

---

# PULL TOGETHER

---

Newsletter of the Naval Historical Foundation

---



An AEGIS Legacy:

Wayne Meyer's History  
War Rooms, Page 3

Remembering September 16,  
2013. Page 6

*Also in the issue: Olympia update, pp. 9–10 ; Navy Museum News, pp. 12–13; Naval History News, pp. 14–16; News from the NHF, pp. 17–20; Remembering Rear Admiral Kane pp. 22-23.*

## Message From the Chairman

Last month, you received the Foundation's year-end appeal from our president, Rear Adm. John Mitchell. If you sent your donations earlier this year, or in response to this appeal, thank you! For those of you contemplating a gift, I hope you'll reflect on our successes in "preserving and honoring the legacy of those who came before us; educating and inspiring the generations who will follow." We've got much left to do, and your support makes all the difference. This is a great time to make that tax-deductible donation or IRA distribution direct to NHF!



The year-end appeal featured a 1948 letter from then-NHF Vice President Fleet Adm. Chester W. Nimitz to then-NHF President Fleet Adm. Ernest J. King referring to the budget and political woes encountered 65 years ago in the nation's capital: "I, for one, am glad to be away from that trouble spot..." Yet despite the challenges King faced, including a series of debilitating strokes, he remained strongly committed to growing the NHF and educating the American public about this nation's great naval heritage.

With King's example in mind, we also have not been deterred by recent events here in Washington, including the tragic Navy Yard shooting rampage in September and the government shutdown in October. As this newsletter describes, we continue to move forward with a variety of initiatives to preserve and promote our proud U.S. Navy history. Look for coming projects (both museum-exhibit related and web-based) that will focus on the Cold War-to-modern-day stories of the submarine-launched ballistic missile program; the AEGIS anti-air-warfare system; and the revolutionary development of our warships that carry the fight to the enemy. Not to mention a continuation of our well-regarded science, technology, engineering, math and history (STEM-H) program at the Navy Museum in Washington, D.C., and other Navy museums as resources permit.

All this takes a committed board of directors, a dedicated staff, involved volunteers, and generous members. Again, thank you for your continuing support of naval history! May you have a grand holiday season and a Happy New Year in 2014!

Sincerely,

Bruce DeMars  
Admiral U.S. Navy (Retired)  
Chairman

Cover: Two Standard Missile-2 block H1Bs are fired by USS *Decatur* (DDG 73) at the Pacific Missile Test Range Facility at Kauai, Hawaii. The image is one of hundreds featured in "the updated through 2013" version of *The Navy coffee table book* published by the Naval Historical Foundation now available at the Navy Museum Store.



“**T**he Naval Historical Foundation mission is to preserve and honor the legacy of those who came before us.” This portion of the mission statement holds deeper meaning to us every December 7 as we commemorate those we lost at Pearl Harbor as well as at other times such as Memorial Day, Veterans Day, the Battle of Midway commemoration, and other historic naval anniversaries. But just as important is the mission statement’s second sentence stating that “we know that passing this legacy on will serve to educate and inspire the generations who will follow.”

One of the ironies of last April’s Naval Historical Foundation/Naval Submarine League “Seawolf 21 and the Maritime Strategy” submarine history seminar was the revelation by Capt. Peter Swartz that history was *not* a major consideration in the development of the 1980s-era maritime strategy, much to the consternation of many of the historians sitting in the Cold War Gallery that evening. Indeed, it was later learned that the Soviets actually had studied principles espoused by Alfred Thayer Mahan in their analysis of President Reagan’s use of sea power.

Fortunately, what Swartz observed is more the exception rather than the rule. Smart naval leaders do check their wakes from time to time as they forge ahead. At the NHF, the staff frequently sees examples of naval leaders making informed decisions that were influenced by a book review, blogpost, newsletter article, or history seminar. For example, recently a vice admiral wrote how a book that NHF reviewed about contractors trapped on Wake Island at the beginning of World War II was germane today in Afghanistan. As philosopher George Santayana wrote, “Those who cannot remember the past are condemned to repeat it.”

Given this context, staff members David Winkler and John Paulson were delighted to receive briefs and tours of a unique facility located close to the Pentagon in Crystal City, Va. Most impressive was how the “war rooms,” created by the “Father of AEGIS,” Rear Adm. Wayne E. Meyer and dedicated to tracking the influencing factors in Navy acquisition programs, had developed over time. This use of history is an interesting story worthy of telling to our *Pull Together* readers.

Strategic Insight, a privately owned consulting firm, was founded in 1985 by AEGIS Project members who helped pioneer the innovative program management and systems engineering techniques used in the Navy’s AEGIS shipbuilding project. Strategic Insight staff members Troy Kimmel and Bob Gray, in partnership with General Dynamics IT, provided detailed answers to questions posed by *Pull Together* editor Dr. Winkler.

***Pull Together:* Your facility is known as the Rear Admiral Wayne Meyer’s War Rooms. Can you provide a more proper descriptive title about the facility you are charged to manage?**

**Kimmel/Gray:** We call them the “Assistant Secretary of the Navy [ASN]/(Research, Development, and Acquisition) [RDA] Program Manager War Rooms.” They are descended from War Rooms used by Rear Adm. Wayne E. Meyer, the Father of AEGIS, to execute the Surface Warfare Capabilities Study for the 21<sup>st</sup> Century (SWCS-21). The study was used by the Director of Surface Warfare and Chief of Naval Operations staffs from 2005 to 2009 to assist in defining a compelling and enduring strategy for the evolution of the surface combatant fleet—especially cruisers and destroyers.

After Meyer passed away in 2009, the study concluded. However, the Hon. Sean J. Stackley, ASN/(RDA), and his staff wanted to use the substantial historical analyses that had been accumulated to help educate prospective and current program managers on the history and lessons of their profession. He had us refocus the War Rooms to-

wards this goal, and we now present to newly selected program managers, Navy officers, and civilians attending their capstone course at the Defense Acquisition University.

***Pull Together:* How did the facility come into existence?**

**Kimmel/Gray:** War Rooms came into existence in the late 1970s. They were a technique used in AEGIS to handle problems, from the discrete engineering level all the way to the relatively unbounded, strategic level. Essentially the problem is “blown up” on a wall to assess all facets and interfaces, analyzed and shared with as many participants as needed, and then refocused to provide planning factors, plans, or recommendations as needed.

They were especially useful in AEGIS because the chance of having everyone working on a problem in one room at one time was close to zero. Everyone was on the road at technical reviews, shipyards, and ordnance plants. War Rooms allowed problems to be worked whenever people could spare an hour or two as they came back to



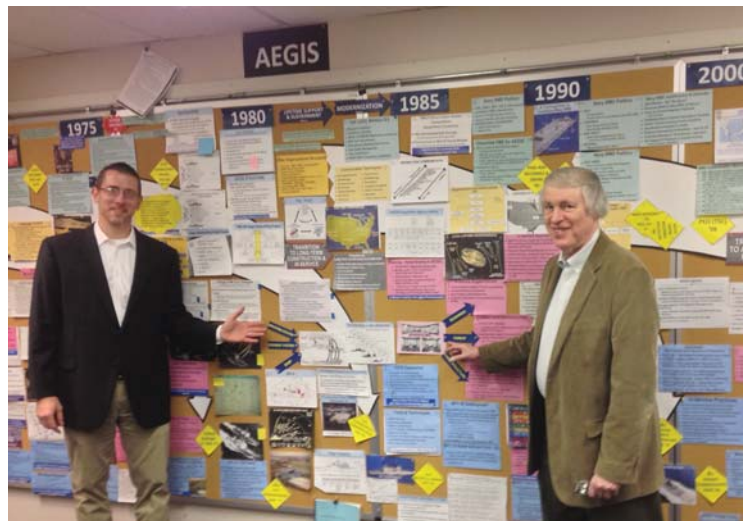
the Project Office—and they allowed everyone to view the entirety of a problem—not just their small part.

The same technique was used in SWCS-21 for strategic planning and historical analysis, and now in the ASN/(RDA) War Rooms for education.

