film, and the Arts, under the leadership of Bill Pencek, head of the Office of Tourism Development. Although the members of the commission have yet to be



This Tom Freeman painting depicts Joshua Barney's Chesapeake Flotilla at the Battle of St. Leonard's Creek. A replica of one of these boats was built in 1996 by students of Bladensburg High School and Annapolis Road Middle School as part of Prince George's County Tercentennial. Painting image courtesy Christine Hughes



The NHF recently commissioned a model of Navy Gunboat 156 that fought in the Battle of Lake Borgne, a precursor of the January 1815 Battle of New Orleans. The model will be used in a new Navy Museum exhibit being designed to commemorate the bicentennial of the War of 1812.

named, the staff has created a 77-page action plan that sets out goals in areas such as resource stewardship and visitor experience, education and curriculum, programs and events, communications, and marketing. It contains appendices and maps that show the principal campaigns of the war, the Star Spangled Banner National Historic Trail, a Maryland War of 1812 resource base, and a bicentennial programming and events survey. The Star Spangled Banner Trail in Maryland will include interpretive centers, trailside kiosks, historic markers, trail guides, maps, and brochures. This trail will also include water-based segments because of the essential part played by Chesapeake Bay and its many rivers and creeks in the amphibious warfare waged by the British and the lack of road access to many of the sites. With over 370 historic sites identified, it is no wonder that Maryland has been proactive in developing its War of 1812 commemoration potential.

The Office of Tourism Development has commenced a series of conferences that involve touring various War of 1812 sites in Maryland. On 25 June 2009, the first of these conferences was held at Calvert Marine Museum in Solomons, Md.—the Southern Maryland Star-Spangled 200 Conference. Its purpose was to provide public briefings on sites in Southern Maryland where significant War of 1812 events took place: British raids along the Potomac River, the operations of Commodore Joshua Barney's Chesapeake flotilla in the Chesapeake Bay and Patuxent River, the battles of St. Leonard's Creek, British raids on both shores of the Patuxent, the amphibious landing of a British army at Benedict, and the invasion of Maryland and Washington, D.C. In the museum gallery, near an exhibit containing artifacts from Barney's flotilla, attendees gathered to view a fiber optic track chart showing the events of the Chesapeake campaign of 1814. They later heard lectures by

Ralph Eshelman and Don Shomette on the British raids and Barney's efforts to divert and delay the British advance. Next, attendees climbed into buses and visited Jefferson Patterson Park on St. Leonard's Creek where they walked along the fields and shores where the battles of June 1814 took place, with Shomette and Eshelman acting as guides. Finally, the buses visited the Serenity Farm on a hill west of Benedict where it is known that the British set up earthworks and an encampment before their march to Bladensburg and Washington in August 1814. The tour was very helpful in giving students of these events a chance to walk where skirmishes and battles occurred and thus develop vivid images of War of 1812 events in southern Maryland. Future conferences are planned for Bladensburg, North Point, and Fort McHenry.

Bicentennial of the War of 1812 planning moves forward. Following is an article summarizing one ongoing effort to preserve our naval heritage.

Preservation of Artifacts Recovered from a War of 1812 Warship

By George Schwarz

Under the leadership of Commodore Joshua Barney, the U.S. government and citizens of Maryland united to defend the Chesapeake Bay against British forces during the War of 1812. A flotilla was established for this cause, and on 24 May 1814, that force, led by Barney's flagship *Scorpion*, sailed for the lower Chesapeake Bay in an attempt to intercept a British advance toward Washington. Over several weeks the flotilla engaged the British on many occasions and succeeded in delaying the British advance. Finally, on 21 August 1814, facing overwhelming odds, Barney strategically retreated and landed his men at Pig Point, near Upper Marlboro, Md. Barney and his men then marched to defend Washington, leaving *Scorpion* and the rest of the flotilla to be destroyed by a detail of men to prevent British capture.

An archaeological survey of the Patuxent River was conducted in the late 1970s, and a number of Chesapeake Bay flotilla shipwreck sites, including what is thought to be the remains of *Scorpion*, were discovered. Limited excavation of the probable *Scorpion* site was performed in 1980, yielding a number of well-preserved and unique naval artifacts. The array of objects recovered includes what is probably the Navy's earliest surgical and dental instruments as well as military hardware, carpentry tools, galley articles, crew's personal effects, and the ship itself.

Upon their recovery in 1980, some 181 artifacts were sent to the Maryland Archaeological Conservation (MAC) Laboratory in Crownsville, Md., for complete documentation and stabilization. After these artifacts were documented, catalogued, and treated, they were sent to the CMM, in Solomons, Md., for storage and display. These objects

are now under loan from the Naval History and Heritage Command (NHHC), which is responsible for the management of U.S. Navy shipwrecks and their associated contents. Over 30 of these artifacts are still on exhibit at the CMM. After 29 years of storage at the CMM, a large number of these artifacts have recently been returned to the NHHC Underwater Archaeology Conservation Laboratory for condition assessments and possible retreatment to prevent deterioration. Though the artifacts have been treated in the past at the MAC Lab, objects from underwater archaeological sites are regularly monitored because of the chemical degradation that may occur when they are subjected to variations in their storage environment.

It is thought that *Scorpion*, the largest ship in the flotilla, was a hospital vessel as well as Captain Barney's flagship. Some of the artifacts collected during the 1980 excavation provide some evidence for this hypothesis. Several pharmaceutical phials were recovered unbroken from the shipwreck. Most of these containers were composed of hand-blown light green glass, and a few even had residual cork and other substances still preserved inside them. Other pharmaceutical objects recovered from the wreck include mixing spatulas, creamware pill tiles, corked bottles, a piece of a pestle, mixing bowls, and plates. Surgical instruments were also discovered, further supporting the idea that *Scorpion* could have served as a hospital ship.

The ship itself is still fairly intact below the waterline, and structural elements of the vessel were available for examination. A small number of the wooden components were excavated for interpretation and display.

Construction features were recorded in some detail and a variety of the ship's fasteners were recovered and conserved, some with pieces of the vessel still attached.

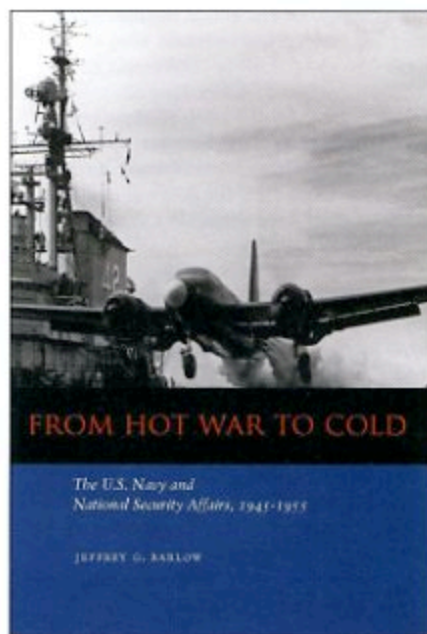
These artifacts, along with 120 other Chesapeake flotilla objects recently returned to NHHC, will undergo careful assessment and possible treatment to prevent further deterioration. After any necessary stabilization is complete, the artifacts will be curated in an environmentally controlled laboratory and regularly monitored along with the rest of Navy's underwater archaeology artifact collection. As with all such Navy artifacts, they will be available for academic study, public viewing through scheduled tours of the Conservation Laboratory, and loans to national and international museums through the Navy's artifact loan program.

"Mystery Photograph"



Can you identify this future U.S. Naval Academy Superintendent shown here in French Army attire? Eric Dietrich-Berryman answers the question on page 21.

Jeff Barlow on *From Hot War to Cold.*



PT: Could you provide a short synopsis of the book?

From Hot War to Cold is a history of the vital role the U.S. Navy played in the making and carrying out of American national security policy during the first decade of the Cold War. Written from the vantage points of successive Chiefs of Naval Operations and their OPNAV staffs during this period, it analyzes how the Navy interacted with the other Services, the Joint Chiefs of Staff, Secretaries of Defense, and presidents in these turbulent years. Among the events that had a major impact on the Navy were the unification fight and the struggles over Service roles and missions—especially the future status of naval aviation. The fact that the book explains how the Service was able to adapt successfully to challenging circumstances and actually influence the direction of U.S. policymaking at certain points in time should provide particular historical interest.

Pull Together • Spring/Summer 2009

PT: How does the book fill a void in Navy historiography?

Prior to now, though we have seen books about the Navy's part in the Korean War or its role in specific geographic areas such as postwar China or in the Mediterranean, we have lacked a single, large-scale account of how it functioned during the Cold War across the range of national security issues and over a substantial span of time. This study provides that. Moreover, it is the first book by any of the Service history offices to offer this type of Cold War history.

PT: Did the research for your book *Revolt of the Admirals* lay the foundation for this one?

Actually, my *Revolt of the Admirals* book initially came about as the offshoot of this larger study. It was during my first two years of research for the book that eventually became *From Hot War to Cold* that I discovered I had acquired so much new historical material on the postwar Navy-Air Force fight over the role of naval aviation that I could actually write an entire book about it. I persuaded my then-boss, Dr. Edward Marolda, and the Director of Naval History Dr. Dean Allard to let me put aside the larger study while I wrote a full-length monograph on the admirals' revolt.

