THE
DAYBOOK

A PUBLICATION OF THE HAMPTON ROADS NAVAL MUSEUM

VOLUME 17 ISSUE 3

PULL TOGETHER

Volume 53 No. 3 Summer 2014

HAMPTON ROADS NAVAL MUSEUM • MARITIME HERITAGE CONFERENCE • NAVAL HISTORICAL FOUNDATION

THE DAYBOOK®

VOLUME 17 ISSUE 3

In This Issue

2 Message from the Chairman, Naval Historical Foundation

4 Naval History to be featured at the 10th Maritime Heritage Conference

5 Nuclear Navy Afloat: Operation Sea Orbit and Its Legacy

8 "Quasi" War: Commodore Dudley Wright Knox, USN (Ret.) and the Naval Historical Strategy of Franklin D. Roosevelt

12 Naval Historians to Receive Knox Award Honors

14 Behind the Scenes: A War of 1812 Artifact in the Hampton Roads Naval Museum's Collection

16 Three Lives of the Whaleboat

The Daybook® is a registered trademark of the Hampton Roads Naval Museum (HRNM), Department of the Navy, an agency of the United States Government. It is an authorized publication of HRNM. Its contents do not necessarily reflect the official view of the U.S. Government, the Department of Defense, the U.S. Navy, or the U.S. Marine Corps and do not imply endorsement thereof. Book reviews are solely the opinion of the reviewer.

The HRNM reports to the Naval History and Heritage Command, Museums Division (www.history.navy.mil). The museum is dedicated to the study of 237 years of naval history in the Hampton Roads region. HRNM was accredited by the American Association of Museums in 2008.

The Daybook's purpose is to educate and inform readers on historical topics and museum-related events. It is written by staff and volunteers.

Direct questions or comments to the Hampton Roads Naval Museum editor. *The Daybook* can be reached at 757-322-2993, by fax at 757-445-1867, e-mail at hrnavalmuseum@navy.mil or write *The Daybook*, Hampton Roads Naval Museum, One Waterside Drive, Suite 248, Norfolk, VA 23510-1607. The museum is on the World Wide Web at http://www.hrnm.navy.mil.

The Daybook is published quarterly. To subscribe, contact the Hampton Roads Naval Historical Foundation at 757-445-9932 or visit http://www.hrnhf.org. To learn more about the naval side of the Civil War, visit www.civilwarnavy150.blogspot.com.

Message from the Chairman of the Naval Historical Foundation

This past May, the Naval Historical Foundation hosted a reception at Nauticus, the maritime science center located in downtown Norfolk, to commemorate Operation Sea Orbit, the 1964 circumnavigation of the world by Nuclear Task Force One – USS *Enterprise* (CVAN 65), USS *Long Beach* (CGN 9), and USS *Bainbridge* (DLGN 25). With many veterans of that cruise attending and with support from Newport News Shipbuilding, the event was an unqualified success. A summary of the event by Matthew Eng, provided herein, not only discusses the cruise of 50 years ago but also highlights the remarks of *Enterprise*'s current commanding officer, Captain William "Boomer" Hamilton, on the future of that ship.

Contributing to the success of the event were the staff and volunteers associated with the Hampton Roads Naval Museum (HRNM) and its supporting Hampton Roads Naval Historical Foundation. Located on the second deck within Nauticus, HRNM – a component of the Naval History and Heritage Command – is an under-appreciated jewel that provides the historical context for a region that hosts the world's largest concentration of naval facilities.

While the Naval Historical Foundation is headquartered in Washington, DC, we find ourselves returning periodically to the Norfolk waterfront in support of such activities as HRNM's annual LEGO Shipbuilding Competition and to serve as a lead partner in this September's 10th Maritime Heritage Conference (MHC).

Illustrating our close working partnership, I am delighted that HRNM has offered to co-publish our Summer *Pull Together* as a joint edition with their fine *Daybook*. Of note in this joint edition is the outstanding article by David Kohnen about a Naval Historical Foundation founder and former president, Commodore Dudley W. Knox. Beginning in 2013, the Naval Historical Foundation initiated the Commodore Dudley W. Knox Naval History Lifetime Achievement Award. I congratulate the recently selected Class of 2014 awardees, Drs. John B. Hattendorf, William S. Dudley, Craig L. Symonds, and Harold D. Langley, who are profiled in these pages. We anticipate the presentation of the awards at the 10th MHC will be one of the highlights of that forum.

The years 2014-2015 mark the 200th anniversary of the Battles of Washington and Baltimore during the War of 1812; the sesquicentennial of the final year of the Civil War, including the pivotal battle of Mobile Bay; the centennial of the beginning of World War I; the 70th anniversary of the concluding year of World War II with its great carrier aviation battles; and the 50th anniversary of the Tonkin Gulf incident that elevated America's involvement in Vietnam. As a result, you can expect numerous sessions at the 10th MHC to delve into this wide range of naval history. Thus, we strongly encourage all to attend this conference (see: http://www.nauticus.org/maritime) and while attending the conference, visit the Hampton Roads Naval Museum!

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

Connecting People | Celebrating Heritage

Join Us for the Maritime Heritage Conference in Downtown Norfolk, Virginia, September 17-20, 2014.

