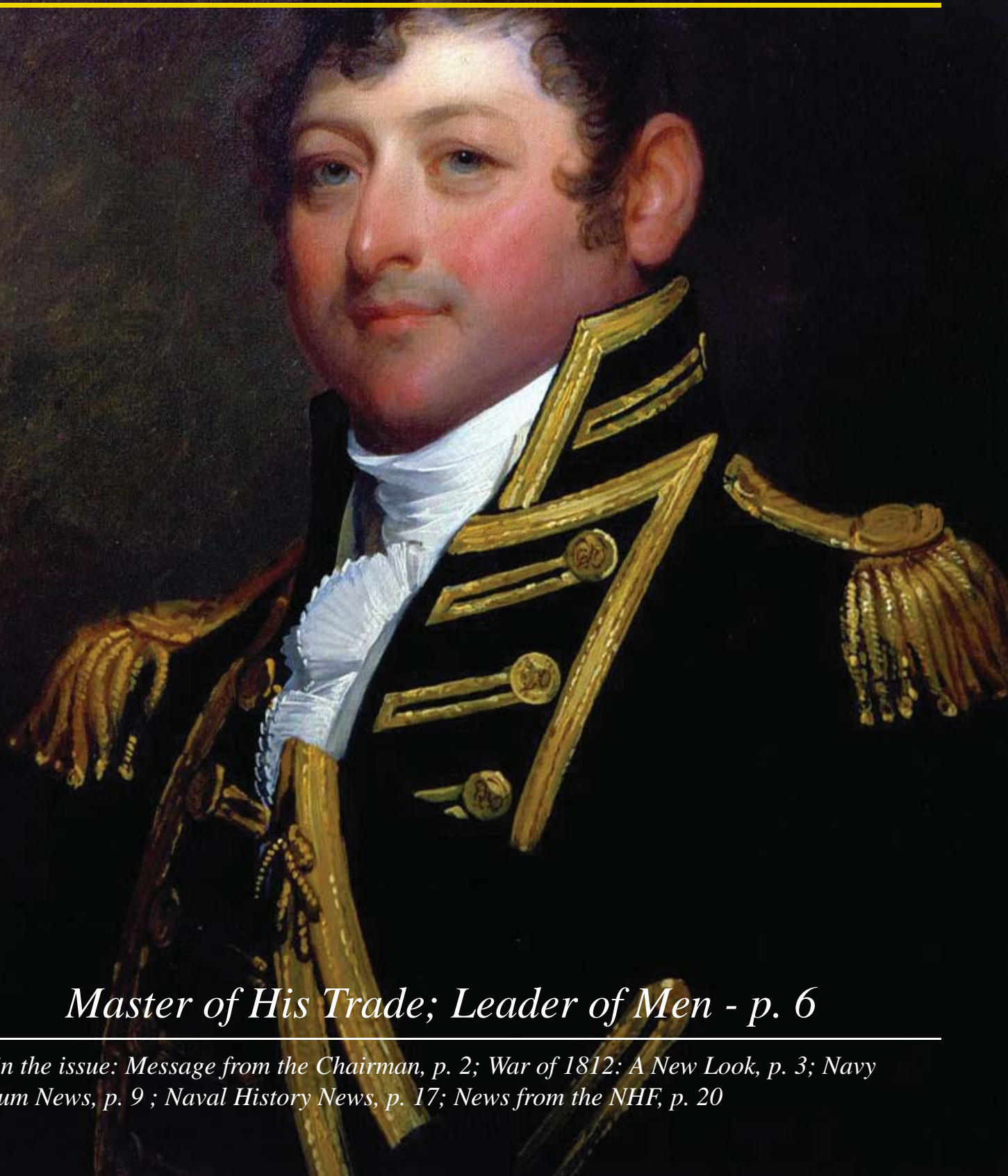

PULL TOGETHER

Newsletter of the Naval Historical Foundation



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Message From the Chairman

On the masthead of our recent year-end funding appeal are the words *Preservation, Education, and Commemoration of Naval History*. This catch-phrase, a recommendation from our newly formed Advisory Council, captures the essence of our mission—past, present, and future. During the past year, we focused on the “education” component of the catch-phrase through the emphasis of a simple reality:

The history of our Navy is also a history of technology.

Hence the rationale behind our efforts to embrace STEM (science, technology, engineering, and math) as a means to educate students in our secondary school systems about the history and heritage of the U.S. Navy. Let’s face it—given that state standardized history tests often ignore military history, the prospects of injecting naval history into school history department curriculum are nil, since teachers are pressured to teach to the test. On the other hand, if we enhance the science, technology, engineering, and math curriculum with history (STEM-[H]), we have an opportunity to improve test scores in these technical areas—and give the next generation a dose on the importance of sea power.

An outstanding addition to our staff is translating the above concept into reality. Capt. John Paulson graduated from the Naval Academy in 1971 and rose through the submarine force ranks to command USS *Philadelphia* (SSN 691). Along the way he picked up an advanced degree in applied science at University of California at Davis. Upon retiring, he received a master’s in secondary education from Old Dominion University and subsequently taught in the Prince William County (Virginia) School system for a decade. Since joining the NHF last spring, John facilitated our first two groups of Teacher Fellows, translated the educational content the Teacher Fellows produced for our www.usnavymuseum.org website, coordinated with Naval Sea Systems Command and Purdue University Calumet on underwriting an education center at the Navy Museum, worked with NOAA and Dr. Robert Ballard of our Advisory Council to investigate means for real-time interaction with exploration vessels, and explored the possibilities of joint ventures with the National Naval Aviation Museum in Pensacola. Further details about these initiatives can be found in the “Navy Museum News” section of this newsletter.

The National Museum of the United States Navy currently provides a good venue to execute these STEM-[H] initiatives and we applaud the arrival of Jim Bruns as the new museum director. With Jim’s commitment to making the Navy Museum a great venue in Washington and John Paulson’s STEM-[H] educational outreach initiatives, the opportunity exists to make the National Museum of the United States Navy a true national asset with lasting impacts on future generations.

We welcome your support for this and other Naval Historical Foundation programs. If you haven’t responded to our year-end appeal letter, please consider doing so or donate online at our www.navyhistory.org website. Also continue telling your friends about us! This past year we doubled our membership—keep spreading the word!

Bruce DeMars

THE WAR OF 1812: A NEW LOOK

By Joseph F. Callo

The bicentennial of the War of 1812 is approaching, and after 200 years it's time to change how we think about that war. To support that proposal, I'm going to explore what I believe the narrative of that war has been and how we might change it to make it more accurate and more relevant to our own lives and times.

In the past there were heated—and mostly partisan—arguments about who won. Then in recent years, it became fashionable to claim that the war was a stalemate, with the further claim that it was a horribly stupid waste of life.

Those two latter conclusions are easy to slide into if one simply concentrates on the war's military actions. For example, of 25 noteworthy naval actions, the U.S. Navy won 13 and the Royal Navy won 12. And along the Canadian borders bloody battles were won and lost but there was no major change in the border. Then on the one hand, the U.S. Navy won the critically important fleet actions on Lake Erie and Lake Champlain and American privateers had a significant effect on Britain's vital sea lines of communication. But on the other hand, the Royal Navy was able to apply a punishing blockade and a series of successful expeditionary warfare raids against America's Atlantic coast.

And so the discussions have rolled on. But though it's true that there was no unconditional surrender by either side, and in a compilation of the results of individual actions there was no clear winner, there were indeed some very important, bottomline gains and losses for each side. And those gains and losses had long-term, geopolitical implications for both the United States and Great Britain—and in fact for the world.

One of the biggest problems with the current narrative of the War of 1812 is, I believe, that there has been a tendency to focus on the main events as if they were free-standing, rather than parts of a stream of interconnected campaigns, battles, policies, and decisions. And the corollary of seeing the War of 1812 as a series of free-standing events is that tactical matters inevitably overshadow strategic matters.

In the new book *1812—The Navy's War*, written by George Daughan, a particularly enlightening passage towards the end quotes a letter from the Duke of Wellington to the British prime minister at the time, Lord Liverpool. The prime

minister had suggested that Wellington go to Canada and take over leadership of the land war along the Canada–U.S. border. At that point Wellington had a deserved reputation as a successful field commander in the Peninsula Campaign against Napoleon's army. Wellington's response focused on an important point:

That which appears to me to be wanting in America is not a general, or a general officer and troops, but a naval superiority on the Lakes....The question is, whether we can obtain this naval superiority....If we cannot, I shall do you but little good in America. (1)

Wellington understood the continuing strategic issues of the War of 1812, in this case the question of whether or not the British could take control of the communication and supply routes represented by the Great Lakes and Lake Champlain. Wellington wasn't thinking tactically. He was confident that he could dominate in the field in most situations with his experienced troops. He was instead emphasizing the kind of strategic issue that gives context to individual actions and decisions.

And context is very important when trying to establish the true causes of the War of 1812. The American declaration of war in June 1812 is generally attributed to America's need to ensure "free trade and sailors' rights."

In the book *Sea Power—A Naval History* edited by E.B. Potter and Adm. Chester Nimitz, the circumstances behind that battle cry are spelled out succinctly:

In the post-Trafalgar period the intensifying commerce warfare between Britain and France left the United States the only major neutral trader on the high seas. American merchant shippers enjoyed unprecedented prosperity both in the general carrying trade and as exporters of American wheat, tobacco, and cotton. At the same time American merchantmen and even naval vessels, caught between Britain's Orders in Council and Napoleon's retaliatory Decrees, were subjected to increasing interference that eventually grew intolerable. (2)

That's fine as far as it goes, but in reality there was more—much more—to the story than a simple desire for free

trade and sailors' rights.