PT: For this book, what were some of your more insightful sources?

As a naval historian writing about high-level civil-military policymaking, I was very fortunate that the Naval History and Heritage Command's Operational Archives holds important collections of primary documents such as the Double Zero Files (the immediate office files of the CNO), the records of the Strategic Plans Division, OPNAV's file copies of Joint Chiefs of Staff papers, and the personal official papers of senior Flag Officers such as Arthur Radford, Forrest Sherman, and Arleigh Burke. Such documentation allowed me an unparalleled view of how successive CNOs and their high-level staffers viewed unfolding events. Nevertheless, writing a book that analyzes how the Navy interacted with other agencies at the national level required that I also extensively research high-

level materials from the Army and the Air Force, as well as documents from the offices of successive Secretaries of Defense and presidents of the United States. I was very fortunate that the vast bulk of these materials, which are located in the National Archives facilities in Washington, D.C., and College Park, Md., and in the Roosevelt, Truman, and Eisenhower Presidential Libraries in New York, Missouri, and Kansas, respectively, had been declassified for the period I was researching, because it made using them much easier than otherwise would have been the case.

However, I found that as valuable as these documentary materials were to my study, my detailed interviews with a number of knowledgeable retired Flag Officers and captains were equally as important. Over the years I had conducted taped interviews on my own time with a variety of senior Navy (and Army) officers, including Admirals Robert B. "Mick" Carney, Arleigh A. Burke, and Walter F. "Freddie" Boone. And it was from such interviews that I gathered valuable insights into the personal interactions of key Flag Officers during these years.

PT: Will those types of sources be available for a future historian writing on the Navy's transition from the Cold War to the present era?

Unfortunately, the wealth of high-level material relating to the decisions of CNOs and senior staffers that I was able to use for the 1945-1955 period will not be available in abundance for a future historian writing about the U.S. Navy in the years since 1991. In part, this is due to the fact that electronic documentation has replaced hard copy (paper) documentation as the primary means by which planning and decision-making are being carried out in OPNAV, and much of the electronic documentation in the higher security classifications is not being saved consistently. In this regard, I can remember hearing Adm. Harold Gehman, then the VCNO, telling the Deputy Chiefs at a weekly luncheon in the mid-1990s how much of the high-level background of the Navy's role in the Gulf War would not be available to history because of the extent to which important decisions had been made in the course of back-

Continued on page 18

2009 Naval History Symposium

10-11 September 2009

Program of Events

The 2009 Naval History Symposium promises to be one of the best ever! To facilitate planning, Naval Historical Foundation members should consider sending in the attached registration form well before the 1 September deadline. The registration fee of \$75 for each person (\$50 for graduate students) is very reasonable, considering that it covers all symposium events, local shuttle between the Doubletree Hotel and USNA, symposium materials, the luncheon and reception on 10 September, and the banquet on 11 September. Note that Naval Historical Foundation Chairman Adm. Bruce DeMars has accepted an invitation to address attendees at the 10 September luncheon. Below is a preliminary overview of the conference.

Wednesday, 9 September

5:00–8:00 p.m.: Early registration – Doubletree Hotel

Thursday, 10 September

7:00 a.m.–4:00 p.m.: Registration – Main lobby, Alumni Hall

7:15–8:30 a.m.: Continental breakfast – Main lobby, Alumni Hall

8:30–9:00 a.m.: Plenary Session – Alumni Hall

9:15–11:15 a.m.: Session I – Sampson Hall

ONE HUNDRED YEARS OF U.S. NAVY AIR POWER

- Hill Goodspeed, U.S. Naval Aviation Museum, "Advancements in Navy Aircraft Design, 1922-1945"
- Tim Jackson, U.S. Naval War College, "The Two-Ocean Navy Act of 1940: The Impact on American Preparedness for World War II"
- Douglas V. Smith, U.S. Naval War College, "Adm. Joseph Mason "Bull" Reeves (USNA Class of 1884), The Father of Navy Carrier Aviation"
- Barney Rubel, U.S. Naval War College, "From Propeller to Jet"
- Kevin Delamer, U.S. Naval War College, "History of Navy Helicopter Aviation"

Chair: Thomas Cutler, U.S. Naval Institute

Moderator: Stanley D.M. Carpenter, U.S. Naval War College

ROUNDTABLE ON U.S. NAVY DOCUMENTARY EDITIONS

- Michael Crawford, Naval History and Heritage Command
- Rear Adm. Joseph Callo, USNR (Ret.), New York, N.Y.
- George C. Daughan, Portland, Me.
- James L. Nelson, Harpswell, Me.

Chair: Rear Adm. Jay DeLoach, USN (Ret.), Naval History and Heritage Command

CHANGES AND CONTINUITY IN THE U.S. MARINE CORPS IN THE 20TH CENTURY

- Heather Pace Marshall, Duke University, "'There's Nothing That a Marine Can't Do': Publicizing the Marine Corps from Above and Below"
- Colin M. Colbourn, University of Southern Mississippi, "Pride and Progressivism: John A. Lejeune and the New U.S. Marine Corps, 1914-1929"
- David J. Ulbrich, Ohio University, "Transitions in the Second World War: Thomas Holcomb and the Making of a Modern Marine Corps"
- Earl J. Catagnus, Temple University, "Intellectual Warrior: General Alfred Gray's Transformational Commandancy, 1987-1991"

Chair: Gregory J.W. Urwin, Temple University

Moderator: Charles D. Nelson, U.S. Marine Corps History Division

11:30 a.m.–1:00 p.m.: Luncheon – Bo Coppedge Room, Alumni Hall

Speaker: Adm. Bruce DeMars, USN (Ret.), Chairman, Naval Historical Foundation

1:30–3:30 p.m.: Session II – Sampson Hall

THE RISE AND FALL OF NAVAL REPUTATIONS

- Roger Dingman, University of Southern California, "Commodore Matthew C. Perry: Devil or Dove?"
- Barry Gough, Wilfred Laurier University, "Admiral Sir David Beatty's Ghost: Historians and the Hero of Jutland"
- Asada Sadao, Doshisha University, "Admiral Kato Tomosaburo: Angel of Peace Restored"

Chair: Ronald Spector, USNA Class of 1957 Chair in Naval Heritage, U.S. Naval Academy

Moderators: Jon T. Sumida, University of Maryland, and Ronald Spector

THE SEARCH FOR CAPTAIN JOHN PAUL JONES' BONHOMME RICHARD

- Robert S. Neyland, Naval History and Heritage Command, and Peter Reveally, Independent Scholar, "The Naval Engagement Between *Bonhomme Richard* and HMS *Serapis*: Battle Won and Ship Lost"
- Peter Guth, U.S. Naval Academy, "Track the Sinking Ship: GIS and Ocean Modeling in the Search for the *Bonhomme Richard*"
- George Schwarz, Naval History and Heritage Command, Melissa Ryan, Ocean Technology Foundation, and Alexis Catsambis, Naval History and Heritage Command, "Searching for *Bonhomme Richard*"

Chair: Joseph Kirschbaum, U.S. General Accountability Office

PUSHING THE ENVELOPE ON THE HIGH SEAS: U.S. NAVAL TECHNOLOGICAL DEVELOPMENT FROM THE CIVIL WAR TO WORLD WAR II

- Claude Berube, U.S. Naval Academy, "American Thunder Child: Barron, Ellet, Ammen and U.S. Ram Ships in the 19th Century"
- K.C. Epstein, The Ohio State University, "Early American Development of the Whitehead Torpedo: Technology, Industry, and Tactics"
- Laurence Mitchell Burke II, Carnegie Mellon University, "Water Wings: The Early Years of Navy and Marine Corps Aviation"
- Jonathan Reed Winkler, Wright State University, "The Navy and Strategic Communications in the Era of World War Two"

Chair: Hal M. Friedman, Henry Ford Community College

Moderator: Sarandis Papadopoulos, Naval History and Heritage Command

TOPICS IN EASTERN EUROPEAN NAVAL HISTORY

- Michael Barrett, The Citadel, "The Danube Flotilla in the 1916 Romanian Campaign"
- Serhat Guvenec, Istanbul Bilgi University, "A Tale of Two Dreadnoughts: The British Seizure of *Resadiye* and *Sultan Osman* and the Ottoman Decision for War in 1914"

Chair: Col. Thomas Julian, USAF (ret.)