***Pull Together: Can you discuss the number of rooms and summarize the topic areas covered?***

**Kimmel/Gray:** Six War Rooms cover the following subject areas:

- Main War Room—Provides a comprehensive overview of the challenges a program manager may face including the national security environment; present and future vulnerabilities and dangers to the nation; the spectrum of potential national military strategies; the type of Navy required; the roles, missions, and composition of that Navy; the planning needed to engineer and build the type of fleet required; and budgetary constraints and the numerous other factors that can impact upon a program manager's ability to plan and execute a successful program.
- Evolution of the Navy War Room—Provides a detailed look at the history of the U. S. Navy since 1775. In particular, it explores five major themes or debates that have affected the composition of our fleet—"joint" vs. "service-unique" warfighting, general vs. special purpose ships, force structure size, the nature and perception of the threat, and the role of the shore establishment. A comparison with the British Navy of the 1800s is also briefly drawn. Not merely a nostalgic look at the past, this War Room draws out valuable historical insights and lessons learned to provide models by which today's Navy acquisition professionals could successfully navigate contemporary challenges.
- Organization of the Navy War Room—This War Room builds on the historical background provided in the Evolution of the Navy War Room by examining the evolution of the organizations needed to (1) maintain the Navy, (2) mobilize the Navy, and (3) operate and fight. The organizations required for each have never been identical and as a result a necessary tension has persisted between these competing imperatives. Different balances across the organizations have existed in three distinct time frames—from founding to World War II, during the Cold War, and since.



Troy Kimmel and Bob Gray

- Material and Acquisition War Room—This war room takes a more detailed examination of the Navy Material Establishment and its development over the previous century in the context of the external forces that played a role in shaping it during each period. More specifically it reviews the evolution of the 1) science & technology base, 2) development and manufacturing base, 3) in-service support base, and the methods for connecting them into an "establishment" including a) organization and people, b) contracts and financing, and c) infrastructure and executing activities. In particular, it examines the key forcing functions, inflection points, and models that resulted.
- Program Manager's War Room—Captures the history, lessons, and beliefs that led to the success of two of the Navy's most important programs: AEGIS and Polaris. It also examines a number of less successful programs to ensure lessons learned the hard way do not have to be relearned in the future.
- Shipbuilding & Modernization War Room—Created to address the unique challenges of shipbuilding program managers, it also provides valuable insights for program managers of weapons and other shipboard items. This war room provides a detailed look at how warships have been constructed, converted, and modernized, including studies of contemporary ship classes. It captures the lessons from post-World War II shipbuilding programs that acquisition professionals will be able to leverage in their own programs.

***Pull Together: Can you discuss how history affected the AEGIS planning process?***

**Kimmel/Gray:** History drove a lot of the engineering practices used in AEGIS. Rear Adm. Meyer had a rich experience base prior to becoming the AEGIS project manager—including five tours at sea, a tour in the Surface Missile Systems Project as Terrier Fire Control manager, and chief engineer at Port Hueneme. Everything he ever did became a lesson, and he took the time to relay these lessons to anyone who would

listen (usually large captive audiences at his program reviews!). He was determined never to make the same mistakes that others had and always sought advice from his technical experts, contemporaries, and seniors to learn from their experiences.

Meyer, the consummate engineer, always looked at what he was doing as part of a vector that extended to the past and into the future. He knew that to resolve the vector, he needed to

know its origin in the past as well as its intended direction into the future.

**Pull Together: AEGIS versus Strategic Programs: Program commonalities? Differences?**

**Kimmel/Gray:** AEGIS and Polaris were very different projects, working on very different problems. Polaris was directed and supported from the highest levels (Chief of Naval Operations, Secretary of Defense, and the president) to build an entirely new fleet from scratch. Its overwhelming driver was schedule—get something out there as fast as possible. It had incredible funding levels by any era's standards, was unencumbered by "regular" Department of Defense processes and regulations, and was specially organized separate from any other bureau extant at the time. In three years and eleven months, the project went from ideas to a deployed boat on its first patrol—remarkable given any funding level or priority.

AEGIS was worked, as Rear Adm. Meyer used to say, "in the system." Its urgency was not as great because there already existed a Terrier, Tartar, and Talos guided missile fleet. AEGIS was to overcome the known shortcomings of this fleet, and its overwhelming driver was performance. It had to build priority over time, had to show progress to the Navy, OSD, and Congress on a consistent basis, and had to slowly build its status to justify its elevation to a shipbuilding project.

AEGIS and Polaris were also similar in many ways. Both projects were mission focused, not acquisition focused. Their goals were to deliver and maintain fleets and their capabilities in the face of an evolving threat. Both had credible leaders and sound engineering leadership throughout their structures. They were adept in managing the often shaky transitions from development to production to in-service support. Central technical direction was key to overall success. Both AEGIS and Polaris treated the industrial base as partners—not adversaries—and took pains to educate and train the industrial base on the projects' problems and unique perspectives.

**Pull Together: How are the rooms used?**

**Kimmel/Gray:** We use the War Rooms to provide briefings to new program managers, Navy Defense Acquisition University (DAU) students, and members of program offices. These can be as short as two hours for an overview of all six rooms or as much as four hours per room. It all depends upon the time and interest of the attendees. DAU students often return for follow-up visits with some of our "greybeards" to work on issues specific to their program.

**Pull Together: How challenging would it be to translate the walls into a narrative (book) format?**

**Kimmel/Gray:** This would best be done on a War Room by War Room basis—trying to write a single book on all six would yield a deadly mass of paper. One of the War Rooms has a narrative almost completed: "Evolution of the Navy." The author, retired Navy Capt. Rick Wright, is an amazing presenter and author who also wrote a history of the Navy League.

## The NHF STEM-H Teacher Fellowship Program— A Meyer Connection



RADM Wayne E. Meyer

A note from 2012 Teacher Fellow Cindy Woolston, Brunswick High School, Brunswick, MO:

*The STEM Teacher Fellowship was truly a wonderful experience and my students and community have already benefitted from the things I learned. Having a better understanding on the workings of the military is very helpful. Students often rely on teachers for career guidance. I now feel that I have a better idea about the Navy and will share my personal experiences with my students. Prior to this fellowship, I had a positive impression of the military, however, I was more familiar with other branches. The fellowship gave me a wonderful opportunity to experience the Navy. For the past 15 years I have organized the Veterans Day celebration for my school and community. This has been a great honor for me. In addition, members of my family are or have been in the military. My brother is a wounded warrior and is a spokesperson for amputees. My brother-in-law retired from the Air Force and a cousin is a brigadier general. The Navy holds a special place for Brunswick because Rear Admiral Wayne E. Meyer, father of the Aegis weapon system, is from my home town.*





## September 16, 2013: A Day of Tragedy

One of the key aspects of conducting an oral history is to ask the interviewee what he or she was doing during an event of national significance such as the Japanese attack on Pearl Harbor, VE or VJ days at the end of World War II, President Kennedy's assassination, the moon landing, or 9/11. For those of us who work within the normally peaceful confines of the Washington Navy Yard, September 16, 2013 will be one of those days forever etched into our memories.

On that Monday morning, most of the Naval Historical Foundation staff had not yet arrived at work at the time, approximately 8:20 am, when the shooter began his rampage in the Naval Sea Systems Command's Building 197. In the case of retired Chief Yeoman Frank Arre, he chose that week to take his wife Liz on vacation for the first time in three years. Liz, also a retired yeoman chief and a NAVSEA contractor, normally worked on one of the floors where many of the

shootings occurred.

NHF Executive Director Capt. Todd Creekman and Education Outreach Coordinator Capt. John Paulson had settled in at their respective desks before 8 am. Navy Museum Store Manager Tiffany Gwynn had just driven past Building 197 and found a parking spot and was walking from a parking garage to the museum. At approximately 8:30 am, the first of a series of text messages and email alerts were received telling all hands to "shelter in place," followed by the same announcement via the Navy Yard public address "Big Voice" system.

Geographically, the NHF office is located on the first floor of Build-

ing 57 near the center of the Navy Yard facing the CNO's residence at Tingey House and adjacent to the Navy Museum. Building 197 is located three blocks to the west of NHF along the yard's western perimeter.

Charo Stewart, the NHF's bookkeeper, was third in line to enter the Navy Yard gate when events began to unfold about 150 yards in front of her:

"I was somewhat stuck in place and I didn't know whether to drive, park or just cry. There were first responders coming from everywhere and I didn't know why. As I sat on the street in the front of the Navy Yard gate I could see a lot of people in front of 197. I did not know what

was going on other than I could see running. At some point I called Captain Creekman and was telling him how chaotic it was and that I was not able to get in. He told me to go somewhere and park, that the base was on lockdown, and he didn't know what was going on either. I was still sitting in the street and my phone rang. It was my Aunt Nannie



Charo Stewart at her desk

calling to check on me because she was watching the news and they said there was an active shooter at the Navy Yard. I told her that I was not able to get on the base and I needed to call her back so I could call the Captain and tell him what she just said. Meanwhile more responders were coming from Capitol Hill, DC Police, SWAT, and EMS. When I called the captain back he had already received the same news from his wife's phone call and Internet news.

There was a fire truck to my left side by the gate and a fireman jumped off and started directing traffic. I started to honk my horn. It was like people were lost. We moved over because responders were still coming. I pulled in front of the school near the gate as did others and then decided to move because I didn't feel safe. It was said that there were several shooters and they hadn't located the gunmen. I stayed in communications with the Captain and Tiffany in the Museum Store. I had never in my life been in such a chaotic and trying situation. By the same token it was organized chaos because the first responders were amazing."