As the war approached, there were also strong, emotionally laden political and diplomatic cross-currents that shaped the decisions of President Madison and then-British Prime Minister Spencer Perceval. And politics, as we know, is often a force unto itself.

While Madison was the leader in the House of Representatives, he steadfastly resisted the pressure of those in Congress who were inclined toward war with Great Britain. Those advocating war were mostly from the South, along with expansionists from the then-western states of Kentucky, Tennessee, and Ohio, who were anxious to push the United States' borders to the west.

Notwithstanding the pressures coming from those inclined towards war with Great Britain, Madison acted on his belief that he could avoid armed conflict by convincing Prime Minister Perceval that a major clash was inevitable, unless Britain dealt with the issues of free trade and impressment. Madison was further convinced that Great Britain's preoccupation in Europe with Napoleon would make Britain reluctant to open up a new global warfront.

Madison was wrong on all of the above. In fact, Perceval believed that the regional political divisions within



Portrait of President James Madison by Asher B. Durand, U.S. Naval Academy Museum.

the United States, along with America's obvious military weakness, would force America to accommodate Britain's maritime policies, no matter how onerous or economically damaging. In addition, Perceval and many around him believed that U.S. complaints could be quieted with a limited application of military pressure. All of the foregoing created perceptions on the part of the British leadership that were as important as the actual circumstances involved.

There was another important psychological factor among much of the British leadership: Prime Minister Perceval and his successor, Lord Liverpool, who became prime minister in May 1812, had a desire to settle the score with the United States. In the first chapter of his book, Daughan is blunt:

The Treaty of Paris...hardly reconciled the king or his people to colonial liberty. Bitter about their humiliating defeat, the British watched with satisfaction as the thirteen states floundered without a central government.... Many in London expected the American experiment in republican government to fail. (3)

The *Evening Star* in London put things in more colorful terms:

England shall not be driven from the proud pre-eminence, which the blood and treasure of her sons have attained for her among nations, by a piece of red, white, and blue striped bunting flying at the mastheads of a few fir-built frigates manned by a handful of bastards and outlaws. (4)

The feelings were mutual, and it's difficult to overemphasize the importance of sentiments such as those when discussing the reasons for the war. Yet they usually get little emphasis, if any.

Miscalculations on both sides that contributed to the U.S. declaration of war continued into the armed conflict. For example, the British leadership failed to recognize the importance of the U.S. Navy's early, morale-boosting, tactical victories in the early single-ship actions. Those stunning single-ship actions were shrugged off at the Admiralty and Whitehall as embarrassing but basically nondeterminants in the war, when they were in fact hugely important in sustaining a fighting spirit in the U.S. Navy. Of greater importance, those early naval victories sustained the will of the American political leadership and the public to fight on in the war.

The British were not alone in this pattern of miscalculations. For example, the U.S. political leadership constantly

misjudged the determination of most Canadians to remain part of the British Empire. A month into the war, then-former-president Jefferson famously opined:

[T]he acquisition of Canada this year, as far as the neighborhood of Quebec, will be a mere matter of marching. (5)

The serious misjudgments were still evident—not surprisingly at this point—during the peace negotiations that began at Ghent in August 1814. In the early phases of those deliberations, Madison doggedly believed that the British were anxious for a negotiated peace. However, Prime Minister Liverpool was convinced that with the pressures of Britain's blockade and expeditionary warfare raids—particularly the presumably devastating psychological impact of the burning of Washington—the United States would not—indeed, could not—sustain the war for much longer.

So the War of 1812 was launched and sustained to a significant degree by one false impression after another and a high degree of emotion on both sides. It wasn't until the connected Battles of Lake Champlain and Plattsburgh that the direction of the negotiations at Ghent finally changed. And at that point they changed radically.

With Commodore Macdonough's victory over a British fleet on Lake Champlain on 11 September 1814 and U.S. Brigadier General Alexander Macomb's accompanying repulse of British General Prevost at Plattsburgh—along with the subsequent withdrawal of Prevost's army to the north—the strategic nature of the War of 1812 was suddenly altered.

The Battle of Lake Champlain be-

came the main tipping point by stopping a British thrust down Lake Champlain and the Hudson Valley and into the commercial heart of America. Such a campaign, if successful, would in all probability have shattered the United States geographically and ended the nation then and there. The coincidental repulse of the British attack on Baltimore was the exclamation point on the new strategic equation.

For an assessment on the war's outcome, on the positive side for Britain, the period of relative peace that followed the war allowed Britain to benefit economically from her foreign trade and to firmly establish her de facto dominance of the seas. The latter would prove to be an unchallenged and immeasurable geo-strategic benefit to Britain for a century. The end of the war also helped Britain to focus on the Industrial Revolution's early stages and to quickly become the world's largest economy. These were obviously important and very positive outcomes of the War of 1812 for Great Britain. It should be noted, however, that notwithstanding those positives, many in Britain felt that their nation had conceded too much at Ghent.

On the positive side for the United States, the dominant position of America in Florida and Louisiana was confirmed and the possibility of a massive buffer Indian nation in the territories that would become Ohio, Indiana, and Michigan was eliminated. And U.S. foreign trade was once again able to contribute to America's burgeoning economic might.

In addition, and arguably most important of all, the United States gained international stature that did not exist before the war. The companion to that new stature was the recognition in the



"Macdonough's Victory on Lake Champlain, 1814" by Edward Tufnell depicts *Saratoga* and *Eagle* flanking the British flagship *Confiance*. Navy Art Collection.

United States that a strong, standing military was an essential component of national security, and both the U.S. Army and U.S. Navy emerged from the War of 1812 as more professional military services.

Many—perhaps most—would agree that at the center of that new American global stature was the U.S. Navy, a force that had established emphatically that it not only would fight against the best, but also could win decisively at that level. And it could win not only in a tactical context but in a strategic context as well.

Frequently the War of 1812 is referred to as America's second war of independence, and it was that. It was also the validation of the implausible vision of John Paul Jones who wrote in 1778:

Our Marine (Navy) will rise as if by enchantment and become, within the memory of persons now living, the wonder and envy of the world. (6)

Representative of the new U.S. Navy that was shaped during the War of 1812 was a group of officers referred to as "Preble's Boys." They were named for Commo. Edward Preble, who noted the youth of his officers when he was in command of a squadron in the Mediterranean during the Barbary Wars. All his captains were less than 30 years old—some were in their early 20s. After a few months of action in the Mediterranean, however, "Preble's Boys" established themselves as exceptional warfighters, officers who were forward-leaning if not downright aggressive in their combat doctrines.

Among the "Preble's Boys" who went on to distinguish themselves in the War of 1812 were William Bainbridge, victor in the action between USS *Constitution* and HMS *Java*; Stephen Decatur, who defeated HMS *Macedonian* while in command of USS *United States*; Isaac Hull, victor over HMS *Guerriere* while captain of USS *Constitution*; Thomas Macdonough, victor at the Battle of Lake Champlain; David Porter, who as captain of USS *Essex* captured HMS *Alert*, the first British ship captured in the War of 1812; and Charles Stewart, who captured HMS *Cyane* and HMS *Levant* in a single extended action.

"Preble's Boys" were part of the new breed of professionals who bridged the gap between the inward-looking and basically defensive attitudes that followed the American Revolution and the global sea power concepts that came to maturity at the beginning of the 20th century with President Teddy Roosevelt and Adm. A. T. Mahan. In a book by Allan Westcott titled *Mahan on Naval Warfare—Selections from the Writings*



Commo. Edward Preble

of Rear Admiral Alfred T. Mahan, the introduction includes the following:

[T]he historian of sea power (Mahan) had much to do with the emergence of the United States in 1898 as a world power, with possessions and new interests in distant seas. And no one believed more sincerely than he that this would be good for the United States and the rest of the world. (7)

It was "Preble's Boys," along with those who fought with them and paid a heavy price in blood, who connected ideas of liberty with the steady progress of globalization that continues up to our own times.

In his book *On Seas of Glory*, former Secretary of the Navy John Lehman wrote at the beginning of his chapter on the War of 1812:

Before the War of 1812 the young republic did not have an organized naval service in the truest sense. Gradually, the need to defend the commerce of the fragile new nation against warring European powers, Barbary pashas and pirates created the foundation of the U.S. Navy in fits and starts. (8)

At the end of the chapter Lehman's focus is far reaching:

The early efforts of Adams, Jones and Barry to establish institutional permanence were now accomplished, complete with a rich store of custom and tradition, borrowed liberally from the British and French navies, but very distinctly American....The new republic now had a formidable instrument to build a global commerce, enforce a Monroe Doctrine, and when

the test came, to preserve the Union from rebellion. (9)

It was earlier noted that the War of 1812 involved much more than tactical victories and defeats and that very important gains and losses at the end of the war had long-term implications for both the United States and Great Britain—and in fact for the world.

In conclusion, the victories and defeats, mistakes on both sides, and the good and bad luck of the War of 1812 all added up to a happening that is still playing out. That happening was the emergence of the United States as a global—eventually preeminent—naval power.

