

PULL TOGETHER

Newsletter of the Naval Historical Foundation



First Annual STEM Teacher Fellowship Program at the Cold War Gallery, page 15

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Message From the Chairman

As you will see in the pages of this *Pull Together*, these are exciting times for your Naval Historical Foundation. Here at the Washington Navy Yard, we achieved a milestone with the Cold War Gallery with the completion of the Covert Submarine Operations exhibit. Our Annual Meeting/Ribbon-Cutting event on 18 June attracted more than 300 of our members, friends, and current leaders of our Navy. At that event, we also conducted a virtual ribbon cutting for our new www.usnavymuseum.org website. I urge you to visit this site! In some cases, you can get a closer look at our displays than you could if you toured the museum in person.

Following the opening of this exhibit, we hosted eight of the nation's finest Science, Technology, Engineering and Math (STEM) teachers who came to Washington, D.C., to examine the Covert Submarine Operations exhibit for practical applications that can be used in the nation's high school classrooms. I thank all who responded to a note I enclosed with our annual meeting invitation that generated donations to help fund this pilot program.

Outside of the walls of the Navy Yard we are pleased to be a full partner with the Navy and OpSail as the nation approaches the bicentennial of the War of 1812. An overview of the planned events will be featured in our next edition. In our Fall/Winter 2009/2010 edition, *Pull Together* focused on historic ships. With the future of *Olympia* in question, the Foundation is participating with a small task force of maritime heritage organizations that are working towards a positive outcome. The National Trust for Historic Preservation, has established an escrow account for tax deductions and donations to support critically needed repairs. The *Olympia* would welcome your support!

In our last *Pull Together*, I discussed the advent of our *WE-PULL TOGETHER* e-letter. Since then we have launched the *Naval History Book Reviews* e-publication which offer members the opportunity to critique a wide variety of contemporary works on naval history. We appreciate the efforts of our growing corps of reviewers and a list of what has been reviewed in the past six months lies herein. Currently, we have nearly 500 members receiving these two e-mail publications. In addition, some 1,000 individuals are "friends" of the Foundation on Facebook. Have you "friended" us? Friends are receiving continuous updates about naval history anniversaries and events. We also have a Flickr site. A Flickr photo spread of the Submarine Exhibit received some 10,000 hits in two weeks!

Though many of our long-standing members may have not yet stepped aboard the social network train, we are connecting to a younger audience with these outreach initiatives. If you have a son or daughter who might have an interest and appreciation for our nation's naval heritage, let them know about us. They are our future!

Bruce DeMars

Cover: Our first group of STEM high school teachers (left to right): Rhonda Lott Crawford (Hattiesburg, Miss.), Jeffrey D. Derda, (Apex, N.C.), Alan J. Skripsky (Kenosha, Wisc.), Tisha N. Jones (Winterville, N.C.). Alan is a retired Navy Chief.

EDWARD PREBLE

LEADERSHIP BY EXAMPLE

By George Emery

In 1803, Secretary of the Navy Robert Smith, finding he could no longer suffer the silence of the American Navy in the Mediterranean, introduced Edward Preble to President Thomas Jefferson. Impressed by Preble's record at sea, the president agreed with Smith's recommendation to send Preble in the frigate *Constitution* to the Mediterranean to relieve Richard Morris as Commodore of the Mediterranean Squadron.

Why Preble? In 1803, he was a relatively obscure Navy captain. True, his record during the Revolution was impressive. He earned a reputation as a fighter on the state's two most successful warships—first as a midshipman in the only Massachusetts frigate, in *Protector*, and later as second in command on the 12-gun sloop *Winthrop*.

From the end of the Revolutionary War until 1798, Preble served on a host of merchant ships sailing to and from Europe and the Caribbean. It was during these voyages that he earned a reputation as an exacting and able seaman and demanding taskmaster. Several voyages took Preble to Europe. It was in Spain that Preble learned of Barbary pirate attacks on American merchant shipping in the Mediterranean. Perhaps these observations caused Preble, already possessed of a strong patriotic spirit, to seek a commission as a lieutenant in the new Navy George Washington had authorized on 27 March 1794.

While awaiting an answer to his request, Preble continued to captain merchant ships on voyages to the West Indies. Finally, in April 1798 he was appointed first lieutenant in *Constitution*. But Preble was in Havana on a trading voyage and did

not learn of his commission until he returned to Boston in mid-November. And before he could report to *Constitution* he received yet another surprise: promotion to master commandant with orders to assume command of revenue cutter *Pickering*.

The next six months found Preble convoying merchant ships and pursuing French privateers in the Caribbean during the Quasi War with France.

Impressed by Preble's aggressive performance, the new, and first, Secretary of the Navy, Benjamin Stoddert, nominated him for appointment to the rank of captain. The president approved and in late 1799 Preble took command of the new frigate *Essex*, 32 guns, then building in Salem, with orders to take her to Java, there to escort valuable homeward-bound American merchant ships.

By the time *Essex* returned to New York with her precious convoy in November 1800, the political climate had dramatically changed. The Federalists were out; the Republicans were in . . . and the Senate had approved a treaty with France. As one of his last acts as president, John Adams signed the Peace Establishment Act of 1801. That legislation placed all Navy vessels but 13 frigates on the auction block. Of the officer corps the same act eliminated all but nine captains, 36 lieutenants, and 150 midshipmen. Preble was one of the nine retained captains.

Six months earlier in the Mediterranean, the Pasha of Tripoli had demanded money or he would declare war on the United States. Upon receiving this demand, Jefferson, instead of sending money, sent a squadron of American warships to protect American trade from the Pasha's depredations.

The first squadron under Richard

Dale was to include the *Essex* under Preble, but ill health caused Preble to give over the command to William Bainbridge.

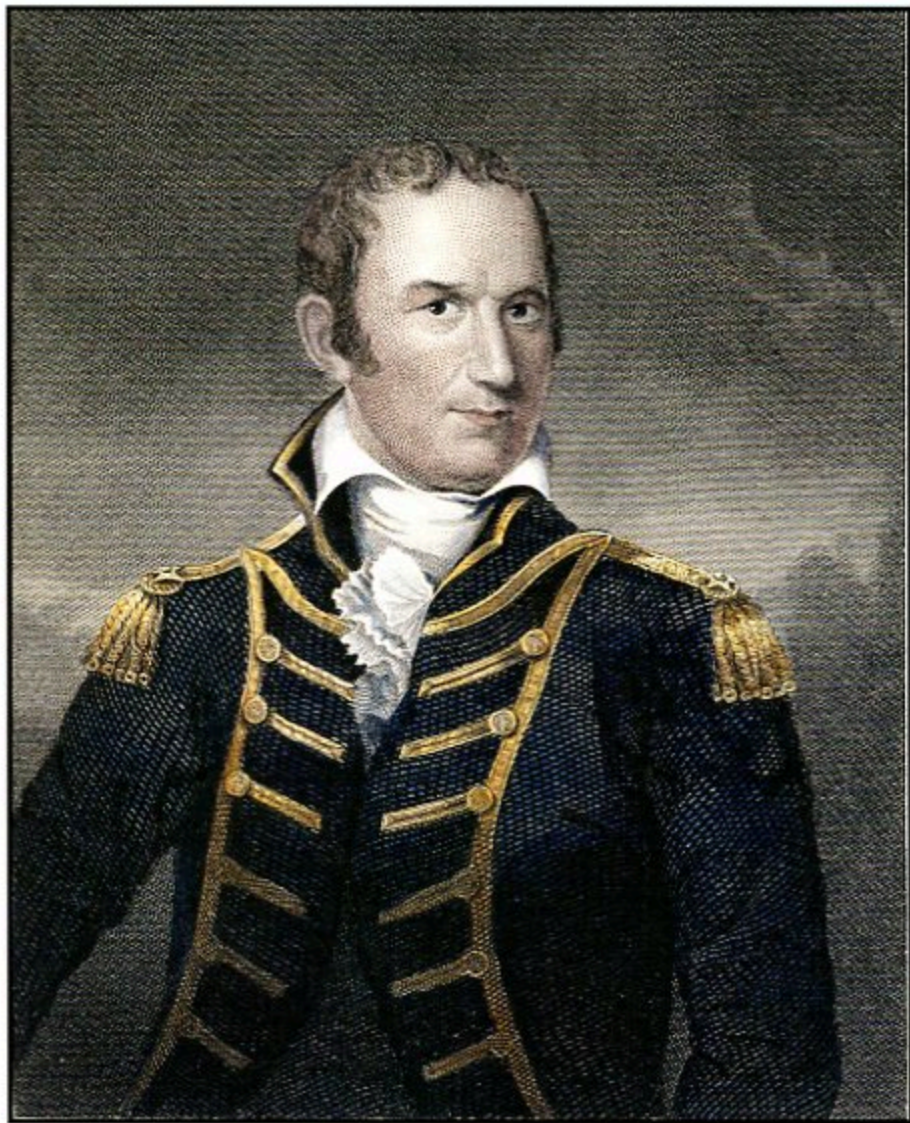
Dale was relatively successful in his mission to protect American commerce. His successor, Richard Morris, was not. Morris failed for two principal reasons: passivity in carrying out the president's directions and a failure to keep the administration advised of his actions and whereabouts.

As Morris's silence increasingly heightened the uneasiness in Jefferson and Secretary of the Navy Robert Smith, Preble's health steadily improved. In Washington to escape the coming Maine winter of 1802 he received an invitation to dine with the president. Navy Secretary Smith was then in the process of assembling a new squadron to relieve that under Morris. To his brother-in-law in Portland after that meeting Preble wrote:

On my arrival here I met with a pleasing reception from the President, and Ministers of State. I am particularly pleased with the Sec'y of the Navy and he seems disposed to make such arrangements with respect to my future service as shall be most agreeable to me. I shall be here for about ten days longer, to assist in some business in the Navy department, and shall then return home until the next squadron is ordered out. (1)

Back in Boston, preparing *Constitution* to sail as a unit of the relieving Mediterranean Squadron, Preble received glorious news: The president had assigned him command of the squadron despite being junior to other candidates. He seized upon these orders with furious activity.

While he was readying the ship for sea and during the subsequent voyage to Gibraltar, Preble's impa-



Edward Preble

tiency and volatile temper became a subject of frequent scuttlebutt within the wardroom and on the foredeck. Preble was an intense and often unapproachable man. He demanded obedience and held his officers responsible for the crew's ability not only to sail the ship competently, but also to fight it effectively. But would his courage match his bluster?

That question was answered as *Constitution* neared Cadiz. There on a dark September night in 1803, Preble hailed an approaching stranger. "What ship is that?" After a short exchange Preble impatiently yelled "I am going to hail you for one last time. If a proper answer is not returned, I will fire a shot into you." The response was "If you fire a shot, I will return a broadside."

"What ship is that?" Preble yelled again. "... His Britannic Majesty's ship *Donegal*, 84 guns. ... Send your boat on board." Furious, Preble hollered. "This is the United States Ship *Constitution*, 44 guns, Edward Preble, an American Commodore, who will be damned before he sends his boat on board of any vessel. Blow your matches, boys!" (2)

Oars were heard next and a British lieutenant climbed *Constitution's* side to report with embarrassment that his ship was really the frigate *Maidstone* (with only 32 guns). Preble's fiery response had made an indelible impression on his crew. They knew now that their skipper's bite was as good as his bark.

Preble acted quickly and decisively to carry out the president's



Congress awarded Preble a medal for his efforts.

instructions. Hearing that Morocco was on the verge of declaring war on the United States, he sailed for Tangiers. Within a month of arriving at Gibraltar, Preble's hard line with the Sultan of Morocco produced a written reconfirmation of the treaty of peace and friendship originally signed in 1786. The administration rejoiced.

Well aware that the loose blockade of Tripoli now being maintained by *Philadelphia* and *Vixen* must soon be abandoned because of winter storms, Preble soon shifted his attention to that city. Regrettably, it was not quite soon enough. On 31 October *Philadelphia* ran hard aground while pursuing a Tripolitan vessel. Despite extreme measures to get her off, all efforts failed. Peppered by enemy gunboats and unable to bring a gun to bear, Captain Bainbridge struck his colors. He, his officers, and crew became prisoners of war, and *Philadelphia*, Tripoli's prize.

Preble didn't learn of the loss of *Philadelphia* for another three weeks, but when he did he immediately set

Messina Harbor 29th May 1804
 Dear Sir
 I am heart with your esteemed favor of the 14th but have not yet received either of the letters you mention to have written me last month. I think it probable they may have been sent to Malta.
 I sail from this in a few hours with six sail of Gun Boats, and shall have two Bomb Vessels ready in 20 days. The Gun Boats are in fine order, of 1000, reach Tripoli with the force added to our own boats. I think it probable the Bashaw's Gun Boats & Cruisers may meet the fate they long since ought to have met with, and his old walls rattle about his ears.
 I am obliged to lay up two of our Schooners in order to man the Gun Boats, as no reinforcement has yet arrived, which makes it impossible for me to send a vessel to Leghorn. It would afford me pleasure if I could do it, but I must first have a look at Tripoli. I do not

apprehend you will be in any danger from the Barbary Cruisers in going to Gibraltar.
 I beg you to accept my best wishes for a pleasant and safe passage, and believe me
 respectfully Dear Sir
 Yr. Obedt. Servt.
 Edward Botta
 James Cathcart Esq.
 Leghorn

Preble Documents

about hatching an audacious plan. By the end of November he and his squadron had set up a winter base of operations on Sicily. Well before Christmas Preble and Decatur were before Tripoli on a reconnaissance mission. Fortunately, there a Turkish ketch ran afoul of Preble's house. On board were 10 soldiers who had served in the gunboats that captured *Philadelphia*. Preble took the ketch as a prize and dispatched her to Sicily where he directed Stephen Decatur and the crew of *Enterprise* to waste not a moment completing repairs and transferring to her holds arms, ammunition, and provisions.

Preble had decided to board *Philadelphia* and destroy her. The prize, now renamed *Intrepid*, aided by the appearance of a familiar Mediterranean trader and the Mediterranean garb of her sailors, must sail into the harbor, surprise and storm the frigate, and burn her.

