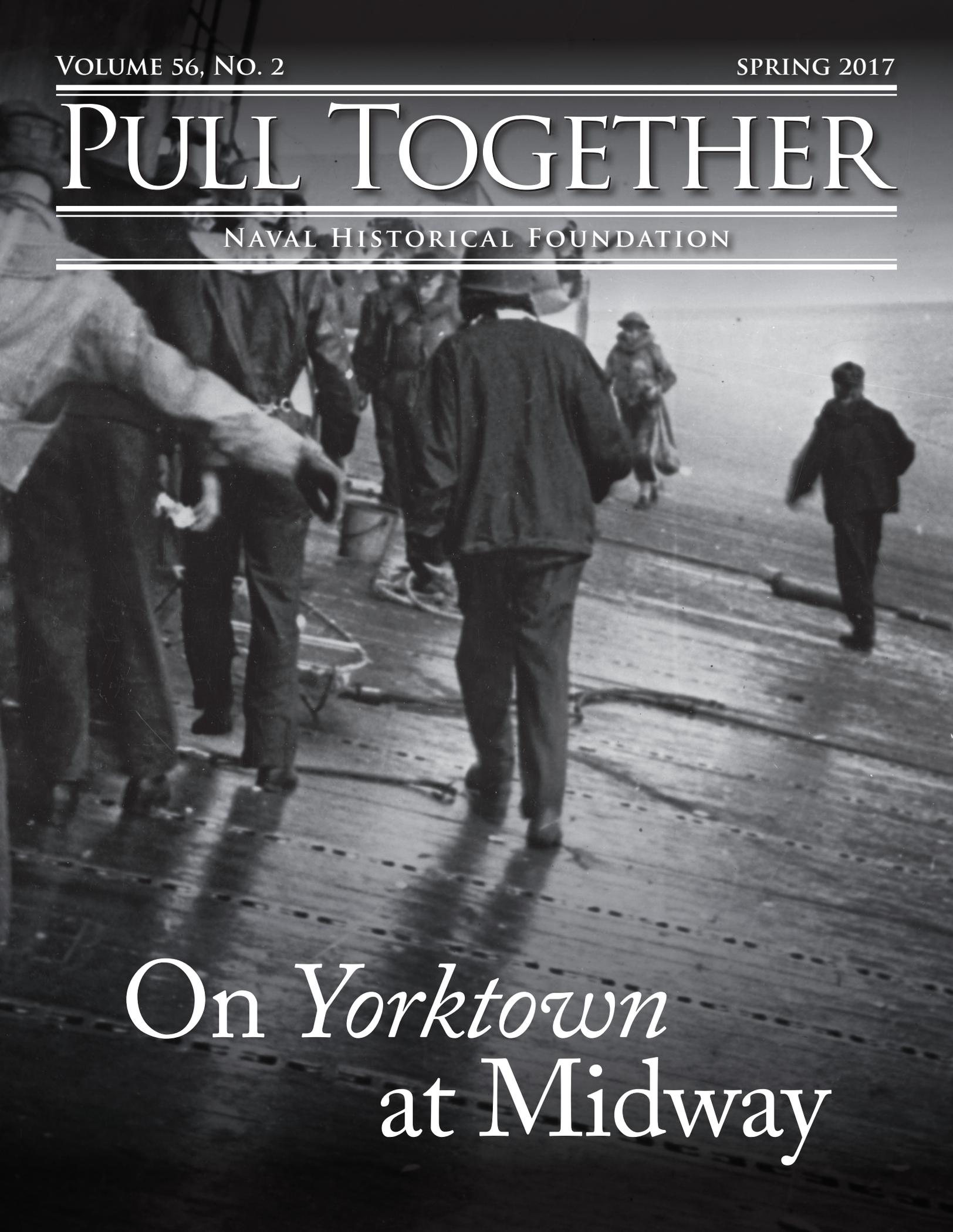


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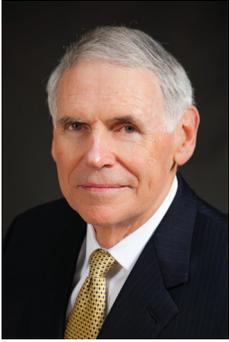
The Naval Historical Foundation

preserves and honors the legacy of those who came before us while inspiring the generations who will follow. We focus on educating and creating global public interest about the importance of our rich naval history and linking it to today's challenges and opportunities in the maritime domain.

www.navyhistory.org

COVER PHOTO: The USS *Yorktown* (CV 5) takes on a list after being struck by three Japanese aerial torpedoes. Courtesy Naval History and Heritage Command.

Chairman's Message



I want to welcome you to this edition of *Pull Together*, and provide an update on our activities and priorities and ask for your continued support and engagement with us at NHF.

The past year and a half since I came aboard have been busy as our Board and management have been energized to help us navigate a changing environment. We are

working to enhance our support of Naval history by trying to make NHF more relevant to the Navy and our membership. In this way, we hope to expand the membership base, particularly with younger people, and to garner more financial support, both essential to the future of NHF.

To enable our New Vector, we have partnered with Dr. Bob Ballard and his Ocean Exploration Trust team and are looking forward to connecting our membership, in real time, on the NHF website with his underwater activities. There are several new NHF activities being planned for coming months so stay tuned for more information.

In an effort to update our technology support base, Bud Langston, our President has secured a number of new software licenses from his company, Salesforce, at no cost to NHF. These licenses should help us manage our membership data base, provide a more structured process to information handling and improve work flow. The goal is to deliver better member services, and reach out to new individuals who might be interested in naval history and the maritime domain.

NHF's programs will continue to evolve as we update our vision and mission. A special task force, chaired by Bud Langston, has been reviewing the vision, mission, program and core value statements. Kudos to Bud and Task Force members, the Honorable Steve Honigman and Captains Dale Lumme and Kevin Wensing, for their time and contributions. We are excited about our future.

In April, it was my honor to present the NHF Distinguished Service Award to our own Dr. J. Phillip London, Executive Chairman of CACI International at the National Maritime Awards Dinner. Richly deserved, Jack received this award in recognition of his "inspiring leadership, unwavering advocacy and generosity in support of naval history and American veterans." Thank you to all who supported the dinner.

I also want to thank those who responded to our financial appeals throughout the past year. Your support is critical and most appreciated. We are also grateful for the support we are receiving in the form of book reviews, blog content and other volunteer efforts.

If you might be interested in helping out in the office or in some other way, please contact Lynn Neagley, the NHF volunteer coordinator at lnegley@navyhistory.org.

Lastly, as we move forward, we will publish *Pull Together* on a quarterly basis. Our goal is to keep you, our members, informed and involved.

Please send us your comments and suggestions.

William J. Fallon
Admiral, U.S. Navy (Retired)

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They Sold Themselves Dearly: The Last Stand of the USS *Houston*

By Rear Adm. Sam Cox, USN (Ret.)