Eventually Stewart cleared the area and went to her son Tyler's sitter's house not far away. Her phone never stopped ringing from friends checking on her welfare.

Back at the Navy Yard, Tiffany Gwynn was approaching the museum and was startled by an approaching woman who told her there was a shooter and she should not go beyond the museum. She recalled:

"Luckily I was able to come in through the [museum's] back door and once I got inside I saw people everywhere."

With the lockdown, several of the buildings on the yard had locked their doors, leaving those out on the street stranded. Offering a "safe port in a storm," Museum Director Jim Bruns stood at the museum's main entrance and frantically signaled to Navy Yard employees to take shelter within the museum. Gwynn, having assumed her station within the museum store, called home to assure her family she was safe: "And then I began to get scared because it just seemed unreal because of what was going on around me. Charo Stewart had called to check on me and at the time I was okay, but I began thinking of the person who was doing this and causing such a chaotic situation for a

the museum geared up in "serve and protect" mode. With his presence people calmed down, and the staff in the museum made sure they were okay by serving whatever extra they had to give (food, water, and coffee). Also at that point, it still wasn't clear as to what was going on so I got online and saw M Street shut down and police everywhere. All I could do at that moment was pray and read my *Daily Bread*."

At the NHF office, John Paulson had sensed it was the real thing and not a drill. The Deputy Director of the Naval History and Heritage Command Capt Jeff Gaffney took a proactive role. Paulson observed him "actively grabbing people off the

street to shelter-in-place in our building in a no-kidding/lifesaving manner. Later, others evacuated from areas closer to NAVSEA joined the NHHC staff in the Navy Department Library."

Having locked the NHF entrances, Creekman and Paulson stayed at their posts until about 10:30 am, when they were escorted by armed

security forces to join the others in the library.

Paulson recalled while locked down in NHF spaces: "I received an email from my wife, indicating that two family friends who work in different intelligence facilities around town had called her to check on me." Creekman similarly received a steady stream of phone calls, emails, and text messages from concerned friends and relatives.

From his NHF vantage point Paulson witnessed an evacuation from the CNO's residence and ob-



Tiffany Gwynn at the Navy Museum Store

peaceful workplace."

Noticing how others were distressed about contacting loved ones, Gwynn let the temporary refugees into the store "to use either the store phone or my personal cell phone."

She continued: "About an hour or so later the police came in with guns drawn and my heart was just racing and I'm thinking this is not real."

"The officer who had looked at my badge earlier at the gate and greeted me with a calm "Good morning, have a good day" was now in



served various SWAT teams roving the Navy Yard in tactical formation, and learned *not* to look out the window at the team member bringing up the rear: “They don’t miss a thing.”

Paulson used local news reports on the Internet to get the latest up-to-date information. He made a point to carefully view each person escorted in single file past the NHF ground floor office by armed guards, as they cleared buildings nearer to NAVSEA, to see if any matched the descriptions of the two other possible shooters that were being reported through Internet sources.

As news of the shootings spread, reports from different media began to air about the history of the Navy Yard that were in several cases outdated or incorrect. *Washington Post* staff writer Steve Vogel had recently published a well-received book on the burning of the Navy Yard in 1814, so he was familiar with the Yard and had gotten research assistance from NHF. After contacting Creekman that morning, Vogel provided readers a solid historical context in the next day’s edition. Sadly, Creekman would learn in that paper a day later that one of his former active-duty shipmates was a victim of the gunman.

Around noon, the NHF and NHHF staff members were evacuated under armed guard to the food court in building 22, a more secure site where hundreds of Navy Yard workers were being gathered. Periodic briefings by Navy Yard leaders and law enforcement representatives as well as the cable news coverage on the food court TVs kept everyone as up to date on the tragedy as it was possible to be on that chaotic



Captains Creekman and Paulson

day. By mid-afternoon, as the situation stabilized in building 197 and it became clear that the danger was over, a Navy Yard departure plan was announced. Command by command, each individual in the food court was interviewed by an FBI agent to verify identification, confirm command or agency, and determine connection, if any, with NAVSEA. Those Navy Yard workers who had evacuated their offices so quickly that they left purses, wallets, or ID cards behind went through a special screening process, when it became clear that none of the group would be allowed to return to their offices before leaving the Navy Yard.

Cleared by the FBI starting about 3:30 pm, a steady stream of workers left the food court and walked a route patrolled by security force personnel to the Navy Yard gate. Having been told that personal vehicles would have to be left behind in the Yard, those workers, once outside the Yard, could choose to make their own ways home, or ride specifically arranged buses to a parking lot at nearby Nationals Park to unite with family members and connect with a ride home.

At the Navy Museum, Gwynn remained with some 40 workers and museum staff for nearly 7 hours be-

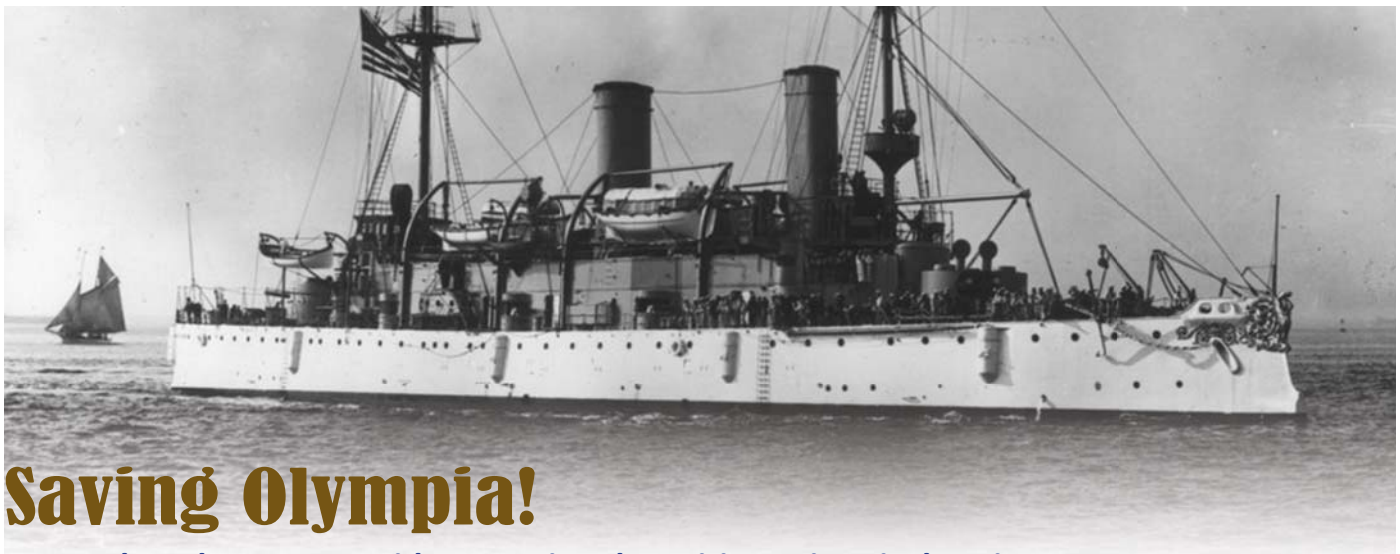
fore being brought over to the Navy Yard’s Catering and Conference Center at 3:30 pm. She recalled: “We were questioned by law enforcement officials to get our names and telephone information; after that we [were] told that our vehicles would have to stay and they were busing us to Nationals Park and we would be contacted by email on when we would be able to re-

turn to the Yard to get our vehicles. I informed my family that they could meet me there at the ballpark and that’s how I got home. I pray that I will never have to experience anything like that again.”

The staff of the NHF appreciated the numerous calls and emails from members and friends who checked to see how we fared and shared our grief in the loss of 12 of our fellow Navy Yard employees. Since the tragic events of 16 September, the NHF has been working with a special Navy Yard Recovery Task Force established by the Navy to deal with all aspects of the event’s aftermath. Earlier in the summer NHF had been working with a printer to produce a revised Navy Yard history book, as the 1999 Navy Yard bicentennial history was long out of date. With the Task Force’s prompt review, the forthcoming publication will bring the Yard’s history up to date, with appropriate and dignified mention of the sad events of 16 September. Published as a Commemorative-Memorial Edition, the book will feature the names of the fallen Navy Yard workers as a tribute to their service to the Navy and the nation.