4:00–6:00 p.m.: Session III – Sampson Hall

SAILING SHIPS AND NAVAL CONSTRUCTION IN SPAIN AND LATIN AMERICA

- Feliciano Gamez, Universidad de Cadiz, "Multitask Ship: Spanish Frigate *Veloz Pasajera* (1808-1830)"
- Carla Rahn Philips, University of Minnesota, "Theory and Practice in Spanish Ship Construction in Early Modern Times"
- Francisco Fernandez-Gonzalez, Universidad Politécnica de Madrid, "Spanish Shipbuilding Regulations (*Ordenanzas*) in the 17th Century"
- Ivan Valdez-Bubnov, Universidad de México, "Antonio de Gaztaneta and the Seville-Cadiz Political Conflict (1700-1725)"

Chair: Lawrence Clayton, University of Alabama

Moderator: Jorge Ortiz-Sotelo, Shifrin Chair in Military History, U.S. Naval Academy

ROUNDTABLE ON ORAL HISTORY

- Jan Herman, U.S. Navy Medical Department
- Evelyn Cherpak, U.S. Naval War College
- Representative of Navy Combat Documentation Detachment 206
- Robert Taglianetti, U.S. Marine Corps History Division, Oral History Branch

Chair: Regina Akers, Naval History and Heritage Command

RESISTANCE BY THE COMMON SAILOR

- Christopher P. Magra, California State University at Northridge, "Colonial American Resistance to British Naval Impressment in the Revolutionary Era"
- Keith Mercer, Saint Mary's University, Halifax, Nova Scotia, "Press Gangs and Naval- Civilian Discard in Atlantic Canada, 1775-1815"
- Thomas Malcomson, George Brown College, "Resistance and Punishment in the British Navy on the North American and West Indies Station, 1812-1815"

Chair: John Hattendorf, U.S. Naval War College

THE U.S. NAVY IN VIETNAM: ON THE COAST AND ON THE SHORE

- Edward J. Marolda, former Chief Historian, Naval History and Heritage Command, "The Sand Sailors of Vietnam"
- Mark Moyar, U.S. Marine Corps University, "Maritime Infiltration during the Vietnam War"
- John Sherwood, Naval History and Heritage Command, "Turbulence and Terrorism: The Story of Headquarters Support Activity Saigon, 1964-1966"

Chair: John Prados, National Security Archive

Moderator: Jay Veith, Independent Scholar

6:15-8:00 p.m.: Reception - U.S. Naval Academy Museum

Friday, 11 September

7:30 a.m.-12:00 noon: Registration - Mahan Hall Lobby

7:30-8:30 a.m.: Continental breakfast - Mahan Hall Lobby

8:30-10:15 a.m.: Session IV - Sampson Hall

SCIENCE AND THE WAR AT SEA, ASW TECHNOLOGY

- David Zimmerman, The University of Victoria, "The Chilowsky and Langevin Patent Dispute and the Origins of Asdic"
- Gary Weir, National Geospatial Intelligence Agency, "Allyn Collins Vine and the Birth of Undersea Warfare, 1940-1946"
- Kathleen Broome Williams, Cogswell Polytechnical College, "See Fido Run: The Tale of an Anti-U-boat Acoustic Torpedo"

Chair: Michael Whitby, Directorate of History and Heritage, National Defence Headquarters, Canada

Moderator: Malcolm Llewellyn-Jones, Naval Historical Branch, Naval Staff, UK Ministry of Defence

STEAM SHIPS AND NAVAL CONSTRUCTION IN SPAIN AND LATIN AMERICA

- Carlos Alfaro-Zaforteza, King's College, London, "The Introduction of Steam Power in Spanish Shipbuilding, 1830-1870"
- Carlos Tromben, Centro de Estudios Estratégicos de la Armada de Chile, "Replica of the Chilean Steam Corvette *Esmeralda* c.1870"
- Jorge Ortiz-Sotelo, Shifrin Chair in Military History, U.S. Naval Academy, "The Peruvian Corvette *Union* (1865-1881)"
- Larrie D. Ferreira, Defense Acquisition University, "Shipbuilders to the World: Evolution and Revolution in Spanish and Chilean Shipbuilding from the Cold War to the 21st Century"

Chair: Francisco Fernandez-Gonzalez, Universidad Politecnica de Madrid

Moderator: John Harbron, Canadian Institute of Strategic Studies

PRESIDENT ABRAHAM LINCOLN AND THE U.S. NAVY

- Craig L. Symonds, U.S. Naval Academy, "Lincoln and Combined Operations"
- Robert J. Schneller, Jr., Naval History and Heritage Command, "Lincoln: 'I must see Dahl[gre]n'"
- Andrew C.A. Jampoler, Independent Scholar, "The U.S. Navy and John Harrison Surratt, Jr., 'the Last Lincoln Conspirator'"

Chair: Rear Admiral Jay DeLoach, USN (Ret.), Naval History and Heritage Command

Moderator: William Dudley, former Director of Naval History

TOPICS IN GLOBAL MARITIME HISTORY

- Sabrina Guerra, Universidad San Francisco de Quito, "Guayaquil, 'Lady of the Pacific,' Its Maritime Trade and the Impact of the Independence Process"

Pull Together • Spring/Summer 2009

- Manohar Banger, Maharashtra Maritime Board, "Ancient Shipbuilding in India - A Historical Review"
- Erin Greenwald, The Historic New Orleans Collection, "On the French Atlantic Circuit: Company Ships, Cargoes, and Crews between Lorient and Louisiana, 1720-1731"

Chair: Capt. Christopher Page, RN

10:15-10:45 a.m.: Coffee break - Mahan Hall Lobby

10:45 a.m.-12:30 p.m.: Session V - Sampson Hall

JFK, VIETNAM, AND COUNTERINSURGENCY

- Christopher K. Ives, Independent Scholar, "Between Doctrine and Ethos: The U.S. Marine Corps and Army, Counterinsurgency, and the Vietnam War"
- Leo J. Daugherty, U.S. Army Accessions Command, "Partners in Counterinsurgency: Lieutenant General Victor H. Krulak, USMC, and President John F. Kennedy, 1961-1966"
- Rhonda L. Smith-Daugherty, Alice Lloyd College, "An Alliance with Progress: Kennedy, Diem and a Distant Jungle"

Chair: Nicholas Evan Sarantakes, U.S. Naval War College

Moderator: Andrew J. Birtle, The Center for Military History

"DOES ANYONE KNOW WHERE WE ARE? DOES ANYBODY CARE?" THE BRITISH EASTERN FLEET AND ITS BASES IN WORLD WAR II

- Ashley Jackson, King's College, London, "Ceylon, the Indian Ocean, and the Second World War"
- Augustine Meaher, University of Melbourne, "'The inability of effective action without Singapore': The Ups and Downs of the Singapore Naval Base"
- Andrew Stewart, King's College, London, "East Africa, the British Commonwealth and the Second World War"

Chair: Adam Kane, U.S. Naval Institute

NAVAL EDUCATION AND KNOWLEDGE TRANSFER

- Keith Neilson, Royal Military College of Canada, "Mental Maps, Institutional Values and the Effects of Bolshevism on British Perceptions of Russia as a Naval Power, 1917"
- Greg Kennedy, King's College, London, "Anglo-Japanese Naval Relations and Technology Transfer in the 1930s"
- Harry Dickinson, King's College, London, "Not Much Wisdom, Not Much War: Sir Astley Cooper Key and the Royal Naval College Greenwich 1873-1876"

Chair: Eugene Rasor, Emory and Henry College

THE UNITED STATES NAVY ON THE PERIPHERY

- Claire Phelan, University of Mary Hardin-Baylor, "The Inconvenience, Extravagance, and Perplexities of New Orleans! U.S. Naval Officers on the Periphery"
- C. Herbert Gilliland, U.S. Naval Academy, "The U.S. African Squadron: Exhortations to Operational Success"
- Diana L. Ahmad, Missouri University of Science and Technology, "Two Captains, Two Regimes: Benjamin Franklin Tilley and Richard Phillips Leary, America's Pacific Island Commanders, 1899-1901"
- Dennis J. Ringle, Henry Ford Community College, "Black Hull Sailor with Commodore Perry in Japan"

Chair: Suzanne Geissler Bowles, William Paterson University

12:30-2:00 p.m.: Lunch (Independent)

2:00-4:00 p.m.: Session VI - Sampson Hall

ISSUES OF NAVAL TRANSFORMATION, COMMAND, AND CONTROL

- Jorit Wintjes, University of Würzburg, "The Biggest of All? The Battle of Ecnomus and Naval Command and Control in Ancient World"
- Bob Angevine, George Washington University, "Hiding in Plain Sight: The U.S. Navy and Dispersed Operations under EMCON, 1956-1972"
- Steven Ippolito, Monroe College, and Benjamin Armstrong, USS

Wasp, "The Transformation of Mongol Military Formations in the 13th Century"

- Thomas B. Grassey, U.S. Naval Academy, "Halsey's Two Mistakes and Leyte Gulf"

Chair: Alexandre Sheldon-Duplaix, French Service Historique

TOPICS IN ROYAL NAVY HISTORY

- John A. Cauthen, U.S. Naval Academy, "Spithead Mutiny, 1797"
- John Beeler, University of Alabama, "The Royal Navy, Education, the Officer Competence: Challenges of Mid-Nineteenth Century"
- Cori Convertito-Farrar, University of Exeter, "Tattooing in the Victorian Navy: An Investigation into the Motivations"
- Bruce Taylor, Los Angeles, Calif., "Arms and the Man: Some Approaches to the Study of Naval Communities Afloat"

Chair: Christopher McKee, Grinnell College

BUREAUCRACY AND THE U.S. NAVY

- Edward L. De Rosa, Rutgers University, "A Fleet Grows in Brooklyn: The New York Naval Shipyard and the Building of the U.S. Navy"
- Michael L. Weisel, Duke University, "Joseph Wharton: A Quaker Vulcan. The Political Economy of Big Steel and the U.S. Navy, 1885-1895"