Our security and prosperity, as well as that of much of the world, is to a significant extent based on U.S. naval power, a global force that came forth in a brilliant flash of history between 1812 and 1814. It was a marriage of democratic political concepts to sea power. It was a phenomenon that harks back to Themistocles and the triremes of the Athenian empire of the fifth century BC.

The conjunction of American theories of liberty with global sea power in 1814 is, in my opinion, the single most important outcome of the War of 1812. And it was an enormously important—and mostly positive—outcome that has born heavily on world history. We ignore that message from history at great risk.

Footnotes:

(1) *1812—The Navy's War*, George C. Daughan (New York, Basic Books, 2011), 356.

(2) *Sea power—A Naval History*, edited by E.B. Potter and Adm. Chester Nimitz (Englewood Cliffs, NJ, Prentice-Hall, Inc., 1960), 207.

(3) *1812—The Navy's War*, George C. Daughan (New York, Basic Books, 2011), 1, 2.

(4) *The Perfect Wreck—"Old Ironsides" and HMS Java—A Story of 1812*, Steven Maffeo (Tucson, AZ, Fireship Press LLC, 2011), iii.

(5) *Perilous Fight—America's Intrepid War with Britain on the High Seas, 1812-1815*, Stephen Budiansky (New York and Toronto, Alfred A. Knopf, 2010), x.

(6) *John Paul Jones: America's First Sea Warrior*, Joseph Callo (Annapolis, MD, Naval Institute Press, 2006), 62.

(7) *Mahan on Naval Warfare*, Alan Westcott (Mineola, NY, Dover Publications, 1999), xviii, xix.

(8) *On Seas of Glory*, John Lehman (New York, The Free Press, 2010), 103

(9) *Ibid.*, 140, 141

This speech was originally presented by Rear Adm. Joseph Callo, USNR (Ret.) to the Society of the War of 1812 in the State of New Jersey and the Jamestown Society at the Nassau Club of Princeton, NJ, on 29 October 2011.

War of 1812 Bicentennial Series:

This is the third in a series of biographical portraits by Vice Admiral Emery of naval leaders who forged the Navy's early history and heritage. Earlier portraits were of Thomas Truxtun and Edward Preble.

Master of his Trade; Leader of Men Isaac Hull

By George W. Emery

CONSTITUTION.

GUERRIERE.

Prologue

She weighed anchor in a hurry on the 2nd of August 1812.

A rumor had surfaced that the frigate was about to receive orders to remain in Boston to prevent her capture by a British squadron thought to be lurking in the Bay. These were orders that the *Constitution's* commanding officer did not want to receive. His intent was to seek out and fight the Royal Navy, not to suffer the humiliation of virtual imprisonment in Boston.

On her gundeck stood Midshipman John Ripley Madison, once mentored on this same ship by Capt. Edward Preble, and now a proud understudy of Capt. Isaac Hull. His dunnage included a copy of Falconer's *Universal Dictionary of the Marine* presented to him by Preble during a Mediterranean voyage a decade earlier. (1)

Two weeks after her hasty departure *Constitution* captured the British brig *Adeline*. Without reservation Hull placed the youthful and able Madison in charge of the prize crew with orders to sail her safely to the nearest port.

Thus it was that Midshipman Madison was not on board *Constitution* on the 19th of August and missed the first great frigate encounter of the War of 1812, an action that saw Hull and his favorite ship-of-war best the veteran British frigate *Guerriere*, burning the hulk and carrying her survivors to Boston.

Upon hearing of the victory, Madison must have been consumed by dismay. He had joined the crew more than

a year earlier, was an integral member of the gunroom that had tirelessly aided Hull's skillful escape from a five-ship British squadron after a 63-hour chase a month earlier, and thoroughly respected his skipper.

That same respect permeated the *Constitution's* wardroom and crews' quarters. Known throughout the early Navy as a consummate seaman, Hull also enjoyed the reputation of being an agreeable leader, a man who abhorred the cat and took care that his officers understood that their responsibilities included seeing to the shipboard education and well-being of their sailors.

According to family records Isaac Hull first went to sea at about age 12, perhaps sailing in a relative's small coastal merchant. By 18 he had sailed before the mast on voyages to the West Indies and Europe. These years of experience as a seaman left him impressed with the vicissitudes of a sailor's life and formed the basis of his later even-handedness with young tars.

At 22, he was already in command of his third ship, the 189-ton ship *Minerva*. It was in the *Minerva* in the late spring of 1797 that Hull got his first taste of French privateers when he fell prisoner, briefly, to a French letter of marque.

Back home and still fuming, Hull filed an application for a lieutenantcy in the fledgling United States Navy and, in 1798, upon his return from yet another West Indies voyage, discovered to his delight an appointment as fourth lieutenant

of the frigate *Constitution*; her first lieutenant was Edward Preble.

A year later Preble was celebrating command of the frigate *Essex*, and Hull, sailing under a new captain, Silas Talbot, was now *Constitution's* first lieutenant. It was a fortuitous change. Talbot was impressed with Hull's sailing skills, and Hull was impressed with Talbot's deft handling of the ship's officers and men. Talbot gave his first lieutenant plenty of rope to run the ship, and Hull did not disappoint. The captain believed in delegating responsibility to his officers and respecting the difficult life of those serving before the mast. It was a winning combination. Hull soon learned that delegation improved an officer's professional ability and confidence, and he adopted Talbot's spare-the-cat leadership style for the rest of his days. (2)

Hull's first moment of glory came while cruising with Talbot on the Spanish Main. There, at Puerto Plata in Hispaniola, Hull led a boarding party to cut out the *Sandwich*, a captured British 8-gun packet now a French privateer. It was an audacious plan: Sail into the port on a lazy Sunday afternoon and catch the French napping. Hull sailed, the French napped, and Hull and cohorts delivered their prize to an anxious Talbot. The captain then raved of Hull's performance in the "dashing adventure" to the Secretary of the Navy. (3)

A reputation was emerging.

His first Navy command came in 1802 when he received orders requiring him to sail the schooner *Enterprise* to the Mediterranean to aid in the protection of American merchant vessels from the

depredations of Barbary pirates. There, having received orders to assume command of the brig *Argus*, he rendezvoused with his old friend Edward Preble, now commanding the Mediterranean squadron. As he had been on *Constitution*, Preble was again impressed by Hull's active nature and common sense, particularly during the attacks on Tripoli. Later, Hull's now tested and trusted judgment won him an assignment to proceed with *Argus* to Derne in company with the *Nautilus* and *Hornet* in support of Gen. William Eaton's 1805 expedition to capture that city. In a subsequent letter to the commodore, Hull described Eaton's forces storming the city aided by naval gunfire support, and his satisfaction of witnessing:

lieut. O'Bannon of the Marine corps, and Mr. Mann, midshipman of the *Argus*, with a few brave fellows with them, enter the fort, haul down the enemy's flag, and plant the American ensign on the walls of the battery. (4)

A reputation was developing.

Back home, and now a captain, Hull chafed at inactivity he had not known since donning his uniform. He supervised gunboat construction, briefly commanded the frigate *Chesapeake*, and finally drew the ever-to-be-lamented recruiting duty.

At last, in the spring of 1810, opportunity knocked. John Rodgers had shunned command of *Constitution* in favor of the roomier *President*. Hull was the excited recipient of the shunned vessel.

Constitution may have been his, but she was badly in need of refitting. She was slow and lacked both adequate spars and sails. But Hull was in his element. Restoring the ship's sailing qualities would have to wait. In a letter to Rodgers only weeks after assuming command, he reported his readiness to join forces with his boss:

I have to inform you that this ship is now ready for sea except for getting the spankers...which are momentarily expected. Whether they come or not I shall get out this evening if possible and lose no time in joining you. (5)

It would be the spring of 1812 before Hull finally had an opportunity to address the slow and sluggish sailing of the frigate. He moored *Constitution* at the Washington Navy Yard in late April and immediately commenced prepara-



Congressional Medal presented to Isaac Hull, Captain of USS *Constitution*, for his victory over HMS *Guerriere*, 1812. Hull P. Fulweiler collection.

tions to heave the ship down and replace her copper. It was a just-in-time moment. She was still in the Potomac on 18 June when war was declared.

Of the four signal events in *Constitution*'s War of 1812 career, Hull was in command during the first two: the Great Escape and the capture of HMS *Guerriere*. (6)

The Great Escape was of course *Constitution*'s heroic evasion of a British squadron of five ships encountered only a month after war was declared. To Hull goes the credit for the escape. He had demanded the recoppering and he had ceaselessly trained and drilled his crew to sail the ship and to fire their guns rapidly and accurately. Further, he placed great trust in his first lieutenant, Charles Morris, and had long since delegated to him the routine running of the ship and the responsibility for training the crew to his own high standards. Hull was an agreeable commander and Morris was comfortable in his presence. The two exchanged ideas and suggestions easily, an uncommon environment in a 19th century ship-of-war. It was Morris's suggestion to kedge the ship that proved the critical element that, in combination with Hull's skillful seamanship and the sweat and brawn of her seamen, drew the *Constitution* steadily away from her pursuers, and imminent capture, in the opening moments of the war.

His reputation continued to grow.