Under Preble's guidance, Lieutenant Decatur and fellow lieutenants James Lawrence, Joseph Bainbridge (the jailed William's brother), and Jonathan Thorn, aided

by several midshipmen including Ralph Izard, Thomas Macdonough, and Charles Morris, walked the crew of *Enterprise* through every detail of the plan and every man's responsibilities, again and again. There would be no time to recover from mistakes.

On the night of 16 February *Intrepid* sailed into the harbor. In response to a hail, her Italian pilot reported she had lost her anchor and requested permission to moor alongside *Philadelphia*. It was granted. As she neared the frigate the cry "Americans!" was heard from *Philadelphia's* deck. At once Decatur and his followers boarded. Resistance was rapidly overcome, and fire teams quickly planted ignition candles and combustibles throughout the ship. On Decatur's word the candles were lit as one.

The crew barely had time to clear the frigate's sides before she was engulfed in fire. Harassed now by belated Tripolitan cannon and musket fire, *Intrepid* paddled quickly away, having suffered but one wounded crewman. *Philadelphia* burned to the waterline, a useless hulk.

Preble thought it no time to celebrate. Spring would soon be upon them and he wanted to take the fight to the enemy. From the King of Naples he borrowed and equipped six gunboats and two bomb ketches along with guns and ammunition. From Messina on 29 May 1804, he wrote to naval agent Cathcart in Leghorn:

I sail from this in a few hours with six sail of gun Boats, and shall have two Bomb Vessels ready in 20 days. The Gun Boats are in fine order; if I can reach Tripoli with this force added to our own Vessels I think it possible the Bashaw's Gun Boats & cruisers may meet the fate they long since ought to have met with, and his old walls rattle about his ears. (3)

Preble arrived off Tripoli in late July, but it was August before the weather permitted the American gunboats to attack their Tripolitan counterparts and bombard the city from the bomb ketches. On the afternoon of 3 August the attack came. Two divisions of three gunboats each

stood in against the Tripolitan flotilla. The gunboat skippers were Richard Somers, James Decatur (Stephen's brother), Joshua Blake, Stephen Decatur, Joseph Bainbridge, and John Trippe. Bomb ketches commanded by Thomas Robinson and John Dent moved in to attack the fortress.

The fight enjoined 19 of the Pasha's gunboats against Preble's six. Gunboat bore down upon gunboat. Grapeshot from cannon fire soon became sailors plying boarding pikes, pistols, and cutlasses in hand-to-hand combat. "Board!" was the cry of the day. Stephen Decatur came close to losing the number of his mess when he found himself fighting five Tripolitans. Help from his shipmates saved his life. Decatur carried and captured two gunboats that afternoon through savage attacks that killed 33 Tripolitans while suffering only four wounded sailors of his own.

Elsewhere, his brother James was traitorously killed while boarding a surrendered enemy gunboat. Preble and *Constitution* followed the gunboats, covering them with broadsides. By battle's end "Preble's Boys," as they were soon to be called, towed three captured Tripolitan gunboats out of the harbor, having lost not a one.

During a second attack of Preble's gunboats on 7 August, an attack curtailed by a late afternoon change in the wind, a strange sail was sighted to the East. She turned out to be *John Adams* commanded by Isaac Chauncey. Chauncey carried letters from the Navy secretary relieving Preble of command. The loss of *Philadelphia* had changed the administration's mindset. They were sending a much larger squadron to deal with the Barbary Powers, a squadron led by two officers, Sam Barron and John Rodgers, both of whom were senior to Preble.

The letter stung Preble. Despite praising Preble's activity and success, it nevertheless relieved him of command. In his mind, removal from command equated to failure. Depression set in.

But it was not to last. "Preble's Boys" would not let him depart in a

funk. They were too aware that in just over a year his demanding leadership had transformed a lackluster history of American naval presence in the Mediterranean into an effective and glorious one. In early November as he prepared to head home from Syracuse, Preble received the following letter:

To EDWARD PREBLE, ESQ.
Late Commander in Chief of the American Forces in the Mediterranean.

Sir, We the undersigned officers of the squadron late under your command, cannot in justice suffer you to part without giving you some small testimony of the very high estimation in which we hold you as an officer and commander: It is under these impressions, Sir, that we beg leave to assure you that your supercedure in a command in which you have acquired so much honour to yourself and country, is by us deeply regretted, notwithstanding we feel assured that the measure was dictated by necessity.

As you are about to return to your native country, we will join most cordially in wishing you a pleasant passage, and sincerely hope that your countrymen generously bestow on you that *meed* which your important services so richly deserve and believe us sincere in saying that we shall largely participate in any future event that may add to your fame or happiness. We have the honour to be, with the highest respect and esteem, your obedient servants.

Stephen Decatur, jun.
Captain, frigate Congress.
Charles Stewart, *Master and Commander, brig Syren.*
Isaac Hull, *Master and Com'dr, brig Argus.*
Isaac Chauncey, *Master and Commander, frigate John Adams.*
John Smith, *Master and Commander, brig Vixen.*
John H. Dent, *Lieut.*
Commandant, schr. Nautilus.
Thomas Robinson, *Lieut.*

Commandant, schr. Enterprize . . . (4)

Forty-seven junior officers also signed the tribute, among them Midshipmen Charles Gordon, Charles Morris, James Lawrence, Joseph Bainbridge, Thomas MacDonough, Surgeon Lewis Heerman, William Burrows, John Tripp[e], William Crane, Charles Ridgely, and Ralph Izard.

EPILOGUE: PREBLE'S LEGACY

The tribute was an extraordinary expression of loyalty and respect for a man who had led the signatories on a 14-month deployment during which he had constantly demanded of them obedience, competence, and, above all, readiness. From these demands, success and glory had followed. These young men had earned their stripes under the tutelage of a demanding and volatile taskmaster, and they knew they were the better for it.

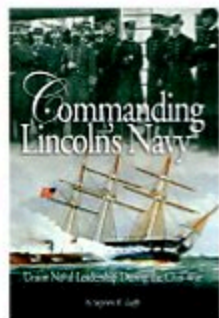
Preble's notable naval career was cut short by his death in 1807 at the age of 46. But names of many of "Preble's Boys" would soon, again, become synonymous with naval glory, for five years later they would lead the vastly inferior United States Navy to victory against the greatest sea power the world had yet known in a conflict dubbed the second war for American Independence . . . the War of 1812.

Footnotes:

- (1) A.L.S. Preble to James Deering, 21 November 1802 (Emery Collection).
- (2) Christopher McKee, *Edward Preble. A Naval Biography. 1761-1807* (Annapolis, Md., 1972), pp. 140-141.
- (3) L.S. Preble to James Cathcart, 15 May 1801. (Emery Collection)
- (4) *The Repository* [newspaper], Boston. (5 March 1805), p. 2 (Emery Collection).

Retired Vice Adm. George Emery is a former vice president of the Naval Historical Foundation.

Feature Book Review



***Commanding Lincoln's Navy: Union Naval Leadership During the Civil War.* By Stephen R. Taaffe. Annapolis, Md.: Naval Institute Press, 2009.**

Reviewed by Kenneth J. Blume

Commanding Lincoln's Navy profiles Civil War squadron commanders, explores how they reached command rank, and evaluates their successes and failures. But the book is much more: it is a study of leadership and executive decision making. It is a dense and richly detailed narrative that is filled with vivid thumbnail sketches of the main actors in the drama. Stephen R. Taaffe tells a good story, has a dazzling command of the primary sources, and, in the end, produces a reasonable and balanced picture of naval contributions to the war for the Union.

The Union Navy expanded dramatically during the war because of its multiple roles. Most prominent was the blockade, porous at the outset but increasingly watertight as the war progressed. As Taaffe writes, the blockade "gradually starved the rebels of many of the supplies, equipment, and weapons they needed to continue the fight" (p. xii). A second naval role was to undertake expeditions to seize strategic coastal points. These locations could then become Union bases for operations inland. A third mission involved operations on the high seas against Confederate commerce raiders, one of the Navy's

more hopeless tasks. Although some critics have argued that the Union failed at this job, other historians have argued that Union civilian leadership strategically chose not to commit the naval resources necessary for such a far-flung mission, opting instead to focus on more immediate challenges that helped to bring about Confederate defeat, while sacrificing the U.S. merchant marine. Since Taaffe's book focuses on top-level command, operations against the raiders get relatively little attention in this book. But the book thoroughly examines the navy's fourth mission—operations on the inland rivers, particularly, of course, the Mississippi—and the naval commanders involved.

The navy had to change to confront the crisis of secession—and not just by increasing its size and modernizing its fleet. One of the great contributions of *Commanding Lincoln's Navy* is its picture of how Secretary Welles and Congress had to make changes to enable the most qualified officers to rise to command rank. The antebellum navy, Taaffe explains, "was an inflexible, inefficient, closed-minded, and tradition-bound organization in which creativity and competence often counted for little" (p. xii). To tackle its multiple wartime missions, the navy was organized into six squadrons: North Atlantic, South Atlantic, East Gulf, West Gulf, Mississippi, and West India. The challenge for Secretary of the Navy Gideon Welles was to find the appropriate command leadership for those squadrons. It wasn't always easy. As Taaffe shows, Secretary Welles was able to control most of the command appointments, with less interference than was the case in the selection of army commanders.

Taaffe cites a number of reasons. First, President Lincoln trusted Welles' judgment. Lincoln even at one point commented that naval leaders were superior to army leaders. In addition, arguably, the navy might not have been as central to Confederate defeat as was the army. Furthermore, the navy was not as "politically useful" to Lincoln as was the army. Whereas numerous "politi-

cal generals" believed that they could lead a company in battle, no politician would have thought himself capable of commanding a warship.

How then did Welles make his decisions? Taaffe's case studies illustrate a number of influences and factors: (a) Seniority: the traditional rule in the pre-war navy. Welles, a firm believer in meritocracy, had little respect for seniority as the determining element, but at the same time he realized that it was an element that had to be considered. (b) Personal and political ties: Here too, Welles understood how such connections could come into play, but he never allowed them to become the overriding factor. (c) Availability: An officer could, theoretically, be available (because of rank and seniority) for squadron command but could be too old or sick. "Welles recognized that sending capable men from one important post to another still left a position unfilled, so he therefore often looked for underutilized officers to fill his vacant squadron" (p. xv). (d) Birthplace and commitment to the Union: Such issues were particularly significant in the first year of the war, when questions of loyalty remained unsettled.

The drama included a colorful collection of often strong personalities, and Taaffe has an eye for the telling biographical detail or pointed quotation. Taaffe gives Secretary of the Navy Gideon Welles high grades for being a "keen judge of men" (p. xvi) and for appointing, in some instances, people he might have personally disliked as long as, in his view, that officer could do the job and win victories. As Welles told David G. Farragut, "the first duty of a commander in war is to take great risks for the accomplishment of great ends" (p. 101), a philosophy that guided the secretary throughout the war. Welles worked well with his second in command, Assistant Secretary of the Navy Gustavus V. Fox, and where Fox was less than fully impartial Welles cultivated his own sources of information by maintaining close communication with Hiram Paulding, Andrew Hull Foote, and Silas Stringham.

Assistant Secretary Fox was in part a political appointment by President Lincoln, under the influence of the powerful Blair family. But Fox had naval experience and was not an inappropriate choice. Welles and Fox grew to trust each other and formed an effective team. Fox knew the naval hierarchy and structure, knew the personalities involved, and often could communicate with officers on a less formal basis than Welles could. Therefore, Welles, through Fox, had access to information and insights that would otherwise have been kept from the secretary.

Then there were the naval officers themselves. Nineteen officers commanded the wartime squadrons. Six of them ended up being relieved of their commands, or stepping down, largely because, according to Taaffe, "they failed to live up to Welles' expectations, mostly early in the war" (p. xvi). Ultimately—and here is perhaps where we begin to see some the greatness of Lincoln's Navy secretary—Welles wanted his squadron commanders to possess "an unquenchable desire to win victories" (p. 257). If an officer had that characteristic, Welles could overlook shortcomings. As a result, the two great stars of the naval conflict—David G. Farragut and David Dixon Porter—flourished because they possessed that "unquenchable desire." Farragut might have been inefficient in handling the bureaucratic paperwork of a command position, and Porter might have been boastful and sometimes duplicitous, but they could win battles, and that was what Welles wanted and the Union needed.

Farragut and Porter were Welles' two outstanding appointments, responsible for four of the Union's most important naval victories: Farragut at New Orleans and Mobile Bay, and Porter at Vicksburg and Fort Fisher. According to Taaffe, they shared certain common leadership characteristics: audacity; "an eagerness to engage the enemy"; resourcefulness; "meticulous planning"; a "knack of inspiring loyalty among their subordinates"; and "an under-

standing of the value of interservice cooperation" (p. 263).

Then there were all the others. Taaffe's analysis sorts them into the good, the mediocre, and the poor. For example, some of Welles' appointments had potential—but they never had the opportunities to become a leader at the Farragut/Porter level. Andrew Foote, Theodorus Bailey, Cornelius Stribling, and Henry Thatcher just did not have the luck to be at the "big battle" or "key campaign." Or, there were the commanders who, Welles believed, "lacked the strength of character, rank, or ability" (p. 264) that would have put them at the top: Silas Stringham, Louis M. Goldsborough, Charles Davis, Samuel Phillips Lee, and James Palmer. Taaffe also demonstrates that two squadron commanders must be seen, despite their fame, as having failed in battle: Samuel Francis Du Pont and John Dahlgren. Finally, there were five commanders who, according to Taaffe, "contributed almost nothing to the Union War effort as squadron commanders" (p. 265): Henry Bell, James Lardner, William McKean, William Mervine, and Charles Wilkes. But, Taaffe notes, those five were not as bad as such "awful" (Taaffe's term) Union generals as John Pope, Benjamin Butler, and Nathaniel Banks. Those generals, Taaffe asserts, "suffered major defeats that seriously damaged the Union cause," while Bell, Lardner, McKean, Mervine, and Wilkes "were merely inadequate" (p. 266).