According to one witness, when the heavy cruiser *Houston* (CA 30) pulled into Tanjung Priok (port for Batavia, now Jakarta) Dutch East Indies on February 28, 1942, having barely survived the



USS Houston (CA 30) circa 1940.

hours-long gunnery duel of the disastrous Battle of the Java Sea the day and night before, the ship's cat deserted. The story is possibly apocryphal, although what is more certain is that the Australian light cruiser *Perth's* black cat (named Red Lead) attempted to desert in the same way in the same port at the same time. Along with the cat, went *Houston's* luck. Having survived over 80 days as the largest allied warship in the Far East, with no air cover and under multiple bombing attacks and the constant threat from the same kind of Japanese aircraft that had made short work of the British battleship *Prince of Wales* and battlecruiser *Repulse* on December 10, 1941, seriously damaged in one air attack, and having survived the largest surface action since the Battle of Jutland, the *Houston*, in company with *Perth*, would go into battle that night near the Sunda Strait against overwhelming odds from which neither ship, nor most of their crews would survive. Within the next couple days, other remaining ships of the U.S. Asiatic Fleet would meet the same fate, in a number of cases, alone, against insurmountable odds, with no survivors.

Seventy-five years ago marked perhaps the darkest chapter in the history of the U.S. Navy, the defeat and destruction of the U.S. Asiatic Fleet and the Australian,

British and Dutch forces attempting to defend Malaya, Singapore, and the Dutch East Indies. Yet even in the most catastrophic defeats there is valor that deserves to be remembered. There are far more examples of extraor-

ordinary courage by U.S. Sailors and aircrew in this failed campaign than can be recounted in this space, but the *Houston* will serve as an example.

The skipper of the *Houston*, Capt. Albert C. Rooks, was a hero of mine, long before I joined the U.S. Navy, when I first started reading naval history. A brilliant officer, and strategic thinker destined for high flag rank, Rooks was greatly respected by his superiors, and most tellingly, revered by his crew for his no-nonsense leadership, and most importantly, his handling of the ship in combat. During an intense air-raid in the Flores Sea on February 4, 1942, Rooks skillfully dodged dozens of accurately aimed bombs from over 50 aircraft. All but the last bomb from the last plane that came off at an errant angle and through sheer luck destroyed *Houston's* after 8" turret, killing 48 men and reducing her combat power by one third. Given the option to withdraw his ship from the region for repairs, Rooks declined, because even damaged, *Houston* was the most capable ship the Allies had. In a second major air attack, with a new load of 5" anti-aircraft shells to replace the 75% dud rate of her original load, *Houston* brilliantly defended a troop ship convoy, downing multiple Japanese

Continued on next page

aircraft with no loss to the convoy.

On the night of February 28-March 1, 1942, while executing pre-planned orders to withdraw from the Java Sea, the *Houston* and *Perth* attempted to exit through the Sunda Strait. With *Perth* in the lead, as her skipper, the legendary Capt. Hec Waller, was senior, the two unescorted cruisers encountered a Japanese blocking force, and in the initial exchange of gunfire discovered that they were unexpectedly in the midst of the main Japanese invasion force for Java. Although already critically low on ammunition, low on fuel, previously damaged, and with exhausted crews, both cruiser skippers chose to turn and attack towards the dozens of Japanese troop transports along the shore, which was the reason both ships had gone back into the Java Sea a week earlier. Although the chance of escape was slim, Capt. Rooks placed duty over survival, and decided to sacrifice his ship dearly in an attempt to thwart the landing.

In the hours-long night close-quarters melee that followed, both ships were surrounded on all sides by



Captain Albert H. Rooks, USN, Commanding Officer, USS Houston (CA-30) inspecting his ship's crew, circa 1940-1941. Courtesy of Otto Schwartz, USS Houston Association, 1982.

two Japanese heavy cruisers and numerous destroyers and smaller patrol craft, which fired 87 torpedoes at *Houston* and *Perth*. The Allied cruisers avoided numerous torpedoes, several of which hit and sank Japanese troop transports, including the one with the Japanese commander of the invasion force, Lieutenant General Imamura, who survived his swim ashore.

Both Allied cruisers were eventually hit by multiple torpedoes and countless shells, yet still damaged numerous Japanese ships, fighting until they were out of ammunition. *Perth* went down first, and *Houston* fought on alone for over 30 minutes, as Japanese ships closed to within machine gun range. Both Waller and Rooks were killed by enemy shellfire after finally giving the order to abandon ship. A Marine in *Houston's* forward anti-aircraft platform fired his .50 cal machine gun at the enemy until the ship

Continued on next page

Does Your Employer Match Contributions?

Recently the Naval Historical Foundation received a \$75 donation from David Chenault II, which was matched by the Boeing Company. More companies are participating in matching gift programs, such as Salesforce, where NHF has been a beneficiary. Companies also offer payroll deductions such as Avangrid Renewables where David Swind works. Swind, who recently published *Blue Seas, Red Stars: Soviet Military Medals to US Sea Service Personnel in the Second World War* (soon to be featured in *Naval History Book Reviews*) sets aside small amounts for his favorite historical causes every pay period. "I started donating \$20

a pay period to the Army Historical Foundation, Civil War Preservation Trust, and the National Trust for Historic Preservation via the Combined Federal Campaign back when I was an ensign and still do today. I'm like some kind of uber-golden-platinum-contributor to the last group!" By kicking in \$10 per pay period, Swind envisions his annual individual/corporate contribution will tally over \$500. "That's real money," notes Executive Director Clair Sassin who appreciates all contributions and hopes to encourage more members with match contribution employers to take advantage of those programs.



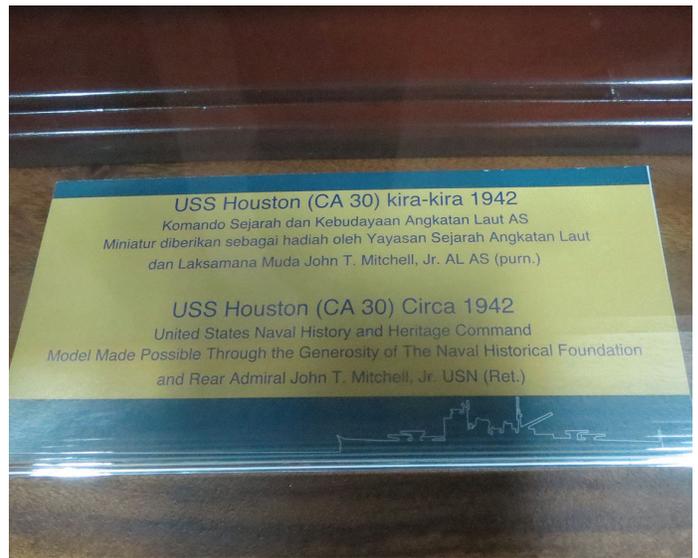
The author and the Commander of Logistics Group Western Pacific, Rear Adm. Donald D. Gabrielson (right) and Rear Adm. Sam Cox, USN (Ret.), view the model of the Houston that is now on display at the Museum Bahari in Jakarta.

slipped beneath the surface, her national ensign still flying high.

Of *Houston's* crew of 1,168 men, only 368 survived the battle, and until only 291 survivors emerged from Japanese captivity at the end of the war, no one in the United States really knew what happened in the Sunda Strait.