# Saving Olympia!

By Burchenal Green, President, National Maritime Historical Society

The status of the historic warship USS *Olympia* has been of great concern to those of us interested in our maritime heritage. In 2010, the Independence Seaport Museum (ISM) in Philadelphia announced they could no longer maintain the ship; without extensive repairs and maintenance that the museum could not afford, *Olympia* was in real danger of sinking at her berth. Faced with the alternatives of selling the historic ship for scrap or having her hauled out to sea and scuttled to make an artificial reef, ISM hosted a summit at the end of March 2011 involving concerned members of the maritime heritage community from around the country. At that time, six organizations expressed interest in obtaining the vessel and applied to have it transferred to them through a three-phase process modeled on the Naval Sea System's Command (NAVSEA) Ship Donation Program.

*Olympia*, the oldest surviving steel-hulled warship in the world, became famous worldwide when, in the course of a single morning in 1898, the American flotilla she led engaged and destroyed the Spanish flotilla at Manila Bay during the Spanish-American War. From *Olympia*'s bridge on the first of May 1898, during the Battle of Manila Bay in the Philippines, Commo. George Dewey uttered the famous command: "You

may fire when ready, Gridley." The Battle of Manila Bay would prove to be one of the most decisive naval battles in history and resulted in the end of more than three centuries of Spanish colonial rule in the Philippines; the United States was emerging as a world power. Dewey and the *Olympia* became instant national heroes. Sadly, the commanding officer of *Olympia*, Capt. Charles V. Gridley, would not make it home as he was suffering from what many now believe to be liver cancer. He died in Japan a month after the battle. In January 2014, the Surface Navy Association will induct him into the Surface Navy Hall of Fame.

The year before the warship was decommissioned, *Olympia* carried home from France the body of the Unknown Soldier from World War I. Decommissioned in 1922, *Olympia* remained inactive at the Philadelphia Navy Shipyard. During the 1930s and World War II years, the ship had a guardian angel in the form of President Franklin Roosevelt who envisioned the ship berthed in a tidal basin in the vicinity of today's Kennedy Center with other historic warships such as *Hartford* and *Constellation*. Despite the needs of a Navy at war, Roosevelt even arranged for the ship to be drydocked in April 1945 for hull conservation. Unfortunately, Roosevelt died that month and so passed

with him his plans for the ship. With Congress giving the Navy permission to scrap the ship in the 1950s, the residents of Philadelphia rallied to save her and the Cruiser *Olympia* Association opened the ship to the public in 1957. The Cruiser *Olympia* Association struggled to maintain the ship and at one point in the 1980s, legal issues nearly prompted Navy Secretary John Lehman to step in to berth the ship at the Washington Navy Yard. Eventually, the ISM assumed custody for the cruiser. Sadly, ethics issues involving the museum's leadership a decade ago affected ISM's fund-raising capacity to maintain the ship. With major pending maintenance expenditures, combined with a revised focus to concentrate on the maritime history of the Delaware Valley, the board of the ISM decided against keeping the ship.

An informal task force, composed of member organizations of the National Maritime Alliance, has been monitoring the transfer application process and providing advice and support to potential stewards. The group, chaired by retired Rear Adm. Edward S. "Skip" McGinley, a former navy shipyard manager, has evaluated repair options, explored legislative options to reallocate funds, and promoted outreach and ship adoption initiatives. Writing for the Naval Institute *Proceedings* in February 2013 in the

article “Bring Historic Ships Back Into the Fleet,” National Historical Foundation (NHF) program director Dr. David Winkler noted that *Olympia* “came into service at the time of the creation of the Navy’s chief petty officer community” and argued that it would make sense “to focus the chief petty officer indoctrination process with its currently unfocused fund-raising activities to preserve this historic ship, and then use her as a heritage-training platform for a select group of CPO candidates.”

As an NHF historian, Winkler noted that organization’s long-standing efforts to preserve the ship, observing that in Philadelphia on May 3, 1931, NHF president Rear Adm. William Rodgers stood on the deck of *Olympia* in front of 30 veterans of the Battle of Manila Bay and 10,000 onlookers to promise, “Everything possible will be done to preserve *Olympia* as a historic shrine.” Over eight decades later, Winkler is cautiously optimistic that Rodgers’ vision will continue on. “The two remaining transfer application candidates seem to

have viable plans regarding her long-term berthing and preservation. But the reason I temper my optimism is I worry that folks will assume someone is taking care of the problem, and they need not reach into their wallets. We need to remind folks that while the transfer process is ongoing, *Olympia* is actively deteriorating and needs funding for her first dry docking in nearly seven decades.” To facilitate the collection of critical funds, the National Trust for Historic Preservation established a donation portal that can be reached by either Googling USS Olympia National Trust for Historic Preservation or

typing in <http://www.preservation-nation.org/travel-and-sites/sites/eastern-region/the-uss-olympia.html>. About \$500,000 in donations in the past few years has enabled the Philadelphia museum to carry out immediate repairs and stabilization work. These donations fund stabilizing the ship in the short term, but will not be enough in the long term without major additional funding.

Two remaining applicants are



left vying to take possession of *Olympia*—The Mare Island Historic Park Foundation (MIHPF) in California and the South Carolina Olympia Committee (SCOC). Both are working to demonstrate that they have the funds, expertise, and location to care for *Olympia* so that the ship does not end up in another dire situation down the road. The SCOC plans to display the ship out of the water on a floating dry dock/exhibit platform berthed in the town of Port Royal, S.C., a site of great significance in the Spanish American war in which the ship so famously fought. Similarly, the MIHPF hopes to display the ship in a his-

toric granite dry dock at the former Mare Island Naval Shipyard (MINS), 2,500 miles away in the San Francisco Bay area. MINS is significant to *Olympia*’s history, as it serviced every ship in the battle fleet led by USS *Olympia* in 1898.

The two applicants have announced a strategic alliance. The alliance works toward the mutual goal of ensuring *Olympia*’s survival, regardless of which party eventually gets to locate her in its facility. Both entities remain committed to their individual efforts to acquire the ship and display it at their respective sites; however, each also believes that the best way to save the ship for future generations is to haul her out of the water at a new site, where she will not be subject to ongoing corrosion from seawater and at a location more likely to generate sufficient operating revenues to address the ship’s long-term maintenance. Both the MIHPF and the SCOC are committed to working cooperatively through the remainder of the transfer process; both have agreed to support whichever group is

selected as the recipient of the ship. Kenneth Zadwick, president of the MIHPF, explained, “We are excited to form this strategic alliance with the SCOC. We, like the SCOC, offer the facilities, the market, and relevant historical context to display this National Historic Landmark safely out-of-water. Our alliance is predicated on the overriding need for groups such as ours to work cooperatively to ensure this great historical artifact is preserved for future generations.” Pete Richards, president of the SCOC, concurred and added, “All of America has a stake in saving USS *Olympia*. She is the only major link



remaining to the Spanish-American War, which played a critical role in our nation's history. Our goal is to mobilize support nationally and to save the ship without any cost to the taxpayer."

The future of *Olympia* should become apparent in 2014. Both the MIHPF and the SCOC had to submit documentation by December 1, 2013 to support the second phase of the three-part application process for evaluation to a decision-making panel consisting of representatives of the ISM, NAVSEA, the Pennsylvania Historical Commission, and the National Park Service.

Should the MIHPF and SCOC applications not be acceptable for any reason, options may still exist. In an opinion piece to *The Philadelphia Inquirer* on October 6, 2013, former Secretary Lehman and his brother Christopher proposed that the Philadelphia Industrial Development Corporation make dry dock no. 1 at the former Philadelphia Navy Shipyard available to be a permanent home for the cruiser. The Lehmans noted that the dry dock, too small to be commercially viable, has a history of its own, being completed a year before

*Olympia* was launched. In the proposal, the Lehmans suggested a replication of what was done in Bristol, England, with the SS *Great Britain* placed in an empty dry dock with a shallow pool installed at the ship's waterline to make the ship appear to be floating.

Currently, dry dock no. 1 is serving as a decorative pool for the adjacent corporate headquarters of Urban Outfitters. The letters URBN—the corporate stock symbol—can be seen from the air on approach to Philadelphia International Airport.