Taaffe builds his narrative and analysis from a vast trove of primary or archival sources. He has mined many collections, including the papers of Goldsborough, Du Pont, Blair, Fox, Foote, Wilkes, Bell, Welles, Rowan, and Bailey. In addition, of course, he has used two critical National Archives collections: "Letters Received by the Secretary of Navy from Chiefs of Navy Bureaus" and "Letters Sent by the Secretary of Navy to Chiefs of Navy Bureaus." He has, furthermore, made good use of the published primary sources. His list of secondary sources includes the basic texts on the subject. (Craig Symonds' prize-winning *Lincoln and*

His Admirals [2008] had not appeared during Taaffe's research.) In short, *Commanding Lincoln's Navy's* analysis is solidly based on the relevant sources.

The book approaches its subject in a chronological fashion, although the six main chapters focus on specific squadrons, stations, and commanders, and therefore there is some amount of overlap and chronological redundancy. The book opens with a chapter on Gideon Welles, the culture and structure of the Navy Department, and the personnel and strategic challenges facing the Navy. Then there are chapters on the Atlantic Squadron in 1861 (Stringham, Du Pont, and Goldsborough); the Mississippi Squadron (Foote, Davis, Farragut, and Porter); the campaigns against Wilmington and Charleston (Phillips Lee, Du Pont, and Dahlgren); the East Gulf Squadron and West India Squadron (McKean, Lardner, Bailey, Stribling, Preble, and Wilkes); and "turning the tide" on the Mississippi, in Mobile Bay, and at Fort Fisher (Porter and Farragut). An introduction and a conclusion summarize some of Taaffe's key conclusions and judgments.

The specific battle details should be familiar to most specialists in Civil War naval history, but Taaffe's narrative is worth reading because of his focus on and insights into leadership and decision making. In addition, readers are guaranteed to chortle at some of the barbs that Taaffe has mined out of the unpublished manuscript sources. In all, *Commanding Lincoln's Navy* contributes much and joins the list of key texts on Civil War naval history and should be read by anyone interested in the study of leadership—military or civilian.

¹ See, for example, Kenneth J. Blume, "The Flight from the Flag: The American Government, The British Caribbean, and the American Merchant Marine, 1861-1865," *Civil War History* XXXII, 1 (March 1986), 44-55.

Dr. Kenneth J. Blume is a professor of history at the Albany College of Pharmacy and Health Sciences.

Naval History Book Reviews



On 15 March the first edition of the e-publication *Naval History Book Reviews* came out. Since then we have published eight issues. We thank our reviewer volunteers who have contributed to the program. Copies of these reviews can be found at

www.navyhistory.org/Newsletters/.

Here is a list of the books that have been reviewed so far:

Books Reviewed by Charles H. Bogart

Journey to Command: The Naval Career of Captain J.C. Smith by Carol Smith

The Lady Gangster: A Sailor's Memoir by Del Staeker

The Great Expedition: Sir Francis Drake on the Spanish Main, 1585-86 by Angus Konstam

Stockpile: The Story Behind 10,000 Strategic Nuclear Weapons by Jerry Miller

The United States Coast Guard In World War II: A History of Domestic and Overseas Action by Thomas P. Ostrom

Pilot Error: A Naval Aviator's Career; WWII Black Cats to Korean War PBYS to Annapolis Professor by Capt. Vadym V. Utgoff

Books Reviewed by Capt. Roger F. Jones, U.S. Navy (Ret.)

Warriors and Wizards: Development and Defeat of the Radio Controlled

Glide Bombs of the Third Reich by Martin J. Bollinger

Project Azorian: The CIA and Raising of the K-129 by Norman Polmar and Michael White

Passport Not Required: U.S. Volunteers in the Royal Navy, 1939-1941 by Eric Dietrich-Berryman, Charlotte Hammond, and R.E. White

How History's Greatest Pirates Pillaged, Plundered, and Got Away with It by Benerson Little

Yangtze River Gunboats 1900-49 by Angus Konstam, Illustrated by Tony Bryan

Books Reviewed by David F. Winkler
Where Do We Get Such Men: The Story of One Such Man: Charles (Gil) ERB, Cdr. USN (Ret.) by Craig Reynolds

The Great Wall at Sea: China's Navy in the Twenty-First Century (Second Edition) by Bernard D. Cole

Books Reviewed by Capt. John A. Rodgaard, USN (Ret.)
Nile 1798: Nelson's First Great Victory by Gregory Fremont-Barnes

TIRPITZ: The Life and Death of Germany's Last Super Battleship by Niklas Zetterling and Michael Tamelander

Books Reviewed by Corbin Williamson
To Train the Fleet for War: The U.S. Navy Fleet Problem, 1923-1940 by Albert A. Nofi

Nineteen-Gun Salute: Case Studies of Operational, Strategic, and Diplomatic Naval Leadership during the 20th and Early 21st Centuries, Edited by John B. Hattendorf and Bruce A. Elleman

Books Reviewed by Thomas P. Ostrom
Digesting History: The U.S. Naval War College, The Lessons of World War II, and the Future of Naval Warfare by Hal M. Friedman

Turning the Tide: How a Small Band of Allied Sailors Defeated the U-Boats and Won the Battle of the Atlantic by Ed Ofley

Theodore Roosevelt's Naval Diplomacy: The U.S. Navy and the Birth of the American Century by Henry J. Hendrix

Books Reviewed by Col. Curt Marsh, USMC (Ret.)

Such Men as These: The Story of the Navy Pilots Who Flew the Deadly Skies over Korea by David Sears

Preparing for Victory: Thomas Holcomb and the Making of the Modern Marine Corps, 1936-1943 by David J. Ulbrich

Books Reviewed by J.J. Ahern
Manila and Santiago: The New Steel Navy in the Spanish-American War by Jim Leeke

US Submarines, 1900-35 and Defeating the U-Boat by Jan S. Bremer

Book Reviewed by Norman Polmar
U.S. Fast Battleships 1936-47: North Carolina and South Dakota Classes and U.S. Fast Battleships 1938-1991: The Iowa Class by Lawrence Burr

Book Reviewed by J. Wandres
The True Story of a Destroyer Sailor's Life at Sea During World War II by Jerome S. Welna

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Imperial Japanese Navy Heavy Cruisers 1941-1945 by Mark Stille

Book Reviewed by Rear Adm. Joseph F. Callo, USNR (Ret.)
A Hard Fought Ship - The Story of HMS Venomous by Robert J. Moore and John A. Rodgaard

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The Ablest Navigator: Lieutenant Paul N. Shulman, USN, Israel's Volunteer Admiral by J. Wandres

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Oral History by Capt. Kent R. Siegel
The Oral History of Rear Admiral Peter K. Cullins, U.S. Navy (Retired), Interviewed by Capt. Kent R. Siegel, USN (Ret.)

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Before the Navy Birthday Celebration There Was: NAVY DAY

By David F. Winkler



Navy Day Review on the Hudson

In 1919, the Navy League of the United States (NLUS), then less than 20 years young, could nonetheless take considerable pride in what it had already accomplished. Starting with virtually nothing, but with the strong encouragement of President Theodore Roosevelt and a few other visionaries who realized the importance of seapower, both naval and commercial, to the U.S. economy and to the nation's future as a world power, the Navy League's leadership had built a strong national organization dedicated to educating the American people, the press, and the nation's political leaders about the need for a strong U.S. Navy and American merchant fleet.

Congress proved particularly receptive to the NLUS message. In the wake of America's entry into World War I and the subsequent U.S. victories at sea and on the battlefields of France that brought that bloody conflict to a merciful end, the United States possessed one of the world's largest and most capable combat fleets.

However, relations between the Navy and the NLUS had soured during the war. According to Ryan

Wadle, a Ph.D. candidate at Texas A&M University, Navy Secretary Josephus Daniels had banned the Navy League from involvement with ships and shore stations in the wake of the Navy League accusations of a cover-up following an explosion at the Mare Island Navy Yard in California in 1917.

Wadle, who received the Naval History and Heritage Command's 2009 Rear Admiral John D. Hayes Pre-Doctoral Fellowship, presented some of his findings before a small group at the Navy Museum on 10 May 2010.

In his talk, Wadle documented how postwar challenges forced the Navy and NLUS to revisit their relationship. The magnitude of the loss of life and devastation caused by the war inspired pacifist movements that questioned the need for armed forces. Adding to the Navy's dilemma, Brigadier General William Mitchell challenged the future viability of surface fleets. Understanding the groundswell of support for such sentiments, national leaders of the victorious powers agreed to establish naval arms limitations. With the size of the U.S. Navy of the future being negotiated at the Washington Naval

Arms Conference rather than in the halls of Congress, the future of the Navy lay in question and the leadership of the Navy League pondered the future of the organization, which already was experiencing a decline in membership.

In 1921, because dues income had continued to drop, the Navy League ceased publication of *Sea Power* magazine, even though that action was expected to cause additional losses of both membership and income. Those expectations were met, and exceeded. The organization's debts mounted, and a number of Navy League councils were talking about the possibility of disbanding.

Documents in the NLUS archives indicate that Col. Robert Thompson, then serving as NLUS national president, picked up on a proposal originally put forward by the New York Council—namely, to support the designation of a national “day” to honor the U.S. Navy, its numerous achievements from the Revolutionary War to the present, and its people. Thompson contributed \$10,000 of his own funds to support the idea, and also agreed with the plan of celebrating “Navy Day” on 27 October, Theodore Roosevelt's birthday.

Wadle's research, though, points to the Office of Naval Intelligence as the originators of the Navy Day idea. Digging through the William Howard Gardiner papers at Harvard University, Wadle found a letter dated on 28 July 1922 from Capt. Luke McNamee suggesting the Navy Day concept be put forward by the NLUS, noting that if the idea came from the Navy it would be dismissed as a blatant attempt at self-promotion. McNamee wrote: "The plan would come as a complete surprise to the Navy Department, but being put up to us would of course gracefully assist and then we would go to the limit—'get me'?" McNamee detailed a proposal that included ship visits to port cities and naval aircraft visits to landlocked locations that could resonate today with the current "Outreach: America's Navy" effort.

President Warren Harding endorsed the Navy League's proposal, and NLUS councils throughout the country quickly mobilized to stage community events honoring Navy men past and present. Numerous radio stations as well as newspapers and magazines devoted air time and editorial space publicizing Navy Day. In his research, Wadle cited articles he located in *McClure's* that featured the accomplishments of Rear Adm. W.S. Sims and Theodore Roosevelt. A number of other news organizations did not support the initiative, though, and expressed skepticism about the Navy League's ulterior motives.

The success of the 1922 Navy Day celebration—originally planned as a one-time event to "rally the troops"—led the NLUS board of directors to institutionalize it as an annual national day on which to garner public support for the Navy throughout the nation. The hard work started by Navy Leaguers to promote the 1923 Navy Day celebration quickly gained recognition at the highest levels of government. Harding's successor, President Calvin Coolidge, in a 29 August letter describing the Navy as the nation's "first line of defense," expressed his support for the Navy League's decision to continue the 27 October event. Navy League councils

arranged for similar endorsements and proclamations from 35 governors and numerous other public figures. The leaders of many veterans' groups also urged their members to join in the local Navy Day events honoring the Navy and recognizing the services and sacrifices of America's Sailors, past, present, and future.

Fifty of the nation's largest cities staged Navy Day observances that year, and the Navy helped out by deploying at least one or two ships to several port cities throughout the country. Hundreds of newspapers and at least 30 radio stations publicized the 1923 Navy Day events, with a number of the papers that a year earlier had been so skeptical also joining in.

The Navy League itself was revitalized, and Navy Day became a hardy perennial on the nation's calendars as an annual day of recognition for the naval service. The 1945 Navy Day celebration was a particularly memorable one, coinciding as it did with the return to CONUS (the continental United States) of literally hundreds of ships bedecked with campaign ribbons for their WWII service overseas. President Harry S. Truman reviewed the fleet in New York Harbor, joined in a ticker-tape parade, and addressed the nation as part of that year's Navy Day celebration.

Less than four years later, though, Secretary of Defense Louis Johnson directed that Navy Day be folded into a larger "Armed Forces Day" celebration to be held in May. His edict had virtually no effect on the Navy League, then as now an all-civilian organization. The celebration of Navy Day continued and prospered during the 1960s and 1970s.

In the early 1970s, though, historical research revealed that the Continental Congress had first authorized funds on 13 October 1775 for the construction of Navy ships. With a real rather than symbolic Navy "birth date" thus established, Chief of Naval Operations Adm. Elmo R. Zumwalt arranged with the Navy League in 1972 to celebrate Navy Day two weeks earlier than in the past.

In retrospect, because the new date for Navy Day has had to compete with the long-established Columbus

Day celebrations, it has seemed to many Navy supporters that Zumwalt should have ignored the historians. For various reasons the grandeur of the Navy Days of yesteryear is often lacking. With some irony, the Navy Birthday Celebrations cohosted by the Navy League's National Capital Council and the Naval Historical Foundation have often occurred closer to the 27 October "Navy Day" date in recent years.

Dr. Winkler is an historian with the Naval Historical Foundation.

Navy League-Naval Historical Foundation partnership announced:

Following a visit by Navy League of the United States President Daniel Branch to the Cold War Gallery, an agreement was reached in principle for a Memorandum of Understanding by means of which the two organizations would exchange presidents as ex-officio board members and conduct other activities that would be mutually supportive. For additional information about the Navy League of the United States visit www.navyleague.org.

Congratulations!



Former Director of Naval History and NHF Director Dr. William S. Dudley, won the Maryland Historical Trust Heritage Book Award for his book *Maritime Maryland: A History*.

Problems With The Past

A Guest Commentary By Chuck Steele: Historian, U.S. Air Force Academy

Does traditional naval history still make sense? Well, that all depends on what one thinks history is and what one thinks it has to offer. For those interested in the maritime environment, the simplest answer to the question is yes. Naval history has always made sense and will continue to do so as long as people live on the blue planet. There is, however, a problem that naval history is confronting and it is a matter that should concern anyone with an interest in the use and abuse of history. Specifically, there are far too many people who view history as a device to divine the future, or justify the present. In other words, naval history does not begin and end with Alfred Thayer Mahan and Julian Corbett. More importantly, those who would study naval history need to prepare themselves to be immersed in a subject fraught with complexity and ambiguity.⁽¹⁾

The study of naval history should not be mistaken for a search that will lead to a prescription of a one size fits all remedy to the mania over the composition and strength of today's, or tomorrow's naval forces. The study of naval history does, or rather can, entail the study of strategy and force structures, but it is an abuse of history to think that the study of war at sea will somehow produce a series of immutable rules that were as true in Nelson's time as they are at present. The value of studying naval history in this

century is not to be found in what it tells its students about how things have always been and will always be, rather its value is better found in its ability to show the diversity and complexity of problems associated with the waging of war at sea.