- John T. Kuehn, U.S. Army Command and General Staff College, "The *Ostfriesland*, the Washington Naval Treaty, and the General Board of the Navy: A Relook at an Historic Sinking"
- Dennis Conrad, Naval History and Heritage Command, "Were They Really So Unprepared? Josephus Daniels and the U.S. Navy's Entry into World War I"

Chair: Marcus O. Jones, U.S. Naval Academy

WORLD WAR II

- Donald Chisholm, U.S. Naval War College, "Naval Support to American Japanese Guerrilla Operation in the Philippines, 1942-1945"
- Kenneth P. Hansen, Center for Foreign Policy Studies, Dalhousie University, "Escort Oilers: The Untold Story of the Battle of the Atlantic"
- Kathleen M. Ryan, Miami University, "Nice Girls, Camp Follow-up and the Construction of World War II Femininity"
- Nicholas Evan Sarantakes, U.S. Naval War College, "The British Pacific Fleet Visits Japan"

Chair: Jeffrey G. Barlow, Naval History and Heritage Command

6:30-9:30 p.m.: Symposium Banquet – Doubletree Hotel

Naval History Symposium Registration

Last Name, First Name, Middle Initial	
Badge Name (If different from above)	
Job Title	
Institution	
Mailing Address	
E-mail	
Field of Specialization	
Brief Biography (For panelists, including chairs, and commentators only, to be printed in brochure. No more than 100 words)	
Need Disability Accommodation? (Please explain in detail if yes.)	

If paying by postal mail, please send registration fee of \$75 (USD) per person (\$50 for graduate students) to the address below **no later than 01 September 2009**.

Naval History Symposium Registration
Department of History
U.S. Naval Academy
107 Maryland Avenue
Annapolis, MD 21402-5044

Make personal or cashier's checks payable to "Naval History Symposium."

For Symposium Use Only:

Paid Y N

Check # _____

Date Received: _____

Date Deposited: _____

NAVY MUSEUM NEWS

Summer 2009



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

www.navyhistory.org

“American Girl” Fans Converge on Museum

AN ESTIMATED 1,600 MOSTLY YOUNG girls and their parents converged on the Washington Navy Yard Saturday 27 June 2009 for the first American Girl Day at the National Museum of the U.S. Navy.

Children were invited to bring their dolls and come to the event dressed like their favorite “American Girl” to participate in learning activities and handicrafts related to different eras of American naval history.

Valerie Tripp, author of many of the books in the American Girl series, was at the event signing her books and participating in the activities. Though scheduled for a two-hour book signing, Ms. Tripp stayed over five hours until all the interested book owners had a chance to visit with her and get an autograph.

Other distinguished visitors included Vice Adm. John C. Harvey, Jr., USN, director of the Navy Staff, whose daughters are confirmed American Girl fans, and Rear Adm. Cindy Covell, USN, the Chief of Naval Operations’ Assistant for Diversity.

The Naval History and Heritage Command hosted and the Naval Historical Foundation helped underwrite the program to encourage children to study naval history and technology, and to get acquainted with and have fun at the Navy Museum, the flagship museum of the U.S. Navy and one of 12 official Navy museums.

Rear Adm. Jay A. DeLoach welcomed the crowd of visitors to the museum and handed each of the participants a bag of crafting materials. Karin Hill, director of education at the Navy Museum, and her assistants Laura Hockensmith and Elizabeth Eberlein organized the American Girl event and co-



American Girl Fans line up to meet with author Valerie Tripp.

Visiting The Museum Is as Easy as Ever!

Capt. John Sears, Commanding Officer of Naval Support Activity Washington, issued a new policy that makes access to the Navy Museum easier for visitors and eliminates most of the need to pre-arrange museum visits. On Monday through Fridays (except for holidays) visitors are welcome to enter through any of the pedestrian gates (The 6th Street Isaac Hull Gate is closest to public parking and public transit). At the gate visitors should inform the security guard they are visiting the Navy Museum and show a valid government-issued identification card such as a driver’s license. Any bulky bags (e.g., handbags

Continued on Page 12

Continued on Page 12

Continued from page 11

ordinated the crafting stations as well as the appearance of Valerie Tripp.

The featured doll for the event was Molly McIntire, who, according to the American Girl story about the doll, was growing up during World War II. "Molly wants the war to end so that her dad can come home from overseas," according to the American Girl account. "With her English friend, Emily, at her side, Molly learns the importance of pulling together—just as her country must do to win the war."

A Molly McIntire doll was donated to the event by the American Girl company, and the Naval Historical Foundation purchased additional dolls that were given away through a free raffle after the event.

The American Girl fans became part of a stream of the tens of thousands of visitors each year who see how naval history comes alive through the display of naval artifacts, models, documents, and fine art at the National Navy Museum.

The museum's connection with the American



This young visitor crafts a boat at one of the numerous activity stations.

Girl phenomenon was a natural because the dolls and books chronicle the history of the United States from the American Revolution to present-day conflicts as does the Navy Museum.

The museum's interactive exhibits gave the children and their parents an opportunity to see how America memorializes our Navy's wartime heroes and battles as well as peacetime contributions in exploration, diplomacy, navigation, and humanitarian service.

Continued from page 11

or backpacks) will be screened at the gate. For any visitor wishing to park on base during the week, please contact the Navy Museum at least 24 hours prior to the visit, so parking and vehicle access can be pre-arranged. On weekends and holidays, guests may drive onto the Navy Yard. At the gate visitors should state they are visiting the Navy Museum and should be prepared to show the security officer their driver's license, registration, and proof of insurance. They will be issued a prenumbered pass, which must be surrendered upon exiting the gate. Visitors may then park in the parking lot in front of the Navy Museum.

Students From Down Under Get Behind-the-Scenes Tour



58 students and two faculty members from the University of Melbourne, Australia, toured Naval History and Heritage Command and the Navy Museum on 20 July 2009. Here Underwater Archeologist George Schwarz discusses the conservation challenges that excavated artifacts present before they can be placed on display at the Museum. Some of the artifacts the visitors saw that could someday be displayed included a concreted Aston pistol from the Civil War Union warship USS Housatonic, a pair of scissors recovered from an 18th century Spanish vessel and ship's lanterns, pewter candlesticks, compasses, padlocks, coffee cups, intact glass bottles and a telescope from the Civil War screw-propelled steamer USS Tulip. The group also inspected a ship's ladder, glass vials, forks and scalpels from the War of 1812 shipwreck USS Scorpion.

The National Museum of the United States Navy is open to the public free of charge and is located on the historic Washington Navy Yard in southeast Washington, D.C. It is open Monday through Friday from 9:00 a.m. to 5:00 p.m. and from 10:00 a.m. to 5:00 p.m. on weekends and holidays. The museum is open every day except Thanksgiving Day, Christmas Eve, Christmas Day, and New Year's Day. If you have any questions, please contact the Navy Museum at (202) 433-6897.

Museum Hosts Distinguished Flying Cross Ceremony!

ON 5 MAY 2009, ALMOST 57 YEARS AFTER his heroic act, Lt. (jg) J. Howard Thayer was posthumously awarded the Distinguished Flying Cross in a ceremony held at the future site of the Cold War Gallery on the Washington Navy Yard. On 22 March 1952, Thayer was participating in combat operations against enemy forces in North Korea as a pilot of an AD-4 Skyraider attached to Fighter Squadron 194, aboard USS *Valley Forge*. While flying a strike mission Thayer responded to a distress call from a fellow pilot who was severely injured and blinded when his aircraft was hit by anti-aircraft fire. Despite continuing intense and accurate enemy fire, Thayer maneuvered his aircraft into position, enabling him to take control of the perilous situation. Noticing the injured pilot was lapsing into unconsciousness and faced with a degraded communication system, Thayer engaged the pilot with a steady flow of instructions and words of encouragement. He calmly

guided the injured pilot out of a steep climb to a safe landing on a small, rough emergency airstrip more than 100 miles away. "By his unselfish actions, personal bravery, and loyal devotion to duty, Lt. (jg) Thayer reflected great credit upon himself and upheld the highest traditions of the United States Naval Service." Thayer's award was presented by Naval Historical Foundation President Vice Adm. Robert F. Dunn to Thayer's widow Shirley Thayer. Also present at the ceremony were Thayer's children, William, Robert, and Katherine, along with the pilot whom Thayer rescued so many years ago, Ken Schechter. The award came about in part because of the tireless efforts of Adm. James L. Holloway III and other shipmates of Thayer to see that Thayer received the honor and recognition he deserved for his heroic act. Fittingly, the ceremony was held in the space that will be home to a new Korean War exhibit in the Cold War Gallery.



Vice Adm. Dunn presents Distinguished Flying Cross to Shirley Thayer.

Would you like to be a Navy Museum Volunteer? Contact Karin Hill at (202) 433-4995!

Corporate CEO Praises Cold War Gallery

In a letter to Admiral DeMars with a \$10,000 contribution, Dr. K.P. Singh of Holtec International observed:

"The museum will be a fitting tribute to the valor of those who gave so much to keep our nation free and proud. As you endeavor to keep the project energized through these trying days for our economy, you should be sustained by the knowledge that the legacy that you are creating will be a national treasure for the posterity of the ages."

We couldn't agree more!



One Small Step...