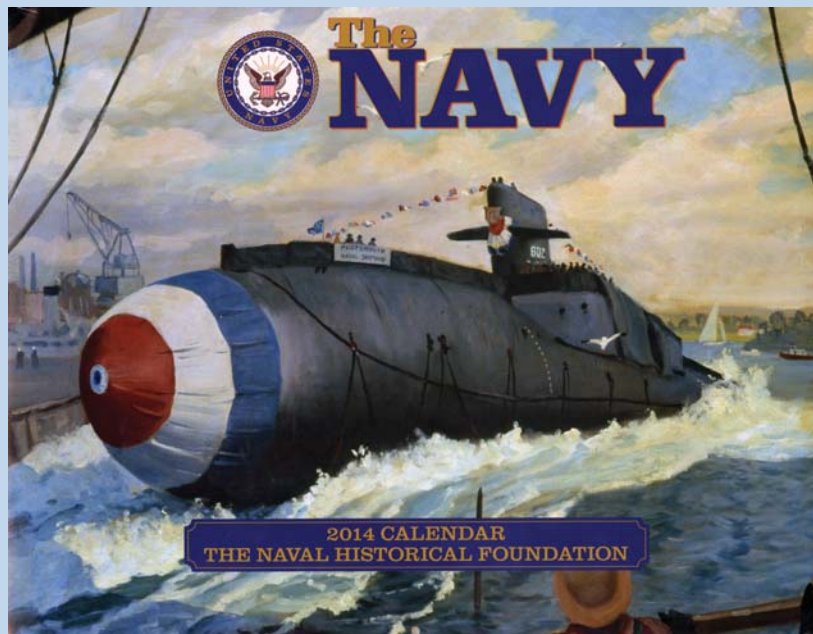
Another option could be the nation's capital. A 2006 National Capital Planning Commission document envisioned a redevelopment of the corridor between the South Capital Bridge and Buzzard's Point on the Anacostia River to include a waterfront park having either a memorial site or new museum. The group from D.C. that had applied for the ship's transfer argues that *Olympia* could serve both purposes. On November 25, 2013, Washington's Mayor, Vincent Gray, signed out a letter to Secretary of the Navy Ray Mabus inquiring about *Olympia*'s availability.

Finally, a final option might be

for ISM to retain the ship at its current location or nearby. On 27 September the museum hosted a fund-raising reception on the historic cruiser that was well-attended, indicating that support for the museum and the ship is on the rebound.

We commend the work being done to save USS *Olympia* by the MIHPF, SCOC, Independence Seaport Museum, the Naval Historical Foundation, and the task force of the National Maritime Alliance. Dr. Winkler reminds us to reach into our wallets. And, as you do that, get out your pen and write your senator and member of Congress to remind them of how vital it is to save this national icon before it is too late.

You can learn more about SCOC and MIHPF ventures at <http://www.scolympia.org> for the SCOC and <http://www.mareislandmuseum.org/about/ships/uss-olympia> for MIHPF. The MIHPF and the SCOC are non-profit public benefit corporations within the meaning of Section 501(c)(3) of the Internal Revenue Code.



Now on sale at <http://museumstore.navyhistory.org!>

# NAVY MUSEUM NEWS

Fall-Winter 2013/2014

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

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

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

## Traffic to Museum Doubled...Thanks to Improved Public Access

By Mass Communication Specialist 1st Class (AW) Tim Comerford, Naval History and Heritage Command Communication Outreach Division, Public Affairs



**W**ASHINGTON (NNS)—A trial program that ran through August to generate greater public visitation to the Navy Museum paid real dividends.

The initiative provided an easier, alternate entrance for the public via the Anacostia Riverwalk Trail, a short distance from the Washington Nationals Park baseball stadium.

Visitors could enter the Washington Navy Yard through the Taylor Building, the home of the Naval History and Heritage Command's (NHHC) Cold War Gallery.

The month-long trial allowed enhanced access to the National Museum of the U.S. Navy (NMUSN), the Cold War Gallery, and the Display Ship *Barry*. The initiative also extended



the Barry's visiting hours from three days per week to all week.

Jim Bruns, director of the NMUSN, was excited to have the extra visitors learn more about the Navy's diverse two centuries of history.

"The numbers have been phenomenal," Bruns said Aug. 14. "We have doubled the amount of visitors we had during this time last year."

Organizers feared furloughs might skew the visitation data, as has been seen in other areas. Across the Navy's museum enterprise, federal furloughs and cutbacks lowered the numbers of visitors at many Navy museums by almost 10 percent. Even the National Naval Aviation Museum in Pensacola, Fla., which draws the largest crowds in the Navy museum network, has seen a reduction in its attendance.

Bruns credits part of the success here to the reserve Sailors who have helped increase access and visiting times.

"The reservists have been absolutely essential," Bruns said.

According to Jennifer Marland, museum curator, the Sailors also help to attract the visitors. She spent two weeks helping the Sailors brush up on naval history and learn to navigate the museum. This allowed them to give visitors a better experience and direct them if they had any questions.

"Our visitors were excited to talk to Sailors," Marland said. "I think it definitely helps that they actually get to speak with the people doing the jobs today that we show in our exhibitions."

Whether the attraction for visitors is ease of access or speaking with service members, the result was the same. More people learned how Navy history has positively influenced our nation's path.

The Anacostia Riverwalk Trail runs from Diamond Teague Park next to the Nationals Park in Washington, D.C., to a path just outside the walls of the Washington Navy Yard along the Potomac River.

With many of the Navy Reservists unable to continue in September due to school, work, and funding issues, the gate leading from the Riverwalk to the Cold War Gallery closed after Labor Day. With the tragic shooting of Sept. 16, further restrictions on yard access

were put in place, including a requirement for visitor escorts. With the museum access issue undergoing further review, the data produced by the successful August access experiment will help guide a future decision.

## Bruns to Head Naval Museum Network

Director of Naval History Capt. Henry J. Hendrix, USN, Ph.D., has designated James H. Bruns to lead the Navy museum system, which includes nine museums around the country. Bruns assumed responsibility of the Command's Naval Museum System Operations effective 22 September 2013 and now serves as the assistant director for museum system operations, with responsibility for the oversight, coordination, and administrative requirements of the Navy museum network. Bruns will continue to direct the National Museum of the United States Navy, the Navy's "flagship" museum, located at the Washington Navy Yard. "It's clear to anyone who's seen Jim in action that he's the perfect fit to organize and lead our naval museum operations. He's already bringing our national Navy museum to a new level, and I'm fully confident he'll do the same for our other museums around the nation," Hendrix said. He is currently coordinating the Navy's efforts to refurbish the Navy's national museum, which was launched by Adm. Arleigh Burke in 1963. Bruns was the founding director of the Smithsonian's National Postal Museum, his first construction project, which was completed in three years, on time and under budget. A graduate of the University of Maryland, Bruns is the author of 11 books on postal history and philately. One potential new Bruns book project being explored in coordination with the Naval Historical Foundation is *The History of the United States Navy in 100 Objects*. "We would welcome either a corporate or individual benefactor(s) to help underwrite the production of this book," notes NHF Program Director David Winkler. Winkler can be contacted at [dwinkler@navyhistory.org](mailto:dwinkler@navyhistory.org).



# Naval History News

## Fellowship Offered at U.S. Naval Academy

**A**pplications are invited for the Class of 1957 Fellowship in Naval or Marine Corps history for the 2014-15 academic year, for a 10-month period over the 2014-2015

academic term. The United States Naval Academy (USNA) is a four-year undergraduate institution with a mission to prepare midshipmen morally, mentally, and physically for commissioning as officers in the naval services.

Applications will be considered for any period or aspect of naval or Marine Corps history. To be eligible, an applicant must hold a Ph.D. in history earned within the past five years or be an advanced Ph.D. candidate. The Fellow will conduct research, participate in the history

department's research and teaching seminars, deliver an address on his/her research, and teach one class each semester on naval history. The fellowship carries a \$40,000 stipend, health insurance, office space, and library support. Send a cover letter, curriculum vitae, writing sample (25 pages), transcript, and three letters of recommendation to Professor Robert Love at [love@usna.edu](mailto:love@usna.edu). Deadline for applications is March 1, 2015.



The 10th annual New York City Pickle Night Dinner was held at the New York Yacht Club, with UK Defence Attaché Buster Howes as main speaker. The dinner is named for the Royal Navy Sloop that carried the history-shaping news of the Battle of Trafalgar to Great Britain. This year's dinner on the 208<sup>th</sup> anniversary of this momentous battle provided a special opportunity to discuss the historic importance and relevance of the Battle of Trafalgar in a congenial setting. Historian George Daughan spoke about the special relationship between Great Britain and the United States and their navies. Coincidentally, USS *New York* was in New York City in connection with Veterans Day events and her Commanding Officer also attended, as did her ship's sponsor Dotty England and former Secretary of the Navy and Deputy Secretary of Defense Gordon England.

Seen from left to right: Capt. Jon Kreitz, USN, Commanding Officer, USS *New York*; Graham Dobbin, Deputy Director General, National Museum of the Royal Navy; Erik Olstein, president of the American Friends of the National Museum of the Royal Navy; RAdm. Joseph Callo, the Master of Ceremonies; George Daughan, historian who spoke about the special relationship; the main speaker Major Gen. Buster Howes, Royal Marines, UK Defence Attaché in the U.S.



## National Museum of the Royal Navy Research Seminar Program 2014-2015

**T**he National Museum of the Royal Navy runs a research seminar program from October to June each academic year. This seminar program gives new and established scholars the opportunity to present their latest research to a research active and supportive audience. All areas and aspects of naval history, British or foreign, strategic, technological, social or cultural will be considered.