To bring the aforementioned problem into sharper focus one need only conduct a search for Mahan, or Corbett, in the Naval Institute's *Proceedings*. In recent issues readers have been informed that the Chinese are increasingly enamored of Corbett, that Mahan is now passé, and that we are living in the "post naval" era.⁽²⁾ Indeed, on the cover of the May issue of *Proceedings* is an admonishment to "dust off Mahan." Clearly, the giants of a century ago continue to cast long shadows.

In a September 2009 article "The End of Sea Power," Coast Guard Captain R.B. Watts somewhat unwittingly summarized the problem of relying on history to provide a useful picture of the future by stating, "Despite much postulating about the need to evolve and change, 'history' remains frozen by choice."⁽³⁾ History is the past and as such should remain frozen. The problem is not that history lacks usefulness; the issue is that it is a bad practice to use history to make arguments about the future, especially when one is searching for something as specific as the parameters for the composition of a fleet.

Similarly, the historian Barrett Tillman in his June 2009 article

"Fear and Loathing in the Post Naval Era," cautions that without the support of recent examples of fleet engagements, the maintenance of a navy as large as that of the United States is in jeopardy. Tillman cautions that, "since the United States has not fought a real naval battle since World War II, justifying the high cost of a large fleet of warships and aircraft is a tall order."⁽⁴⁾ The problem being, once again, that history is seen as the justification to build and operate a particular type of modern navy.

The attempt to divine the future composition and roles of navies based upon the writings of Mahan and Corbett is not confined to theorists concerned with the United States. In their December 2010 article, "China's Navy: A Turn to Corbett?" Naval War College professors James R. Holmes and Toshi Yoshihara cautioned readers as to the potential lethality of a Chinese navy conversant in both Mahan and Corbett. "A Corbettian PLAN acting on Mahanian logic would prove more nimble, more resilient, and more formidable than a Mahanian fleet obsessed with absolute sea control. Consequently, it behooves the U.S. Navy to monitor Chinese strategic commentary for further signs of a turn to Corbett, and to foresee the likely composition and practices of such a fleet should one take to the Asian seas."⁽⁵⁾

In fairness to Dr. Holmes, the professor from the Naval War College who is also the latest con-

NOTE: the views expressed in this paper are those of its author and do not represent the official policy or position of the United States Air Force Academy, the Air Force, the Department of Defense, or the U.S. Government.

tributor to Proceedings to invoke the spirit of Mahan, he argues for a holistic appreciation of Mahan that goes beyond merely nodding in the direction of his being a fan of big fleets comprised of big ships. Nonetheless, in his final paragraphs he returns to a familiar refrain, concluding that the study of Mahan might lead to practical insights into the modern Indian and Chinese navies. According to Holmes, the renewed study of Mahan will enable the U.S. Navy to "hone its own thinking while glimpsing the future of Asia, America's center of gravity."⁶

By no means should the study of Mahan be ignored. *The Influence of Sea Power Upon History* has retained its place as one of the great works of strategic thought and Mahan remains America's best-known strategist.

Most importantly, the fundamental concepts that he addressed over a century ago remain important to the considerations of naval planners in the modern era. Unfortunately, finding historic examples to justify the enormous expenses associated with the accumulation of the means by which a nation might demonstrate its ability to wield sea power has become an obsession that is being fed at the expense of developing a more nuanced appreciation of what naval history has to offer.

¹ For many students, the works of Mahan and Corbett form the basis of understanding the foundations of maritime strategy. Their works also stand as hallmarks in historiography and methodology. If their writings no longer warrant the same attention in informing readers what navies should look like, they still have tremendous value in explaining historic forms and functions. If naval history is a discipline (or sub-discipline), then studying Mahan and Corbett yields something of continuing

value; questions. In many regards the various recent articles harkening to Mahan and Corbett are proof of their enduring value as engines of debate.

² The articles considered for this paper include the following: Captain R.B. Watts USCG, "The End of Sea Power," U.S. Naval Institute Proceedings, September 2009, Barrett Tillman, "Fear and Loathing in the Post Naval Era," U.S. Naval Institute Proceedings, June 2009, James R. Holmes and Toshi Yoshihara, "China's Navy: A Turn to Corbett?" U.S. Naval Institute Proceedings, December 2010, and James R. Holmes, "What's the Matter with Mahan?" U.S. Naval Institute Proceedings, May 2011.

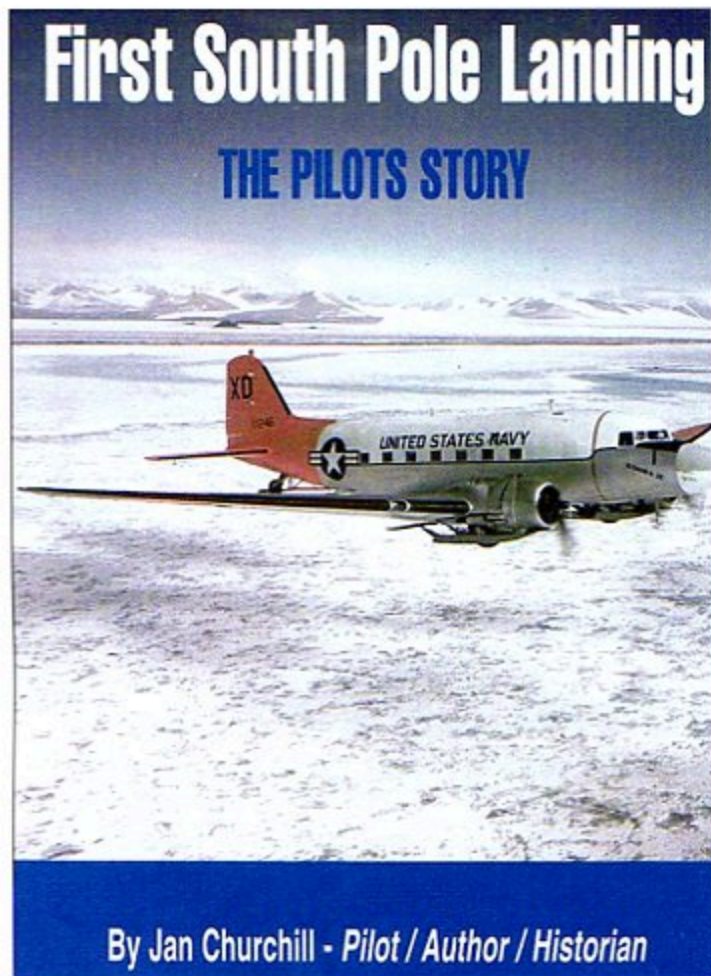
³ Watts, p. 40.

⁴ Tillman, p. 16.

⁵ Holmes and Yoshihara, p. 46.

⁶ Holmes, p. 39.

Chuck Steele is an associate professor of history at the United States Air Force Academy. He is a graduate of the University of California, Berkeley (BA, history 1987), King's College, the University of London (MA, War Studies 1990), and West Virginia University (PhD, history 2000).



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Naval History News:

NAVAL ORDER EXPLORES SCORPION!

On Saturday morning, 30 July 2011, NHF staff members Captain Todd Creekman, Dave Colamaria and intern Ashley Hart joined a tour organized by a local commandery of the Naval Order of the United States. Twenty-five tour attendees gathered at the Prince George's Maryland Park Service Visitors Center at Jackson Landing on the Patuxent River.

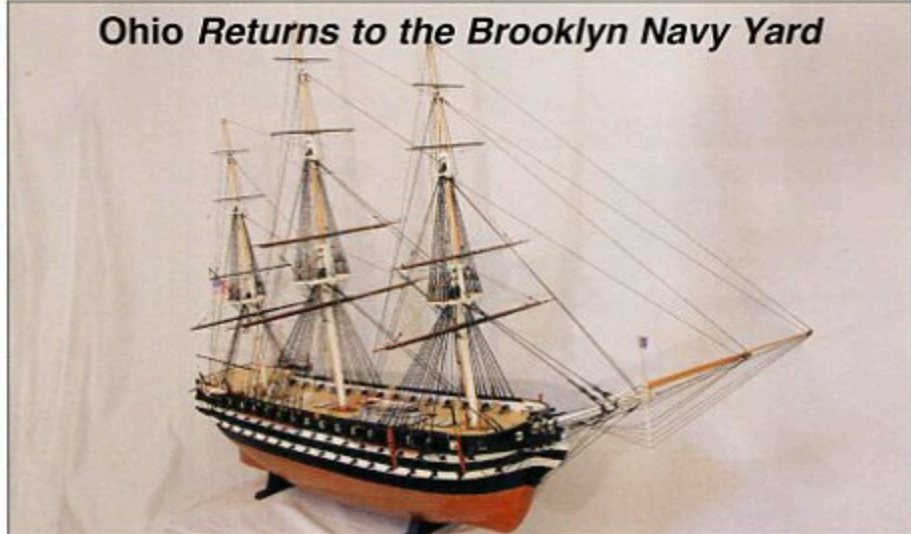
Rangers Greg Lewis and Greg Kearns, with Dr. Robert Neyland, Director of the Underwater Archaeology Branch of the Navy History and Heritage Command, took the group on a pontoon boat cruise up the Patuxent River to the underwater archaeological site of the wreck of Commodore Joshua Barney's flagship, the US Gunboat *Scorpion*. Ranger Kearns was the tour's ferryman and guide. He provided an outstanding brief about the river, its ecology and wildlife, and a thorough understanding of what the river was like during the War of 1812. Dr. Neyland provided an excellent pre-cruise brief on the extent of the archaeological survey and excavation. Upon the tour's arrival at the site, he gave an instructive account on the intricacies of underwater archaeology, especially as it pertained to the *Scorpion*.

To read more about the *Scorpion* project see Bill Dudley's and George Schwarz's articles in the Spring/Summer 2009 *Pull Together* that has been posted on www.navy-history.org.



This barge, moored on the Patuxent River, serves as a support base for ongoing archaeological work

Ohio Returns to the Brooklyn Navy Yard



The above model of the ship of the line USS Ohio has found a home at the Brooklyn Navy Yard Center which will host an \$25.5 million museum opening this November. Opened in 1801, the Brooklyn Navy Yard built many of the U.S. Navy's finest warships, including the USS Ohio. This model took Steven Myatt of Warminster, Pennsylvania, over a decade to build. His wife, retired Lt. Cdr. Debra Myatt, a life NHF member, supported Steve in his effort. Construction progress of this model can be followed at www.ussohio.org. For more information about the new museum in Brooklyn, visit <http://www.bldg92.com/>

NAVY MUSEUM NEWS

Spring/Summer 2011



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www.usnavymuseum.org

www.navyhistory.org



From left to right: Rear Adm. Jay DeLoach, Vice Adm. Robert Dunn, Dr. Barbara Pilling, Adm. Bruce DeMars, Adm. Richard Mies.

COVERT SUBMARINE OPERATIONS **A New Exhibit at the Navy Museum**

Ribbon Cutting Draws Record Crowd

Fitting for an organization celebrating its 85th birthday, there was a standing-room-only turnout at the annual meeting of the Naval Historical Foundation held on Saturday 18 June

at the Navy Museum's Cold War Gallery annex at the Washington Navy Yard. The reason for the strong turnout, of course, was the festivities that followed the annual meeting: a ribbon-cutting ceremony for a new exhibit that tells the tale of the Navy's Silent Service during the Cold War. Following welcoming remarks by NHF Chairman Adm. Bruce DeMars, Dr. Barbara

Pilling discussed how the new *Covert Submarine Operations* exhibit would have classroom applications as the NHF had established a STEM Teacher Fellowship program. The high school teachers will be preparing lesson plans that will be placed on the new museum website. Following Dr. Pilling's remarks, Director of Naval History Rear Adm. Jay A. DeLoach thanked all who made the exhibit possible. Then the Chairman of the Naval Submarine League, Adm. Richard W. Mies, discussed the history of the exhibit, which first appeared in 2000-2003 at the Smithsonian National Museum of American History as *Fast Attacks and Boomers*, and thanked all who worked to revive and update the displays. With Vice Chief of Naval Operations/CNO-select Adm. Jonathan Greenert looking on, Dr. Pilling cut the ribbon and the attendees had the opportunity to view the recently completed exhibit.

The artifacts used in *Fast Attacks and Boomers* have been reinstalled and include the attack center, crew's mess, sonar room, maneuvering room console, and crew's berthing. The piano used by the crew of USS *Thomas Edison* (SSBN 610) is a unique addition as the only piano to ever go to sea in an American nuclear submarine. Videos illustrate the submarine's role in nuclear deterrence, reconnaissance, intelli-

gence collection, training, and operations conducted during the Cold War. An interactive workstation gives visitors an opportunity to detect and identify underwater sounds.

Covert Submarine Operations is the first installation in the North Gallery of the building that has been designed to include additional displays of the Navy in the Cold War.

NHF has been able to underwrite this installation due to the generosity of its members and corporate sponsors—specifically, a generous contribution from Mr. David Leighton and his late wife Helen and a substantial multiyear pledge from General Dynamics. A supporting www.usnavymuseum.org website that permits virtual tours of the exhibits and posting of lesson plans was supported through a grant from the Tawani Foundation. Member contributions helped support our teacher fellowships and the Navy Yard Courtyard Marriott hotel deserves recognition for contributing accommodations for our visiting teachers.

Plans call for the exhibit to be permanently opened to the public later this year; watch the new website and our *WE-PULL TOGETHER* newsletter for details. In the meantime, exclusive behind-the-scenes tours can be arranged for NHF members by contacting the NHF staff.