Before he stepped on the moon, Neil Armstrong was a naval aviator who fought in the skies over Korea. A supporter of the Cold War Gallery project, Armstrong underwrote the fabrication of this aircraft model which will go on display.

MAJOR DONOR RECOGNITION

To publicly recognize those individuals, corporations, foundations, and government agencies that made generous contributions to the Cold War Gallery, the Naval Historical Foundation has commissioned Design & Production Inc. to design what will be permanent placards to be placed in the Central Hall to recognize two donor groups – The Fleet Commander's Circle (\$100,000+ to \$1,000,000+) and the Commander's Circle (\$10,000+ to \$99,000)

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!

FLEET COMMANDER'S CIRCLE



DEPARTMENT OF THE NAVY



NORTHROP GRUMMAN CORPORATION
MR. AND MRS. DAVID TRENT LEIGHTON



TAWANI FOUNDATION



MR. ROBERT C. BELLAS, JR.
BABCOCK & WILCOX COMPANY
ADMIRAL BRUCE DEMARS

COMMANDER'S CIRCLE

BATTLE GROUP

EXELON FOUNDATION
MANTECH INTERNATIONAL CORPORATION
NATIONAL CAPITAL COUNCIL NAVY LEAGUE
NAVAL SUBMARINE LEAGUE
LOCKHEED MARTIN SPACE SYSTEMS COMPANY
MR. MARTIN BOLLINGER

SQUADRON

ADMIRAL JAMES L HOLLOWAY III
APPLIED MATHEMATICS, INC.
REAR ADMIRAL JOHN T. MITCHELL, JR.
L-3 COMMUNICATIONS CORPORATION
STRATEGIC SYSTEMS PROGRAMS

COMMANDING OFFICER

THE HONORABLE NORMAN R. AUGUSTINE
THE HONORABLE JOHN F. LEHMAN
AT&T GOVERNMENT SOLUTIONS
CACI INTERNATIONAL, INC.
DR. JACK P. LONDON
BELMONT INTERNATIONAL
MR. MICHAEL RILEY

MRS. ROSA LAIRD MCDONALD
CSP INFORMATION GROUP
NAVY FEDERAL CREDIT UNION
PEPCO
HOLTEC INTERNATIONAL
MR. WALTER LENHARD, III
TREADWELL CORPORATION
THE J.M. KAPLAN FUND

The Jaw from the Deep: Human Remains from CSS *Alabama*

By Raymond Hayes and Robert Neyland

Of the many archaeological artifacts recovered from the English Channel site where the Confederate raider CSS *Alabama* sank on 19 June 1864, none has been more intriguing, challenging, and significant than a fragment of a human mandible belonging to one of the crew. The discovery and identification of this specimen occurred entirely by accident.

The saga of the Confederate raider is one of the better known naval stories of the Civil War. Built in Britain, *Alabama* had wreaked havoc with U.S. merchant vessels by using commerce raiding to increase the cost of the war to the North. In addition, the Confederate strategy was designed to draw Union blockaders off the coast, thus allowing blockade runners better access to southern ports. *Alabama*, having sailed to the coasts of the Azores, North and South America, South Africa, Vietnam, and finally Europe, was long overdue for routine maintenance and refurbishment. Though the French government sympathized with the Confederacy, the ship was welcomed reluctantly because of anxiety about being drawn into war with the United States. In addition, USS *Kearsarge*, a Union sloop of war, one of several in search of *Alabama*, was nearby in Flushing, Holland.

CSS *Alabama* arrived in the French port on 11 June 1864, and *Kearsarge*, receiving this intelligence, got under way the next day. The captain of *Kearsarge*, John Ancrem Winslow, sent a message through the U.S. Consul to his counterpart on *Alabama* to surrender or prepare to fight. Though his vessel was in dire need of repair, the commander of *Alabama*, Raphael Semmes, accepted the challenge to fight. Hence, *Alabama* steamed out of Cherbourg Harbor and was met by *Kearsarge*.

In Captain Semmes' preparatory speech to his officers and crew, he expressed his highest confidence in CSS *Alabama's* superiority. Because of her agility and cannon power, he assured

his men that she would emerge victorious from this battle. However, after a mere 90 minutes of heavy cannon fire, *Alabama* began to take on water rapidly and sank. It was not until over 100 years later that the wreckage was discovered by the French Navy, and Capt. Max Guerout, a retired French Naval Officer with a passion for marine archaeology, initiated an archaeological survey. The U.S. government, represented by the U.S. Navy, claimed rights to the vessel under the principle of sovereign immunity, and through negotiations established a Franco-American Scientific Committee to oversee research on the wreck. The initial archaeological project was led by Captain Guerout with a French team. Following several seasons of archaeological research, a joint French-American team carried out the final research under the direction of marine archaeologist Dr. Gordon Watts.

The 32-pounder cannon recovered during the 2001 archaeological expedition was transported to the Warren Lasch Conservation Center in Charleston, S.C., for treatment and preservation. While cleaning the cannon in January 2002, archaeologist Shea McLean observed a "porcelain-like" object attached to the top of a large cast iron plate near the left trunnion of the

gun. As the concretion was carefully chipped away, the object was revealed not to be ceramic but an enamel-crowned tooth. Coincidentally, a team of physical anthropologists from the Smithsonian Institute, led by Dr. Douglas Owsley, were visiting the laboratory. After inspecting the specimen, they identified it as a human lower jaw (mandible) with some teeth still in place.

This segment, along with another tooth-bearing fragment, constituted the human specimen. It was initially examined, then photographed and x-rayed. The specimen remained refrigerated and in de-ionized water at the Underwater Archaeology Conservation Laboratory of the Naval History and Heritage Command (NHHC) until it was determined that attempts to clean and preserve the bone would not result in the loss of important relic DNA data. In 2007, the specimen was transferred to the Joint POW/MIA Accounting Command Central Identification Laboratory in Hawaii where Dr. Robert Mann very carefully cleaned the fragile mandible and performed forensic analysis.

The specimen revealed several unerupted teeth, tooth-wear patterns, and dental pathology. Microchemical analyses, conducted at the Armed

Continued on page 16



This sister of the 32-pounder cannon recently arrived at the Naval History and Heritage Command after undergoing conservation at Texas A&M University.



The entire dental arch and the complete right ramus up to the condyle were recovered.

Forces DNA Identification Laboratory, successfully extracted segments of mitochondrial DNA from the molar tooth, despite it having been underwater for 137 years. The forensic analysis concluded that the individual was someone between 25 and 45 years old. Also, isotopic ratio analyses of the bone and teeth, performed at the University of Utah, yielded important data regarding the diet and lifestyle of the individual, and confirmed that the diet was that of someone born and raised primarily in Europe. On the basis of these findings, coupled with published records identifying the mostly European crew lost at

sea on that fateful day, the sailor from *CSS Alabama* may be one of the 41 individuals either killed in action or drowned during the engagement. This number can be reduced to 22 possibilities based on recovered bodies, North American origin, or fatalities that occurred in the forecabin. Of the 22, only 6 were killed in action; the others drowned. One gun crew was killed by a direct hit from *Kearsarge* and because the mandible was found in close proximity to one of the 32-pounder cannons, the Sailor was likely a member of this gun crew.

Naval Academy Encourages Alums to Swap Sea Stories!

The USNA Alumni Association and Foundation is encouraging Naval Academy graduates to interact with their history and tradition "Sea Stories" webpage on www.usna.com/SeaStories.

With retrospectives spanning generations and class years, Sea Stories are personal accounts of individuals who write about their experiences in the Navy and Marine Corps. Some are entertaining, some are inspiring, but all are educational as they seek to inform about events—large and small—of the past that have shaped our nation today. In addition, these stories help to recognize the many Naval Academy alumni who are, and have been, leaders serving our nation.

Help the Naval Academy preserve the history and traditions of the Navy. If you are a graduate or know a graduate with a story to tell, contact Anne Sharpe at (410) 295-4078 or anne.sharpe@usna.com.

News in Naval History

Save the Date for the 9th Maritime Heritage Conference
September 15-19, 2010
Hyatt Regency Baltimore,
Baltimore, Md.



Historic Ships in Baltimore, home port of 1854 Sloop of War *Constellation*, submarine *Torsk*, Coast Guard Cutter *Taney*, Lightship *Chesapeake*, and Seven Foot Knoll Lighthouse, is pleased to host the 9th Maritime Heritage Conference in the city's historic Inner Harbor. Held every three years, this conference provides an opportunity for members of local, national, and international maritime heritage and

Pull Together • Spring/Summer 2009

preservation organizations to meet, exchange ideas about issues affecting the broader community, and have a good time while doing so. In the past, many organizations have held their annual meeting in conjunction with the conference and the conference planning team will work to coordinate these meetings with the overall program. The Historic Naval Ships Association has already agreed to have its 2010 annual meeting at the conference.

The Naval Historical Foundation is developing the program. Dave Winkler, aided by former Director of Naval History Bill Dudley and noted author Andy Jampoler, will be promulgating a call for papers later this summer. Dr. Winkler can be contacted at dwinkler@navyhistory.org.

The National Maritime Historical Society has agreed to host the official conference website for this and future maritime conferences. Visit www.seahistory.org for periodic updates.