Capt. Rooks was awarded a Medal of Honor while in missing-in-action status during the war for his actions in the Battles of the Flores Sea and the Java Sea; the period of action did not cover the Battle of Sunda Strait. *Houston* was awarded a Presidential Unit Citation after the war.

Today, the Naval History and Heritage Command is working with the US Embassy in Jakarta and the Indonesian government to protect the wreck of the *Houston* from



The exhibit was made possible through the generosity of NHF and Rear Adm. John T. Mitchell.

metal salvagers who have illegally removed the wrecks of almost every other Allied ship lost in the Java Sea. To mark the event, I traveled to Jakarta to present a model of the *Houston*, which was fabricated thanks to the generosity of a Naval Historical Foundation Board member Rear Adm. John Mitchell, to our Ambassador to be placed on loan to Museum Bahari, located in the Sunda Kelapa Harbor area in Jakarta. Although Albert Rooks faced a far tougher fight than John Paul Jones, Farragut, or Dewey, the U.S. Navy has no ship named after Rooks, although there is a water fountain at the Naval Academy dedicated in his honor.

Rear Adm. Sam Cox, USN (Ret.) is the director of the Naval Historical and History Command.

HELP WANTED: Docents

If you have a passion for naval history or want to learn about it, we need you! The National Museum of the United States Navy (NMUSN) is looking for volunteers to serve as docents. As a docent you will have the opportunity to learn about Navy history, the different exhibits and the many artifacts throughout the museum and share this knowledge with children and adults from all over the world. Docents will go

through a newly-developed training program. Active duty Sailors are welcome and will earn volunteer service hours.

Questions or to sign up, contact Thomas Frezza, NMUSN's Director of Education, at (202) 433-4995 or thomas.frezza@navy.mil

Captain Jack Crawford and the Battle of Midway

By David F. Winkler



Capt. Jack Crawford, USN (Ret.) being interviewed by Dr. Dave Winkler

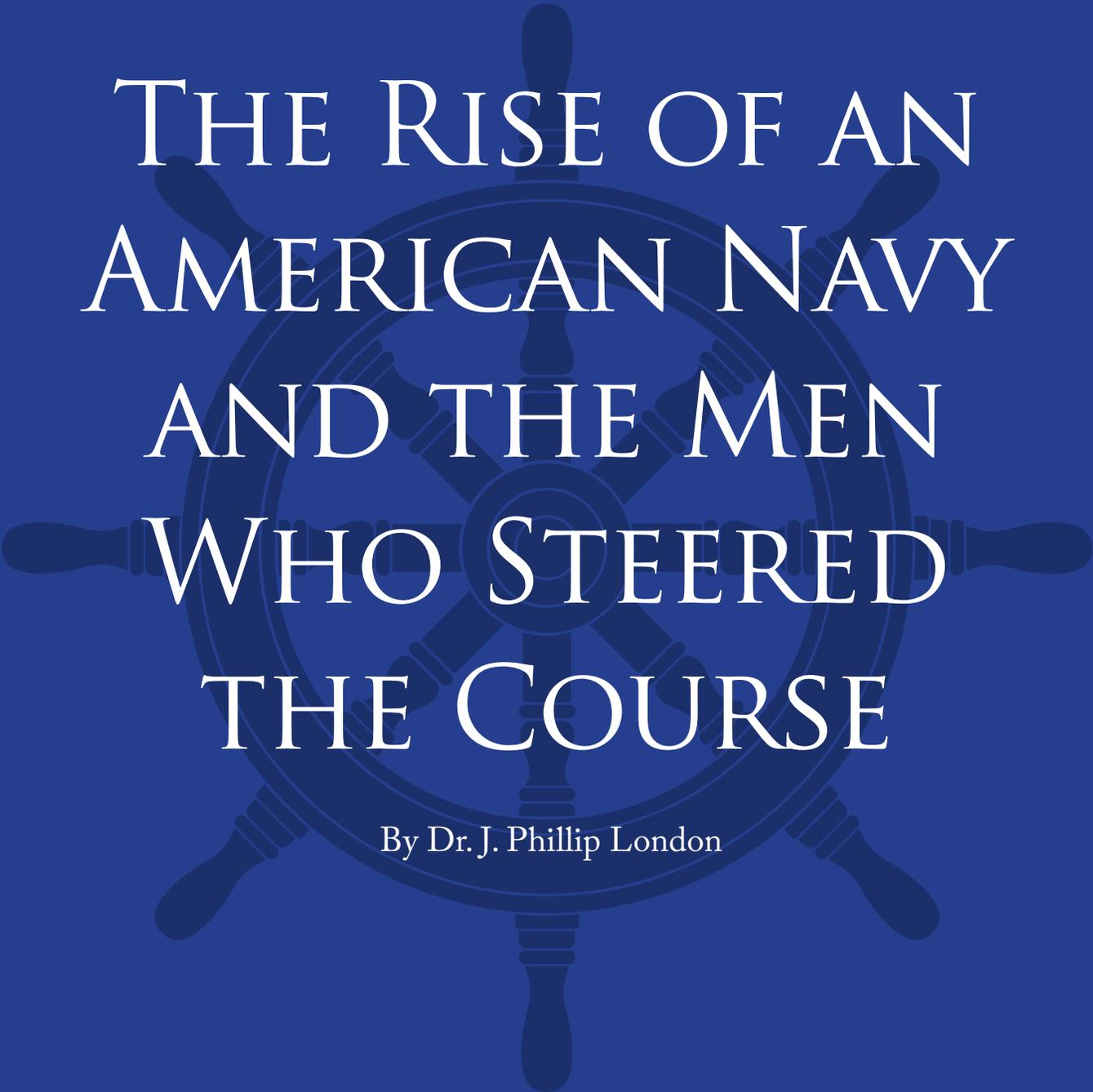
Recognizing that fewer individuals are learning history through written formats, NHF is diversifying its naval history outreach through the tools presented by social media. In the past year, NHF's oral history and memoir gathering efforts have been augmented with video interviews with veterans of historic events. NHF's Content Developer Matt Eng then edits the video and incorporates additional imagery to illustrate the words spoken and packages the interview into short three to five minute segments – in effect a series of mini-documentaries.

For the Battle of Midway, NHF's video crew traveled to Capt. Jack Crawford's home in the Washington, DC suburbs to interview a former officer of the *Yorktown* who spent five days aboard the aircraft carrier before having to abandon ship during the Battle of Midway.

As a member of the United States Naval Academy

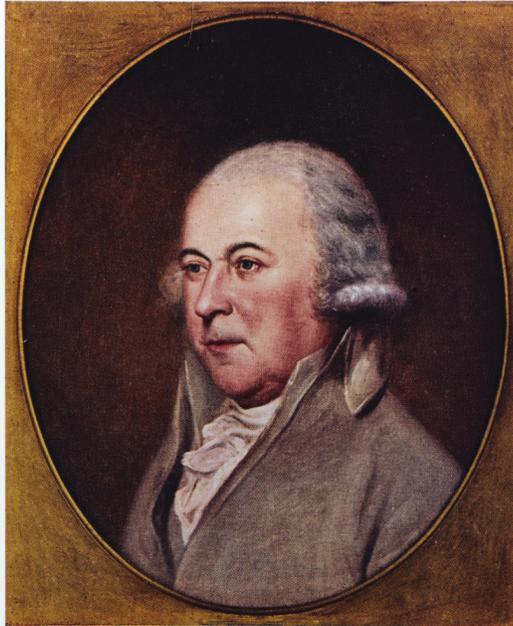
Class of 1942, Crawford had been scheduled to graduate in May 1942, but due to world events his class graduated early and the young ensign received orders to the battleship *Oklahoma*. With the Japanese attack on Pearl Harbor those orders would change. After attending radar school at MIT, Crawford arrived at Pearl Harbor to await a damaged *Yorktown*, returning from the Battle of the Coral Sea.