Our Second Group of STEM teachers (left to right): Richard Gill (Peabody, MA), Kenneth Nagel (Apex, N.C.), Ryan Gardner (Deep Run, N.C.) Mark Clemente (Hampton, VA)

"Girls Make History Day" a Big Success

On 25 June over 800 children came to the Navy Museum for the third annual "Girls Make History Day." The event was based on the popular American Girl doll series and encourages girls to explore the stories of the American Girl characters that lived during significant periods in U.S. history. Karin Hill, director of education and public programs for the museum, stated that for the event this year they picked 10 historic women and set up activities to talk about their history and what the Navy was doing during the same time. Hill stated that the goal was to entice the young ladies to explore the historical time period of the women and also to interact with the men and women in uniform. Jackie

Greene, the author of the American Girl Rebecca Rubin series, was on hand to sign books for the event. "I think that young ladies here today are lucky to be learning about women's history, not only from the American Girl books, but also from these historic women walking around the museum today," Greene stated. With an event like this, girls learn about women who impact history and encourage them to follow their own dreams. The Naval Historical Foundation congratulates the museum staff for the superb effort. As in past years, NHF contributed significant financial support to the Navy Museum to help ensure success. Food and beverages kept the Navy Museum staff and volunteers energized to handle all visitor needs. We provided American Girl dolls as much-sought-after door prizes for the girls, with special prizes for those who dressed as their favorite American Girl characters.



Jackie Greene, author of the American Girl Rebecca Rubin series poses with two of the young ladies who were on hand for the Navy Museum's annual Girls Make History Day.

NHF Forms Advisory Council

On 26 April of this year NHF Chairman Adm. Bruce DeMars hosted the first meeting of a new group of national leaders who have graciously agreed to join together to provide imaginative ideas on how the Naval Historical Foundation can advance its vision of "Education, preservation, and commemoration in order to acquaint Americans as to the history and importance of seapower."

"With the growth this organization is experiencing through our various initiatives, we felt seeking the guidance of a stellar group of individuals could help focus our organization as we move forward," stated Admiral DeMars.

Advisory Council Plankowners include General Motors Chairman and CEO Daniel F. Akerson; Institute for Exploration President Robert D. Ballard; Morgenthaler Ventures Senior Partner Robin Bellas; Booz Allen Vice President Martin J. Bollinger; former U.S. Comptroller General Charles A. Bowsher; Applied Minds Co-Chair Bran Ferren; former Assistant Secretary of Defense for Reserve Affairs Thomas F. Hall; former Exelon Corporation Chairman and CEO Corbin McNeill; Weaver Bros Insurance Chairman and CEO Robert P. Moltz; General Dynamics Executive Vice President of Marine Systems Phebe N. Novakovic; Ourisman Automotive Enterprises Chairman Mandell J. Ourisman; Corporate Vice President and President Northrop Grumman Shipbuilding Michael Petters as well as his predecessor Thomas Schievelbein; former SAIC Senior Vice President David Stanford, and Constellation Energy former Vice Chairman and COO Michael J. Wallace.

MAJOR DONOR RECOGNITION

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

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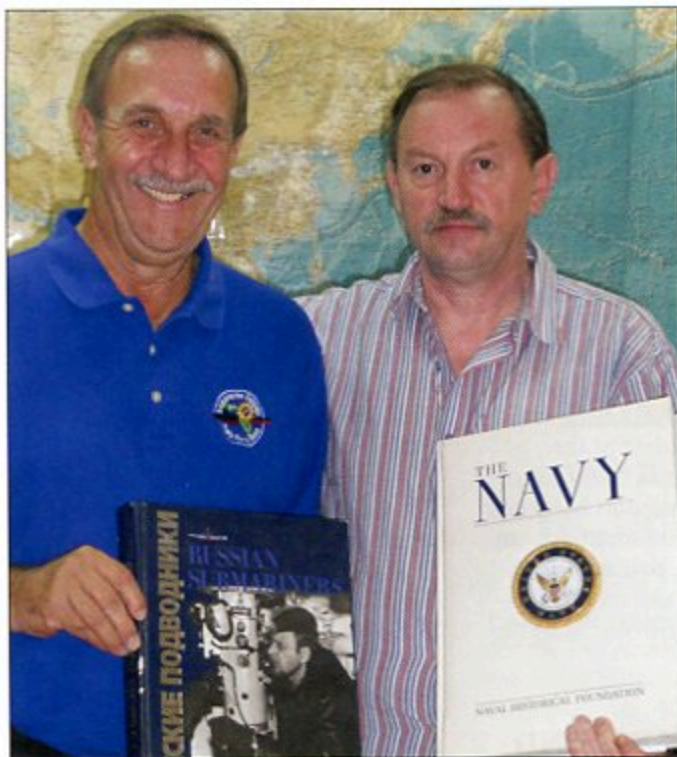
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Ken Lee and Captain Igor Kurdin holding a copy of NHC's Navy book which was on the submarine officers club director's coffee table, in St. Petersburg, Russia.

Naval History News (Continued)

British Historian Selected As First Hattendorf Prize Recipient

Professor N.A.M. Rodger, a leading British naval historian and senior research fellow at Oxford University, has been named as the inaugural recipient of the U.S. Naval War College's (NWC) "Hattendorf Prize," an international award that aims to recognize original research contributions in the field of maritime history.

In a March 21 letter of congratulations, the NWC president invited Rodger, who was selected to receive the award for his series of original achievements in maritime scholarship, to visit the college later this year to be recognized. Rodger is a fellow of both All Souls College at Oxford and the British Academy, the U.K.'s London-based national organization for distinguished scholars in the humanities and social sciences. Rodger has researched extensively the naval history of Britain,

with his works spanning nearly 1,400 years of history.

"This prize honors original research in maritime history, one of the basic functions for which the Naval War College was established in 1884," said NWC's Ernest J. King Professor of Maritime History, Dr. John Hattendorf. The award was established as recognition of Hattendorf's legacy of scholarship and service at the Naval War College.

Among Rodger's critically acclaimed works is a comprehensive history of Britain's naval history dating back to 660 A.D.

The award is made possible with the support of the Naval War College Foundation through the generosity of Pamela Ribbey,

in honor of her late grandfather, Capt. Charles H. Maddox (1886-1964), a pre-World War II Naval War College graduate and faculty member.

Given generally at two-year intervals, the prize includes a bronze medal, a citation, a monetary gift of \$10,000, and a lecture at the Naval War College that will be published in the Naval War College Review.

Contributed by Tyler Will, Naval War College Public Affairs

1812 Commemorations Set!

From 2012 to 2015, the United States Navy, United States Marine Corps, and United States Coast Guard along with Operation Sail and a host of partners including the Naval Historical Foundation will commemorate our country's "Second War of Independence," which inspired Francis Scott Key's writing of the National Anthem.

The bicentennial of the War of 1812 and the Star Spangled Banner will underscore the importance of the United States as a seafaring nation dependent on a strong Navy, foster international maritime good will and partnership, and honor our flag and National Anthem.

Each 2012 event will feature a week-long celebration complete with



NHF Executive Director Captain Todd Creekman meets Navy Secretary Ray Maybus at a commemoration kick-off event at the Smithsonian on 22 June 2011.

international tall sailing ships, modern warships, and aerial demonstrations featuring the Blue Angels. Kicking off in New Orleans in April 2012, the commemoration will travel to along the Eastern Seaboard, Great Lakes Region and Canada.

During the War of 1812, the young US Navy proved its criticality to our country's defense by protecting national commerce, enforcing trade laws, and ensuring freedom of the seas. In commemorating the bicentennial of the War of 1812 and the Star Spangled Banner, we will honor this legacy as these freedoms remain as critical to our country today as they were 200 years ago.

Naval History and Heritage Center Announces Awards of Grants for Historical Scholarship

The director of the Naval History and Heritage Command, Rear Adm. Jay A. DeLoach, USN (Ret.), has announced the selection of the following scholars to receive grants to support original work in the history of the United States Navy for the academic year 2011-2012:

The Rear Admiral Samuel Eliot Morison Naval History Supplemental Scholarship: Lt. Ryan F. Guard, USN, who is a graduate student in history at Purdue University, will use the scholarship to support his study of how U.S. security assistance to key African allies, such as Kenya, Zaire, and Ethiopia, was determined and used by the Ford administration to further U.S. interests.

The Vice Admiral Edwin B. Hooper Research Grant: Dr. Phillips O'Brien of the University of Glasgow will use the grant to assist his researching and writing a study of the role of the air and sea war in Allied victory over the Germans and Japanese in World War II.

The Rear Admiral John D. Hayes Pre-doctoral Fellowship: Joel

Christenson, a doctoral candidate at West Virginia University, will use fellowship funds to assist the research and writing of a dissertation on U.S. naval engagement in South America, 1920-1945, specifically the employment of U.S. naval personnel behind the scenes as advisors to South American governments and the frequent use of U.S. naval vessels and personnel as agents of cultural diplomacy.

The Rear Admiral Ernest M. Eller Graduate Research Grant: Ryan Reft, a doctoral candidate at the University of California, San Diego, will use the grant to support his study of military families and metropolitan tensions, 1944-2000, particularly in reference to military and naval housing policies from World War II to the present.

NAVAL HISTORY AND HERITAGE COMMAND THE U.S. NAVY AND THE VIETNAM WAR SERIES

This new series, sponsored by the Naval Historical Foundation, highlights for Sailors and Marines, veterans, and the American people the Navy's role during the conflict in Southeast Asia from 1965 to 1975. The following publications are available through the Government Printing Office (<http://bookstore.gpo.gov>). Planned future topics include riverine warfare, the naval air campaign, and seaborne evacuation at the end of the war. For information about other Naval History and Heritage Command publications, visit www.history.navy.mil/nhc6.htm.

The Battle Behind Bars: Navy and Marine POWs in the Vietnam War
By Stuart I. Rochester, 2010.
Paperback, 67 p., ill., \$14. GPO
Stock No. 008-046-00260-6.

The unconventional nature of the war and the unforgiving environment of Southeast Asia inflicted special hardships on the Vietnam-era

POWs, whether they spent captivity in the jungles of the South, or the jails of the North. This book describes their experiences—the similarities and the differences—and how the POWs coped with untreated wounds and other malaises, systematic torture, and boredom. The creative strategies they devised to stay fit, track time, resist the enemy, communicate with one another, and adhere to a chain of command attest to the high standards of conduct in captivity that so distinguish the POWs of the Vietnam War.

Navy Medicine in Vietnam: Passage to Freedom to the Fall of Saigon
By Jan K. Herman, 2010. Paperback, 54 p., ill., \$12. GPO Stock No. 008-046-00258-4.

From the flight of North Vietnamese refugees to the south in 1954 to the massive helicopter evacuation of American staff and selected Vietnamese and their families from South Vietnam in 1975, the Navy provided medical support to avert the spread of disease and tend to basic medical needs. In the intervening years, Navy medical personnel responded to the buildup and intensifying combat operations by developing a multipronged approach to treating casualties. Helicopter medical evacuations, triaging, and a system of moving casualties from short-term to long-term care meant higher rates of survival. Poignant recollections of the medical personnel serving in Vietnam, recorded by author Jan Herman, historian of the Navy Medical Department, are a reminder of the great sacrifices these men and women made for their country and their patients.

Approaching Storm: Conflict in Asia, 1945-1965
By Edward J. Marolda, 2009.
Paperback, 89 p., ill., \$16. GPO
Stock No. 008-046-00247-9.

This illustrated booklet describes the U.S. response to Communist movements in Asia after World War II and the U.S. Navy's role in the region as it evolved from an essentially advisory one to actual combat after the Tonkin Gulf attack off North Vietnam in August 1964.

Nixon's Trident: Naval Power in Southeast Asia, 1968-1972

By John Darrell Sherwood, 2009. Paper, 84 p., ill., \$14. GPO Stock No. 008-046-00246-1.

President Nixon wielded three prongs of the naval trident during the final years of the Vietnam War: naval air power, naval bombardment, and mine warfare. For much of this period, Navy aircraft sought to hamper the flow of supplies down the Ho Chi Minh Trail in Laos—a huge investment in air power resources that ultimately proved fruitless. After North Vietnam's invasion of the South in 1972, however, Navy tactical aviation, as well as naval bombardment, proved critical not only in blunting the offensive but also in persuading North Vietnam to arrive at a peace agreement in Paris in 1973. For the first time in the war, the Navy was also authorized to close Haiphong Harbor and North Vietnam's other ports with naval mines—an operation that still stands out as a textbook example of how mine warfare can inflict a major economic and psychological blow on the enemy with minimal casualties for either side. Thus, naval power was indispensable to ending America's longest war.

Museum in England Remembers the U.S. Navy in World War II

The Dunkeswell Memorial Museum is located in Devon, England. A significant aspect of the museum's mission is dedicated to remembering the U.S. Navy's presence in England during World War II. Fleet Air Wing 7 operated out of Dunkeswell from 1943 to 1945, flying antisubmarine patrols. VB 103, 105, 110, and 114 flew PB4Y-1 Liberators on antisubmarine patrols in the Bay of Biscay. The museum is looking for supporters. One of their hopes is to purchase the World War II administration buildings (currently empty) as a future home for its collection.

If you'd like to learn more about

this historic facility, or are thinking about scheduling a visit, please check out their website for more information: www.dunkeswellmemorialmuseum.org.uk/

Call for Papers 79th Annual Meeting of the Society for Military History Arlington, VA, 10-13 May 2012

The Society for Military History is pleased to announce its call for papers for the 79th Annual Meeting hosted by the Army Historical Foundation in Arlington, Va., 10-13 May 2012.

The conference theme is "The Politics of War," highlighting the transition from war to peace, civil-military relations, the dynamics of coalition warfare, and the problems of military government and occupation. We encourage a diverse group of participants and especially encourage junior scholars to present their work and to serve on panels. As always, the program committee will consider all panel and paper proposals dealing with important questions of military history.

Panel proposals must include a panel title, contact information for all panelists, a brief description of the purpose and theme of the panel, a one-paragraph abstract of each of the papers, a one-page curriculum vita of each panelist, including commentator and chair, and contact information. All presenters, chairs, and commentators must be SMH members at the time of the 2012 meeting. Proposals for individual papers are welcome and should include a brief abstract, a one-page curriculum vita, and contact information. Proposals must be submitted electronically to the conference coordinator, Mr. Matt Seelinger (matt.seelinger@armyhistory.org).

Deadline for proposals is 1 November 2011.