National Museum of Pacific War Expands Bush Gallery

The George H.W. Bush Gallery of the National Museum of the Pacific War in Fredericksburg, Texas, has been closed to accommodate construction of a 43,000-square-foot expansion project. The George H.W. Bush Gallery, which opened in 1999, currently houses over 1,000 artifacts that tell the stories of the men and women who fought World War II in the Pacific.

The Admiral Nimitz Foundation, which operates the National Museum of the Pacific War, is planning a grand opening celebration for the new gallery to be held on 7 December 2009. Former President George H.W. Bush will be a special guest at this event and will also officiate at the ribbon-cutting ceremony on that day. For details visit www.nimitz-museum.org.

Wright State's Winkler Awarded Prestigious Roosevelt Naval History Prize

Jonathan Reed Winkler, Ph.D., assistant professor of history at Wright

State University, has been awarded the 2008 Theodore and Franklin D. Roosevelt Naval History Prize for his book, *Nexus: Strategic Communications and American Security in World War I* (Harvard University Press, 2008). The book demonstrates how the United States battled to create a global communications network to conduct operations during the Great War, and how doing so established the United States as the dominant power of the century.

Winkler's book shows how the United States' first experience with a global and modern war led it to try "to link the country by submarine cable and long-distance radio with places of political and commercial importance." He tells how Britain dominated the submarine cable networks and Germany led in long-distance radio at the outset of the war, much to the disadvantage of the United States. Because its trade, diplomacy, and war operations were dependent on foreign-controlled communication networks, the United States quickly realized it needed its own secure communications system. By the end of the war, despite foreign efforts to block it, the United States was headed toward leading the globe in radio and had created the early predecessor of what is now the National Security Agency.

The Theodore and Franklin D. Roosevelt Naval History Prize, which honors an outstanding work on American naval history, was established in 1984 by the FDR Presidential Library, Roosevelt Institute, Theodore Roosevelt Association, and the New York Council, Navy League of the United States.

Winkler's next research project, an analysis of how the U.S. government coordinated commercial and military communications networks to meet transforming strategic interests across the entire 20th century, has earned him a 2009 Vice Adm. Edwin B. Hooper Research Grant from the Naval History and Heritage Command.

Hornet News

The *Hornet* Museum's commemoration of the 40th anniversary of the *Apollo 11* flight occurred on the weekend of 25-26 July. Called Splashdown 2009, the goal of this event was to in-

spire a new generation of Americans to "reach for the stars" and establish careers in the science and technology fields. To ensure the potential of a national level of prominence, *Apollo 11* astronaut and moonwalker Buzz Aldrin was invited as the featured speaker.

A book detailing the event—*Hornet Plus Three*—is available for sale at www.uss-hornet.org/posters/Apollo-Book/index.shtml.

On 16-20 September 2009, the USS *Hornet* (CV-8/CV/CVA/CVS-12) reunion group will meet in Buffalo/Niagara Falls, N.Y. For more information, contact Carl and Sandy Burket at (814) 224-5063 or hornetcva@aol.com.

"Authors on Deck" Book Series

The U.S. Navy Memorial presents "Authors on Deck," a series of free, noontime one-hour programs during which authors discuss their books, take questions from the audience, and sign their books, which will be available for sale. Audience members are welcome to bring a brown-bag lunch.

The events take place in the Presidents Room of the Naval Heritage Center, located adjacent to the Navy Memorial at 701 Pennsylvania Ave, NW, Washington, DC 20004. The Naval Heritage Center is just steps from the Archives/Naval Memorial/Penn Quarter Metro station. There is also a parking garage in our building, accessed from D Street, NW. Visit www.navy-memorial.org or contact Mark Weber, (202) 380-0723, mweber@navymemorial.org, for more information. Upcoming presentations are as follows:

Wednesday, 5 August: *Sea Services Medals: Military Awards and Decorations of the Navy, Marine Corps, and Coast Guard* by Fred L. Borch and Charles P. McDowell, Naval Institute Press.

Wednesday, 26 August: *Manila and Santiago: The New Steel Navy in the Spanish-American War* by Jim Leeke, Naval Institute Press

Friday, 25 September: *The King Bee: A Biography of Admiral Ben Moreell, Founder of the U.S. Navy Seabees* by Capt. A.N. Olsen, Trafford Publishing.

Continued from page 7

channel telephone conversations between the principals.

It is because of the lack of such primary documentation that having official historians conduct detailed oral histories with senior participants and staffers will become even more vital for reassembling the history of the period. The Naval Historical Foundation's ongoing oral history effort has helped to offset the loss the naval history community has suffered since the U.S. Naval Institute gave up its dedicated program. Nonetheless, the increased importance of oral history for writing U.S. Navy history in the coming years is likely to require that the Naval History and Her-

itage Command set up a dedicated oral history program of its own.

PT: What aspects of your book are germane to current circumstances?

If they read my book, those Foundation members who are retired Flag Officers will likely appreciate the enduring aspects of high-level decision- and policymaking so prevalent in Washington—the influence of bureaucratic politics, differing Service perspectives and jealousies (even in an era of “jointness”), and so forth. History may not repeat itself, but engrained institutional factors help to shape events in similar ways from one decade to the next.

PT: Discuss the challenges of publishing this type of book in the current environment.

Publishing serious, academically sound histories has always been an expensive proposition for publishers, because such volumes rarely sell in large numbers. And this is even more the case in a time of economic downturn such we are seeing today. That being said, it is important that such works be published, particularly by Service history offices. These histories serve as the cornerstones for those that follow. I believe that such histories should continue to be a component of a Service history office's efforts in the years to come.

UPCOMING SYMPOSIA AND CONFERENCES

Annual meeting, Society of American Archivists, Austin, Texas, 11-16 August 2009, www.archivists.org.

2009 Naval History Symposium, U.S. Naval Academy, Annapolis, Md., 11-12 September 2009, www.usna.edu/History/symposium.

“Siege and Bombardment: War of Attrition Against Japan Led by U.S. Submarines and B-29s” Symposium, National Museum of the Pacific War, Fredericksburg, Texas, 19-20 September 2009, www.nimitz-museum.org/?symposium2009.htm.

Historic Naval Ships Association Annual Conference,

Mobile, Ala., 21-23 September 2009, www.hnsa.org/conf2009.htm.

Annual Meeting, Society for the History of Technology, Pittsburgh, Pa., 15-19 October 2009, www.historyoftechnology.org.

Annual Meeting, History of Science Society, Phoenix, Ariz., 18-22 November 2009, www.hssonline.org.

9th Maritime Heritage Conference, Baltimore, Md., 15-18 September 2010, www.seahistory.org.
Virginia Military Institute, Lexington, Va., 18-19 September 2009, www.vmi.edu/citizensoldier.



NHF Members Are Writing!

Peter Ansoff explains a 1754 engraving of a ship in Philadelphia flying continental colors two decades before the American revolution in “A Striped

Ensign in Philadelphia in 1754?” in *Raven, a Journal of Vexillology*.

Charles H. Bogart has placed several pieces about his naval service in the Fall 2007 and Fall 2008 editions of *The Journal of America's Military Past*.

The newly renovated Naval Academy Museum is the subject of a **William S. Dudley** museum report in the August 2009 edition of *Naval History*.

Thomas F. Gates placed his essay “Sighted Sub, Sank Same: The Story of

AMMIC Don Mason, VP-82 From NAS Argentia, Newfoundland – World War II” with *American Aviation History Society Journal*.

“America's Amazon Adventure,” by **Andrew C. Jampoler** in the February 2009 *Naval History*, details the 1851-52 expedition led by Lt. William L. Herndon.

“Raphael Semmes' Long Flight Home” by **John A. Rodgaard** in the February 2009 *Naval History* discusses a World War II adventure of the great-grandson of the captain of the *CSS Alabama*.

NHF President is Latest Ramsey Fellow!

Vice Admiral Robert F. Dunn, president of the Naval Historical Foundation has recently been selected as a Ramsey fellow at the Smithsonian National Air & Space Museum. Named for and sponsored by the estate of Vice Adm. DeWitt C. Ramsey, the fellowship is awarded for one year of study toward producing a critical analytical approach to some aspect of "U.S. Naval Flight History." Admiral Dunn has chosen, "Naval Aviation Safety; An Historical Analysis, 1951-2001." During the years chosen the all-Navy (Navy and Marine Corps) major aviation accident rate went from 54 accidents per 100,000 flight hours (675 total major accidents, 391 lives lost) to less than two per 100,000 flight hours (18 major accidents, 16 lives lost). Over the years broad guesses at the factors that led to this precipitous decline in accident and the consequent savings in lives and dollars have been advanced, but no methodical investigation has ever been undertaken. The output of the effort is required to be a series of papers or a book, but the most important outcome is expected to be a roadmap for a way ahead to reduce even further the all-Navy major aircraft accident rate.

Vice Adm. Dunn welcomes suggestions from NHF members on specific avenues of pursuit and possible venues for research beyond the Smithsonian, the Naval Safety Center, NHHHC, the National Archives or the Library of Congress. Vectors to relevant books, magazine articles, correspondence and personal anecdotes are particularly welcomed.