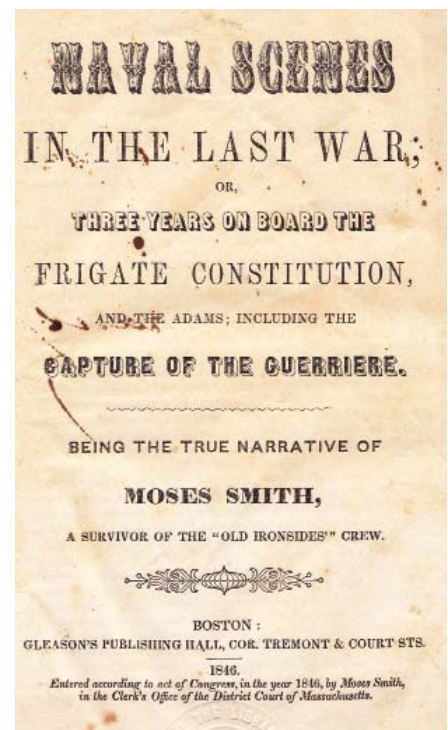
The Great Escape proved once again the enormous profit manifest in master-

ing one's craft, and training and leading one's crew. One month later those same attributes would yet again bring forth fireworks and applause. To Midshipman Madison's ever-lasting regret he was not on deck when Hull, Morris, and crew vanquished the Royal Navy frigate *Guerriere*. Hull handled *Constitution* superbly. Morris and his officers aroused and inspired the crew to their best, and the contest was quickly settled. The first-ever engagement between a frigate of the Royal Navy and a ship of the embryonic American Navy had ended in an overwhelmingly victory for Isaac Hull, Old Ironsides, and her sailors.

Hull's reputation was secured for posterity.

Constitution's arrival in Boston was loud and long. Her victory echoed up and down the coast and far into the new west. It energized Congress to rethink its collective mind about further funding for ships-of-war. It inspired volunteers to scramble to Navy recruiting stations. It crossed the Atlantic, amazed maritime nations...and stunned Great Britain.

The myth of an invincible Royal Navy was shattered.



Period Pamphlet featuring the narrative of crewmember Moses Smith illustrated the national pride instilled by *Constitution*'s success.

Postscript

Constitution's crew mustered on her main deck on a chilly 15th of September, barely more than two weeks after her triumphant return to Boston. In front of them stood their commander, their leader, and the man in whom their faith and trust had been returned in kind. Next to him stood the captain's relief, William Bainbridge. After a short letter of congratulation and commendation from the Secretary of the Navy was read aloud, Isaac Hull's broad pennant was lowered and Bainbridge's flag took its place at the masthead. With that act command responsibility passed from one officer to another, from a respected and beloved leader in battle to a man of an entirely different reputation.

The crew surged around Hull, many begging him not to leave but to stay, and they would follow. Gunner Moses Smith wrote of his feelings and those of many shipmates,

"We have become personally attached to Captain Hull, and hated to have him leave us....We loved Captain Hull so well that we knew we must leave the frigate and we did." (7)

Isaac Hull's remaining career was commendable and noteworthy, but it neither significantly added to nor sullied the reputation that had emerged and solidified during his formative years with the American Navy. It is a reputation that we would all do well to emulate: responsible and accountable, thoughtful but decisive, firm but fair. ...*A master of his craft; a leader of men.*

Footnotes:

- (1) London, T. Cadell, 1789. (Emery Collection).
- (2) Linda Mahoney. *Isaac Hull: Bulwark of the Sailing Navy*. [Published in *Command Under Sail. Makers of the American Naval Tradition, 1775-1850*. Edited by James Bradford (Annapolis, MD, Naval Institute Press, 1985), p. 253.]
- (3) Linda Maloney. *The Captain from Connecticut: The Life and Naval Times of Isaac Hull* (Annapolis, MD, Naval Institute Press, 1986), p. 49.
- (4) *The Connecticut Courant* [newspaper], (Hartford, 25 September 1805), p. 2.
- (5) A.L.S. Hull to Commodore John Rodgers, 13 July 1810. (Emery Collection).
- (6) The other two signal events are *Constitution's* victories in the actions with HMS *Java*, and HMS *Cyane* and *Levant*. (Author's opinion.)
- (7) Moses Smith, *Naval Scenes in the Last War; Or Three Years on Board the Frigate Constitution, and the Adams; including the Capture of the Guerriere* (Boston, 1846), pp. 38-39.

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

Tall Ships Confirmed for New Orleans Navy/OpSail Commemoration

The first of a series of commemorations of the War of 1812 and the star-spangled banner bicentennials is set for New Orleans on 17-23 April 2012. Tall ships confirmed for the event include USCG Barque *Eagle*, *Guayas* of Ecuador, and *Gloria* of Columbia.

The Navy has invited some 120 countries to send appropriate combat ships as well as their national academy sail-training tall ships to America for the 2012 commemoration events. The Navy and Operation Sail have partnered in producing major patriotic events for more than 50 years.

Commemoration events on the East Coast are scheduled for New York, Norfolk, Baltimore, Boston, and New London. Commemoration events in the Great Lakes will take place in Milwaukee, Chicago, Toledo, Cleveland, Detroit, and Buffalo. For information on the commemoration, visit www.OurFlagWasStillThere.org.

War of 1812 Commemoration Partner in the Spotlight!



Dress sword owned by Captain Isaac Hull, c. 1806 is in the collection of the USS Constitution Museum.

The USS Constitution Museum is a partner with the U.S. Navy in planning bicentennial commemorations for the War of 1812. Museum President Anne Grimes Rand serves along with NHF Executive Director Capt. Charles T. Creekman on the Navy's Advisory Group planning the commemorative activities nationwide. Rand chairs the Education Committee whose goal is to ensure that the 1812 bicentennial has a lasting impact by helping people today see relevance in this formative moment in our nation's history. With quality educational materials provided to teachers and students, the commemoration will encourage the study and discussion of the War of 1812. With support from the Naval History and Heritage Command, the museum has created a teacher resource to accompany the new interactive website that brings to life the experience of *Constitution's* sailors in 1812. This award-winning website enables virtual visitors of all ages to explore below deck in 1812 and meet the men who worked at the guns. Play the game and see if you will be promoted at www.asailorslifeforthe.org. As the memory and educational voice of "Old Ironsides," the USS Constitution Museum is creating engaging educational materials for national distribution to raise awareness of Old Ironsides' role in the War of 1812.

Opened in 1976, the USS Constitution Museum serves as the memory and educational voice of Old Ironsides. It is not one of the Navy's dozen museums operated by the Naval Heritage and History Command, but is operated independently as a nonprofit organization. Family-friendly, hands-on exhibits share the stories of USS *Constitution* and those who shaped her history. The museum, located adjacent to USS *Constitution* in the historic Charlestown Navy Yard, is open seven days a week, 10 a.m. to 5 p.m. during the winter months. There is no charge for admission, but donations are encouraged.

NAVY MUSEUM NEWS

Fall/Winter 2011-2012

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www.usnavymuseum.orgwww.navyhistory.org

New Museum Director Selected **Planning is Underway to Move Museum**

The Naval Historical Foundation welcomes Jim Bruns who assumed the helm as the director of the National Museum of the United States Navy beginning in late September. The appointment fills a two-year void in the position of head of the Navy's flagship museum.

Bruns will be providing the Navy Museum with seasoned experience and leadership. A graduate of the University of Maryland, Bruns, hired as a full curator with the Smithsonian Institution in 1983, worked his way up through the ranks to deputy executive director of one of the Smithsonian's largest collections. He also was selected as the founding director of the National Postal Museum, assigned as the overall director of operations, and served as chief development officer for the Smithsonian with responsibility for directing, coordinating, and managing all fund-raising and development activities, raising over \$160 million in response to institution-wide and museum and research institute development priorities.

Following his distinguished 20-year career with the Smithsonian, Bruns was appointed pres-

ident and chief executive officer of the Atlanta Historical Society, where he assumed responsibility for building the Centennial Olympic Games Museum, which was completed on schedule in conjunction with the 10th anniversary of the Atlanta Olympic Games. During his tenure, the historical society acquired the Margaret Mitchell House and Museum, restored two other historic houses, and hosted the landmark exhibition of personal papers from Dr. Martin Luther King, Jr., that were acquired by the city of Atlanta.

In 2007, Bruns moved north to serve as the chief executive officer of the Theodore Roosevelt Association, a national historical society and public service organization founded in 1919

and chartered by a special Act of Congress in 1920 to perpetuate the memory and legacy of Theodore Roosevelt, the nation's 26th president. Before returning to the Washington, D.C., metro area in 2010, Bruns served as a vice president at Montclair State University, New Jersey's second largest public university.

Bruns returns to Washington with a goal of creating the finest, most engaging museum of its kind in the world. "This is an ex-



James H. Bruns

citing challenge, a once-in-a-lifetime opportunity,” said Bruns. Few museum professionals are ever asked to run a national museum; fewer still are ever given the opportunity to create a new national museum, especially one as important as the new National Navy Museum.”

Dr. Jay Thomas, assistant director for museums and collections of the Naval History and Heritage Command, said Bruns’ diverse background and experience make him a welcome addition to the staff. “His experience will be invaluable to us as we take our national museum into the future,” said Thomas. “The Navy has a wonderful story to tell Sailors and the public through its history and through the artifacts that bring the history alive. I think that Jim is very well equipped to help us tell that story ever more

effectively.”

A recently published strategic plan for the Naval History and Heritage Command proposes moving the museum to an existing structure located just beyond the western boundary of the Navy Yard with the goal of opening the new facility in 2015.

“At its current location the Museum is limited in what it can showcase. The current facility also is outdated, inadequate and overcrowded,” said Bruns. “Since 9/11, it has become harder to visit because of the Navy Yard’s need to secure its perimeter. Public parking at the current location is also extremely limited.”