TENTH
Maritime Heritage CONFERENCE
Norfolk, VA • 17-21 Sept. 2014

Does your office building have decks instead of floors? Does your commute to/from work include sea states and sea spray? Is your daily inspiration derived by the smell of the sea, marine blue waters or the sound of sea gulls? **Do you work for an organization that is dedicated to ensuring the rest of the world understands our maritime history?** Do you long for a day when the name "Charles W. Morgan" is as well known as "Nemo" or "Dory"? **Then this conference is for you!**

Join us for the 10th Maritime Heritage Conference (MHC) - a gathering of folks who want to ensure that the history of the sea is fun, interactive, memorable and mainstream.

Immerse yourself in our rich maritime past, while experiencing our maritime present and future. Whether you like to teach, talk, paint, photograph, sing, restore or research all things nautical, you have a place at the MHC!

www.nauticus.org/maritime

Naval History to be Featured at the 10th Maritime Heritage Conference

By Ross Rankin

A plethora of naval history panels will be available for attendees to the Tenth Maritime Heritage Conference. From late Roman naval warfare to present day navies, scholars from around the globe will gather in Norfolk, Virginia, to discuss naval history. With the bicentennial of the War of 1812 concluding this year, several of the conference panels will focus on that war's lasting legacy. Dr. William S. Dudley, the former director of naval history, will moderate a panel about the War of 1812 on the Chesapeake. Dudley's panel will feature papers on the roles of enslaved people, the writing of the Star-Spangled Banner, and the Battle of Craney Island. The Hampton Roads Naval Museum's director, Elizabeth Poulliot, will be joined by Robert Doane and James L. Kochan on what promises to be a thought-provoking session about the public memory of the War of 1812.

Drs. William Theisen and Robert Browning will lead two separate panels on the history of the Coast Guard. Those sessions will occur on Saturday in conjunction with a lunchtime talk by recent Coast Guard Commandant Admiral Robert J. Papp, Jr. Finnish historian Dr. Ilkka Syvanne will kick off a panel that looks at the spectrum of naval warfare, with his presentation on late Roman naval warfare from AD 365 to 565. Following a paper on the Battles of Trafalgar and Santo Domingo, Dr. Chuck Steele of the Air Force Academy will provide a retrospective of the Falklands War. Since the year 2014 marks the centennial of the First World War, the conference will also feature papers on U-boats and United States versus German submarines. In addition, Lt. Cdr. Benjamin Armstrong of the office of the Navy Secretary; Claude Berube of the Naval Academy's History Department; and scholar Daniel Vogel will discuss the antebellum years of the 1820s and 1830s. With the centennial of the Navy Reserve occurring in 2015, Dr. David Winkler of the Naval Historical Foundation will lead a discussion on the history of the U.S. Navy Reserve. Winkler is the overall program chair for the conference, repeating a role he played at the 9th Maritime Heritage Conference in Baltimore in 2010.

Maritime Heritage Conferences have been organized by a loose consortium of maritime heritage organizations over the past three decades to bring together people and organizations with an interest in various aspects of maritime heritage. This particular conference is shaping up to be a great one, with presenters from all over the world convening in Norfolk this September.

Ross Rankin received a history degree from Mount St. Mary's College and is currently an intern with the Naval Historical Foundation.

NUCLEAR NAVY AFLOAT: OPERATION SEA ORBIT AND ITS LEGACY

By Matthew Eng

"This was not just another cruise for the men."

Admiral Bernard M. Strean, USN
Commander, Nuclear Task Force One

In 1907, President Theodore Roosevelt and the United States Navy orchestrated a brilliant and unprecedented cruise around the world to "show the flag." Launched from Norfolk, Virginia, during the tercentennial Jamestown Exposition, the Great White Fleet's two battleship squadrons and escort ships circumnavigated the globe in fourteen months under steam-driven banners of peace. The voyage of the Great White Fleet was a dramatic display of the burgeoning military might of the United States and the necessity to showcase its new "Steel Navy." At a time when other world powers expanded their empires abroad, the U.S. Navy became an outlet to stretch American influence worldwide. By the time World War II ended, the United States Navy was a fleet "second to none." The Navy continued on a course of technological innovation during the Cold War period, while at the same time it remained strategically ready to meet any threat.

If the American Navy intended to show the flag around the world in the Cold War era, it had to possess a fleet able to serve and protect the country. Thus, the nuclear age was born, ushered in by Admiral Hyman G. Rickover, the "Father of the Nuclear Navy." Rickover's hard work and deep vision led to the construction of the submarine USS *Nautilus*, launched and commissioned in 1954. *Nautilus* became the first nuclear-powered vessel, beating the Russian submarine *K-3* by four years. It would only take a few more years for the concept of the nuclear Navy to extend to other fleet combatants.

By 1961, nuclear surface ships like the Guided Missile Cruiser *Long Beach* (CLGN 9) and Guided Missile Frigate *Bainbridge* (DLGN 25) rounded out the long list of naval engineering marvels. The fleet's showcase vessel, USS *Enterprise* (CVAN 65), was the world's first nuclear-powered aircraft carrier. *Enterprise* helped set the stage for a half century of nuclear-powered aircraft carriers in the nation's defense, many of which called Norfolk and Hampton Roads their homeport.

Initially, the nuclear Navy concept was not as popular as one might imagine. By 1964, there were fifteen aircraft carriers in service. Only one of these was nuclear-powered. Proponents of nuclear ships argued their necessity, for more ships could be supplemented by the longevity of vessels with nuclear reactors. Opposition came from both military and civilian leaders, including Secretary of Defense Robert McNamara, who called the first nuclear propulsion study conducted in 1963 "intuitive rather than quantitative." Pro-nuclear stalwarts needed a showcase of the military strength and technological might of these new ships.