The meeting will be held in the Hyatt Regency Crystal City Hotel in

Arlington, Va. It is easily accessible by Metro and from Ronald Reagan Washington National Airport. In partnership with the Army Historical Foundation, the Naval Historical Foundation will sponsor tours of the Navy Museum and other assets of the Naval History and Heritage Command. More information on registration and hotel reservations can be found at www.armyhistory.org.

USS Hornet Museum Celebrates Doolittle Raid and Welcomes a New Exhibit

In April, the USS Hornet Museum celebrated the 69th anniversary of the Doolittle Raid with a day-long tribute that featured guest speakers and special exhibits honoring the raiders with a special focus on former Bay Area resident Capt. Stephen Jurika.

Bob Fish, Hornet Museum historian, noted, "the initial plan for the raid arose from the staff of the Chief of Naval Operations, Admiral Ernest King, with great assistance from then-Lt. Stephen Jurika, the Air Intelligence Officer of the USS *Hornet* CV-8." The Hornet Museum's special Living Ship Day tribute unveiled the full extent of the Navy's role in planning and executing this mission.

In addition to the celebration of the Doolittle Raid, the museum opened a Centennial of Naval Aviation (CoNA) exhibit. Located in the officer's wardroom, the Hornet CoNA exhibit consists of two main pieces. First is a hand-built model of the back half of the USS *Pennsylvania*, with Ely's Curtiss Pusher hanging in the air as it glides in for a landing. Second, the Navy's special centennial film production is running on a TV in a small theater area, where visitors can have a seat to watch. The exhibit had a soft opening on 18 January and the following week was open to the public.

News from the Foundation

NHF Returns to Shanghai

Following last September's productive trip to attend a conference hosted by the Shanghai Academy of Social Sciences on trilateral relations between Japan, United States, and China, NHF historian Dave Winkler accepted an invitation to return to speak at a conference discussing maritime security in the Western Pacific. Held on 26-27

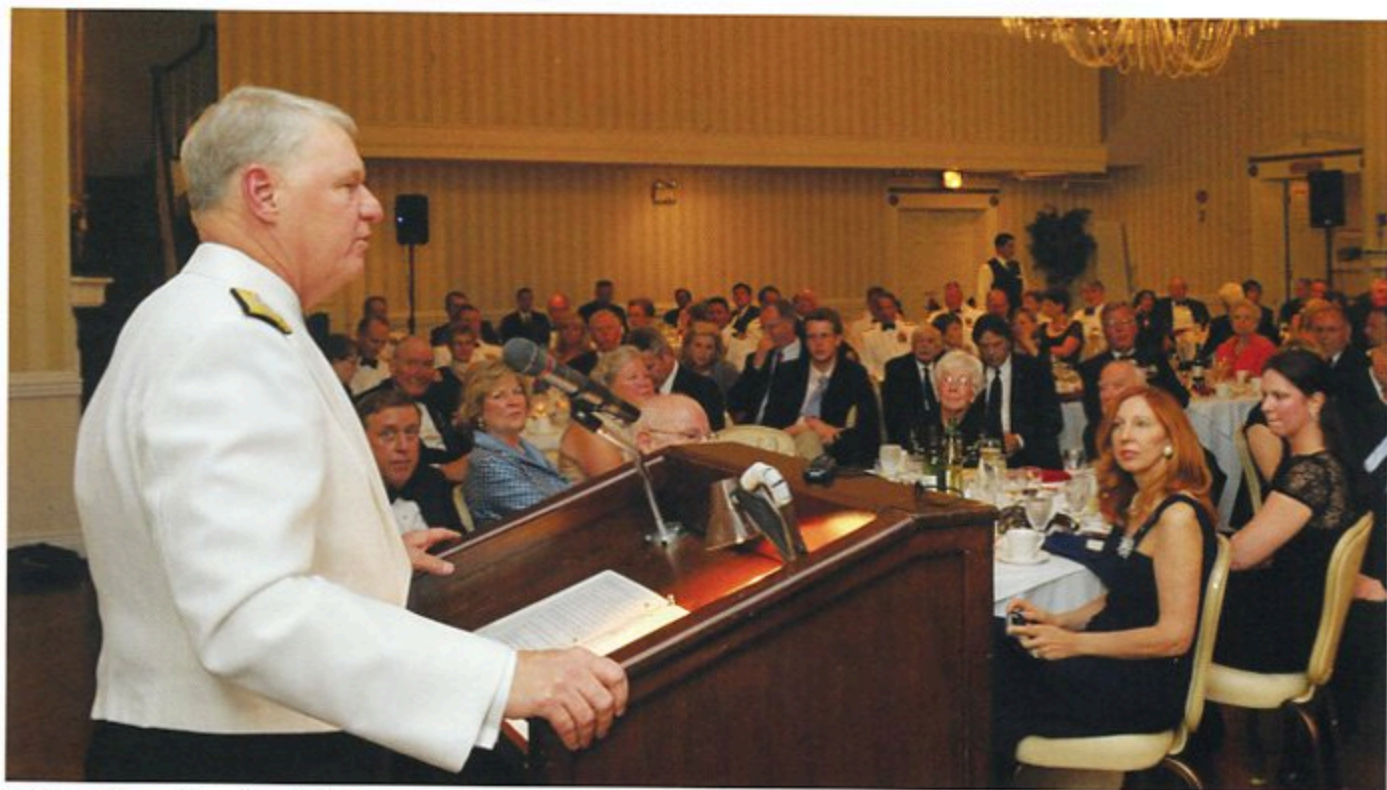
May, the Shanghai gathering included scholars from South Korea, Japan, France, the United States, and the People's Republic of China. Joining Dr. Winkler was retired Rear Adm. Eric McVadon, an NHF member who is a consultant on East Asia Security Affairs and Senior Adviser and Director Emeritus Asia-Pacific Studies, Institute for Foreign Policy

Analysis. During the conference McVadon offered a concise overview of the maritime strategic relationship between China and the United States. Dr. Winkler focused on areas for potential cooperation, citing historical examples that pointed toward the benefits of multinational exercises to prepare for humanitarian relief, specifically to support undersea rescue scenarios.



On 25 May 2011 the U.S. Naval Institute's Tom Cutler and Naval Historical Foundation Director Dr. Bill Dudley joined Mrs. Ingrid Beach in presenting the Captain Edward L. Beach, Jr., Naval History Award to Midshipman First Class Clarence F. "Skip" Lambert of Stillwater, Okla., for outstanding work in naval history during his time at the U.S. Naval Academy. Ensign Lambert, who graduated two days later with the USNA Class of 2011, is on his way to flight training to become a naval aviator. Left to right: Lt. Cdr. Tom Cutler; Mrs. Beach; Dr. Dudley; Midshipman Lambert; Dr. Andrew Phillips, Academic Dean; and Prof. Richard Abels, History Department Chair.

Naval History Events



Midway Dinner Speaker: Chief of Naval Operations Admiral Gary Roughead addresses attendees at the Army-Navy Country Club on the 2 June 2011 in the annual event co-sponsored by the Naval History Foundation.



This year at the National History Day awards ceremony at the University of Maryland, the Naval Historical Foundation special prize was awarded to two high school students, Lawrence Alcairo and Marten Lai, who attend Father Duenas Memorial School in Guam. Their project is called "Guam Military Buildup," focused on the Navy's presence in Guam and how it has affected the people, culture, and the island in the past few decades, comparing the post-World War II buildup with that which the island territory is experiencing today. Also pictured is their teacher Anthony Blas and National History Day representative.

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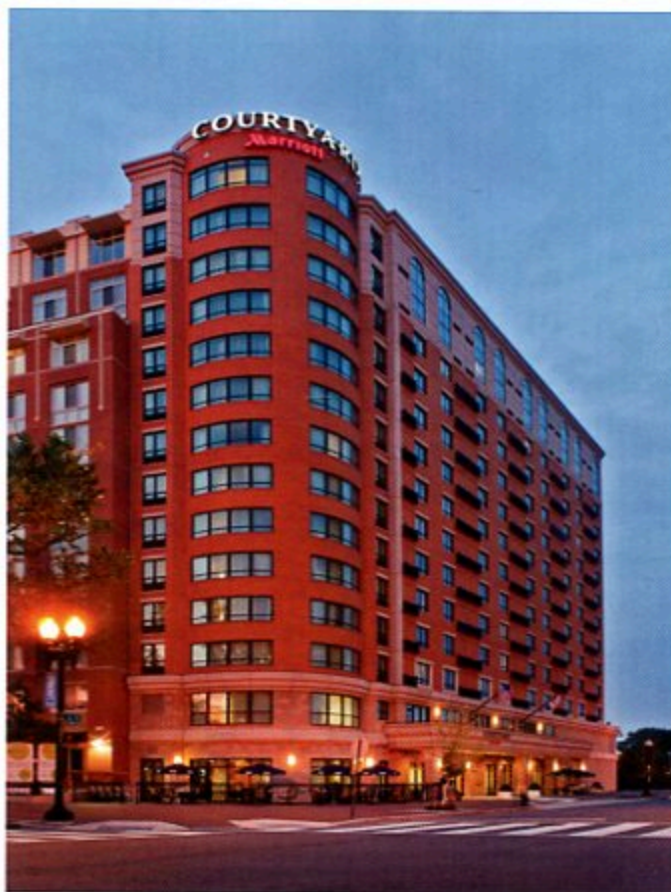
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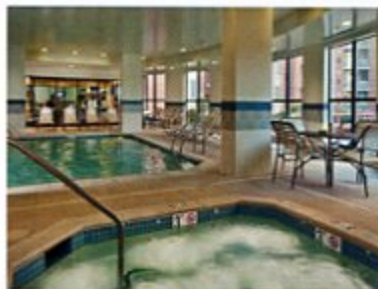
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Left to right: Haradon Pratt (expert radioaide); Cdr. S.C. Hooper; Lt. A.H. Vanderhoff; Rear Adm. Robert S. Griffin; Bureau of Steam Engineering Cdr. Percy W. Foote Aide to the Secretary, 1918

Hooper Recordings are finally ready to be transcribed!

Rear Adm. Stanford Hooper is known as the "Father of Naval Radio." He created the Navy's tactical signaling codes and once had responsibility for the Navy's Radio Division. After spending 38 years in the Navy, he retired at the end of World War II and then conducted a series of interviews with pioneers in the field of naval radio communications. These recordings were then donated to the Naval Historical Foundation and transferred to the Library of Congress in the early 1950s. About a third of these recordings were transcribed in the 1960s.

Jonathan Winkler, a historian at Wright State University (and no relation to our own naval historian Dr. David Winkler), came to the Naval

Historical Foundation in hopes of getting the Hooper Recordings transcribed. Now that the final research steps at the Library of Congress have been taken and each file has been digitized, the final steps in transcribing can begin.

War I Naval Aviator Service Coat Transferred

A historic artifact from the NHF collection has been transferred to the Navy. The service uniform coat of Ensign Walter White was originally donated to the Foundation in 1966 by the White family. Ensign White served in Europe from 1917 to 1921 and was awarded the Navy Cross as a seaplane pilot for patrol, convoy, and antisubmarine operations. The coat has gold embroidered Naval Aviator wings and two ribbons: the blue and

white Italian War Cross and the multicolored Italian Independence award. Two overseas service chevrons (6 months each) indicate one year of service. The coat has been carefully maintained by the Curator Branch of Naval History and Heritage Command and was recently incorporated into the Navy's collection.



Memoirs - Flag Officer Biographies Keep Coming!

The Naval Historical Foundation continues to receive memoirs and flag officer biographies as the result of initiatives taken years back to enhance its history preservation mission. Posted over a decade ago on the Naval Heritage and History Command's web site (see <http://www.history.navy.mil/faqs/faq87-1.htm>) are the guidelines generated by the Naval Historical Foundation on how to write your personal memoir. Many Navy veterans have taken advantage of this guidance to draft auto-biographical works that are many intended as pass-down items for family and friends. However, copies of these publications are often sent to the NHF and copies are produced and donated to major Navy libraries at the Washington Navy Yard, Naval Academy, Naval War College, and Naval Post Graduate School. Retired Rear Admiral Ben[jamin] J. Lehman recently submitted a fine overview of his forty-year career as an Naval Reserve Engineering Duty Officer that began in World War II. What made this memoir of value to researchers is his discussions as a civilian contractor for corporations that built ships for the Navy. For example, as Vice President of Engineering for Litton Ship Systems, he had the challenge of getting the Spruance destroyer program back on track.

Meanwhile the NHF still is receiving responses to an appeal sent in 2009 by Vice Admiral Robert F. Dunn to the retired flag officer community. The problem is the short three paragraph "career overviews" that can be found on the Navy's www.navy.mil website provide little real content. In contrast, decades ago the Navy produced very detailed biographical overviews of its senior officers that were pages in length. As a result of Vice Admiral Dunn's appeal, the Navy Department Library has added several hundred biographies to its collection. Recent biographies

received include those of Admiral William D. Smith, Rear Admiral John R. Seesholtz, Rear Admiral Ming E. Chang, and worked with the Robert Bentel to update the official biography of his father Rear Admiral Carr E. Bentel, Medical Corps, who had passed away a few years ago at age 103.

Historians frequently use memoirs and flag officer biographies to validate other source materials and obtain insights found nowhere else. For more information about these programs, contact Dr. Dave Winkler at dwinkler@navyhistory.org.

NHF Chairman received Ellis Island Medal of Honor

At a ceremony in New York on 7 May Admiral Bruce DeMars, was selected along with other distinguished Americans to receive the Ellis Island Medal of Honor.

Admiral DeMars is former Director, Naval Nuclear Propulsion, and was elected chairman of the



Admiral Bruce DeMars

Naval Historical Foundation in 2008.

The Ellis Island Medals of Honor are awarded by the National Ethnic Coalition of Organizations (NECO). According to NECO, the

awards "celebrate the richness and diversity of American life, honoring not only individuals, but the pluralism and democracy that have enabled our ancestry groups to maintain their identities while becoming integral parts of the American Way of life."

The U.S. House of Representatives and the U.S. Senate have officially recognized the Ellis Island Medals of Honor. Each year's recipients are read into the Congressional Record. Past Medalists include six Presidents, as well as Nobel Prize winners and leaders of industry, education, the arts, sports, and government.

Admiral DeMars stated he accepted his medal "in token of sailors from all across the globe, who, for 235 years now, have patriotically served our country in the United States Navy, the greatest melting pot of them all."