Bruns sees a move as an opportunity to tell the Navy’s story using new methodologies. “The interpretation of the Navy’s story will go beyond the display of artifacts. It will embrace the concept of ‘edu-tainment,’ using cutting-edge technology to showcase the Navy’s history and heritage,” he said. “It will feature an array of changing exhibits, which will highlight how the Navy has always been at the cutting edge. It will also have exciting new programs, a 4D theater, STEM Centers, and 4D interactives.” One of the ideas Bruns is pursuing is an interactive display where visitors, seated inside the cockpit of a Dauntless dive bomber as a pilot or tail gunner, conduct a simulated attack on *Akagi*, one of the four Japanese carriers destroyed at the Battle of Midway. “The scale and scope of the new Museum’s offerings will give it destination drawing power,” observed Bruns.

Included in those offerings will be the exhibits from the Cold War Gallery in adjacent Building 70. With plans calling for the closing of the main museum building as early as October 2012, the former experimental model basin building will remain open for public visitation and receptions. “Building on the success of our STEM teacher fellowship program, we intend to continue installing those planned exhibits that have historical technology applications,” said Capt. Charles T. Creekman, the executive director of the NHF. He added: “For 2012, with the support of our members, we intend to host a dozen teachers to work with the displays.” Lesson plans developed by the 2011 Teacher Fellows have been posted on the Naval Historical Foundation’s



The entrance to the current museum at the Washington Navy Yard.

new www.usnavymuseum.org website. As detailed in another article in this edition of *Pull Together*, the Foundation intends to pursue additional science, technology, engineering, math, and history (STEM-[H]) outreach initiatives that will eventually be incorporated into the programming of the new museum facility.

In addition, by keeping the Cold War Gallery open while the main museum closes during the transition period, a venue is maintained for the Foundation-operated museum store. After a five-year period where store operations were outsourced, the Foundation has re-assumed direct control of its operation.

Eventually, the Cold War Gallery's exhibits that have been constructed through a capital campaign managed by the Naval Historical Foundation will make the leap to the new building.

Mass Communication Specialist 2nd Class Gina K. Morrisette of Naval History and Heritage Command Public Affairs contributed to this article.

NHF Expands Education Outreach Programs

The Naval Historical Foundation, in support of the National Museum of the United States Navy and Naval History and Heritage Command, has begun planning and fund-raising for three science, technology, engineering, mathematics, and history (STEM-[H]) educational outreach programs for elementary, middle, and high school students. Using the Navy Museum's Cold War Gallery exhibits, NHF is partnering with Naval Sea Systems Command (NAVSEA) and Purdue University Calumet on Project Mission Ocean™ (<http://webs.purduecal.edu/civs/research/virtual-learning/mission-ocean>), facilitating a cooperative effort to expand underwater exploration and archeology outreach between the NHF, the NHHC Archeology Branch, and NHF Advisory Council member Dr. Robert Ballard at the Institute for Exploration, and finally, expanding its successful program inaugurated in 2011 to sponsor teacher fellowships that enables top educators

to come to the Navy Museum.

The Mission Ocean™ program was developed in 1997 by a team at Purdue University Calumet to help elementary school teachers deliver math, science, and technology through collaborative teaching methods based on a deep-sea submarine research and rescue simulation. In coordination with sponsors at Naval Sea Systems Command, the Office of Naval Research, and the National Science Foundation, Mission Ocean™ has expanded in use and scope, focusing on higher level elementary school and middle school students. It is an inquiry-based, hands-on program, divided into four modules, consisting of events and activities that introduce students to the key scientific concepts and skills related to submarine operation. Many of the activities incorporate teamwork as a major element.

Mission Ocean™ prepares students to apply science concepts in making sound decisions as they run their mission. With hands-on activities to learn the basics of ocean measurements, compasses, bearings, headings, charts, soundings, steering, piloting, maneuvering, diving, trimming, surfacing, propulsion energy, and navigation, the groundwork is formed to expand and apply these skills to computer-based simulations of surfaced and submerged submarine operations of a four-person exploration sub. The four modules are Getting Underway Team, Drive Team, Dive Team, and Navigation Team. NHF is working with Purdue University Calumet and NAVSEA to install a 12-computer Mission Ocean simulation center adjacent to the Covert Submarine Operations Exhibit of the Navy Museum's Cold War Gallery. The combined computer outputs of the Mission Ocean modules will be projected in 3D on a large screen to conduct, observe, and evaluate the overall conduct of the mission. This year, four schools in Prince William County, Virginia, are using Mission Ocean™ within their school curriculum. They are planning to conduct missions at the museum in Spring 2012.

In addition to the partnership with Purdue University Calumet, the NHF is pursuing the acquisition of an Exploration Command Console (ECC) that could display live streaming video

feeds, audio communications, and data feeds from undersea research ships at sea, including vessels from Dr. Robert Ballard's Ocean Exploration Trust. ECCs are currently located at: NOAA Office of Exploration, Silver Spring, Md.; NOAA Pacific Marine Environmental Lab, Seattle, Wash.; Institute for Exploration at Mystic Aquarium, Mystic, Conn.; University of Rhode Island Inner Space Center; and the University of New Hampshire. With the installation of an ECC as part of a STEM-[H] Education Center

planned for the Navy Museum's Cold War Gallery, students working with the Naval History and Heritage Command's Underwater Archeology Staff, as well as for dedicated researchers, will be able to engage in ongoing undersea exploration. An ECC focusing on cutting-edge undersea technology, engineering, and exploration will increase public education initiatives, and is a complementary component to the elementary and middle school Mission Ocean™ program and simulation center.



2012 STEM-[H] Fellowship Applications posted—The NHF again welcomes applications from science, technology, engineering, math, and history teachers to apply for fellowships to spend two weeks in Washington during the summer of 2012. The NHF intends to identify sponsors to support 12 teachers to come to Washington who will work with current and newly installed exhibits to develop lesson plans that will be made available to schools through the NHF's www.usnavymuseum.org website. Links to the applications will be made on the aforementioned NHF museum website as well as the www.history.navy.mil website. For information about the program and teacher sponsorship opportunities, please contact Capt. John Paulson at jpaulson@navyhistory.org. The above picture shows the second group of 2011 NHF Teacher Fellows touring the Cold War Gallery Covert Submarine Exhibit last summer.

Thank you again to Cold War Gallery supporters! While the Naval Historical Foundation has placed its capital campaign to raise funds to finish out exhibit construction in abeyance in light of proposals to move the National Museum of the United States Navy off the Washington Navy Yard, funds collected and pledged for the next two years are being used to underwrite historical technology-based exhibits to support our STEM-[H] initiatives as well as displays that honor those who fought in Southeast Asia nearly half a century ago. Contributions to support these efforts are still welcome. To find out how you can provide additional help, contact Dr. Winkler at dwinkler@navyhistory.org or (202) 678-4333.

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NHF Resumes Store Operations

The NHF is pleased to announce that it has resumed day-to-day operation of the museum store at the National Museum of the United States Navy. Store Manager retired Yeoman Chief Frank Arre has worked closely with the museum staff to remodel, clean, and re-open the existing store, located at the entrance to the museum. In addition to some minor cosmetic changes to the store layout, Arre restocked the shelves with a wide variety of items designed to appeal to the tens of thousands of people who visit the museum and work at the Navy Yard. The NHF is committed to providing quality products for children, adults, veterans, tourists, and Navy employees. Arre has been combing through catalogs from numerous Navy-themed vendors, looking for memorabilia, toys, ship models, clothing, challenge coins, and commemorative items.

The grand re-opening comes after a five-year experiment where the NHF outsourced the store's operation to a retail vendor. With Arre's previous experience in managing the store, the NHF expects to provide a significant upgrade in

both the quality and variety of items for sale with our hands-on operation.

Another significant enhancement will be the addition of a used-book section. Many at the Washington Navy Yard are familiar with the Foundation's quarterly used nautical book sale. Through generous donations from members of the NHF, the accumulated boxes of used books related to naval and maritime history have been made available to buyers seven days a week. As a result, our inventory has dramatically decreased! Thus the welcome mat is out again for book donations; for members living in the D.C. metro area, the NHF will even arrange pick-up service! Please contact Chief Arre at farre@navyhistory.org with book sale inquiries.

If you are in the Washington Navy Yard be sure to stop by and see the new merchandise, as well as our selection of used books and photos. In early 2012 look for an online retail operation through our www.navyhistory.org and www.usnavymuseum.org websites. As always, proceeds from sales in the Museum Store will help support exhibits and educational programs at the National Museum of the United States Navy and continue the Naval Historical Foundation's 85-year mission to preserve, commemorate, and educate America about our Navy's proud history.



Navy Museum, Naval Historical Foundation, Surface Navy Association Honor USS *Houston*



USS *Houston* (CA 30) model on display at the National Museum of the United States Navy, in a new case donated by the USS *Houston* (CA 30) Survivors Association and Next Generations. The model has been meticulously restored to its original 1920's configuration.