Visit www.navyhistory.org to view the videos of Crawford's tales as he stood on *Yorktown's* bridge as junior officer of the watch and heard the radio announce "Many planes headed Midway" and the following events that led to him being recovered by the destroyer *Russell*. One of the unique artifacts that survived with Crawford is his binoculars. Presented to him when he was a Midshipman at the Naval Academy, the binoculars were rescued from *Yorktown's* wardroom by a shipmate and returned to him at a later date.



THE RISE OF AN
AMERICAN NAVY
AND THE MEN
WHO STEERED
THE COURSE

By Dr. J. Phillip London



John Adams

Charles Wilson Peale's depiction of John Adams circa 1791-1794 while Adams was vice president. Courtesy Independence National Historical Park, Philadelphia, PA.

Today the United States Navy is the most powerful navy in the world. It boasts the largest fleet, range of missions, and area of responsibility. Yet there was a time – 242 years ago to be exact – when such stature was inconceivable. In 1775 the American cause of liberty was uncertain and troubled. There was one significant obstacle, in particular, that stood in the way – English naval superiority. An empire built on its mastery of the oceans and seas, Great Britain controlled everything that came in and out of American ports. A few men believed the Atlantic should not be surrendered so quickly. Even so, the thought of an American fleet pitched against the British seemed impossible, if not absurd. Samuel Chase of Maryland called it “the maddest idea in the world,” and one that would bankrupt the cause. Edward Rutledge of South Carolina thought it was “the most wild, visionary mad project that ever had been imagined” that “would ruin the character, and corrupt the morals of all our Seamen.”¹ The mad plan, however, quickly became a necessary strategy to achieve the ultimate goal of American independence. That plan was for an American navy. And there were men who would put that plan into action.

The Navalist's Vision

The first American navy ironically began with a man who had sailed only once in his life. John Adams was a lawyer with a reputation for fairness and justice who also understood the needs of governance. In the summer of 1775, Adams first proposed an American navy, writing “We ought to have had in our Hands a month ago the whole Legislative, executive and judicial of the whole Continent...to have raised a naval Power, and opened our Ports wide...”² This unlikely *navalist* soon became the biggest advocate for sea power.

Over the next year and a half, the British navy threatened American trade, ports and seaside settlements. Initially convinced that fighting would only be on land, General George Washington soon realized that the much needed supplies would come from ships. He rented the *Hannah* and took two other schooners out to acquire gunpowder and other items. In the meantime, Adams and a small group of supporters resurrected the idea of a naval force in the fall of 1775. The success of Washington's ships, and the independent thwarting efforts of local ships in Massachusetts and Rhode Island, rallied the support of other Continental Congress representatives from New



Commo. Esek Hopkins, the Commander-in-Chief of the Continental Navy, 1775-1777. This Orlando S. Lagman painting was based on a 19th Century engraving by J.C. Buttre. Courtesy Naval History and Heritage Command.

England. Other states, especially from the South, remained vehemently opposed, fearing British attacks on vulnerable Southern ports. In October a young merchant captain, John Barry, returned from London with grave news; some 15 British ships were on their way with guns, soldiers, and supplies. Then more news came about Scottish and Irish forces being sent to augment the British. Adams and the navalists saw an opportunity to sway their opponents. Convinced of the “daring intrepidity of our seaman,” Adams argued that “if they were let loose upon the ocean they would contribute greatly to the relief of our wants as well to the distress of our enemy.”³ Adams now had growing support within Congress, but a letter from George Washington pushed Congress to act. Washington wrote that he had learned that Lord Frederick North, British Prime Minister, was “determined to push the War to the utmost.”⁴ The letter added to reports of more ships and the reality that there was no hope of resolution with England. Congress passed a resolution to fit several ships and establish a naval committee to manage costs and operations. This was the Continental Navy. A triumphant Adams wrote to friend, “We begin to feel a little of a Seafaring Inclination here.”⁵

The Continental Navy began to take shape during the

final months of 1775 as regulations were drafted and ships were refitted and constructed. Ships also needed captains and crews. “Who among ‘the Whalemens, Codfishers, and other Seamen’ might “be enlisted into the service of the Continent,’ and ‘the Names, Ages, Places of Abode and Characters’ who might serve as officers in this new enterprise.”⁶ Over the next year, they commissioned over 40 captains and 100 lieutenants in the Navy, as well as several dozen officers in a Marine Corps. Whether their names became synonymous with the American navy or lesser known, these men were part of an enterprise that helped changed the course of history.

The Disgruntled Commander-in-Chief

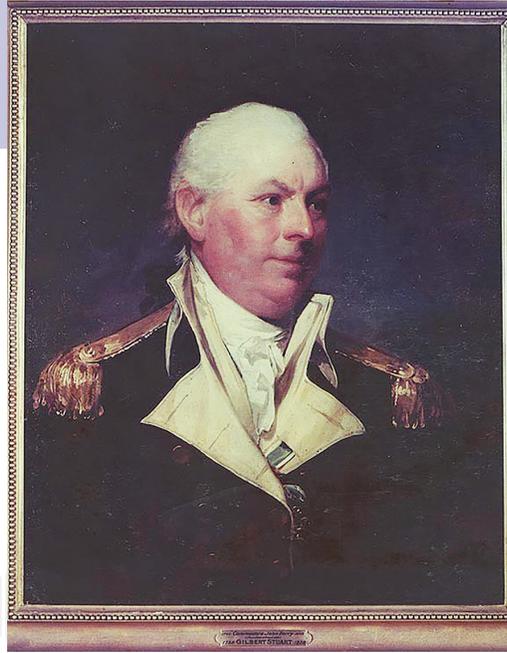
In 1775 Esek Hopkins was a local privateer protecting Rhode Island from surrounding British warships. By that December, Hopkins’ brother Stephen, a signer of the Declaration of Independence, wrote to urge him to accept his newly assigned post – commander-in-chief of the Continental Navy.

In January 1776 Hopkins was ordered to sail Chesapeake Bay, North and South Carolina, and attack British

Continued on next page

ships. However, winter storms had driven British ships into harbor. Hopkins' orders gave him some flexibility to move on and attack the British elsewhere. Thinking it was better to seize prizes for the Continental Army than risk the untested Continental Navy, Hopkins took eight small men of war ships out of Philadelphia bearing "Don't Tread on Me" rebel flags and sailed south to Nassau. There he captured some much needed munitions and prizes, while beginning the diversion of the British Navy away from the American coast. Although Hopkins would be criticized for his decision, many in the Navy – including his lieutenant John Paul Jones – would continue to use these tactics.