National History Day Coskey Prize



Kirsten Arnold presents a medallion to Jesse Adcock who, with Karissa Kleinschmidt and Katelynn Scallan, received the Capt. Ken Coskey Prize for Naval History at National History Day on 18 June 2009 at College Park, Md. Their winning exhibit was titled "Grace Murray Hopper: America's Amazing Grace."

Keep Those Books Coming!

The Naval Historical Foundation Quarterly Book Sale continues to generate funds to support Navy Museum programs as well as the Navy-Marine Corps Relief Society. The most recent book sale has pushed the total amount raised from initiative to these causes to over \$15,000. Through the generosity of our members who are consolidating households and looking to make tax-deductible contributions, we continue to receive hundreds of maritime-military history books. Though some of these books fill voids in the Navy Department Library collection, most are sold to Washington Navy Yard employees and NHF members who make the journey to the sale. If you are interested in donating books or getting on Frank Arre's e-mail list for book sale notifications, contact Frank Arre at (202) 678-4431 or farre@navyhistory.org.

NHF Member Wilbur Jones' New Book Tells How the Navy Saves College Football during World War II

Not coincidentally, football employs military terms associated with war, such as "aerial attack," "blitz," "field general," and "trench warfare." Beyond providing essential jargon, by necessity and choice the military linked with colleges during World War II to preserve the game and keep schools from closing, and utilized football's rugged physical, mental, and competitive conditioning to prepare men for combat, boost morale, and help win the war.

The impact of this overlooked story is told in Wilbur D. Jones, Jr.'s book *Football! Navy! War!: How Military "Lend-Lease" Players Saved the College Game and Helped Win World War II*.

Veteran ESPN college football historian and commentator Beano Cook writes about the book's "forgotten yet fascinating era . . . expertly exhumed and chronicled. Simultaneously educational and entertaining, this book is as solid a play book as I've read. Jones' . . . meticulous research and storytelling style combine to form a potent pairing that rivals that of wartime football's most famous duo, Army's Doc Blanchard and Glenn Davis."

"Exciting military games were a diversion from war's horrors and sacrifices, and they helped boost bond sales and home front morale for civilians and the military," Jones writes. His book covers such games as Great Lakes Navy's final-minute 19-14 upset over perennial power Notre Dame in 1943 (though the Irish won the national championship anyway). Through vision and leadership, the Department of the Navy sent colleges thousands of "Lend-Lease" and preflight officer candidates, including football All-Americans and professionals, for preliminary education. Many played on varsities. Legendary base teams sprouted overnight.

Featured in previously unpublished detail is the sport's wartime star, teenaged halfback Charlie "Choo Choo" Justice, a kid among the All-Americans and NFL players at Bainbridge Navy and a postwar superstar at North Carolina.

Football! Navy! War! can be ordered from the author (with a personalized autograph) at www.wilburjones.com.

Membership Didn't Hurt His Career!

Job Well Done!

NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON

23 April 1936.

My dear Captain Knax:

I accept with

pleasure your invitation to
become a member of the Naval
Historical Foundation.

Very Sincerely

C. W. Nimitz
Captain.



Fleet Admiral Chester W. Nimitz later served as Vice President of the Naval Historical Foundation under tenures of Presidents Fleet Admiral Ernest J. King (1946-1949) and Fleet Admiral William D. Leahy (1949-1959). Is there someone you think we should send an invitation to? Submit that individual's name and address to Dr. Dave Winkler at dwinkler@navyhistorical.org and we will extend a formal invitation to join the foundation.

Following the 84th Annual Meeting of the Naval Historical Foundation last 24 June, former Navy Secretaries John W. Warner and J. William Middendorf II joined with Director of Naval History Rear Adm. Jay DeLoach to honor Adm. James L. Holloway III with a Navy Distinguished Public Service Award to recognize his contributions to the Navy during his 28 years of leadership with the Naval Historical Foundation. The NHF thanks Dr. Jack London for underwriting the reception that followed the award ceremony.

Hattendorf Honored!

At the conclusion of the Naval War College's 2008-2009 academic year on 19 June 2009, College President Rear Admiral James P. (Phil) Wisecup, U.S. Navy, presented Professor John Hattendorf, the Department of the Navy Superior Civilian Service Award for his service on the Secretary of the Navy's Advisory Subcommittee on Naval History. This subcommittee provides independent advice directly to the Secretary of the Navy on historical matters and is a subcommittee to the Department of Defense Historical Advisory Committee. Hattendorf served on the subcommittee as a member from March 2003 to April 2004, as vice chair from April 2004 to December 2005, and finally as chair from January 2006 until December of 2008.

Professor Hattendorf was cited for having demonstrated "superb management abilities, innovative thinking, and outstanding leadership during his tenure as the Chairman" by which "this long standing subcommittee was reinvigorated

and set about its purpose with a new sense of purpose... In an interview following the award, Hattendorf said the Navy, as a future-oriented organization, must pay attention to its history. "What we have experienced before is our only laboratory of experience," Hattendorf said. "We can speculate about the future, but we know what happened in the past."

As the College's Ernest J. King Professor of Maritime since August 1984, Hattendorf also serves as Chairman of the Maritime History Department and Director of the Naval War College Museum. The Navy Superior Civilian Service Award is the second highest of the three medals that the Navy awards to its civilian employees. Former Under Secretary and Acting Secretary of the Navy, the Hon. Robert B. Pirie, Jr., has succeeded Hattendorf as Chairman of the Secretary's Advisory Subcommittee on Naval History.

Profiles in Naval History— Draper Laurence Kauffman

Eric Dietrich-Berryman

BORN ON 4 AUGUST 1911, at Coronado, California, Draper Laurence Kauffman's path to a U.S. Navy commission certainly ranks as unusual. Unfortunately, poor eyesight denied him a commission when he graduated from the U.S. Naval Academy in 1933. In 1939 when Europe went to war Kauffman joined the French Army. He drove an ambulance on the front lines and was decorated for bravery. Captured by the Wehrmacht, he spent time as a POW before being repatriated at the door of the US Embassy in Paris. He subsequently made his way by freighter to Scotland where he was commissioned into Britain's Royal Navy Volunteer Reserve.

Again, poor eyesight prevented him from becoming an officer in the unrestricted line. He spent a year defusing unexploded Luftwaffe bombs throughout England and Scotland. Defusing a parachute mine brought him another decoration for gallantry. He returned to the United States before the attack on Pearl Harbor with no intention of transferring to the U.S. Navy as his father, later Vice Admiral James L. Kauffman, had wanted, convinced that America was not going to enter the war. When he found that America was rapidly rearming, he changed his mind. The elder Kauffman had paved the way, "There will be no difficulty in your transferring," he told his son, "and you will not be put in the supply corps or made a civil engineer to dig ditches. Also, you will be transferred at the same rank you hold in the RNVR. I have discussed this with Admiral Nimitz, the chief of the Bureau of Personnel." In October, 1941 Draper Kauffman resigned from the Royal Navy to take up a lieutenant's commission in the U.S. Naval Reserve with orders to the Bureau of Ordnance. After the Japanese attack on Pearl Harbor, he

was sent to Hawaii where he defused an unexploded 500 lb bomb in Schofield Barracks. This act brought him the Navy Cross. His father had been awarded the same decoration in World War I. Kauffman went on to pioneer the U.S. Navy's Explosive Ordnance Disposal School. By 1943 the school was well-established having the mottos: "Our graduates are scattered all over the world" and "Be calm or be collected."

In the summer of 1944, Kauffman led an underwater demolition team in a daylight reconnaissance 30 yards from fortified enemy beaches on the island of Saipan. Under heavy gunfire the team carried out a successful survey of the beaches and its approaches to identify and destroy obstacles that could en-



Kauffman in Royal Navy uniform

danger the landings. A month later Kauffman led Underwater Team 5 in night reconnaissance of heavily defended landing beaches on the island of Tinian. After the team's recovery, a man was unaccounted for. Having already swum the four miles to the beach and back, Kaufmann and his team jumped back in the water to return to the reef two miles distant in daylight to search for the missing sailor.

Impressed with this courageous act, Kauffman's commanding officer nominated him for the Medal of Honor. Awkwardly, the recommendation found its way to Kaufmann's father who was serving higher in the chain of command who reduced the recommendation to a

Navy Cross. Kauffman's son, Draper Kauffman, Jr., later stated that "My grandfather believed that if the award were sent to Congress for approval, the father-son connection would attract public attention for all the wrong reasons, harming the Navy and the war effort." Furthermore, "I heard my grandfather cite two additional reasons, besides avoiding the appearance of favoritism. The first was Dad's private communication to him that giving the CO of the team the Medal of Honor was inappropriate since the entire team shared the dangers, and many of them had been as exposed as he was, or more so. My grandfather also said that a second Navy Cross would be just as meaningful if Dad stayed in the service (which of course he did). Furthermore, the Medal of Honor could eventually be

a handicap for promotion to flag rank. It was so rarely given out that it was seen (at least in the Navy) as an award given only for extraordinary recklessness, which, as he said, "was not a characteristic much prized in potential admirals!" Later Kauffman would earn the Legion of Merit for his work supporting the invasion of Iwo Jima and Okinawa.