On Thursday 17 November, the National Museum of the United States Navy hosted a remarkable event to honor those who were lost and those who survived the sinking of USS *Houston* (CA 30) on 1 March 1942 off Java. Over the past 17 months, the Curator of Ship Models with Navy Sea Systems Command, Dana Wegner, and his staff have spent hundreds of hours refurbishing a 1929 vintage model of the *Northampton*-class cruiser USS *Houston*. In the meantime, the USS *Houston* (CA 30) Survivors and Next Generations Association paid for the construction of a beautiful wooden/glass case to host the 1/48 scale model. From 1100 to noon an official model unveiling ceremony featured remarks by Director of Naval History Rear Adm. Jay A. De-

Loach, Lt. Cdr. Carl Holmes of the Royal Australian Navy, and John Schwarz, who is the president of the USS *Houston* (CA 30) Survivors and Next Generations Association.

Following a luncheon underwritten by the Surface Navy Association and the Naval Historical Foundation, NHF's Dr. Dave Winkler conducted an 80-minute roundtable with three of the *Houston* veterans: Raymond Kester, Howard Brooks, and David Flynn. In the case of Kester, he had transferred to the cruiser *Marblehead* before the Asiatic battles of February 1942. He recounted how Japanese bombers heavily damaged *Marblehead* during air attacks on 4 February. *Marblehead* would make it back to New York for repairs in May. During the air attack of 4 February, a bomb hit turret #3 on *Hous-*

ton. Brooks was part of the aft damage control party stationed aft of the barbet and was sent away to repair an ammunition hoist. When he returned he found that the bomb had killed or wounded all of the other sailors who had been part of the repair team.

Both David Flynn and Brooks discussed the battle that led to the loss of *Houston* and their escapes. Flynn, wounded with shrapnel, considered himself lucky in retrospect because his injuries deemed him of little use to the Japanese and he spent the rest of the war on Java. Brooks, on the other hand, found himself mixed in with thousands of British, Australian, Dutch, and other prisoners working on a rail line to link Thailand and Burma. Brooks gave a 20-minute narrative of his experiences and those of fellow prisoners that were illustrated in the movie *The Bridge on the River Kwai*. The roundtable ended with an upbeat note as Brooks and Flynn discussed their liberations.



USS *Houston* (CA 30) shipmates Raymond Kester, Howard Brooks, and David Flynn shared their memories in a panel after the model dedication ceremony. The panel was chaired by NHF's Dr. Dave Winkler (at right).



One of the highlights of the 2011 International Congress of Maritime Museums' biennial meeting, hosted this past 9-15 October at the Smithsonian in Washington, D.C., and at the Mariners' Museum in Newport News, Va., was a War of 1812 Beer Tasting reception held at the National Museum of the U.S. Navy. The reception featured beers that historians believe best replicated the brews of that era.

Naval History News

Battleship *Iowa* Arrives in San Pedro

During November, the Navy formally transferred battleship *Iowa* (BB 61) to the Pacific Battleship Center, one of two California groups that had competed for her acquisition. Following her departure from the National Defense Reserve Fleet at Suisun Bay, Calif., the NHF received numerous photos from members and friends who tracked the ship as she was towed over to Richmond, Calif.

Nicknamed “The Big Stick,” *Iowa* was the last remaining U.S. battleship

to find a home as a museum ship. The Pacific Battleship Center is preparing a permanent home for this historic ship at the Port of Los Angeles. In the meantime, *Iowa* will get a fresh coat of paint and some much-needed cleaning at facilities in Richmond prior to her final tow to Los Angeles early next year.

Naval Order Presents Dewey Award to Admiral Holloway

On Saturday, 22 October, the Naval Order of the United States (NOUS) held its annual Dewey Luncheon in which Adm. James L. Holloway, III, USN (Ret.)—former Chief of Naval Operations, and Chairman Emeritus of the Naval Historical Foundation—was recognized as the 2011 recipient of the Admiral of the Navy George Dewey Award for his life-long service to the Navy. The luncheon was one of the highlight events at the annual NOUS Congress, which was held this year at the historic Hotel Galvez, Galveston, Texas. Former Director of

Naval History and NHF Board Director William Dudley presided over the award ceremony, commenting on its significance and reading the admiral’s service accomplishments. Holloway was unable to attend the meeting in person, and a special ceremony presenting the award was held at the Naval Historical Foundation office on 21 September 2011. A video of the September award presentation was shown at the Dewey Luncheon, including Holloway’s remarks upon receiving the award.

NMHS To Honor NHF Chairman, Yacht Designer, and Marine Artist

The National Maritime Historical Society (NMHS), will recognize NHF Chairman Admiral Bruce DeMars, naval architect Bruce Farr, and marine artist Patrick O’Brien at its annual Washington Distinguished Service Awards dinner to be held on 12 April 2012 at the National Press Club. In the case of Admiral DeMars, the Society recognizes his efforts to endow a history chair at the U.S. Naval Academy, commemorate the centennial of the submarine force, and his outreach work with the Naval Historical Foundation. For naval architect Bruce Farr of Farr Yacht Design (Annapolis), NMHS salutes his many innovative and successful racing yacht designs. Finally Baltimore’s marine artist Patrick O’Brien, of the American Society of Marine Artists, has done so much to bring alive the age of fighting sail in historic rendering of ships of the War of 1812 era.

Established in 1963, the NMHS raises awareness of our nation’s maritime heritage and the role seafaring has played in shaping civilization through publications, including the quarterly magazine *Sea History*, educational programs, sail training, and the preservation of historic ships. Today, the Society is supported by a large and active membership; all who cherish our seafaring heritage are invited



Battleship *Iowa* approaches the Benicia-Martinez bridges over the Carquinez Straits. (Photo Courtesy of Bob Fish, USS *Hornet* Museum)

to join. The organization's website can be found at: www.seahistory.org. The Society's Washington Distinguished Service Awards Dinner has become a high point of the year among the naval and maritime communities of the Washington, Baltimore, and Chesapeake area at large. This gala event raises funds through its silent auction, sales of marine art, and contributions, providing important assistance to the NMHS's seafaring education, sail-training, and ship preservation programs here and around the nation. Those wishing to receive an invitation are requested to send an e-mail with their USPS mailing address to NMHS Washington Awards Dinner Committee Co-Chairs, Donna and Bill Dudley at: billdudley@starband.net.

Groups Vying for *Olympia* Cut to Four

As part of a three-phase application process based on the Naval Sea Systems Command Ship donation program, the Independence Seaport Museum received applications last September from six parties seeking stewardship of the historic protected cruiser. After a review of the initial packages and further dialog, two parties from Baltimore and Philadelphia were either eliminated or withdrawn. The remaining groups are the Friends of Cruiser *Olympia* (Philadelphia), Heritage US (Washington, D.C.); South Carolina *Olympia* Committee (Beaufort, S.C.), and the Mare Island Historic Park Foundation (California).

While the Friends of Cruiser *Olympia* intend for the ship to remain in the Delaware River in Philadelphia after an extensive overhaul, the other three groups are proposing out-of-water solutions following the ship's badly needed hull repair and tow to their location. Heritage US envisions the ship being placed into a drained glass-enclosed cofferdam located at Inner Channel in Southwest Washington, near the Tidal Basin. The South Carolina *Olympia* Committee proposes using an abandoned Navy dry dock that predates the Marine Corps Basic Training

installation at Parris Island to host the ship. On the West Coast, nearer to where the ship was actually built, the Mare Island Historical Park Foundation envisions the cruiser being placed in one of that former Navy shipyard's dry docks.

The deadline for phase two of the application process is in the Summer of 2012 and a decision about who will receive the ship will be made in 2013. In the meantime, the National Trust for Historic Preservation is collecting funds for the ship's badly needed overhaul. To contribute to preserve *Olympia*, visit www.preservationnation.org/olympia.

Brooklyn Navy Yard Museum Open to Public

On Veterans' Day, 11 November, a new Navy history museum opened in New York at the former Brooklyn Navy Yard. With its inaugural exhibit "Brooklyn Navy Yard: Past, Present and Future," the story of the historic yard is conveyed to the public. Established in 1801 as one of the nation's first five naval shipyards, the Brooklyn Navy Yard constructed many of the Navy's most historic ships, such as battleship *Arizona*. Closed by the Navy in the 1970s, the yard today hosts the greatest concentration of manufacturing and green businesses in New York City. NHF consultant and former Navy Senior Historian Edward J. Marolda, who served on the museum's advisory council, noted the exhibit contains "...the preeminent collection of historical documentation, photographs, maps, engineering and architectural plans, and artifacts relating to the legacy of the Brooklyn Navy Yard and the thousands of men and women who served there during its 165 years of service to the nation. The veteran and expert staff members of the BNY Archives endeavor to help researchers exploit this virtually untapped gold mine of American, U.S. Navy, and New York history."

Displayed over three floors of historic Building 92, "Brooklyn

Navy Yard: Past, Present and Future" introduces the generations of people who worked, or were stationed, at the Yard, who lived in the communities surrounding it, who shaped the Yard over time, and who now are creating its future. For further details visit www.Bldg92.org.

Navy Skywarrior Becomes Centerpiece at an Air Force Museum

On 14 October 2011, a restored A-3D1 Skywarrior was presented to the Edwards Museum during the 60th anniversary celebration of Edwards Air Force Base. Delivered to the Navy in November 1955, the aircraft participated in nuclear tests conducted at Kwajalein Atoll, Eniwetok Atoll, and Bikini Atoll in the South Pacific. Following assignments to Navy squadrons, VAH-3 and VAH-9 were based at NAS Sanford, Florida, and made frequent Mediterranean deployments. In the early 1960s, the Navy transferred the aircraft to the Naval Air Test Center (NATC), Patuxent River, Md., where it was used for barrier/arrested landings and JATO tests. Following a test that caused extensive damage to the aft portion of the fuselage, the aircraft was flown to Arizona for disposition and eventually was mothballed at Davis-Monthan Air Force Base. Retrieved by the Air Force for their own barrier tests conducted at Edwards Air Force Base in the mid-1960s, the plane never flew again because the wings were weighted to keep the aircraft from becoming airborne during the tests. After the barrier tests, in June 1967 the aircraft was declared surplus, then towed to various locations on the base before finally being abandoned on an unused runway.