Morison Continues GWAT Research

Samuel Loring Morison, who serves as the Foundation's in-house researcher assisting on historical information requests, reports he continues to make progress in compiling a two volume: *The War Against Terrorism: A Chronology*. In doing so he hopes to continue a legacy that began with his grandfather Samuel Eliot Morison.

GOT BOOKS?

The Naval Historical Foundation raises funds to support Navy Museum public programs through the sale of used naval-military-nautical books. For information on how you can donate or to find out when the Autumn book sale at the Washington Navy Yard will be held contact Michael Drumm at (202) 678-4333 or e-mail him at mddrumm@navyhistory.org.

You May Donate When You Are Ready, Gridley!

On 3 May 1931, Naval Historical Foundation President Vice Adm. William Rodgers stood on the deck of the recently decommissioned *Olympia* and spoke to 30 veterans of the Battle of Manila Bay and 10,000 onlookers to pledge that "Everything possible will be done to preserve the *Olympia* as a historical shrine."

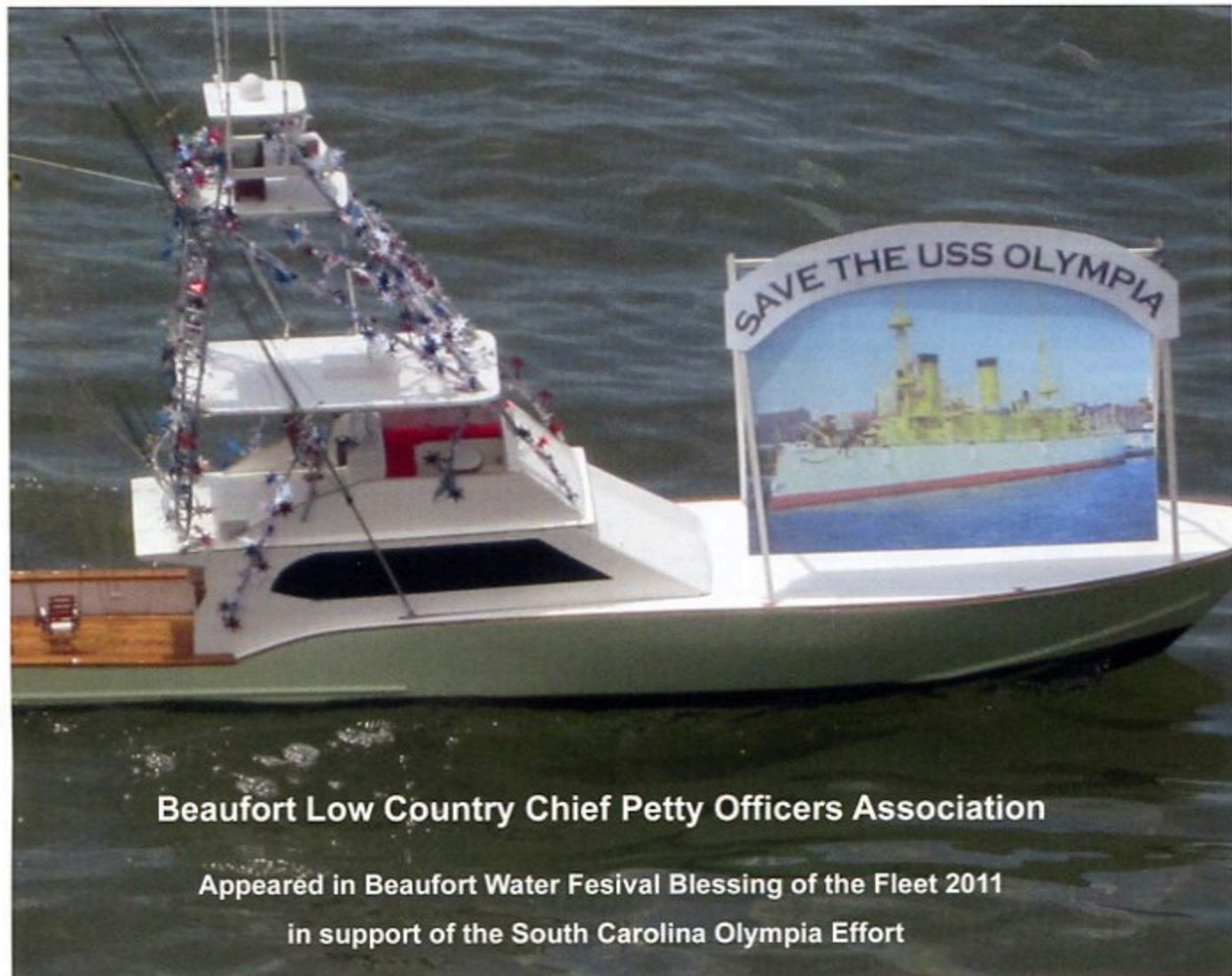
Eighty years later, with the full support of the Naval Historical Foundation and other major maritime heritage organizations, the National Trust for Historic Preservation is opening a web link to enable donors to fund the first dry-dock overhaul of the ship since

1945. Falling short in its fundraising efforts in the Delaware Valley, the Independence Seaport Museum in Philadelphia has declared the ship no longer fits the museum's mission and has made it available for transfer to another group. So far six groups, representing five cities, have expressed interest. The groups are working on extensive long-range marketing, educational, and maintenance plans to maintain *Olympia* as an icon from the Spanish American war and World War I eras!

Unfortunately, the application process is such that the ship will not be awarded to one of the competing groups until 2013 at the earliest.

Recent surveys indicate that the twice-a-day tidal thumping that the ship receives from the riverbed along with tremendous corrosion along the waterline is putting the ship at risk for catastrophic flooding. Thus the time to act is *now*.

Given the national interest in this historic ship fanned by editorials in leading newspapers and other media outlets, a web-based national effort to raise the funds to get *Olympia* needed help is within the realm of the possible. NHF members are encouraged to visit www.PreservationNation.org/Olympia and make tax-deduction donations and pass this link onto friends sharing a passion for our naval heritage.



Beaufort Low Country Chief Petty Officers Association

Appeared in Beaufort Water Festival Blessing of the Fleet 2011

in support of the South Carolina Olympia Effort

Support to save the Olympia is national in scope as groups in California, Washington, DC, South Carolina, Maryland, and Pennsylvania seek stewardship for the historic vessel.

United States Naval Academy 2011 McMullen Naval History Symposium

14–16 September 2011

REGISTRATION WEBSITE

www.usna.edu/History/symposium.htm

Program of Events

Wednesday, 14 September

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

Thursday, 15 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

Panel I: Colonial Latin American Naval History

Dan Masterson, USNA, Chairman

Sabrina Guerra, Universidad de San Francisco de Quito (Ecuador), *Drake and the Establishment of the South Seas Armada (Armada de la Mar del Sur)*

Jorge Ortiz, Asociación de Historia Marítima y Naval Iberoamericana (Perú), *The South Seas Armada and the Battle of Cerro Azul, 1615*

Feliciano Gámez, Universidad de Cádiz (Spain) *Privateers, War and Diplomacy: Luis de Onís Crucial Role in Fighting Back Latin American Privateers*

Ivan Valdez-Bubnov, Universidad Nacional Autónoma de México, *The Late Bourbon Spanish Navy and the Historiography of Spanish American Independence*

Larrie Ferreiro, DAU, Commentator

Panel II: Military Activities of the U.S. Coast Guard and Predecessor Services 1812–1942

Christopher Havern, U.S. Coast Guard Historian's Office, Chairman

Mark Mollan, National Archives and Records Administration, *US Revenue Cutter Service in the Civil War*

Scott T. Price, Coast Guard Historian's Office, *Into the Breach: The U.S. Coast Guard's Preparation for the Battle of the Atlantic 1930–1942*

William Theisen, U.S. Coast Guard Atlantic Area Historian, *Cementing the Core Missions: Revenue Cutter Operations in the War of 1812*

Panel III: Health of Sailors

Christopher McKee, Grinnell College, Chair/Commentator

John Beeler, University of Alabama, *"The most virulent case of Fever I have ever heard of": The Royal Navy, the Caribbean, and Yellow Fever, 1860–63*

Cori Convertito-Farrar, University of Exeter (UK), *Health of British Sailors Stationed in the Caribbean during the American Revolution 1776–1783*

Andrew Rath, McGill University (Canada), *The Suicide of British Rear-Admiral David Price*

Panel IV: Neutral Powers and Latin American Independence Wars

Larry Clayton, Alabama University, Chairman

Chris Maxworthy, Independent Scholar (Australia), *Illuminating Independence: The Role of Whale Oil, Furs and Smuggling in the Termination of Spain's Control of Her American Colonies during the Napoleonic Wars*

Alexandre Sheldon Duplex, Service Historique de la Défense (France), *France and Its Navy during the Wars of Latin America Independence*

Jorge Delano, Independent Scholar (Chile), *Three American Sea Captains in the Independence Wars of South America*

Myriam Alamkan, "Trésors du Patrimoine" (France) Guadeloupe, *Santo Domingo's Relationship with the Colonies Allied to France in the Caribbean through the Example of the French Privateers, 1794–1810*

Commentator, Jorge Ortiz, Asociación de Historia Marítima y Naval Iberoamericana (Perú)

Panel V: Pacific Maritime Issues

Maochun "Miles" Yu, U.S. Naval Academy, Chairman and Commentator
CAPT Bernard Cole, USN (Ret.), National War College, *The History of the Twenty-First Century Chinese Navy: A description of the historic background to the People's Liberation Army Navy (PLAN) that is going to sea in the twenty-first century*

Graham Jenkins, *Fortnightly Journal, Dragon at Sea: The People's Liberation Army Navy, Past and Future*

Edward Marolda, Georgetown University, *Faceoff: The Late Cold War U.S.–Soviet Naval Confrontation in Asia*

11:30 a.m.–12:45 p.m.: Lunch (Independent)

1:00–3:00 p.m.: Session II – Sampson Hall

Panel I: Perspectives on Marine Corps Aviation in the 20th Century: 1917–1975

Fred Allison, Marine Corps Historical Center, Chairman

Tom M. Baughn, Marine Corps Historical Division, *"Taking to the World Stage": Marine Flyers in World War I, 1917–1918*

Leo J. Daugherty, III, Command Historian, U.S. Army Accessions Command, *Counterinsurgency from the Air: Marine Aviation in Haiti, Dominican Republic, and Nicaragua, 1919–1933*

John G. Guilmarin, Jr., The Ohio State University, *"Operation Frequent Wind" Marine Helicopter Operations and the Evacuation from Saigon, April 1975*

Panel II: From Guantanamo to Puerto Rico to Project X-231

Gerard J. Fitzgerald, University of Virginia, *Germ Warfare: Project X-231 and the Technological Challenge of Airborne Disease Control*

Raed Moustafa, Boston University, *Medical Ethics and Military Duty: Interrogations, Force-Feeding, and Complicity at Guantanamo Bay Detention Center*

Paola A. Schiappacasse, Syracuse University, *Welcome To Isolation! Understanding the first permanent maritime quarantine station in 19th century Puerto Rico*

Panel III: Networking the Global Maritime Partnership

Capt. George Galdorisi, USN (Ret.), Stephanie Hsieh, U.S. Navy Space and Naval Warfare Systems Center Pacific, Darren Sutton, Edinburgh Laboratory, *Networking the Global Maritime Partnership*

Panel IV: History in the Marine Corps

Charles Neimeyer, Marine Corps University, Chairman

Lt. Col. Shawn P. Callahan, Command and Staff College, Marine Corps University, *Marine Corps Reform and History in the Gilded Age*
 Charles Melson, Marine Corps History Division, Marine Corps University, *Beyond McClellan and Metcalf: Staff History in the Marine Corps*
 Col. Jon T. Hoffman, USMCR (Ret.), Deputy Chief Historian, Office of the Secretary of Defense, *It was the best of times, it was the worst of times*

Panel V: U.S. Navy Engagement with American Public

Kathleen Williams, Cogswell Polytechnical College, Chair

Joe Overton, Jr., Navy Region Northwest, *Speaking of the Long War: Trawling for Historical Value in the Speeches of Navy Leadership, 2001-2011*

Ryan Wadle, Texas A&M University, *Damage Control: The U.S. Navy and Public Relations Crisis Management, 1923-1939*

David F. Winkler, Naval Historical Foundation, *Franklin D. Roosevelt, the Naval Historical Foundation, and a Quest for a Navy Museum*

Panel VI: The Transformation of the American and British Naval Policy in the West Indies, Caribbean and South America from the 1880s through the 1930s

Harold D. Langley, Emeritus, Smithsonian Institution, Chair

Michael T. McMaster, Naval War College, and Kenneth J. Hagan, Professor and Museum Director Emeritus, U.S. Naval Academy, *A Very Junior Officer Patrols the West Indies and Caribbean in the Last Days of the Old Navy: William S. Sims on board Tennessee, Swatara, and Yantic, 1880-1888*

Barry Gough, Wilfrid Laurier University, Waterloo, *"A Fine Old Hen that Hatched the American Eagle": Admiral Jacky Fisher, the North American and West Indies Station, and Anglo-American Naval Cooperation*

Joel Christenson, West Virginia University, *U.S. Naval Diplomacy in Peru in the Interwar Period*

Eugene L. Rasor, Emeritus, Emory & Henry College, Commentator

3:00-3:15 p.m.: Coffee Break – Mahan Hall Lobby

3:15-5:15 p.m.: Session III – Sampson Hall

Panel I: New Perspectives on the Tet Offensive

Ronald H. Spector, George Washington University, Chairman

John Prados, National Security Archive, *Tet and Rolling Thunder*
 John Darrell Sherwood, Naval History & Heritage Command, *Riverine Operations in the Mekong Delta during the Tet Offensive*

James H. Willbanks, U.S. Army Command and General Staff College, *Operation Niagara, Khe Sanh 1968*

Panel II: Re-organization and Reform in Navies Prior to World War I

Randy Papadopoulos, Secretariat Historian for the Department of the Navy, Chairman

Thomas C. Hone, U.S. Naval War College, Commentator
 Jon Tetsuro Sumida, University of Maryland, *Evolution or Punctuated Equilibrium: Transformative Changes in British Battle Fleet Command and Control, c. 1900-1945*