Hopkins' service was tumultuous. He railed against the Continental Congress' use of privateers, which both augmented the new naval force and competed with it. Privateers could keep what they captured from British ships and pay twice what the Navy could, making crews difficult to find or keep. Known for his brash manner and behavior, Hopkins' crew reported him to Congress, leading to a hearing in Philadelphia where John Adams, Benjamin Franklin, and John Paul Jones came to his defense. However, southern Congressional delegates were already unhappy with Hopkins' earlier decision to skip the Carolinas to go to Nassau. Congress censured Hopkins in August 1776. The next year Hopkins botched the capture of the incapacitated HMS *Diamond* that had run aground in Narragansett Bay. Congress had no choice but to relieve Hopkins of his command in January 1778. Esek Hopkins served in the Rhode Island General Assembly through 1786 and then retired to his farm where he died in February 1802.



This portrait by Gilbert Stuart depicts Barry circa 1801. Courtesy of the White House, Washington, D.C.

The Founder with Fortitude

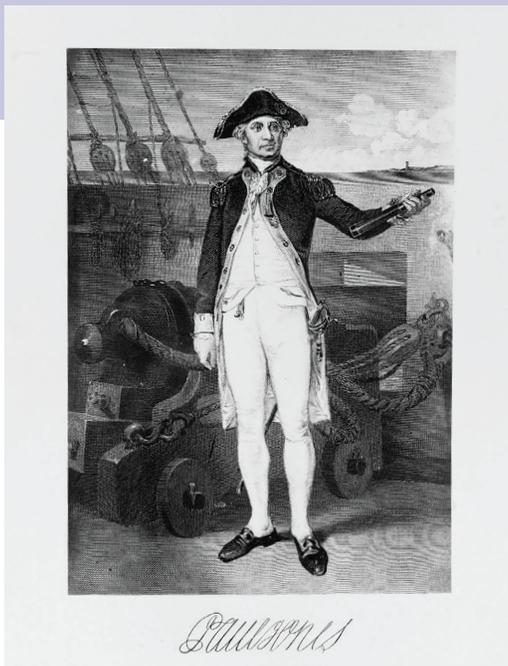
John Barry may have been destined to be an American hero.⁷ Born in Ireland, Barry's tenant farming family was evicted from their ancestral home by the British. Barry learned the trades of the sea in his youth and eventually landed in Philadelphia, his adopted home. He soon became a

respected shipmaster and successful merchant traveling between Philadelphia and the West Indies. During this time Barry became friends with Robert Morris and known to other Congressional leaders.

Barry was commissioned as a captain in the Continental Navy in March 1776. During the war, Barry commanded the *Delaware*, *Effingham*, *Lexington*, *Raleigh*, and *Alliance*, noted for the extra care he took of his crews. Renowned for his bravery and fortitude in battle, Barry captured numerous British prizes and won many important battles through 1783. Barry also uniquely served a stint as a soldier. While the *Effingham* was under construction in 1777, Barry volunteered in the Continental Army with a company of Marines, participating in the Battle of Trenton and serving as George Washington's courier to Cornwallis in January 1777.

After the War ended, Barry returned to maritime trade, but now with the Far East. In 1797, George Washington retroactively bestowed Barry with 'Commission Number One' as a Commodore in the new U.S. Navy. It was this later service that earned Barry the shared title of the "Father of the Navy." As the first American commissioned naval officer and first flag officer, Barry supervised the construction of one of

the new Navy's first frigates, his *United States* in Philadelphia. He also wrote a book on the use of signals between ships voyaging in squadron formation, suggested the creation of a Department of the Navy separate from the War Department and the establishment of government-operated navy yards, and trained many of the naval heroes of the War of 1812. Barry died in Philadelphia in September 1803.



John Paul Jones engraving courtesy Naval History and Heritage Command.

The Fighting Founder

John Paul Jones, like Barry, was not inclined to favor the British.⁸ Born in Scotland in 1742, Jones began as a merchant's apprentice, traveling between Britain, Virginia, and the West Indies, becoming a captain by age 21. Through his friendship with Joseph Hewes, a delegate to the Continental Congress, Jones earned a commission in the Continental Navy. His first assignment was as first lieutenant on the *Alfred* under Esek Hopkins, but he soon commanded the sloop *Providence* in 1776.

It would be Jones' European exploits that would earn his place in history. In 1777, the Continental Congress sent Jones to France as commander of *Ranger* with the orders to attack British commerce ships in the enemy's waters. Over the next two years, Jones would have great success, capturing both prizes and prisoners at sea, as well as notoriety in England. His most famous voyage would be aboard the *Bonhomme Richard*, named in honor of Benjamin Franklin.⁹ Commanding a fleet of five navy ships and two privateers around the British Isles, Jones encountered a large Baltic convoy in September 1779. The merchant ships sailed away for safety, but the two British escorts, *Serapis* and *Countess of Scarborough*, engaged the *Bonhomme Richard* and another American ship, *Pallas*.

After three hours of maneuvering during an intense nighttime battle, Jones made the bold move of ramming the *Serapis* and tying the two ships together. The exchange of cannon fire lasted another two hours. When the over-confident British captain, Richard Pearson, asked if the Americans were ready to surrender, Jones famously bellowed back, "I have not yet begun to fight!" It would be the British who surrendered after an American grenade exploded below

the *Serapis*' decks. In the victory, the *Bonhomme Richard* was damaged beyond repair. Jones transferred his flag to the *Serapis*, and brought both British ships to Holland as prizes.

As the war was coming to an end, Jones never received the new ship planned for him. As the Continental Navy ceased operations, Jones and others unsuccessfully argued that the young country needed to maintain a strong naval presence. After the war, Jones served in the Russian navy fighting the Turks in the Black Sea in 1788-1789. He planned to return to America, but died in Paris in 1792. Buried in France, Jones' remains were brought back to the United States and laid to rest in the U.S. Naval Academy Chapel in 1913.

The Captain who Went Down with his Ship

Before the Continental Navy, Maryland native Lambert Wickes captained merchant ships and privateers. In April 1776, he was appointed as a captain in the Navy and given command of the *Reprisal*. Over the next several months, Wickes and other Continental Navy ships were successful in capturing munitions and prizes off of mid-Atlantic

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JOHN PAUL JONES

A lithograph depiction of the battle by Hayes Lithographing Co., Buffalo New York, from a painting by Paul Moran.