To submit a paper on any aspect of naval history, using any methodological approach, please email a 300-word proposal and one-page CV to [duncan.redford@nrmn.org.uk](mailto:duncan.redford@nrmn.org.uk). Or write to Dr. Duncan Redford, National Museum of the Royal Navy HM Naval Base (PP66) Portsmouth, PO1 3NH. Closing date for paper proposals is March 1, 2014. Financial support can be provided for scholars traveling to the Museum.

## Calls for Papers

### 10<sup>th</sup> Maritime Heritage Conference

**T**he 10<sup>th</sup> Maritime Heritage Conference will take place in Norfolk, Va., September 17–21, 2014 at the Marriott Waterside. Hosts will include the National Maritime Alliance, Mariners' Museum, Nauticus/Battleship Wisconsin, Historic Naval Ships Association, Naval Historical Foundation, and National Maritime Historical Society. The annual meeting of the Historic Naval Ships Association and several other maritime organizational forums will run concurrently with this conference.

The organizers of the 10<sup>th</sup> Maritime Heritage Conference see an opportunity for individuals from all segments of the maritime heritage communities to come together to discuss topics of interest, learn from their peers, and consider how to pass the baton of their seagoing heritage. Conference topics include international trade, oceanic immigration, maritime law, shipbuilding, small craft, lighthouses & lifesaving sta-

tions, whaling, underwater archeology, historic ships and preservation, sailors' life ashore, African-American maritime history, maritime museums and organizations, mercantile & naval ports, naval history, the War of 1812, maritime literature, native maritime cultures, maritime art and music, maritime education, sail training, marine sanctuaries and protected areas, and other topics related to global maritime heritage and educational outreach. Paper proposals should include an abstract not exceeding 250 words and a one-page CV. Panel proposals are also encouraged and should contain an abstract and CV for each panelist. Please email proposals to Dr. David F. Winkler, c/o Naval Historical Foundation to [dwinkler@navyhistory.org](mailto:dwinkler@navyhistory.org). For proposals relating to historic ships, contact Toby Oothoudt who is serving as the program chair for the Historic Naval Ships Association portion of the program at [toby@bex.net](mailto:toby@bex.net). **The deadline for submitting proposals is 1 June 2014.** The program committee expects to finalize the program in July 2014.

## IJNH

**T**he NHF is pleased to announce the re-launch of the online *International Journal of Naval History*. *IJNH* is an inclusive product aimed at the academic community featuring peer-reviewed original articles, book reviews on important new publications, and commentary on the state of naval history. *IJNH* is founded on the belief that free, open access to scholarship fosters knowledge sharing between naval historians. *IJNH* began publishing in 2002, with NHF support, under the leadership of the then-Naval Historical Center's Dr. Gary Weir. After a decade as editor-in-chief, Weir has been succeeded by Dr. Charles C. Chadbourn III of

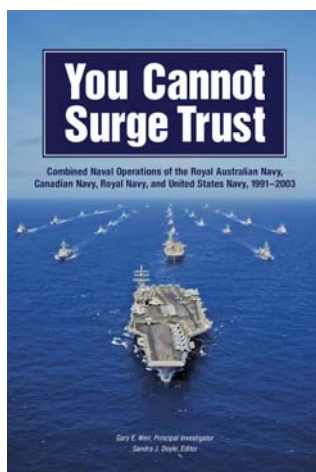
the Naval War College. Chadbourn manages that institution's extension programs in the nation's capital. Dr. Charles Steele of the U.S. Air Force Academy faculty is taking the lead as the book review editor.

The recent October 2013 issue features three original articles. Howard Fuller writes about the influence of HMS *Warrior* on American shipbuilding. Diana Ahmad tells the tale of two U.S. Navy captains and their saga in the Pacific islands at the turn of the 20th century. Finally, Hal Friedman examines Japanese culture and how their leaders came to grips with defeat in World War II. The issue also has 10 book reviews and a welcome editorial from Dr. Chadbourn. Going forward, the NHF encourages scholars to contact the *IJNH* editorial board regarding submissions for fu-

ture issues. For contact information visit [www.ijnhonline.org](http://www.ijnhonline.org).

## John W. Brown Cruise Schedule Published

**T**he Baltimore-homeported SS *John W. Brown* will be making day cruises into the Chesapeake Bay on May 24, June 14, September 6, and October 4. Along with the San Francisco-homeported SS *Jeremiah O'Brien*, the *John W. Brown* is a last operating survivor of over 2,700 Liberty ships built during World War II. For details on tickets, visit [www.liberty-ship.com](http://www.liberty-ship.com).



The Naval History and Heritage Command (NHHC) announces the print and electronic publication of its newest book *You Cannot Surge Trust*:

*Combined Naval Operations of the Royal Australian Navy, Canadian Navy, Royal Navy, and United States Navy, 1991-2003*. Under the guiding hand of former NHHC Senior Editor Sandy Doyle, the book synthesizes the work of NHHC historians past and present (Jeff Barlow, Edward Marolda, Randy Papadopoulos, and Gary Weir) and of authors from the United Kingdom, Canada, and Australia. This collaborative work was made possible by the NHF through significant travel/accommodation funding support provided in 2004 and 2005 to the NHHC and foreign historians to attend various conferences to present papers that would be incorporated into the book.

*You Cannot Surge Trust* comprises four case studies that offer a

view of national navies operating together in the Gulf War and Operation Enduring Freedom, as well as off the Federal Republic of Yugoslavia, East Timor, and Afghanistan. The shared trust, technology, and training that fostered their interoperability are essential for us to study today, as navies increasingly rely on each other and our nation's leaders grapple with tough decisions about what is most important to our country's security. The book is available as a PDF on the NHHC website at <http://www.history.navy.mil/pubs/YouCannotSurgeTrust.pdf> or as a paperback for purchase through GPO at <http://bookstore.gpo.gov/agency/902>.



## *Upcoming Conferences and Symposia*

2–5 January 2014, American Historical Association Annual Meeting, Washington, D.C., [www.historians.org/annual/2014/index.cfm](http://www.historians.org/annual/2014/index.cfm)

11–13 February 2014, U.S. Naval Institute West Conference, San Diego Convention Center, San Diego, Calif., [www.usni.org/events/2014-west-conference](http://www.usni.org/events/2014-west-conference)

3 April 2014, Submarine History Seminar, U.S. Navy Museum, Washington Navy Yard, D.C. [www.navyhistory.org](http://www.navyhistory.org)

3–6 April 2014, Society for Military History Annual Meeting, Kansas City, Mo., [www.smh-hq.org/2014cfp.html](http://www.smh-hq.org/2014cfp.html)

11–12 April 2014, Naval and Maritime Power in Two World Wars, Greenwich Maritime Institute, University of Greenwich; contact Robert von Meier at [globalwarstudies@gmail.com](mailto:globalwarstudies@gmail.com)

16–19 April 2014, Popular Culture Association/American Culture Association National Conference, Chicago, Ill., <http://pcaaca.org/national-conference/>

27–30 April 2014, Council of American Maritime Museums Annual Conference, Toledo, Ohio, <http://councilofamericanmaritimemuseums.org>

17–21 September 2014, 10<sup>th</sup> Maritime Heritage Conference, Nauticus, Norfolk, Va., [www.seahistory.org](http://www.seahistory.org)



# News from the Naval Historical Foundation



## Knox Prize



Standing between NHF Chairman Adm. Bruce DeMars and NHHC Director of Naval History Capt. Henry J. Hendrix are Drs. James C. Bradford, William N. Still, and Phillip K. Lundeberg who were recognized in a luncheon ceremony in September at the Naval Academy's McMullen Naval History Symposium and became the first three recipients of the Naval Historical Foundation's Commodore Dudley W. Knox Naval History Lifetime Achievement Award. This award is designed to honor individuals who have made valuable contributions to advance the field of naval history through scholarship, mentorship, and leadership in military and maritime historical organizations. The award is named for Commo. Dudley Wright Knox, who had a distinguished career as a naval officer and helped establish the Naval Historical Foundation in 1926.

## Naval History Book Reviews

With the recent publication of the 35<sup>th</sup> edition of *Naval History Book Reviews*, the number of naval history books

that have been read and reviewed by members of the NHF and other scholars has topped 250! What makes the program unique is not only does the NHF solicit books from the mainstream publishers, but submissions by smaller presses and self-published works are strongly encouraged. Fictional works, if based on solid histor-

ical research, are also considered for review. If you are not receiving the book review e-letters or have a navy history book that you would like to have reviewed, contact Dr. Winkler at [dwinkler@navyhistory.org](mailto:dwinkler@navyhistory.org).