Cdr. Phillip G. Pattee, USN (Ret.), U.S. Army Command and General Staff College, *Reforming British Seapower Prior to the Great War: A System of Systems Approach*

Stephen McLaughlin, San Francisco Public Library, *Navigating Uncharted Waters: The Formation and Development of the Russian Naval General Staff, 1906-1914*

Cdr. John T. Kuchn, USN (Ret.), U.S. Army Command and General Staff College, *America's First General Staff: How Truncated Reform Led to the Establishment of the General Board of the Navy*

Panel III: Topics in Naval Strategic History

James David Perry, Independent Historian, *"A Single World Conflict": American Strategy from Barbarossa to Midway*

Panel IV: Piracy

Virginia Lunsford, U.S. Naval Academy, *Towards a Model of Piracy: The Case of the Eighteenth-Century West Indies*

Juliano de Assis Mendonça, RWTH Aachen University (Germany), *Revolutionary Privateering and Quantitative Network Analysis: New Perspectives*

Will Smiley, University of Cambridge (UK), *Unlawful Combatants? Maritime Captivity and Islamic Law in the Russo-Ottoman Wars, 1735-1795*

Panel V: U.S. Civil War

Hal M. Friedman, Henry Ford Community College, Chair and Commentator
 Robert H. Devereaux, *Ironclad Memories: The Influence of Civil War Naval Documents on the Mahanian Navy*

Lt. Cdr. Dwight Sturtevant, Hughes, USN (Ret.), *Rebels Down Under: A Surprise Confederate Visitor Makes Mayhem in Melbourne*

William Whyte, Lehigh University, *Brooklyn Navy Yard: The Heart of the Union Anaconda Naval Logistics and Ship Acquisition during the Civil War*

Panel VI: Admiral Rickover and Naval Nuclear Power

Marcus Jones, U.S. Naval Academy, Chair

Adm. Bruce DeMars, Capt. Mark Hagerott, U.S. Naval Academy, Dr. Thomas Wellock, U.S. Nuclear Regulatory Commission

5:30-7:00 p.m.: Reception – U.S. Naval Academy Museum

7:15-8:00 p.m.: Plenary Address by Dr. Craig Symonds, Class of 1957 Distinguished Professor of Naval and Maritime History, U.S. Naval Academy

Friday, 16 September

7:30 a.m.-12:00 p.m.: 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

Panel I: The American Navy and the Civilian World

James C. Bradford, Texas A&M University, Chairman

Lt. Cdr. Joseph Slaughter, USNA, Commentator
 Samuel Negus, Texas Christian University, *Neutral Trade and Naval Policy in America's Partisan Press during the 1790s*

Thomas Sheppard, University of North Carolina-Chapel Hill, *"I Detest a Thing Done by Halves": The Relationship between the Navy Department and the Officer Corps in the Quasi-War with France*
 Larry Bartlett, Texas Christian University, *Selling the Navy: Building Popular Support for Naval Rehabilitation 1870-1914*

Panel II: The Counterinsurgency Manual: From Theory to Practice in Afghanistan

Aaron O'Connell, U.S. Naval Academy, *Flawed Assumptions about Culture in the Counterinsurgency Manual*

Capt. Mark Hagerott, U.S. Naval Academy, *Doing COIN: Problems of the "Build" Phase in COIN Theory*

1st Lt. Aaron MacLean, *Operation Mosharak: The Devils in the Details*
 Cdr. Tom Robertson, U.S. Naval Academy, *From Uley to Afghanistan: Counterinsurgency in Theory & Practice*

Panel III: The Emergence Of The Modern Marine Corps

David J. Ulbrich, United States Army Engineer School, Chairman

Timothy K. Nenninger, National Archives and Records Administration, Commentator

Heather Pace Marshall, USNA, *The Hunt for the Modern Marine Corps: Teleology and the Writing of Institutional History*

Colin Colbourn, University of Southern Mississippi, *"A Marine Corps for the Next Five Hundred Years": Public Relations and the Making of the Modern Marine Corps, 1906-1945*

Earl J. Catagnus, Jr., Temple University, *Growing from Army Roots: Toward a Marine Corps Way of Battle, 1930-1942*

Panel IV: The Evolution of Australian Maritime Power 1905-1945

Stephen Prince, Head of the Naval Historical Branch, Royal Navy, Chair and Commentator

John C. Mitcham, University of Alabama, *"The First Born of the Royal Navy": The Royal Australian Navy as a National and Imperial Force, 1905-1914*

David Stevens, Sea Power Centre – Australia, *Small Navy in a Great War: The Royal Australian Navy's Experience 1914-18*

Greg Gilbert, Office of Air Force History (Australia), *The Australian Experience of Joint and Combined Operations: Borneo 1945*

Panel V: Engineering, Technology, Acquisition

- Stephen W. Lehman, US Army Center of Military History, *Armed Ferryboats in the Civil War – An Early Example of Commercial Off the Shelf Acquisition*
- Cdr. Angus K. Ross, RN (Ret.), U.S. Naval War College, *Differing Values? The Balance between Speed, Endurance, Firepower and Protection in the Design of British and American Dreadnoughts*
- Thomas Wildenberg, *Rumbles of Descent: Conflict and Competition within the Civilian Research Establishment over the Development of Blind Firing in WW II*

Panel VI: Perspectives on the History of Naval Aviation

- Joseph Kirschbaum, U.S. Government Accountability Office, Chair/Commentator
- Christopher P. O'Connor, *Taranto: The First Pearl Harbor*
- Geoffrey Rossano, The Salisbury School, *Striking the Hornet's Nest: Naval Aviation's Experience with Strategic Bombing during World War I*
- Barbara Brooks Tomblin, *The Development of Allied Naval Aviation in the Mediterranean, June 1940–November 1942*

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

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

Panel I: The Meanings of the War of 1812, Past and Present

- Christine F. Hughes, Naval History and Heritage Command, Chair
- Jeff Seiken, Historian, Air Combat Command, USAF, Commentator
- Michael J. Crawford, Naval History and Heritage Command, *Petty Officers in the Era of the War of 1812*
- Kevin D. McCranie, U.S. Naval War College, *Two Tales of Leadership: Secretaries of the United States Navy Paul Hamilton and William Jones in the War of 1812*
- Margherita Desy, Naval History and Heritage Command, Detachment Boston, *A Nation's Ship: USS Constitution and the Preservation of a War of 1812 Icon*

Panel II: Training, Education, and the United States Navy

- Fred Harrod, USNA, Chairman
- Jennifer Lyn Speelman, United States Merchant Marine Academy, Commentator
- Dennis Ringle, Henry Ford Community College, *Enlisted Training During the Age of Sail and Early Steam*
- Evelyn Cherpak, United States Naval War College, *Educating Women for Naval Service: WAVES and the Women Officers School, Newport, Rhode Island, 1942–2011*
- Hal M. Friedman, Henry Ford Community College, *Blue versus Orange: The United States Naval War College, Japan, and the Old Enemy in the Pacific, 1945–1946*

Panel III: U.S. Naval Transformation Causes and Impacts

- Capt. Wayne P. Hughes, Jr., USN (Ret.), Naval Postgraduate School, Chairman
- Lt. Cdr. Claude G. Berube, USNR, USNA, *The Jacksonian Era: Naval Transformation During an Economic Crisis and a Long Land War*
- Capt. Henry J. Hendrix, USN (Ph.D.), Office of the Secretary of Defense, *Naval Transformation in the Rooseveltian Era*
- Thomas C. Hone, Naval War College and Office of the Chief of Naval Operations, *The Rapid Transformation from Battleships to Aircraft Carriers as the Capital Ships of the Fleet in World War II*

Panel IV: Topics in German Naval History

- Keith Bird, Kentucky Community and Technical College System, Chair and Commentator
- Randy Papadopoulos, Secretariat Historian for the Department of the Navy
- Marcus Jones, U.S. Naval Academy, *The Type XXI U-Boat*
- Patrick J. Kelly, Adelphi University, *New Interpretations of Grand Admiral Alfred von Tirpitz (State Secretary of The Imperial Naval Office 1897–1916)*
- Heiko Herold, Independent Scholar, Hamburg (Germany), *Intervention and Colonial Policy: The Flying Cruiser Squadron of the Imperial German Navy as Instrument of German Foreign Policy Overseas, 1886–1893*

Panel V: The Royal Navy (I)

- Gabriela A. Frei, University of Oxford (UK), *The Challenge of Controlling the Sea: Britain's Perspective on International Law, and Future Maritime Conflict, 1870–1914*
- Andreas Rose, Rheinisch-Friedrichs-Williams-University of Bonn (Germany), *"Blue Water" vs. "Blue Funk": Julian Corbett, the C.I.D. and the Myth of the German Peril, A Case of Naval Expertise and Public Policy (1907–1909)*
- Gabriel Sauvé, University of Ottawa, *Naval Thought and the Torpedo Debate in Great Britain, 1880–1890*

Panel VI: The Levant

- Serhat Guvenc, Kadir Has University (Turkey), *Turkish Naval and Amphibious Operations during the Cyprus War of 1974*

12:30–2:00 p.m.: Lunch (Independent)

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

Panel I: Ancient

- Phyllis Culham, U.S. Naval Academy, *The Strategic Threat of Piracy to the Roman Empire in the Eastern Mediterranean and Black Sea, 69–71 CE*
- Jorit Wintjes, University of Würzburg, Germany, *Sea Power without a Navy? Roman Naval Forces in the Principate*

Panel II: Cultural Topics in Naval History

- Allan Belovare, Mercyhurst College, Chair/Commentator
- Monica Ayhens, University of Alabama, *"Appear At Once a Seaman": Creating the Maritime Body in Wartime*
- David J. Colamaria, Naval Historical Foundation, *Class Before Country: Anglo-American Naval Burials During the War of 1812*
- Christopher McKee, Grinnell College, *Wandering Bodies: Seeking Appropriate Burial for the Navy's Career Enlisted Dead in the Civil War Era*

Panel III: Technological Change and Fleet Operations in the U.S. Navy 1890s–1910s

- Jon Tetsuro Sumida, University of Maryland, Chairman
- Norman Friedman, Commentator
- Katherine Epstein, *No One Can Afford To Say "Damn the Torpedoes": The Influence of Torpedoes upon American Fleet Operations before World War I*
- Timothy S. Wolters, Iowa State University, *Stanford C. Hooper and the U.S. Navy's Adoption of Wireless Telegraphy: A Critical Reappraisal*
- Christopher Havern, U.S. Coast Guard Historian's Office, *The Louisiana Trials and Their Influence on the Development of Fire Control in the U.S. Navy*

Panel IV: Mediterranean/Secondary Naval Powers

- Serhat Guvenc, Kadir Has University (Turkey), Chair/Commentator
- Zisis Fotakis, Hellenic Naval Academy (Greece), *Greek Naval Policy and the Great Powers 1930 to 1936*
- Martin Laberge, Université du Québec en Outaouais (Canada), *Finding a Role: The Marine Nationale, the Reconstruction of the Fleet and French Foreign Relations in the Aftermath of the Great War, 1919–1930*
- Brian Sullivan, Independent Historian, *"The Enemy of My Enemy Is My Friend": Italian Assistance to the German, Soviet and Other Navies, 1922–1941*

Panel V: The Royal Navy (II)

- Cori Convertito-Farrar, University of Exeter (UK), *Mending the Sick and Wounded: The Development of Naval Hospitals in the West Indies 1740–1800*
- Duncan Redford, University of Exeter (UK), *The Royal Navy and British National Identity after 1945: The Long Decline of the British Belief in their Seapower*
- Elinor Romans, University of Exeter (UK), *Sea Kings of Britain – Exemplars for Young Royal Navy officers c1903–1939*

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

- Plenary Panel, *The State of Naval History*, featuring Dr. Randy Papadopoulos, Chair and Moderator, and Dr. Andrew Lambert, Dr. Jay Thomas, Dr. Brad Coleman, and Capt. Peter Haynes.

UPCOMING SYMPOSIA AND CONFERENCES

September 5-8, 2011: "Rustbuckets or Floating Heritage: Corrosion of Historic Ships" in Stockholm, Sweden; www.maritima.se

September 8-11, 2011: Association for Great Lakes Maritime History, Toledo, Oh.; e-mail shipwreck@inlandseas.org.

September 14-17, 2011: Historic Naval Ships Association Annual Meeting, Honolulu, Hi.; www.hnsa.org

September 15-16, 2011: USNA Naval History Symposium, Annapolis, Md.; www.usna.edu/history/symposium.htm

September 17, 2011: 2011 USNI Centennial of Naval Aviation History Conference, U.S. Naval Academy, Annapolis, Md.; www.usni.org

September 30-October 2, 2011: American Society of Marine Artists Annual Meeting, in Savannah, Ga.; www.americansocietyofmarineartists.com

October 9-15, 2011: International Congress of Maritime Museum Biennial Congress, Washington, D.C./Newport News, Va.; www.icm-monline.org

October 12, 2011: National Maritime Historical Society Annual Awards Dinner, New York, N.Y.; www.seahistory.org

October 13, 2011: Coast Guard Foundation Salute

Dinner, New York, N.Y.; <http://coastguardfoundation.org>

October 19-22, 2011: Naval Order of the U.S. Congress, Galveston, Texas; www.navalorder.org

October 26-30, 2011: Navy League National Convention, Chattanooga, Tenn.; www.navyleagueconvention.org

November 3-6, 2011: Society of History of Technology Annual Meeting, Cleveland, Ohio; www.historyoftechnology.org

November 3-6, 2011: History of Science Society 2011 Annual Meeting, Cleveland, Ohio; www.hssonline.org

January 5-8, 2012: American Historical Association Annual Meeting, Chicago, Ill.; www.historians.org

February 17-20, 2012: 23rd annual symposium on Maritime Archaeology and History of Hawaii and the Pacific; Honolulu, Hawaii; www.mahhi.org

March 9-10, 2012: New Researchers in Maritime History Conference 2012; Riverside Museum, Glasgow, Scotland; www.maritimehistory.org.uk

July 2-6, 2012: "Maritime, Migration and Tourism History at Crossroads: Global Maritime Networks and Their Impact on the Movement of People"; Ghent, Belgium; www.imcha2012.ugent.be

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