That time came in the spring and summer of 1964. *Enterprise* rendezvoused with *Bainbridge* and *Long Beach* in May and formed Nuclear Task Force One, the first all-nuclear task force in military history. Commanded by Rear Admiral Bernard M. Strean, Nuclear Task Force One commenced Operation Sea Orbit. *Long Beach* and *Bainbridge* departed Norfolk on April 28, 1964, in company with the aircraft carrier *Franklin D. Roosevelt* for the Atlantic crossing to the Mediterranean, where the rendezvous with *Enterprise* was scheduled. During the early summer, *Enterprise*, *Bainbridge*, and *Long Beach* passed Gibraltar, entering the Atlantic Ocean at the end of July, and Nuclear Task Force One began its history-making circumnavigation of the globe. The three ships and their escorts traveled to Africa, the Indian Ocean, and South America before completing their voyage in October. Historian and analyst Norman Polmar noted that the Sea Orbit mission was only the third time that an American carrier operated in the Indian Ocean. Like the voyage of the Great White Fleet, the ships took time to stop

at exotic foreign ports in locations like Pakistan, Australia, New Zealand, and Brazil to "show the flag." These ships became the embodiment of forward presence, seapower, and history.

The Task Force is also famous for sailing around the world without taking on provisions. For sailors used to stopping at port frequently, this was an ambitious undertaking. One sailor aboard *Bainbridge* recalled the struggles with not resupplying provisions: "After two weeks we ran out of fresh food and milk. I lost twenty-five pounds eating dehydrated or frozen food for most of the cruise." When they pulled into Fremantle, Australia, the first thing this man did was go with a group of fellow sailors to a restaurant. He added, "About two hours later, we went to another one!"

The globe-trekking cruise took just sixty-four days, totaling almost 30,500 miles. During that time, the ships and 6,057 officers and enlisted sailors comprising Nuclear Task Force One averaged a staggering 22 knots without replenishing once. Polmar added in his summation of Sea Orbit that it "demonstrated the ability of a nuclear task group to operate anywhere in the world on short notice, totally independent of land bases and support ships." It was a brave new world, and every nation with a naval presence took notice of Sea Orbit's accomplishments.

Sea Orbit Legacy: 50 Years Later

Fifty years after the cruise began, a capacity crowd of Naval Historical Foundation (NHF) and partner organization members, Navy personnel, industry leaders, and most importantly, Sea Orbit veterans gathered at a May 6, 2014, event hosted by NHF at Nauticus in Norfolk, Virginia. The event commemorated the ships and men of Sea Orbit and the half-century of the U.S. Navy's commitment to nuclear-powered carriers, notably the first of its kind, USS *Enterprise*. Even in her inactive status today, *Enterprise* remains a celebrated chapter in the history of the United States Navy in the twentieth and twenty-first centuries.

The evening's commemoration concluded with a special presentation by *Enterprise*'s current commanding officer, Captain William "Boomer" Hamilton. The captain discussed *Enterprise*'s timetable since her inactivation in 2012. A skeleton crew of approximately 700 sailors is halfway through *Enterprise*'s inactivation phase at Newport News Shipbuilding. This is a herculean task, as she is the first ship of her kind to undergo such a transformation. Hamilton estimates that the next phase of *Enterprise* (movement, disposal, and recycling) will begin in a couple years. He credits the success of the current terminal offload program to his sailors, who he admitted, "have performed brilliantly." These sailors are creating a viable system that will follow with *Nimitz*-class carriers' inactivations and decommissionings in the future. Hamilton is aware of the challenges of today's economic climate, keeping in mind the absolute necessity of safety and security. He noted, "Whatever we do has to be safe for the environment and safe for our people."

USS Enterprise, *USS* Long Beach, *and USS* Bainbridge *during Operation Sea Orbit.*

The photo above shows guests at the 50th commemoration of Operation Sea Orbit on May 6, 2014. Attendees included former sailors during Operation Sea Orbit, NHF members and staff, and current Enterprise *sailors. In the background is the* Enterprise *pennant on display for the event.*

It all seemed too much for some *Enterprise* veterans. Several veterans welled up with tears as they viewed the current state of the ship, which the captain called a "flat-top haircut." The emotion in the room was pervasive. *Enterprise*'s masts were gone forever—she didn't look the same. Her hull and deck may be the same for now, but in due time will become a fragmented shell of her former self. Many onlookers felt a sobering sentiment throughout Hamilton's presentation—this majestic ship that helped usher in the dawn of the nuclear Navy was now in her final years of service. Hamilton ended on a bright note, showing the future *Enterprise*, CVN-80. Let us hope there will always be an *Enterprise* on the naval register.

Retired accountant Ed Oswalt provided an *Enterprise* pennant prominently displayed during the reception. Many veterans were pleased to see the pennant hanging, often stopping to admire and snap pictures next to it. Oswalt is a Hampton Roads resident who served on the Carrier Division Two staff during the 1964 cruise. He had much to say about the pennant and its newfound significance for both naval history and his own family. "When you are a young sailor, you never think about the significance of what you are doing, it just happens," Oswalt said at the event. "Now that I am older, it's something I need to tell my children and grandchildren."

Matthew Eng is the Digital Content Developer at the Naval Historical Foundation.

"Quasi" War:

Commodore Dudley Wright Knox, USN (Ret.) and the Naval Historical Strategy of Franklin D. Roosevelt

By David Kohnen, Ph.D.