In January 2010, a group of retired Navy enlisted aviators led by Master Chief Mike Glenn began work to restore the aircraft with the blessing of the Edwards Museum Foundation. The harshness of the desert environment, although it minimized corrosion, had

definitely taken its toll on plexiglass, control surface hinges, cockpit, radome, bomb bay, aft gun turret, main mount struts, nose gear strut, tires, wheel bearings, and paint. Following a two-mile tow to a hangar, the rejuvenation began in earnest in February 2010.

Following months of extensive cleaning and restoration, the aircraft was painted sea blue, the color applied

initially at the Douglas factory in 1955. Now on display, the aircraft added significance to a year that was the Centennial of Naval Aviation. For more information, contact the A-3 Association at their website, www.a3skywarrior.com.

NHF member retired Aviation Ordnance Chief Del Mitchell contributed to this article.

Former Director of Naval History Remembers Bernard F. Cavalcante.

On 5 December 2011 Bernard F. Cavalcante passed away at Alexandria Hospital in Virginia. Following a memorial service he was laid to rest on 8 December at Quantico National Cemetery. He is survived by his beloved wife, Tanya Cavalcante, and numerous family and friends. One of those friends, Dr. William S. Dudley contributed these thoughts about "Cal."

Bernard "Cal" Cavalcante was one of those seemingly ever-present souls who worked in the Navy's Operational Archives (AR) for over forty years and whose expertise for a long time went unheralded. As a former U.S. Marine who served on Embassy duty in the 1950s, he arrived at the Naval Historical Division, as it was then known, and became extremely knowledgeable about the documents contained in the archives. He was always a great help to scholars, naval personnel, and Congressional staffers who came to visit and discover documents for their writing, research, or analysis projects. As time went by, however, his affable nature and sense of humor made him a well-known "character" at the Naval Historical Center. The list of authors and retired flag officers who knew Cal and whose letters and signed photos decorated his office was legion. He had a treasure trove of little known documents which he would bring out and show people from time to time. He was very helpful when it came time to assist other commands and other government agencies whose papers were linked to the sources in the Operational Archives. There were times when major efforts stretched the AR personnel and resources to the breaking point, such as the immense effort made in DoD to scan, digitize, and analyze documents (several hundred thousand) pertaining to hazardous chemicals that had affected the health of Gulf War (Desert Storm) veterans. This effort was made owing to the thousands of complaints from these veterans about strange, incapacitating illnesses generally referred to as Gulf War Syndrome (GWS) or Gulf War Illness (GWI). All the Armed Services were involved and he was very helpful to me when I was in the position of Director of Naval History and had to respond to these data calls in the mid-1990s. All in all, Cal was a dedicated archivist who served the Naval Historical Center well. We will miss him.

NHHC Archives to Relocate

As of 1 November 2011, the Naval History and Heritage Command's Operational Archives are open for researchers from 0900 to 1600 Mondays and Fridays only.

This adjustment is to allow preparation for moving a significant portion of its archival material to facilities with archival standard environmental conditions. The Operational Archives is the main repository of the U.S. Navy's operational history. It maintains a select group of operational records, histories/operational reports of naval commands, manuscripts, oral histories, biographies, and personal papers dealing with the 20th- and 21st-century Navy, especially after 1945. Plans are also afoot to move art, photographic and other curatorial collections that are located at the Washington Navy Yard. For updates of what is accessible as well as updates on procedures for Navy Yard access, visit www.history.navy.mil.

Five-Year NHHC Strategic Plan Released

The Naval History and Heritage Command has posted its recently released strategic plan on its www.history.navy.mil website. Titled "Advancing Naval History and Heritage: Creating World-Class Naval History for a World-Class Navy," the 32-page document identifies the problems associated with maintaining the status quo—especially with regard to inadequate facilities and collection storage and preservation; lays out the command's strategic goals and objectives; and spells out the steps to achieve success. In the Director's Message summarizing the plan's vision, Rear Adm. Jay A. DeLoach concludes by stating: "I am proud of our team—military, civilian, contractor, and foundation alike—and am confident that we will, in fact, 'make naval history and heritage come alive' and achieve recognition as the global authority on U.S. naval history."

News from the Naval Historical Foundation



Book Review E-Letter Gets Good Reviews

The NHF continues to receive praise for its *Naval History Book Reviews* e-letter that is sent out to members who have provided our staff with their e-mails. The publication is a compilation of reviews sent in by members on books sent to the NHF by publishers or by member authors. The e-letter is designed to draw attention

not only to naval history books published by the Naval Institute Press and the New York-based publishing houses, but also to those works that are self-published. With print-by-demand technologies allowing more authors to publish at some level, the growth potential in the naval history literature field is unlimited. In addition to reviewing works of naval

and naval-related history, the NHF has welcomed naval history fiction, assuming it is written based on good scholarship. If you have a book that you would like reviewed, send it to the NHF to the attention of Dr. Winkler. If you are not receiving *Naval History Book Reviews* or *WE-PULL TOGETHER*, contact Dave Colamaria at dcolamaria@navyhistory.org.



NHF member retired Chief Journalist Ty Robbins hosted Foundation Vice President, Rear Adm. Jerry Holland, Executive Director Capt. Todd Creekman, and members Capt. Jim Bryant, Ed Finney and his wife Daisy on a daylong journey aboard "Navy 118," a former Union Pacific Railroad office car, built by Pullman in 1914, that Robbins has restored and maintained for over a decade. Hooked to the end of an Amtrak Northeast Corridor Washington-to-Newport News passenger train for the round-trip jaunt, the car was met in Newport News by NHF member and Mariners' Museum President, Dr. Bill Cogar. Following lunch at the museum, Cogar gave the NHF party a personal tour of the USS Monitor Center that tells the story of that fabled ironclad's creation, battle with CSS *Virginia*, loss off Cape Hatteras during the Civil War, and recovery by Navy divers. With the 150th anniversary of the *Monitor-Virginia* battle just a few months away, the Mariners' Museum (in addition to displaying this world-class exhibit which features the *Monitor's* turret, guns, engine, and other artifacts still undergoing conservation) will host a Civil War Navy conference 9-11 March 2012. Details of that conference and future opportunities for such rail car trips will be covered by the NHF's *WE-PULL TOGETHER* e-letter.

If you missed a past copy of *Naval History Book Reviews*, just visit our www.navyhistory.org website and click on “Latest News” and click on “Newsletters” and at the bottom of the page you will find an archive for our *Naval History Book Reviews* as well as *WE-PULL TOGETHER*.

12 December, Issue 14

Battle of North Cape, the Death Ride of the Scharnhorst, 1943

By August Konstam, Pen and Sword, Barnsley, South Yorkshire, England (2008)
Reviewed by Alberto R Savoretti MD

Among Heroes—A Marine Corps Rifle Company on Peleliu

By First Sergeant Jack R. Ainsworth, USMC, Edited by Ambassador Laurence Pope (Retired), U.S. Marine Corps History Division, Quantico, VA (2011)
Reviewed by Colonel Curt Marsh, USMCR (Ret.)

Six Essential Elements of Leadership, Marine Corps Wisdom of a Medal of Honor Recipient

By Colonel Wesley L. Fox, USMC (Ret.), Naval Institute Press, Annapolis, MD (2011)
Reviewed by Jan Churchill

The Navy at Point Mugu

By Gina Nichols, Arcadia Publishing, Mount Pleasant, SC, (2011)
Reviewed by Charles H. Bogart

Normandy Crucible: The Decisive Battle that Shaped World War II in Europe

By John Prados, NAK Caliber Division of New American Library, New York, NY (2011)
Reviewed by Captain Roger F. Jones, USN (Ret.)

3 November, Issue 13

Kamikaze, Japanese Special Attack Weapons 1944-45

By Steven J. Zaloga, Osprey Publishing, Oxford, UK (2011)
Reviewed by Rear Admiral Ed Keats, USN (Ret.)

Italian Battleships of World War II

By Mark Stille, illustrated by Paul Wright, Osprey Publishing, UK (2011)
Reviewed by Alberto R Savoretti, MD

E-BOAT vs. MTB: The English Channel 1941-45

By Gordon Williamson, Osprey Publishing, Oxford, UK (2011)
Reviewed by Captain John A. Rodgaard, USN (Ret.)

Horrible Shipwreck!

By Andrew C. A. Jampoler, Naval Institute Press, Annapolis, MD (2010)
Reviewed by Mark Lardas

6 October, Issue 12

Ship Killer: A History of the American Torpedo

By Thomas Wildenberg and Norman Polmar, Naval Institute Press (2010)
Reviewed by Captain James B. Bryant, USN (Ret.)