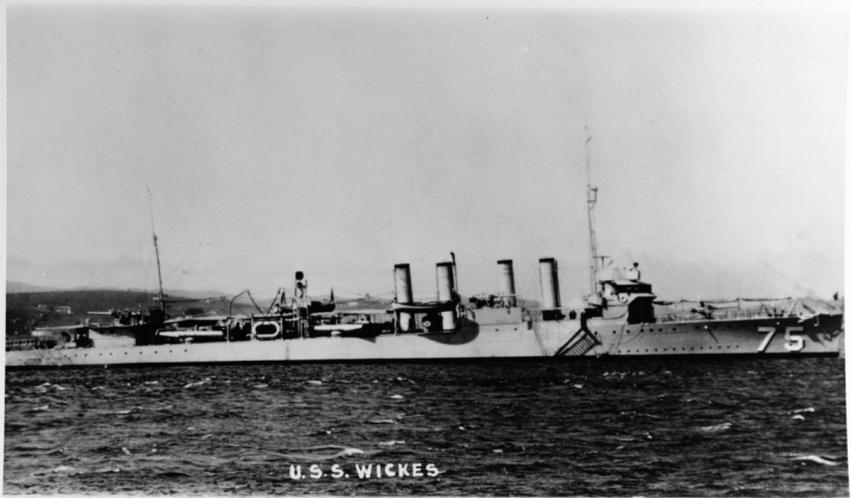
shores. Wickes had particular success engaging British ships in the West Indies.

In October 1776, Wickes took Benjamin Franklin, one of the American Commissioners, to France where Franklin would represent their new nation and win French support for their struggling cause. After delivering Franklin, Wickes remained in Europe. In January 1777, he became the first American captain to sail into and raid English waters, which disrupted many British merchant vessels and captured six prizes. By the spring of 1778, Wickes was joined by two more American ships, including the *Dolphin* captained by Samuel Nicholson. Wickes led this squadron over the summer cruising waters off of France and Ireland, at one point capturing fifteen ships in five days. By September it was time for Wickes and the *Reprisal* to return home, but they never made it back. One story claims that on the return trip Wickes ordered all extra weight be thrown overboard and the ship's mast cut to gain speed to escape a British man of war. When *Reprisal* sank during a violent storm off of Newfoundland, it was believed the weakened mast gave way and helped doom the ship. Everyone aboard except the ship's cook perished.

During his service, Wickes captured 28 prizes and gained a reputation for leadership, cunning, and bravery. "His exploits won him the admiration of Congress and established his reputation as one of the infant Navy's top commanders."¹⁰ Upon learning of Wickes' death, Benjamin Franklin mourned the loss of "a gallant officer, and a very worthy man."

The Continental and Constitution Captain

Also from Maryland like his friend Lambert Wickes, Samuel Nicholson took to the sea at an early age and captained several merchant ships engaged in English trade



The Navy honored Wickes by naming a destroyer for him.

between 1767 and 1773. While in Paris in late 1776, Nicholson met with Benjamin Franklin about a possible naval commission, but soon learned that the Continental Congress has already commissioned him as a captain. Nicholson's brothers, James and John, would also serve as captains in the Continental Navy.

Over the next several years, Nicholson conducted Continental Navy affairs in northeastern France as directed by the Commissioners. In 1777, he served as the captain of the cutter *Dolphin*, which he quietly purchased in England. A year later, Nicholson acquired and refitted the frigate *Deane*, which he commanded until 1782. His achievements with both ships included capturing numerous prizes around France and the British Isles, including cruises with his brothers. After Nicholson returned to America in 1779, he patrolled waters of the Delaware coast, sailed several cruises in the West Indies, and served on two courts-martial. Nicholson himself would face a court-martial for allegedly mistreating an insubordinate junior officer. Although Nicholson was honorably acquitted, he was subsequently relieved of his command in 1783.

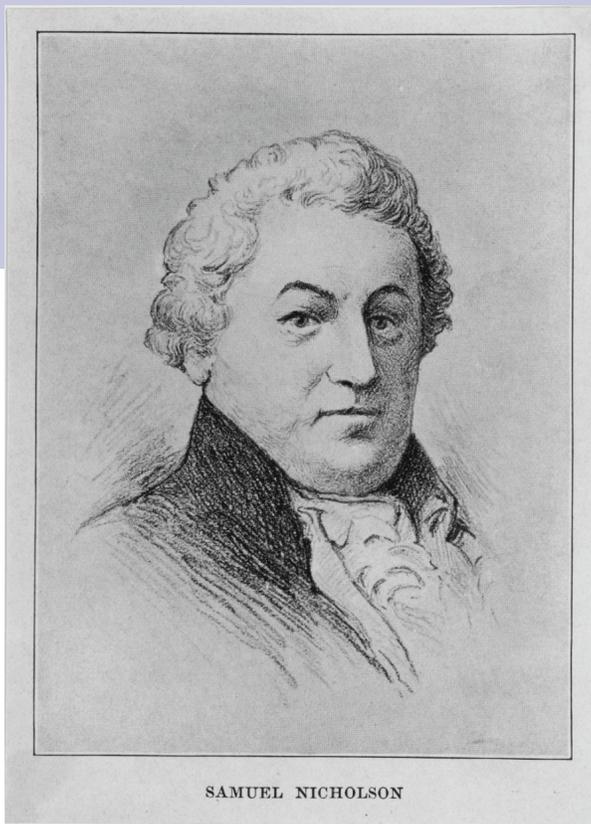
Nicholson returned to service in 1794 as a captain in the newly established U.S. Navy. His first assignment was to serve as superintendent for the *Constitution's* construction in Boston Harbor. On July 22, 1798 Nicholson took *Constitution* out of Boston Harbor for her maiden voyage. His next cruise on the ship to the West Indies would be his last, ending his career at sea. Nicholson was retained in 1803 to serve as the first superintendent of the Charles-

Continued on next page

town Naval Yard outside Boston and served in this role until his death in December 1811. At the time of his death, Samuel Nicholson was the senior officer of the U.S. Navy.

The Continental Navy had a tumultuous beginning, but proved crucial in winning American independence. Over the course of the war, the Continental Navy fleet sailed some fifty armed vessels that captured nearly 200 British prizes and much needed enemy military supplies, food, and other goods that George Washington's army needed. The Continental Navy was able to deny the British of the same resources. The Navy contributed "to the demoralization of the enemy and [forced] the British to divert warships to protect convoys and trade routes," just as John Adams had predicted.¹¹ Sea power had proven pivotal to winning the war. Without control of the Atlantic, it was difficult for the British to transport and sustain a large army in America. The Navy also carried correspondence and diplomats to Europe, helping bring France into the war.

The experiences of America's first navy captains also reflected the rise of a new nation. The North-South divide in the Continental Congress spilled over into the Navy's



Capt. Samuel Nicholson image courtesy Naval History and Heritage Command.

missions, as Esek Hopkins learned firsthand. John Barry's passion and dedication to serve the American cause wherever he could, exemplified the strength of character of Revolutionary leaders. The tenacity and battle successes of John Paul Jones helped put doubt into the minds of the superior British forces and into the British public. As Samuel Nicholson's story shows, after the Revolutionary War these captains would be called back to shape the U.S.

Navy as we know it today. And the lesson taught all too often in war, not all heroes, like Lambert Wickes, return home to see their victory's reward.

At best, the navalists and captains of the Continental Navy knew their efforts were pivotal to the cause. However, they couldn't have imagined it ever becoming the world's most powerful naval force. Although these early heroes and members of today's U.S. Navy are separated by some 240 years, they both exemplify the motto *non sibi sed patriae* – "Not for self but for country."

The Naval Historical Foundation thanks the Society of Cincinnati for permission to reprint this article.