During the first half of the twentieth century, U.S. Navy Commodore Dudley Wright Knox provided a singular example of leadership to both the military and civilian communities. After graduating with the Naval Academy Class of 1897, Knox served aboard a variety of peacetime warships. He also participated in the planning and execution of wartime operations from the 1898 Spanish-American War through both world wars. Knox helped condition the fleet, fashioning a Navy "second to none." For Knox, navies provided the means "not to make war but to preserve peace, not to be predatory but to shield the free development of commerce, not to unsettle the world but to stabilize it through the promotion of law and order." To attain a deeper understanding of naval leadership and global maritime strategy, Knox sought inspiration from historical examples. Like many U.S. Navy officers of his generation, he embraced the teachings of Alfred Thayer Mahan. In his 1892 classic, *Influence of Sea Power Upon History*, Mahan warned that the U.S. Navy suffered from a "vague feeling of contempt for the past, combine[d] with natural indolence to blind men even to those strategic lessons which lie close to the surface of naval history." Having considered Mahan's critique, Knox offered recommendations designed to overhaul the U.S. Navy.

For Knox, historical studies provided the ideal foundations for engendering a spirit of professionalism within the U.S. Navy's ranks. By extension, Knox engaged the American public by orchestrating a propaganda campaign designed to justify the realization of a "Two Ocean Navy" and a "Navy Second to None." His writings reflected a potent brew of heroic interpretations of America's maritime past combined with contemporary discussions about the crucial functions of the U.S. Navy as a national institution of the United States. Within the ranks of the service, Knox spearheaded the intellectual charge, framing a strategic argument for the U.S. Navy to pursue operations beyond the American hemisphere.

Captain Dudley Knox, circa 1918. In European waters, during the First World War, Knox coordinated U.S. Navy operations with intelligence. He supervised the Planning Section within the "London Flagship" headquarters of Admiral William S. Sims on the European warfront. (Image from NHHC)

He suggested that a "strong Navy is needed for trade protection, not only when we may possibly be at war, but also more probably and more often when we are a peaceful neutral."

Professional alliances among personalities within the American naval service reflected the bureaucratic rivalry between the War Department and the Navy Department. In the battles for presidential influence and Congressional appropriations during the interwar period, Knox also

participated in the civil-military debates with direct appeals to the public. Knox argued, "The American Navy had its genesis in the maritime origins of the country," and that "oceanic commerce developed into the primary element of economic life." Upon his formal retirement from active service in 1921, Knox continued to follow this basic belief by accepting a civil-service appointment as the Director of the Office of Navy Records and Library.

President Franklin D. Roosevelt secured government funding for Knox to compile original records and develop an official history series about the U.S. Navy. As documented in this image, Dudley Knox gave President Roosevelt a copy of the final volume of Naval Documents Related to the Quasi-War Between the United States and France. *(Image from NHHC)*

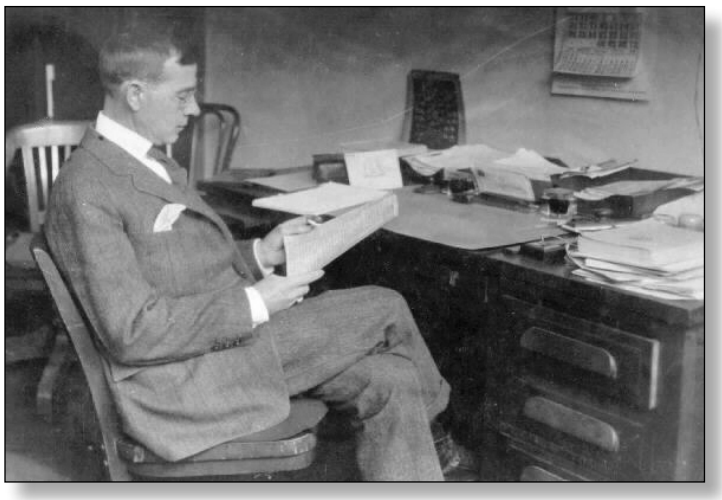
Knox pressed the campaign to overhaul the U.S. Navy's professional education and refocus on the broader historical trends of global strategic affairs. He emphasized the peacetime role of the U.S. Navy in his 1922 study, *Eclipse of American Sea Power.* In this work, he equated the economic interests of the United States with the capacity of the U.S. Navy to maintain free access to global lines of communications. He continued this theme in his 1932 study, *The Naval Genius of George Washington*. Knox argued that the "supreme test of the naval strategist is the depth of his comprehension of the intimate relation between sea power and land power, and of the truth that all effort afloat should be directed at an effect ashore." Knox then warned that history "abounds in examples of naval effort misdirected because the naval mission was too restricted in its military outlook."

Notably, Knox exploited the heroic reputation of Washington to provide an apparently neutral point of historical reference for American readers. When Knox published *The Naval Genius of George Washington*, Americans were then celebrating the mythology of the Franco-American campaign against the British at Yorktown in 1781. (The year 1932 was the sesquicentennial of that event.) Herbert Hoover and Franklin D. Roosevelt both delivered addresses at the sesquicentennial commemoration. During his speech, Roosevelt noted the importance of American influence within the global context of economic revitalization. Naval influence, coupled with the repeal of Prohibition, stood at the center of the Roosevelt agenda. During this period, Knox received invitations from Roosevelt for a series of meetings at Hyde Park in New York and on Campobello Island in the Canadian province of New Brunswick. These meetings sparked an alliance between Roosevelt and Knox, which proved mutually beneficial for these two influential American naval thinkers.