The Sea King: The Life of James Iredell Waddell

By Gary McKay, Birlinn Limited, Edinburgh, (2009)
Reviewed by John Grady

Silent Killers: Submarines and Undersea Warfare

By James P. Delgado, Osprey Publishing, Oxford (UK) (2011)
Reviewed by Jan Churchill

The Day the World Was Shocked - The Lusitania Disaster and Its Influence on the Course of World War I

By John Protasio, Casemate Publishing, Havertown, PA (2011)
Reviewed by Charles H. Bogart

13 September, Issue 11

Steam Coffin: Captain Moses Rogers and the Steamship Savannah Break the Barrier

By John Laurence Busch, Hodoss Historia (2010)
Reviewed by Mark Lardas

Counterinsurgency Leadership: In Afghanistan, Iraq, and Beyond

Edited by Nicholas Schlosser and James M. Caiella, Marine Corps University Press, Quantico, VA (2011)
Reviewed by Captain Roger F. Jones, USN (Ret.)

SEALs: The US Navy's Elite Fighting Force

By Mir Bahmanyar with Chris Osman, Osprey Publishing, Oxford, UK (2008)
Reviewed by Captain Roger F. Jones, USN (Ret.)

Signed, SEALd and Delivered: A Jack Kane Thriller (Fiction)

By Sam Ginder, Red Lead Press (2010).
Reviewed by Vice Adm. Robert F. Dunn, USN (Ret.)

23 August, Issue 10

Potomac Fever: A Memoir of Politics and Public Service

By J. William Middendorf II, Naval Institute Press, Annapolis, MD (2011)
Reviewed by Captain Roger F. Jones, USN (Ret.)

Horatio Nelson

By Angus Konstam, Osprey Publishing (2011)
Reviewed by Rear Admiral William J. Holland, Jr., USN (Ret.)

Decatur's Bold and Daring Act: The Philadelphia in Tripoli 1804

By Mark Lardas, Osprey Publishing (2011)
Reviewed by J.J. Ahern

The Role the USS Casablanca (CVE-55) Played in World War II in the Pacific

By Dr. Barbara G. Jones, The Edwin Mellen Press, Box 450, Lewiston, NY (2010)
Reviewed by Charles H. Bogart

Executive Director Attends Enterprise Birthday!



NHF Executive Director Capt. Charles T. Creekman attended festivities on 28 November associated with the 50th anniversary of the commissioning of the Navy's first nuclear aircraft carrier, USS *Enterprise* (then CVAN 65). *Enterprise* holds the record for service longevity of all U.S. Navy aircraft carriers and is preparing for one final deployment in 2012 before decommissioning. Adm. Sandy Winnefeld, the vice chairman of the

Joint Chiefs of Staff, served as the keynote speaker. During Winnefeld's tenure as commanding officer in 2000–2001, he forged a partnership with the NHF that facilitated the installation of a historical room in the ship dedicated to telling the story of the current ship and her seven predecessors. There are other personal bonds between the ship and NHF, as chairman emeritus Admiral Holloway was *Enterprise*'s third commanding officer during her first combat deployment to Vietnam, Captain Creekman's father Charles T. Creekman Sr. served as Holloway's supply officer, and NHF volunteer curator Ray Godfrey was a plankowner. In addition, NHF historian Dr. Dave Winkler deployed to the ship in 1999 to document Operation Desert Fox. The December 1998 airstrikes against Iraq would be summarized in the foreword of his book *Amirs, Admirals, and Desert Sailor: Bahrain and the U.S. Navy* (Naval Institute Press, 2007).

Oral History on Adm. Gus Kinnear Indexed

Scheduled to be published in early 2012 is the oral history of Adm. Gus Kinnear that was captured by Rear Adm. Oak Osborn. Detailing his career in naval aviation, the Kinnear story is filled with examples of individuals who made an extra effort to help him along in his career. Most fascinating is his time in the 1970s as the Chief of Legislative Affairs. As with past biographical oral histories, the NHF provides copies to the Navy Department Library as well as libraries located at the U.S. Naval Academy, Naval War College, and Naval Postgraduate School. The NHF thanks Kinnear, Osborn, and its other volunteers who are currently engaged in conducting and transcribing oral histories.

UPCOMING SYMPOSIA

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

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

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

March 9–11, 2012: Civil War Navy Conference at the 10th Annual Battle of Hampton Roads Weekend, Mariner's Museum, Newport News, Va.; www.marinersmuseum.org.

April 11–14, 2012: National Popular Culture & American Culture Associations 2012 Conference, Boston, Mass.; <http://pcaaca.org/conference/national.php>.

April 22–26, 2012: North American Society of Oceanic Historians (NASOH) and Council of American Maritime Museums will co-host their annual conferences, Galveston, Texas; www.nasoh.org.

May 10–13, 2012: Society for Military History 2012 Annual Conference hosted by the Army Historical Foundation, Arlington, Va.; contact: matt.seelinger@armyhistory.org.

May 19, 2012: The Falklands War 30 Years On; National Museum of the Royal Navy, HM Naval Base Portsmouth, England; contact: duncan.radford@nmrn.org.uk.

June 7–12, 2012: Bermuda Dockyard and the War of 1812 Conference hosted by The Naval Dockyards Society and National Museum of Bermuda; www.navaldockyards.org.

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

October 24–27, 2012: Naval Order of the United States 2012 Congress, Baltimore, Md.; www.nous.org.

Holloway Book to Be Published in China

The Naval Institute Press reports that a Chinese publishing company has purchased the license to publish Adm. James L. Holloway III's *Aircraft Carriers at War: A Personal Retrospective of Korea, Vietnam, and the Soviet Confrontation*. The book, which is on the Navy's professional reading list for senior officers (see www.navyreading.navy.mil), discusses the development of nuclear aircraft carriers as a centerpiece of U.S. maritime dominance. With China's recent refurbishment and launch of a Soviet-built aircraft carrier, Holloway's book should be read by many with interest in the other side of the Pacific.

Steele Kicks off 1812 Speakers Program

On 17 November 2011, Dr. Chuck Steele of the United States Air Force Academy delivered an address entitled "Courageous Captains: The Naval War of 1812, a Legacy of Valor" to the members of the Denver Council of the United States Navy League. The presentation at the Denver Athletic Club served both to alert those in attendance to the multitude of activities and participants associated with the upcoming celebrations of the bicentennial of the War of 1812, and to remind the audience of the bravery displayed by American sailors in that struggle. Progressing from a brief listing of "what's going on" to a discussion of why the commemorations matter, Chuck sought to emphasize the continuing relevance of standards of conduct established 200 years ago.

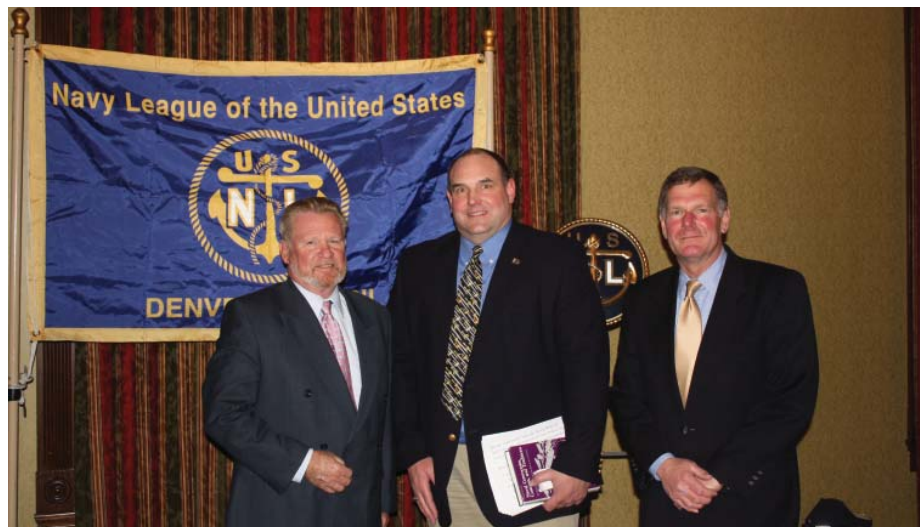
Reexamining the exploits of American captains who stood defiantly against the world's foremost sea power, Chuck transitioned from a discussion of the Sloop of War *Hornet* and its successes at the war's outset to one of the

leadership of James Lawrence and Oliver Hazard Perry. The deeds of Lawrence, as captain of first *Hornet* and then USS *Chesapeake*, served as a conduit for an examination of Oliver Hazard Perry and his command during the pivotal Battle of Lake Erie. Discussing the close association between courage and honor that traveled from the lips of the dying Lawrence to the colors of Perry at Lake Erie conveyed a clearer understanding of why the Naval War of 1812 remains of fundamental importance as a source for lessons of character and leadership.

Steele is one of a dozen NHF members who are on call to give talks on the War of 1812. Since 1997, the

NHF has maintained a list of members who are available to speak to groups on naval historical topics in their areas of expertise. The 2012–2015 Bicentennial of War of 1812 offers an opportunity for NHF to focus that speaker list in support of the Commemorations Division of the Naval History and Heritage Command in conjunction with bicentennial events around the nation.

The program details can be found at www.navyhistory.org/programs/speakers/. If you are interested in participating in the program please contact Dr. David F. Winkler at (202) 678-4333 or dwickler@navyhistory.org.



Guest speaker Dr. Charles "Chuck" Steele, flanked by RADM Wayne "Ralph" Utley USCG (Ret.) and recent Navy League President Dan Branch.

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Mr. Curtis R. Moreland
Mr. David Norris
LCdr. Anthony D. Pinson
Mr. Clifford K. Anderson
Mr. Richard Hunt**

In Memory of:

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Cdr. Delos B. Reeve
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