Notes

- 1 Charles Brodine, "A Look at the Birth of the Continental Navy," October 21, 2009, http://www.navy.mil/submit/display.asp?story_id=49113.
- 2 Tim McGrath, *Give Me a Fast Ship* (New York: NAL Caliber, 2015).
- 3 McGrath, *Give Me a Fast Ship*, op.cit.
- 4 Ibid.
- 5 Ibid.
- 6 Ibid.
- 7 John Barry Kelly, "Commodore Barry (1745-1803) 'Father of the American Navy,'" <http://www.ushistory.org/people/commodorebarry.htm>.

- 8 "John Paul Jones," <http://www.history.com/topics/american-revolution/john-paul-jones>.
- 9 Bob Blythe, "John Paul Jones (1747-1792)," https://www.nps.gov/revwar/about_the_revolution/jp_jones.html.
- 10 Joseph Thomas, *Leadership Embodied: The Secrets to Success of the Most Effective Navy and Marine Corps Leaders* (Annapolis: Naval Institute Press, 2013), pages 1-4.
- 11 "The Continental Navy," March 27, 2011, <http://www.thedearsurprise.com/?p=2519>.

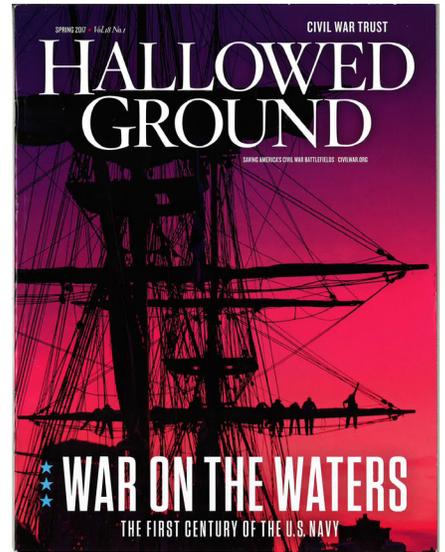
From the

DECKPLATE

NHF Members Receive Gratis Copy of *Hallowed Ground*

Approached last December by the Civil War Trust about the concept of focusing on the naval aspects of the Civil War for the forthcoming edition of the Trust's journal *Hallowed Ground*, NHF jumped at the opportunity to partner with them for the Spring 2017 *War on the Waters: The First Century of the U.S. Navy* edition. In addition to NHF President Rear Adm. Bud Langston's overview, authors William Fowler, Michael Crawford, William White, and Craig Symonds each provided articles with insightful content covering the history of the

navy from the American Revolution through some of the key battles of the Civil War. The articles were richly illustrated by images provided by photographer Buddy Secor, who captured some of the National Museum of the United States Navy's more unique artifacts. As a special benefit, all NHF members received a gratis copy of *Hallowed Ground*. We look forward to working with the Civil War Trust on future collaborative efforts.



Book Reviews Top 500

NHF recently shipped its 500th book for review as part of its ongoing *Naval History Book Review* program. Since the program's inception in 2010, NHF has provided a venue for major New York-based publishers, University Presses, and self-publishers to share works of naval history for evaluation by our members. Recently, we even received one submission

from the Mongolian Railroad Press!

The review program provides a valuable service in two ways. First, works of naval history are provided exposure that may not be offered in the mainstream media. Second, our reviewers are challenged to write analytical reviews. For young academics, a review published in *NHBR* is a resume builder.

In past years we allowed the reviews to build-up and then fired a broadside. For 2017, our goal is to send reviews out weekly. One of the benefits of being an NHF member is that you have an opportunity to review books hot off the press. If you are interested in reviewing a book, contact Dr. Dave Winkler at dwinkler@navyhistory.org.

National Maritime Awards Dinner: Recognizing Those who Preserve Our Maritime Heritage

In an effort to honor individuals whose leadership has made a significant difference in preserving naval and maritime heritage, NHF teamed with the National Maritime Heritage Society (NMHS) and other organizations to host a banquet to raise awareness and funds to support educational outreach and scholarships.

This year's dinner was held in April. Among those in attendance were the Commandant of the Coast Guard

Admiral Paul Zukunft and the Superintendent of the Naval Academy, Vice Admiral Walter E. Carter. The choral group from the Coast Guard Academy provided musical entertainment. The highlight of the evening was the presentation of *Distinguished Service Awards* from the Naval Historical Foundation and the National Maritime Historical Society.



Naval Historical Foundation Chairman Adm. William J. Fallon presents Dr. J. Phillip London, executive chairman of CACI, with NHF's Distinguished Service Award in recognition of his work to promote the heritage of the sea services and his ongoing support of naval history and veterans.



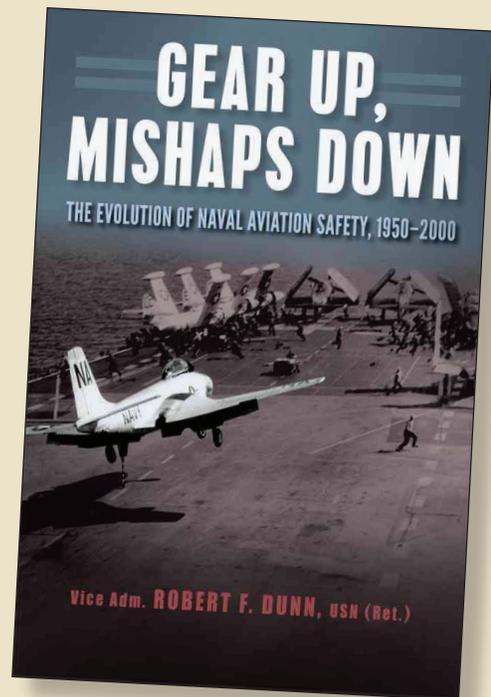
Pulitzer Prize writer Thomas L. Friedman (right) presents Peter A. Seligmann of Conservation International with NMHS's Distinguished Service Award for their tremendous impact on the world's oceans and shorelines.



Dr. Robert Ballard (right) presents Gary Knell, president and CEO of the National Geographic Society, NMHS's Distinguished Service Award for educating millions of viewers and readers about our maritime heritage and resources.

Past NHF President Publishes Air Safety Book

With pride, NHF is pleased to report that Vice Adm. Robert F. Dunn has published *Gear Up, Mishaps Down: The Evolution of Naval Safety, 1950–2000* with the Naval Institute Press. Following his retirement as the Deputy Chief of Naval Operations for Air Warfare, Dunn had the opportunity to serve on several aircraft safety advisory panels and earned the Ramsey Fellowship with the Smithsonian Air and Space Museum. In his acknowledgements, Dunn thanked NHF, in particular its former chairman Adm. Bruce DeMars, board members Rear Adm. William J. Holland and Rear Adm. Richard C. Gentz, and finally, the Executive Director Emeritus Capt. Charles C. Creekman for their support.



Notable Departures

Within a span of a day, NHF lost two good friends with the deaths of Cdr. David T. Leighton and Capt. George W. Stewart on the 6th and 7th of January 2017.