After the war Kauffman was involved with organizing the atomic bomb tests at Bikini atoll, and in radiological safety. He became naval aide to the secretary of the navy and in 1960 was promoted to rear admiral. Kauffman became the 44th superintendent of his alma mater, the U.S. Naval Academy. His last assignment was as the commander of US Naval Forces in the Philippines, and Representative of the Commander-in-Chief, Pacific, a post filled 25 years earlier by his father. He retired in 1973 with 32 years of service still never having passed the Navy's eye exam. He smoked cigarettes and drank strong coffee to the end. He died of a heart attack on a visit to Italy in 1979.

In March, 1986 USS *Kauffman* (FFG 59) was christened in honour of father and son. The ship's crest incorporates the Navy Cross medals each of them won, as well as stars to denote their respective flag officer ranks. For a central exterior ornament at the top of the crest there is a bomb with lighted fuse symbolizes the younger Kauffman's remarkable career in UXB disposal as a volunteer in the Royal Navy and as the pioneering founder of the U.S. Navy's Explosive Ordnance Demolition program.

First Year Report from the Director of Naval History

As the Director of Naval History and Heritage Command (NHHC), I am very pleased to have a number of nonprofit organizations supporting various components of this command. The dedication of these groups of patriotic Americans was readily apparent last month at the ceremony following the annual meeting of the Naval Historical Foundation at the Washington Navy Yard. Former Navy Secretaries Senator John W. Warner and Ambassador J. William Middendorf II joined me to present the Distinguished Public Service Award to Adm. James L. Holloway III for his 28 years of service to the Navy since his retirement as Chief of Naval Operations. To provide perspective, I was a newly minted Ensign when Admiral Holloway took the helm of the Foundation.

The work of Admiral Holloway, his successor Adm. Bruce DeMars, and the leaders and members of other groups dedicated to our naval history cause is gratifying. The Navy has a great story to tell. We have a Chief of Naval Operations and a new Secretary of the Navy who appreciate the importance of our heritage to motivate Sailors and inspire the American public. During my first year in this position, I have been privileged to work for Vice Adm. John Harvey, who as Director of Navy Staff strongly backed many of our initiatives. We are pleased that he has picked up his fourth star and will lead U.S. Fleet Forces Command, which will play an important role in the commemorations of the Bicentennial of the War of 1812.

When I was appointed to this job last year, I penned a road map for naval history that would demonstrate our organization's viability to the Navy and the nation. However, this skeleton of a plan needed substance, and a lot of individuals inside and outside of this organization provided valuable input to convert this road map into a strategic plan.

I have to credit my deputy director, Capt. Mike McDaniel, for introducing to the command a process for building this plan—Lean Six Sigma. Lean Six Sigma is a methodology that has been successfully used in the business world and in other Department of Defense organizations to refocus priorities and generate efficiencies. With the help of some highly skilled facilitators, our Lean Six Sigma initiative has gained command recognition as an Office of the Secretary of Defense flagship project.

One of the first things we focused on is who we are and what we do.

The title "Naval Historical Center" did not adequately describe an enterprise that has a sea-to-shining-sea pres-



Rear Adm. Jay A. DeLoach

ence of 12 museums, USS *Constitution*, and our headquarters complex. For years, the Naval Historical Center was thought of as simply a group of buildings located at the Washington Navy Yard, and often confused with the Naval Historical Foundation. "Naval History and Heritage Command" makes it clear that the scope of this organization reaches beyond the historic walls of the yard. Our new logo, featured on this page, reflects our efforts to meld the past with the present as an iconic image from a famous Navy recruiting poster from 1963 is juxtaposed with a modern *Nimitz*-class carrier.

Using the Lean Six Sigma methodology, NHHC has formed several teams to study better ways to perform our mission. By recruiting talented individuals from throughout the command into these teams, we have broken down stovepipes and empowered our junior people to contribute big ideas.

We have also reoriented and streamlined the command into four major components.

Our "Histories and Archives" component joins the Operational Archives and Naval Warfare Division with our historians, reference resources (notably the Navy Department Library), and our Navy Reserve support. One of our Lean Six Sigma success stories was to standardize our archival procedures.

The "Museums and Collections" component marries our Curator, Art Collection, and Underwater Archeology

Vision Statement of the Naval History and Heritage Command:

Be the recognized authority on U.S. naval history and instill pride in America's naval heritage.

Mission of the Naval History and Heritage Command:

Collect, preserve, protect, and make available the artifacts, documents, and art that best embody our naval history and heritage for present and future generations.

Advance the knowledge of naval history and heritage through professional research, analysis, interpretation, products, and services.

Make naval history and heritage "come alive" for our Sailors and Marines to enhance readiness and esprit de corps.

Remind America of its need to maintain a strong Navy and Marine Corps to protect its citizens, their freedoms, and the nation's maritime commerce.

branches with our 12 museums. Our Lean Six Sigma facilities team is focused on getting better climate-controlled spaces for our precious artifacts, artwork, and photography. Part of our needs have been met with the identification of 22,000 square feet of additional warehouse space at Cheatham Annex in the Tidewater area. Currently, a contractor hired by Naval Engineering Facilities Command is examining the adequacy of other antiquated spaces that host our people. Though many of our people study the 19th century, they do not need to endure working in 19th-century conditions!

Other accomplishments this year include our Hampton Roads Naval Museum achieving American Association of Museums Accreditation, the gold standard for museum accreditation; the awarding of a contract to build a new Seabee Museum at Port Hueneme, Calif., thanks to a \$10 million capital campaign by the Seabee Museum Foundation; and the completion of the Central Hall of the Cold War Gallery of the National Museum of the United States Navy as part of the ongoing capital campaign effort of the Naval Historical Foundation. The Secretary of the Navy formally established the Great Lakes Naval Museum last winter. After moving into its new home in historic Building 42, that museum will support the indoctrination of the young men and women who will go on to be Navy Sailors, and tell family members about their Sailors' new career. The National Naval Aviation Museum has recovered two World War II-era aircraft from Lake Michigan so far this year.

Our "Integration and Outreach" component incorporates Public Affairs, Publications, Educational Outreach, and the website. If you have not done so in the past six months, visit www.history.navy.mil. You will be impressed with the new look and the efforts made to make it more user-friendly. We created a new presence on such social media sites as Facebook, Twitter, LinkedIn, and Goodreads. Regarding publications, this newsletter features an interview with Dr. Jeff Barlow about his *From Hot War to Cold* covering the history of the office of the Chief of Naval Operations during the early years of the Cold War. We are also beginning to publish monographs in partnership with the Naval Historical Foundation on the Navy's role in the war in Vietnam, modeled on the Korean War series published a decade ago.

Our smallest component, "Operations," brings together our administration, budget/fiscal, information technology,

and contracting functions. This might be the most vital facet in enabling us to implement our strategic plan. We are getting smart about Navy human resource and finance processes, enabling us to fill billets and justify funding requests. For example, we were able to justify \$4.92 million in budget increases over the fiscal years 2011-15.

One of the reasons we could justify a budget increase was a Lean Six Sigma team that analyzed how the Navy continually reinvents the wheel to put resources in place, often at the last minute, to celebrate significant anniversaries. Part of the new funding will establish a permanent commemorations office to ensure the Navy is not caught short in recognizing the accomplishments of those who have served our nation on the high seas. In addition to taking the lead on our annual Battle of Midway commemorations, NHHC will be playing important

roles in the forthcoming Centennial of Naval Aviation and Bicentennial of the War of 1812.

One of the exciting challenges of this job is teambuilding. With additional funding we will be able to add to our staff and we will need new talent to replace those who have served the Navy well for decades and have retired. I would be remiss if I did not mention the contributions of recent retirees Senior Historian Edward Marolda, Aviation Historian Roy Grossnick, Senior

Archivist Kathy Lloyd, Public Affairs Specialist Jack Green, and Al Carman of the NHHC *Constitution* Detachment in Boston. We are tapping some of these individuals for part-time work so as not to completely lose years of expertise.

Teambuilding also includes working with other organizations in and outside the Navy. Examples include the Navy's Quadrennial Review Process for which we have a historian providing constructive inputs. The Master Chief Petty Officer of the Navy has supported the establishment of a "Block 39" on senior enlisted evaluations to rate proficiency with Navy History and Heritage. We are working closely with the Chief of Navy Information on the newly established "Outreach: America's Navy" initiative. As you can see in the program published in this newsletter, NHHC people will be involved in many sessions at this year's Naval Historical Symposium at the U.S. Naval Academy.

The strong relationship we have with the Naval Historical Foundation is a special partnership we seek to strengthen in coming years. I welcome your support and continuing involvement!



You Make a Difference

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

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

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

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

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

New Member's Name and Rank

Street Address/Duty Station

City/State

Zip

This is a gift membership from:

Name

Membership applications and renewal may also be accomplished on line at www.navyhistory.org.

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

Pull Together is published by the Naval Historical Foundation, © 2009.

Editorial Board

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

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

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

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

In Honor of
Master Chief Petty Officer Thomas A. Green, USN (Ret.)
World War II veteran George Yurchisin

In Memory of
Mr. Joseph Hudak, Mr. Marvin Green, Dr. Ralph A. Alpher, Mrs. Rosa Laird McDonald and Capt. Bill Searle

Visit the Navy Museum Store and the NHF at www.navyhistory.org

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

ADDRESS SERVICE REQUESTED

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