Roosevelt framed global strategy upon the basic concept of employing the U.S. Navy in operations designed to defend critical American economic interests. To these ends, he assumed the role of patron for Knox's historical explorations. Roosevelt uniformly agreed with Knox's assertions, who stated, "The over-maligned pacifist is entitled to much respect and consideration." Knox observed in suggesting that despite "limitations of the Navy Department … there are many opportunities for officers as individuals, too frequently avoided, for direct contact with the people through the press and the platform." In this debate, Knox believed that U.S. Navy leaders should frame discussions of the military policy of the United States within the objective context of the past. He argued that discussions of American maritime strategy suffered from basic ignorance of the sea and that, in the aftermath of past wars, the:

> *American people have been prone to wreck their Navy either by ruthless reduction or by complete elimination of the fleet. This has been due to a lack of understanding of the fact that the Navy is not merely an instrument of war; but that its role is almost equally important to the nation during peace as in war. Like the Constitution, the function of the Navy is multiple. The profound influence of overseas trade upon the prosperity of the great body of our citizens is too little recognized by them.*

As a retired U.S. Navy officer, Knox drew from firsthand experience to frame compelling historical arguments in the effort to rally American readers. Knox also drew wide attention among academic historians, including Princeton University professor Edward Meade Earle and



Dudley Knox when he was in charge of the Office of Naval Records. (Image from NHHC)

Clerks in the Office of Naval Records. These clerks worked for Dudley Knox during his time with the Office of Naval Records. (Image from NHHC)

Harvard University professors Robert Greenhalgh Albion and Samuel Eliot Morison.

Associations with key American academics amplified the assertions found in Knox's historical writings. Knox believed that, unlike academic historians, he wrote with unique authority due to his time in the Navy. For these reasons, in 1934, Franklin Delano Roosevelt commissioned Knox to write official histories of the U.S. Navy. Roosevelt diverted funds appropriated under legislation sponsored by Georgia Congressman Carl Vinson and Florida Congressman Park Trammell. In a bipartisan effort to expand the U.S. Navy, they successfully passed the Vinson-Trammell Act of 1934. Roosevelt also insisted that Knox begin the series by examining the obscure origins of the U.S. Navy and its undeclared role in the wars against France and the Barbary Pirates. Knox initially proposed the title as the "History of the War with France, 1798-1801," and Roosevelt changed it to, "Quasi-War with France." In so doing, Roosevelt engaged American readers to recognize the U.S. Navy as a force fundamentally unlike other military services and branches of government. Unlike the U.S. Army orientation on land garrisons, the U.S. Navy always remained actively engaged in warlike operations to safeguard maritime lines of global economic communications in peacetime.

Using American shipyards as a potential means to address the economic depression, Roosevelt planned to employ the U.S. Navy as the first line of defense against foreign aggressors in Asia and Europe. By 1934, Imperial Japanese forces invaded China and threatened American interests in the region. Likewise, National Socialist Germany and Fascist Italy appeared to undermine stability in European affairs. Knox suggested that the "time has come for a national awakening in the major play of national economic forces which inevitably link up production, sea transportation, foreign markets and sources of materials with naval power."

Roosevelt and Knox shared an understanding of the U.S. Navy as the crucial historical element in American economic prosperity and social development. The Vinson-Trammell Act provided for warship construction and other improvements to U.S. Navy facilities; however, the legislation did not provide clear authorization to fund naval historical research. The costs involved with indulging Roosevelt's interest in naval history appeared to be in violation of the original purpose of the Vinson-Trammell Act. Funding a history of the U.S. Navy also seemed exorbitant in comparison with the more immediate problems of the economic depression. The Acting Director of the Bureau of Budget, Daniel W. Bell, estimated that the Knox naval history would require an estimated 114 volumes and a research budget in excess of $1,000,000.00. Roosevelt admitted to Bell, "This is my pet child….[so] push the appropriation and try to make it a revolving fund." Bell stated that the project "may be justified by reasons not known to me, but to a layman it would seem that the records of the World War or the Spanish-American War would be of greater interest and importance to the public and the Government than the records of wars that have almost been forgotten by most people." In supporting an apparently esoteric research project about a widely forgotten war, Roosevelt recognized the strategic influence of history

on the American public. His insistence that Knox refer to "quasi" wars of the past also provided an elegant point of reference in the future employment of U.S. Navy forces within the constraints of the Neutrality Acts of the 1930s.

Roosevelt and Knox collaborated to weave an argument for employing the U.S. Navy, which soothed critiques from pacifist organizations. In correspondence that Secretary of the Navy Claude Swanson forwarded to Roosevelt, James B. Scott, the Director for the Endowment for International Peace, wrote in January 1937 that the histories compiled by Knox "employed the happy phrase, 'quasi-war with France' and I imagine that the term which you have used will be adopted and remain….The United States thus demonstrated determination to preserve their independence not merely at home but also on the high seas, in any and every part of the world." Swanson thus pointed out the usefulness of the phrase "Quasi-War." By suggesting that quasi-wars existed more often than declared wars, and that the United States' first war after independence was a "quasi-war," Knox had invented a historical past that emphasized the origins of the U.S. Navy. In re-imagining American history this way, Naval expansion could emerge as a strategic element in the Roosevelt administration's domestic and diplomatic policy.