A graduate of the U.S. Naval Academy, Commander Leighton came into the Navy following World War II and eventually worked for Admiral Rickover in the Naval Nuclear Reactor Program. Admiral Holloway credited him with selling the concept that an aircraft carrier could be operated with two reactors, thus advancing the case for the Nimitz-class carriers. In his later years Leighton became a philanthropist and donated over a million dollars to support various NHF initiatives including the Cold War Gallery. In recognition of his generosity,



David T. Leighton with Admiral Hyman G. Rickover.

the lecture presentation at the annual meeting is named for him. Leighton also left an oral history, correspondence, and a lecture he gave on the state of Navy nuclear propulsion that has been transcribed and posted on NHF's website, www.navyhistory.org.

In contrast, Capt. Stewart attended Massachusetts Maritime Academy, graduating in 1956. Eventually he earned command of the newly commissioned frigate *Moinester*, where his plank-owning wardroom included a Lt. Charles T. Creekman. When Creekman retired from the Navy to become executive director of NHF, Stewart became our go-to guy on technical matters dealing with steam plants and knowledge on naval operations in Casco Bay off the coast of his native Maine. For his prolific written contributions, Stewart earned NHF's *Volunteer of the Year Award* for 2015.

2016 Annual Report

The Naval Historical Foundation remains steadfast to creating global public interest in the importance of our rich naval history.

In the second half of last year we broadened our mission by linking the work we do to the challenges and opportunities in the maritime domain. As any Sailor or naval historian knows, the seas secure and protect our borders, connect us to the global economy and serve as a playground, science laboratory and final resting place for our brave Sailors. Naval history plays a significant role in each of these areas and we need to continue to educate the larger global community.

As we look at the impact of NHF's work over the last year there are many things we all can be proud of. These programs and others reached thousands of students, historians and individuals interested in the maritime domain and helped us tell the story of the important role naval history plays. We will continue to build on these initiatives and reach out to new audiences.

New Vector: Deep Sea Exploration

- Teamed with Dr. Bob Ballard and his Ocean Exploration Trust when his ship, *E/V Nautilus*, conducted the first exploration dive on the WWII light carrier *Independence*. NHF provided context with veteran and historian interviews and original content linking deep sea exploration to historical events. One example is Operations Crossroads, the Bikini Atoll nuclear testing. This information was shared with thousands of viewers who visited NHF's site during the dive.

"Progress is impossible without change, and those who cannot change their minds cannot change anything."

—George Bernard Shaw

Education

- Coordinated the training of 108 historic naval ship and 17 Navy museum educators and 62 local teachers and volunteers on project-based STEM learning with an emphasis on naval applications. As a result of the training, teams from the USS Turner Joy Museum, Navy Museums Northwest and the National Museum of the American Sailor held hands-on STEM education events for nearly 5,000 students in 2016.
- Sponsored an NROTC Midshipmen research and writing essay contest with a focus on naval history.

Commemoration

- Celebrated NHF's 90th anniversary and set the path for our next 90 years.
- Marked the 75th anniversary of Pearl Harbor with new online content including first-hand eyewitness accounts, which engaged audiences young and old.
- Presented NHF's *Distinguished Service Award* to Andy Taylor of Enterprise Holdings, for his ongoing support of naval heritage initiatives and the employment of military veterans.

Community Outreach

- Published over 100 naval history book reviews written our members, giving NHF the opportunity to showcase new and existing naval historic.
- Released usnavymuseums.org, a site that connects visitors with naval heritage resources in the 50 states and includes virtual museum and historic ship experiences.
- Began major organizational transformation pivoting to a large volunteer group to better support NHF operations.

2016 Annual Report

Financials

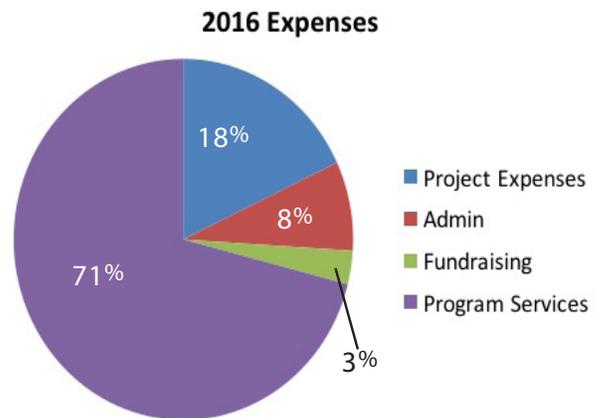
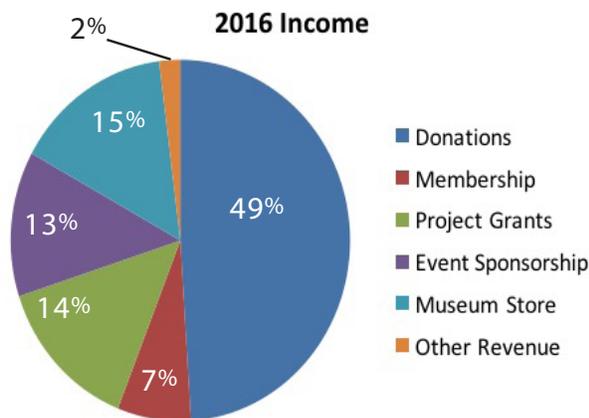
The Naval Historical Foundation exists because of you and your support. We are most thankful to all our donors and volunteers as you make our work possible. Funds were raised through six primary sources – donations, membership dues, project grants, event sponsorships, the museum store, and other revenue (e.g., royalties, facility rental).

NHF's biggest expense is program services. This include foundation events, museum rentals, the museum store, the new vector, support for the Naval History and Heritage Command and community outreach. Our next biggest expense is projects funded by grants, which includes digital outreach, oral histories and STEM-related projects.

Our goal is to increase membership; promote the rental of the National Museum of the United States Navy and the Cold War Gallery for ship reunions, holiday parties, corporate meetings, weddings and other receptions; and continue our work with Dr. Bob Ballard on our new vector.

Moving Forward

The staff and leadership are committed to looking at new ways to continue to highlight and increase the awareness and importance of the role naval history plays in our country. We will also continue our organizational transformation pivoting to a large volunteer group to better support NHF operations.



NHF's financials are available upon request or available by accessing our 990 online.

How You Can Help

It is your support that helps us preserve and honor the legacy of those who came before us and educate future generations on the important role our nation's naval history plays in the maritime domain. As we move forward, we need your continued support. There are many ways you can support us including:

- Gifts of stock
- Planned giving (e.g., estate planning)
- Sustained giving
- Annual cash donations
- Workplace giving or matching employee donations

You can also help us by volunteering. If in the Washington, DC, region, become a docent and lead tours at the National Museum of the United States Navy or help us in the office, we always need an extra set of hands. We also need subject matter experts to serve as part of our speakers' bureau, provide content for our deep sea explorations with Dr. Bob Ballard and/or volunteer to review a book and write a review for our popular Naval History Book Review program.

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The Naval Historical Foundation is grateful to all our donors. We thank you for your ongoing support. This list reflects contributions received during the 2016 calendar year. This list reflects donors who gave \$250 and above.

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Members of the Society receive invitations to special events and other opportunities to engage in naval history. If you are interested in discussing membership in the Holloway Society with Admiral Fallon, please contact NHF's Executive Director Clair Sassin at csassin@navyhistory.org.

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