## ***Naval Historical Foundation Publications Now Available! (<http://museumstore.navyhistory.org>)***

### **2014 Navy Art Calendar on Sale Now**

It's the perfect stocking stuffer (though you would need a big stocking!) for the holiday season: the 2014 Naval Historical Foundation *The Navy* art calendar. It features artwork covering 239 years of naval history from the collections of the Naval History and Heritage Command. As always, sales help to support the Naval Historical Foundation and are used to enhance Navy Art Collection conservation efforts.

#### ***The Navy***

First published in 2000, with nearly 350,000 copies in print, the Naval Historical Foundation's premier coffee-table publication has been updated through 2013 with quality art, images and narrative from an outstanding group of authors. (Hardcover, 350 pages, \$24.99 plus shipping and handling)

### ***In Their Own Words: The Navy Fights the War of 1812***

A new NHF publication features a contextual narrative and selected documents from the personal collection of Vice Adm. George W. Emery that shed light on what many call America's second war for independence. (Softcover, 84 pages, \$29.95 plus shipping and handling)

#### ***The Washington Navy Yard—Memorial/Commemorative Edition***

The NHF has republished a 1999 narrative written by then Senior Naval Historian Dr. Edward Marolda. Now a consultant for the NHF, Marolda has updated this informative history to include events of the first decade of the 21<sup>st</sup> century, such as the War of 1812 bicentennial and the recent tragic shootings. The book lists the names of our fallen Navy Yard co-workers. (Softcover, 112 pages, \$24.95 plus shipping and handling)

## **Dunn Prize Award Program Implemented**

**I**n early September the Navy Education and Training Command sent directives to the Commanding Officers of all NROTC Units to announce the Vice Adm. Robert F. Dunn Recognition program. A unit can nominate an outstanding scholar at any time during the year to receive a recognition certificate from the NHF or wait until the end of the year to submit essays to an NHF Prize Essay committee to earn prizes of upward of \$5,000. Contact Dr. Winkler for program details or if interested in building a prize endowment.



## **Save The Dates: Submarine History Seminar and Annual Meeting NHF**

**C**o-hosted by the Naval Historical Foundation and the Naval Submarine League, the 2014 edition of this annual event will be held at the Navy Museum's Cold War Gallery on April 3, 2014. Dr. David Rosenberg has relieved Rear Adm. William J. Holland as program chair. Congratulations to Rear Admiral Holland for a job well done for over a decade!

The annual meeting of the NHF is tentatively set for June 14, 2014 at the Navy Museum's Cold War Gal-

lery. Preliminary plans call for the David T. Leighton Lecture to cover the burning of the Washington Navy Yard.

## **NHF Member Notes**

**F**ormer NHF Chairman **Adm. James L. Holloway, III's** partial memoir, *Aircraft Carriers at War*, continues sales not only in the United States but now in China. Beijing-based Portico Publishing, under a license from the U.S. Naval Institute, has offered a two-volume translated edition of Holloway's 2007 book for sale in mainland China. With the recent commissioning of a Chinese aircraft carrier, Holloway's experience and analysis of U.S. Navy airpower from



the Korean War, into Vietnam, and the long struggle against the Soviet Union will certainly find a receptive audience.

Congratulations to **Capt. Alexander (Sandy) Monroe** who took on the ambitious project of documenting the military careers of graduates of his grade school. *In Service to Their Country* looks at Christchurch School, which is perched on a Virginia hillside overlooking the Rappahannock River, and how many of the school's graduates served the nation in World War II through the present. The book is published by Pleasant Living Books.

Youngest NHF Heritage Speaker **William Whittenbury** gave a talk titled "The War of 1812: Celebrating the 200<sup>th</sup> Anniversary of the Rise of the US Navy," to the Malaga Cove California Library History Discussion Group on 14 November 2013.

NHF's Program Director **Dr. David Winkler** reports his 2008 Naval Institute Press-published *Amirs, Admirals, and Desert Sailors* is now available as an e-book.

## Welcome Aboard!



**M**atthew Eng has replaced Dave Colamaria as the NHF's digital content development director. Colamaria accepted a position with the NHC photo archives and we wish him well. Eng began working at the Hampton

Roads Naval Museum in May 2006 as a summer intern. In July 2008, he was brought on as a full-time education consultant working in the Education Department. He supervised interns, led teacher workshops, and developed and conducted educational programs, along with countless numbers of battleship and museum gallery tours to visitors.

In April 2010, he accepted a civil service position at Hampton Roads Naval Museum, serving as deputy director of education. He was also the national coordinator for the Civil War Navy Sesquicentennial, an official U.S. Navy Commemoration.

He is a 2006 graduate of James Madison University with a B.A. in history, as well as an M.A. in history from Old Dominion University (with a focus on naval and maritime history). His research and writing focuses on the Civil War, U.S. Navy propaganda, and the role of African-Americans in the Navy. His work on Civil War naval memory will be included in the University Press of Kentucky's forthcoming book on Civil War memory this fall.

HELP US PRESERVE  
AMERICA'S  
NAVAL HERITAGE!



Naval Historical Foundation - 1-888-880-0102 - [www.navyhistory.org](http://www.navyhistory.org) - CFC # 11010

## Henry Estate Provides Books to NHF!

**R**obert J. Henry was born in 1926 in Norwalk, Conn., where he developed an early interest in ships and the Navy. During World War II, he served as an air raid warden at the age of 15. He later tried to enlist in the Navy but the recruiters felt he was too small for naval duty. At 18 he was drafted into the Army Air Communication Corps and sailed to Europe on the SS *Aquitania*, arriving in France shortly after VE Day. Sgt. Henry served as



Office Manager Frank Arre with donated books

communications “trick chief” at Orly Field until his discharge. After returning to the United States, he enrolled at New York University, thanks to the GI Bill, and obtained two history degrees (bachelor’s and master’s). He wrote his master’s thesis on Admiral Darlan and the Vichy Navy. While he was in Paris he had collected a number of books in French on the French

Navy, which no doubt helped his thesis.

After graduating from New York University, he continued to live in New York City and worked for McGraw Hill and later for various other publishers as a copy editor. He maintained a lifelong interest in naval and maritime history, continuing to collect books. He spent much time in New York Harbor, photographing and cataloguing naval and merchant ships, and was a member of the Steamship Historical Society and similar groups. Henry passed away in 2012.

His book collection was being donated to the Naval Historical Foundation and Navy Library in his memory by his daughter Meg Henry and wife Ann Henry.



NHF Executive Director Captain Todd Creekman and his wife Debbie recently toured USS *Wayne E. Meyer* (DDG 108) during a reunion of Vietnam War-era officers of USS *Hoel* (DDG-13) in San Diego. The veterans found the technology differences between a DDG from 1969 and one from 2013 to be revolutionary; while the enthusiasm and dedication of the Sailors on the deckplates linked immediately to shipmates of decades past—some things never change!



## The Naval Historical Foundation Admiral James L. Holloway III Society: Mission and Guidelines



**The Admiral James L. Holloway III Society** (Holloway Society) is being established by the Naval Historical Foundation (NHF) to recognize individuals that donate or formally pledge to give \$100,000 or more to NHF. New Holloway Society members, those who have already donated \$100,000 or more, and those who complete or exceed the full \$100,000 contribution within five years of the Society's launch will be considered *Founding* members. This special group of donors will provide direct support for NHF's mission to:

*Preserve and Honor the Legacy of Those Who Came Before, and Educate and Inspire Those Who Will Follow*

The Holloway Society will form the nucleus of major donor support for the Naval Historical Foundation. It is named in honor of Admiral James L. Holloway III, a highly decorated four-star Admiral whose combat expertise during World War II, the Korean War and the Vietnam War, and his public service after naval retirement, qualify him as a true modern day American naval hero. Admiral Holloway served as Chief of Naval Operations from 1974-1978, during the challenging Cold War chapter in U.S. military history. Following his retirement from active duty, Admiral Holloway served as President of NHF from 1980-1998, and ten more years as Chairman, before being elected Chairman Emeritus in 2008. Admiral Holloway's outstanding Navy career and his 28 years of service to NHF serve as an inspiring example of leadership and dedication to advance our mission to educate new generations of naval history enthusiasts and inspire those who can learn from his example of achievement and service to the Navy.

### Benefits of Joining the Holloway Society:

- Participation in a unique leadership group of individuals dedicated to advancing the mission of the Naval Historical Foundation and assuring its bright future;
- Prominent recognition on a Holloway Society member plaque located in the Navy Museum;
- Recognition in the Foundation's Annual Report, *Pull Together*, and on NHF websites;
- Invitation to a special Holloway Society annual dinner;
- Presentation of a Holloway Society special edition Foundation signature Truxtun Bowl; and,
- Invitations to special Navy Museum exhibit previews and Foundation events nationwide.