While Knox commanded warships and served at the highest levels of naval command for much of his career, he was largely self-taught as a historian. Consequently, he relied upon the advice of professional academics, including Earle, Morison, and Albion. He also recruited civilian historians to serve under his general supervision to complete new studies that derived lessons from modern operations. Historians affiliated with Earle, Morison, and Albion served in reserve status as U.S. Navy officers under the overall supervision of Knox. Among these authors were James A. Michener, Walter Muir Whitehill, and Elting E. Morison. Their unpublished wartime histories directly influenced the conclusions found within the semi-official works by Samuel Eliot Morison.

British perspectives provided useful insight into Knox's influence upon the questions of command within the U.S. Navy's conception of sea power. For example, Royal Navy Captain Alfred C. Dewar supervised the Historical Section within the Training and Staff Division of the Admiralty. The Admiralty drew personnel from the Historical Section to organize their wartime Operational Intelligence Center. This worldwide intelligence collection and analysis effort resulted in severe shortfalls within the Admiralty Historical Section, causing Dewar to complain about being "obliged to carry on the functions of the Historical Section with an inadequate number of assistants for the work expected." On the other hand, Dewar's organization inspired Knox to pursue an opportunity to build an equivalent to the Historical Section within the Navy Department. By June of 1944, Knox convinced the Secretary of the Navy, James V. Forrestal, to establish the Office of Naval History (ONH), which was authorized to coordinate histories of naval operations and battle reports.

Knox served as a key advisor for ranking U.S. Navy officers and civilian policymakers within the Navy Department. In this role, Knox also relied heavily upon outside assistance of civilian scholars and historians to mitigate the natural focus of U.S. Navy professionals on technology and processes in formulating maritime strategy. With retired rank of a commodore after 1945, Knox also employed historians serving in the reserve ranks of the U.S. Navy to act as liaisons in fusing the bureaucratic ties between the Naval War College, Office of Naval Intelligence, and Office of Naval History during and after the Second World War. Knox's influence upon the U.S. Navy perhaps appears within the subtext of Henry L. Stimson's recollections of service within the War Department and State Department. Stimson remembered the "peculiar psychology of the Navy Department, which frequently retired from the realm of logic into a dim religious world in which Neptune was God, Mahan his prophet, and the United States Navy the only true church."

With the passage of time, Knox's writings have faded into obscurity within the ranks of the U.S. Navy. Yet, nearly a century since Knox drafted his prize-winning essay, "Role of Doctrine in Naval Warfare," his historical observations and conclusions remain relevant for U.S. Navy leaders, policymakers, and academics. Knox's historical writings also provide fresh opportunities to highlight the importance of sea power in American diplomacy and global economy. For Knox, the U.S. Navy always had a unique strategic role by its potential capacity to win wars while primarily serving as an instrument of peace. In revisiting Knox's writings, contemporary readers may discover fresh perspectives on questions concerning the future course of U.S. Navy strategy.

Dr. David Kohnen is an instructor and maritime historian at the Naval War College.

Naval Historians to Receive Knox Award Honors

By David F. Winkler, Ph.D.

In June 2014, the Naval Historical Foundation announced the recipients of the Commodore Dudley W. Knox Naval History Lifetime Achievement Award at the foundation's annual meeting. This year's recipients are Drs. John B. Hattendorf, Craig L. Symonds, William S. Dudley, and Harold D. Langley. The award, named for a founder and former president of the Washington-based Naval Historical Foundation, recognizes individuals who have produced a substantial body of scholarly work in the field of naval history, have served as a mentor to those interested in the subject, and have held leadership positions in organizations that embrace the United States' naval heritage.

Dr. John B. Hattendorf

John Hattendorf has had a distinguished career in teaching and administration at the Naval War College, where he has built a reputation as a world-leading scholar in Anglo-American naval and maritime history. This past April his contributions were recognized at a Naval History Symposium at All Souls College, Oxford University, titled "Strategy and the Sea: An International Conference in Honour of Professor John B. Hattendorf." In addition to numerous honors that he has received for his scholarship, he has been the director of the John Carter Brown Library National Endowment for the Humanities Summer Institute in Early Modern Maritime History; director of the Frank C. Munson Institute of American Maritime Studies at Mystic Seaport; and director of the Naval War College Museum. He has also served on the editorial boards of both American and European historical journals: *The Mariner's Mirror, War in History, The American Neptune, The Journal of Maritime Research, The International Journal of Naval History*, and *Histoire, Economie, & Societe*. Hattendorf has contributed reviews of over 170 books to nearly forty publications.

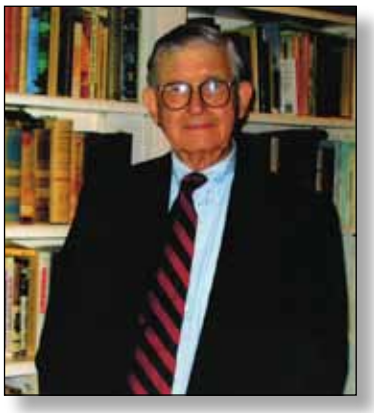
Craig L. Symonds is a prolific naval historian who is recognized as one of the country's leading scholars on the Civil War in general, as well as for his continuing contributions to American naval history in many periods. Symonds started his career at the Naval War College in 1971 and then spent 30 years teaching history at the Naval Academy. After retiring in 2005, he returned to the Academy in 2011-2012 as the Class of 1957 Distinguished Professor of Naval Heritage. In the past decade he has published four notable works with Oxford University Press: *Lincoln and his Admirals* (2008); *The Battle of Midway* (2011); *The Civil War at Sea* (2012); and *Operation Neptune* (2014). He served on the Secretary of the Navy's Advisory Subcommittee on Naval History and has been awarded the Navy Meritorious Civilian Service Award, the Navy Superior Civilian Service Award (twice), the Academy's teaching and research awards, and numerous book prizes.

Craig L. Symonds

William S. Dudley served at the Naval Historical Center (now the Naval History and Heritage Command, or NHHC) for several decades, rising to become Senior Historian and then the Director of Naval History. Dudley has been a stalwart supporter of good scholarship in American naval history, carrying on the vision of his mentor, Dr William J. Morgan. He deserves special recognition for his efforts in continuing the editing work on the "Naval Documents of the American Revolution" project and for being the progenitor of the four-volume series on "The Naval War of 1812: A Documentary History." His compilation of the *Naval Documents of the War of 1812* series led to a proliferation of fine books about the War of 1812. Dudley has mentored the current generation of NHHC scholars and he has been a leader in several history organizations, including the North American Society for Oceanic History, and the Society for History in the Federal Government.

William S. Dudley

Harold D. Langley retired from the Smithsonian Institution in 1996 after his twenty-six-year career as a curator of naval history. His path-breaking work was *Social Reform in the U.S. Navy*, 1798-1862 (1967) which focused on the history of enlisted life in the 19th century. A panel was convened at the Naval Academy last fall to discuss his work's influence on succeeding scholars. Langley's other major publications include *Roosevelt and Churchill: Their Secret Wartime Correspondence* (1975); *So Proudly We Hail: A History of the U.S. Flag* (1980); and *Medicine in the Early U.S. Navy* (1996). He, too, has received numerous awards and has been involved in several heritage societies.



Harold D. Langley

The Naval Historical Foundation and the Naval Academy History Department initiated the Commodore Knox award at the McMullen History Symposium at the Naval Academy in September 2013. Drs. James C. Bradford, William N. Still, and Phillip K. Lundeberg received the first three awards. The Naval Historical Foundation plans to present this year's awards in conjunction with the closing plenary on September 20th at the 10th Maritime Heritage Conference in Norfolk, Virginia.

David Winkler is a historian with the Naval Historical Foundation.

Behind the Scenes:

A War of 1812 Artifact in the Hampton Roads Naval Museum's Collection

By Joseph Judge

During the War of 1812 the United States Navy came of age. Fleet actions on the lakes and single ship engagements at sea showed that American warships could more than match Royal Navy ships of similar force. Artifacts from this transformational period are rare and prized in maritime collections. One of the most interesting in the collection of the Hampton Roads Naval Museum is a sailor's box from USS *Wasp*, a sloop-of-war commissioned in 1807.

Sailors' personal storage boxes were small, lockable containers carried aboard ship and used to store their most prized possessions. Items might include personal papers, such as journals and letters, tobacco, and grooming and writing implements, as well as small working and sewing tools. Early boxes came in different sizes and shapes designed to fit the owner's needs. These were usually constructed from pine with dovetail joinery, and decorated with maritime images. The museum's particular box is made of poplar wood and is decorated with round head brass upholstery nails along the edges and on the corners of the lid. The box is further distinguished by various diamond, heart, and radiating patterns on the top, ends, and front. Additionally, there are brass appliqués in diamond and heart-shaped patterns on the top, and a heart-shaped pattern on the front side of the box with the following inscriptions: "USS WASP," "R," "M," and "1809."

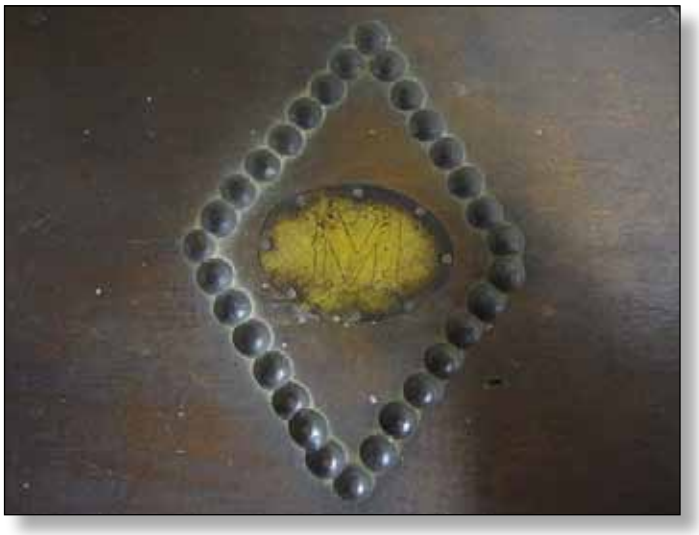
Unfortunately, nothing is known of the sailor who

Sailor's Ditty Box (Image from the Hampton Roads Naval Museum)

owned or constructed the box. As for the ship, the *Wasp*, a sloop-of-war constructed in 1806 at the Washington Navy Yard, was commissioned sometime in 1807. In 1811, she moved to Hampton Roads, where she joined a squadron commanded by Commodore Stephen Decatur. Her single action of the War of 1812 came in October of 1812. On the 18th, *Wasp* exited the mouth of the Delaware River. Two days later she came upon a squadron of ships and moved to engage them. She finally caught the British convoy the following morning and discovered six merchantmen under the protection of a 22-gun sloop-of-war, HMS *Frolic*. At half past eleven in the morning, *Wasp* and *Frolic* closed to do battle, commencing fire at a distance of 50 to 60 yards. In a short—but sharp—fight, both ships sustained heavy damage to masts and rigging, but *Wasp* prevailed over her adversary by boarding her. Unfortunately for the gallant little ship, a British 74-gun ship-of-the-line, *Poictiers*, appeared on the scene, and the *Wasp* herself became the final prize of the action. *Wasp*'s commanding officer, Master Commandant Jacob Jones, had to surrender his small ship because he could neither run nor hope to fight the large ship-of-the-line. *Wasp* served briefly in the Royal Navy as *Peacock* but was lost off the Virginia Capes in 1813.