Contact Executive Director Capt. Todd Creekman, USN, (Ret.) at (202) 678-4333 or by e-mail at [ccreekman@navyhistory.org](mailto:ccreekman@navyhistory.org).



Admiral Holloway cuts a ribbon opening the "Into the Lion's Den Exhibit" in the Cold War Gallery at the 2012 Naval Historical Foundation Annual Meeting.

# Admiral Kane: An Appreciation

By Dr. William Dudley



**T**he news of Rear Adm. John D. H. Kane, Jr.'s death in August brought back a flood of memories among those who recall his days as the Director of Naval History and the Naval Historical Center (now the Naval History and Heritage Command). He had a distinguished career, reaching back to his graduation from the Naval Academy in 1941 and many years in the surface navy. During the World War II battle for Okinawa, he survived a suicide boat attack in the *Fletcher*-class destroyer USS *Charles J. Badger* (DD 657) and was decorated for his bravery in the aftermath of that attack. He served in several ships and commanded cruiser *Springfield* when she was the Sixth Fleet flagship in 1954-55. He served at the Bureau of

Personnel, held a diplomatic post at NATO, and as a rear admiral was Commandant of the Ninth Naval District and Commander of the Great Lakes Naval Base. After retirement in 1975, he was recalled to active duty as Director of the Naval Historical Center in Washington, D.C.

The Naval Historical Center was a relatively new entity, created in the early 1970s as a focal point for the U.S. Navy's diverse historical activities. Previously, some of these activities were located in the Main Navy building on Constitution Avenue (now long gone) and at the Navy Annex in Arlington (recently demolished), while others were in the Washington Navy Yard and at the National Archives in downtown D.C. In a stroke of wisdom urged by Secretary of the Navy J. William Middendorf II and supported by the Chief of Naval Operations Adm. James L. Holloway III and Vice Adm. Edwin B. Hooper, the previous Director of Naval History, most of these elements were to be concentrated in the Historical Precinct of the Washington Navy Yard, a cluster of contiguous historic buildings dating from the late 1860s to the 1890s. Thus, fronting the south end of Leutze Park parade ground and facing historic Tingey House, soon to become the official residence of the Chiefs of Naval Operations, the Center would be part of the "Quarterdeck of the Navy."

After he was appointed in 1976, Admiral Kane's first accomplishment was the coordination of the shifting of dozens of staff and moving thousands of linear feet of boxed naval records, rare and contemporary book collections, and artifacts into this complex. The Center's administrative offices, Navy Department Library, Operational Archives, Research Branch, Ship Histories Branch, Curator Branch (including the Photographic Archive), and Navy Memorial Museum became housed in four contiguous or adjacent Navy Yard buildings. The Navy's art collection, including Combat Art and the Chief of Naval Information collections, was already located nearby as part of the Navy Recruiting Command's exhibit production shop. The staffers were then able to move quickly from one building to the next, coordinate activities, and communicate easily in interconnected buildings. In 1983, to celebrate the completion of this task, Kane dedicated the complex to the memory of Commo. Dudley W. Knox who had served as the Officer-in-Charge of Naval Records and Library from 1921 to 1946, thus presiding over the massive accumulation and reorganization of the Navy's operational records generated during World War II.



During these busy years, Admiral Kane also focused much of his attention on improving the Navy Memorial Museum (now the National Museum of the United States Navy), which had been established in the old Naval Gun Factory's Breech Block Mechanism Shop with the blessing of then-CNO Admiral Arleigh Burke in 1963. The main efforts involved replacing the entire floor, creating a large World War II exhibit, and establishing ancillary exhibits commemorating the Navy's service in the American Revolution, Quasi-and Barbary Wars, War of 1812, Civil War, Spanish-American War, World War I, Polar Exploration, and Navigation. To enhance the War of 1812 exhibit, Kane, as Immediate Superior in Command of the Boston-based USS *Constitution*, authorized the transfer of her recently replaced foretopmast and fighting top to be erected in the Museum, complete with furled foresail and topsail, shrouds, and ratlines. For good measure, he ordered the building of a *Constitution* gun deck armed with replica long guns and decorated with appropriate images donated from the Time-Life series *The Frigates*. The "Fighting Top" has been utilized on many occasions as a pulpit for ceremonial speeches, most recently by the CNO.

Admiral Kane also provided much support to the writing, research, and publication of Naval History, particularly in the continuation of the multi-volume documentary editions *Naval Documents of the American Revolution* and inception of *The Naval War of 1812: A Documentary History*. He made good use of the royalties earned by the many editions of Samuel Eliot Morrison's privately published *History of United States Naval Operations During World War II* by funding a graduate fellowship for promising naval officers interested in pursuing advanced degrees in U.S. naval history. He supported the Secretary of the Navy's Advisory Committee on Naval History, an independent group of nationally renowned naval scholars, museum experts, and librarians who visited the Center annually to provide outside recommendations to the Secretary on the progress of the naval history programs under his control. Under Kane's aegis, the Center provided office space for and worked closely with the nonprofit Naval Historical Foundation to preserve the naval records and artifacts under its control and to provide assistance for enhancement of the CNO's Tingey House residence.

Always concerned to attract more visitors to the Navy Museum, Kane encouraged outdoor exhibits of ordnance, such as the bronze and iron guns along

Dahlgren Avenue and in front of Building 1, the old Navy Yard Commandant's office, and Willard Park on the Anacostia River waterfront. These included exhibits of a large chunk of armor from a World War II Japanese battleship, a 16" U.S. Navy battleship gun, and a propeller of battleship *South Dakota*. Kane arranged the transfer from the Dahlgren Naval Surface Weapons Center of a 14" railway gun and carriage of the World War I era. The gun tube, originally forged and milled at the Washington Navy Yard for battleship *New Mexico*, did not arrive until after Admiral Kane's retirement in 1985. Many, however, would agree that the single most important artifact brought to the Navy Yard during his tenure was the decommissioned *Forrest Sherman*-class destroyer USS *Barry* (DD 933), now called Navy Display Ship *Barry*, maintained by Naval Support Activity, Washington, and host to retirement and promotion ceremonies as well as thousands of Washington, D.C., visitors each year.

During his nine years as Director of Naval History, Admiral Kane established, strengthened, and inspired many aspects of the Navy's history programs at a time when the service and the nation were still recovering from the stress of the Vietnam War. There was an urgent need to display and interpret the Navy's mission in national defense throughout its history. This was the way the admiral saw his role, and he carried it out in dramatic fashion.

*Dr. Dudley is a member of the Naval Historical Foundation's board of directors. He served as Director of Naval History from 1995 to 2005.*

### **In Honor Of:**

Rear Adm. John T. Mitchell  
John Sauter  
Mark Comley  
Adm. James L. Holloway III

### **In Memory Of:**

Lt. Cdr. Keith Neuneker  
Billy Pace  
Rear Adm. John D.H. Kane  
Capt. Ken Coskey

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

ADDRESS SERVICE REQUESTED

Non Profit Org.  
U.S. POSTAGE  
**PAID**  
Baltimore MD  
Permit No. 5415

## You Make a Difference

*Preserving and Honoring the Legacy of Those Who Came Before Us; Educating and Inspiring the Generations Who Will Follow.*

Membership in the Foundation is open to all who share that mission and are interested in the heritage and traditions of the U.S. Navy. The annual dues are:

Student/Teacher Membership: \$25  
Individual Membership: \$35  
Family Membership: \$75  
Sustaining Membership: \$150  
Organizational Membership: \$250  
Life Membership: \$500  
Patron Membership: \$1,000

Members receive Foundation's publications *Pull Together* and *Navy Museum News* and are entitled to receive the electronic publications *Naval History Book Reviews* and *WE-PULL TOGETHER* by contacting Matthew Eng at [meng@navyhistory.org](mailto:meng@navyhistory.org).

Help make a difference! Please consider giving a gift membership to a friend or associate. Each person to whom you give a membership will receive the Foundation's publications for a year, plus a personal letter from the Foundation's president, Rear Adm. John T. Mitchell, noting that the membership was given by you.

\_\_\_\_\_  
New member's name and rank

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

\_\_\_\_\_  
City/State/ZIP

\_\_\_\_\_  
e-mail (if known)

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

Membership application and renewal may also be accomplished online at [www.navyhistory.org](http://www.navyhistory.org).

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

*Pull Together* is published by the Naval Historical Foundation, © 2013.

### Editorial Board

President, NHF: Rear Adm. John T. Mitchell USN (Ret.)  
Executive Director: Capt. Charles T. Creekman, Jr. USN (Ret.)  
Executive Editor: Dr. David F. Winkler  
Editorial Board: Dr. David Winkler, Capt. Creekman, Matthew Eng  
Copyeditor: Catherine S. Malo  
Designer: Steven Lovass-Nagy

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

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