American sailors continued to employ personal storage boxes on ships. Prior to the first World War, the Navy issued six-inch by six-inch by twelve-inch white wooden boxes that contained holders for an ink bottle, pens, and pencils. Sometime around World War II this box was exchanged for a small brown suitcase, which is no longer issued. These boxes became commonly known as "ditty boxes," perhaps a variation of "ditto box." The "ditto" box contained two of everything: two spools of thread, two needles, two buttons, etc. No doubt the *Wasp* sailors of 1809 would be thrilled to have two of any of these needed supplies.

Joseph Judge is the curator and deputy director at the Hampton Roads Naval Museum.

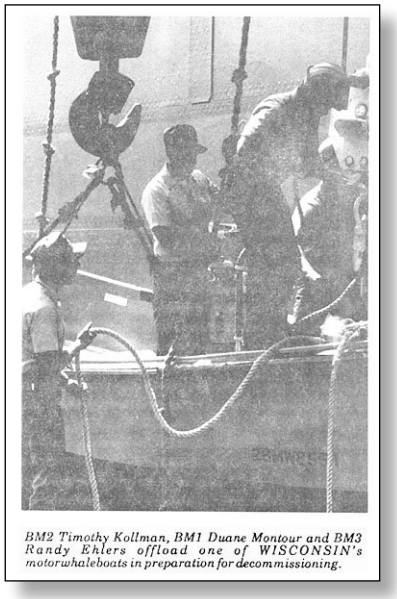


THREE LIVES OF THE WHALEBOAT

By Martha Walker

Small boats have served Battleship *Wisconsin* (BB64) since her US Navy service began in 1944. USS *Wisconsin* carried multiple lifeboats and an assortment of small craft into World War II, the Korean War, and Desert Storm in 1991. These small boats--or ship's tenders--transported crew and cargo ship-to-ship and ship-to-shore while *Wisconsin* was anchored offshore.

Of the many small boats utilized on the *Wisconsin* over the decades, only one has been reunited with the Battleship. When *Wisconsin* returned from Desert Storm in 1991, she was decommissioned for the third and final time. Many of her assets, including this particular whaleboat, were removed by the Navy for recycling, surplus, salvage, or scrap. In 2000, the City of Mentor, Ohio, acquired a surplus whaleboat identified as Hull #26MW8550, Boat #1. Mentor officials received information about its production in 1985 and its association with USS *Wisconsin*. Mentor's Assistant City Manager, Dan Graybill, contacted USS *Wisconsin* Association president and historian, Dom Menta, to learn more about the small boat.



Whaleboat being offloaded in preparation for USS Wisconsin *decommissioning. (Image from the USS* Wisconsin *Association)*

According to information provided by Menta on the USS *Wisconsin* Association website, this whaleboat was one of two carried by USS *Wisconsin* in the Persian Gulf. During his research, Menta found a picture of *Wisconsin* sailors offloading a whaleboat numbered Hull #26MW8551. He concluded these were the two sister whaleboats from BB64. Graybill had also received confirmation from Captain van de Schroeff, BB64's last Commanding Officer, that the boat was a *Wisconsin* whaleboat.

USS Wisconsin*'s whaleboat in the Elizabeth River.*

The City of Mentor restored and christened the whaleboat "BB64" in honor of her mother ship. She was used as a summer sightseeing boat at Mentor Lagoons Nature Preserve and Marina. During the recent recession, her service was curtailed and she was eventually placed in storage. In January 2011, former Nauticus director Hank Lynch set forth a plan to acquire this valuable artifact. After a few curatorial inquiries, Mentor officials revealed their interest in selling the vessel. Lynch and Nauticus' former financial director, Raymond McEvoy, struck a deal and, after a long separation, the whaleboat was reunited with her battleship in Norfolk.

US Coast Guard-approved mechanical and safety upgrades, along with exterior and interior improvements, were completed by April of 2012 and interpretive programs commenced. Students and visitors enjoyed Elizabeth River history and ecology tours with local captains at the helm. Evening ghost tours were also offered to guests. Dubbed "Lil Wisky," by Nauticus staff, the whaleboat is now moored in the Nauticus marina. This squared-away, well-traveled whaleboat has enjoyed three full lives and is ready for new adventures.

Martha Walker is the curator of Nauticus. Nauticus operates the Battleship Wisconsin *in downtown Norfolk, Virginia.*

HAMPTON ROADS NAVAL MUSEUM
The Daybook
Department of the Navy
Hampton Roads Naval Museum
One Waterside Drive, Suite 248
Norfolk, VA 23510-1607

Official Business

PRSRT STD
POSTAGE & FEES PAID
REGIONAL NAVY MAIL CENTER
PERMIT NO. 2235
NORFOLK, VA