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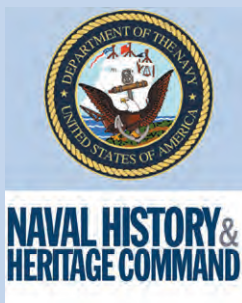
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The HRNM reports to the Naval History and Heritage Command, Museums Division. The museum is dedicated to the study of 234 years of naval history in the Hampton Roads region. HRNM was accredited by the American Association of Museums in 2008.

Call for information on the museum's and *Wisconsin's* hours of operations. Admission to the museum and *Wisconsin* is free. *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 gordon.b.calhoun@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.hrmn.navy.mil>.

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A Comical View of the Cold War Submarine Force

Cover Illustration: On the cover are the battleships USS *Connecticut* (BB-18) (at left) and USS *Louisiana* (BB-19)(at right) in Hampton Roads after arriving home from their around the world voyage on George Washington's Birthday, 1909. The two ships led a huge American armada into the harbor as part of one of the largest and grandest homecomings the nation has ever seen.

Museum Breaking Out of its Walls

Museum Voices

by Susanne Greene, Public Relations

In an effort to better reach the public, the Hampton Roads Naval Museum has built two new exhibits outside of its home base in downtown Norfolk. First the museum has cooperated with the Chesapeake Bay Bridge and Tunnel District to provide a series of outdoor exhibits highlighting the history of the Navy on the Chesapeake Bay. When you travel across the Chesapeake Bay Bridge-Tunnel (CBBT), stop on the southern most man-made island. There are now panels for visitors to enjoy.

“The Hampton Roads Naval Museum is the regional center for Naval history in Hampton Roads. One of our goals for 2009 is to reach out to local communities. The information on the Chesapeake Bay panels shares the history of the Navy with what we hope will be a new audience,” stated museum director Becky Poulliot.

“As a key entry point to the Hampton Roads area, the CBBT is delighted to be able to educate both tourists and locals on the historical significance of our region,” said Jeff Holland, Executive Director of the CBBT.

The displays highlight the historical significance of the Chesapeake Bay and Hampton Roads to the U.S. Navy. It also



The museum has fabricated a new exhibit on Sea Gull Island on the Chesapeake Bay Bridge-Tunnel. The exhibit consists of several outdoor panel displays highlighting the importance the region to U.S. Naval history.

provides visitors with an identification guide of the many different types of ships that pass over the tunnels.

For our second outdoor exhibit, museum staff has fabricated a new outdoor display at the historic baseball stadium on Naval Station Norfolk. Named McClure Field in 1944, the Navy constructed the stadium in 1918 as a multi-purpose athletic field that has been used by thousands of sailors. It is still used today for intramural softball games.

The Field is a brick baseball stadium whose style can be seen in many modern baseball stadiums such as Oriole Park



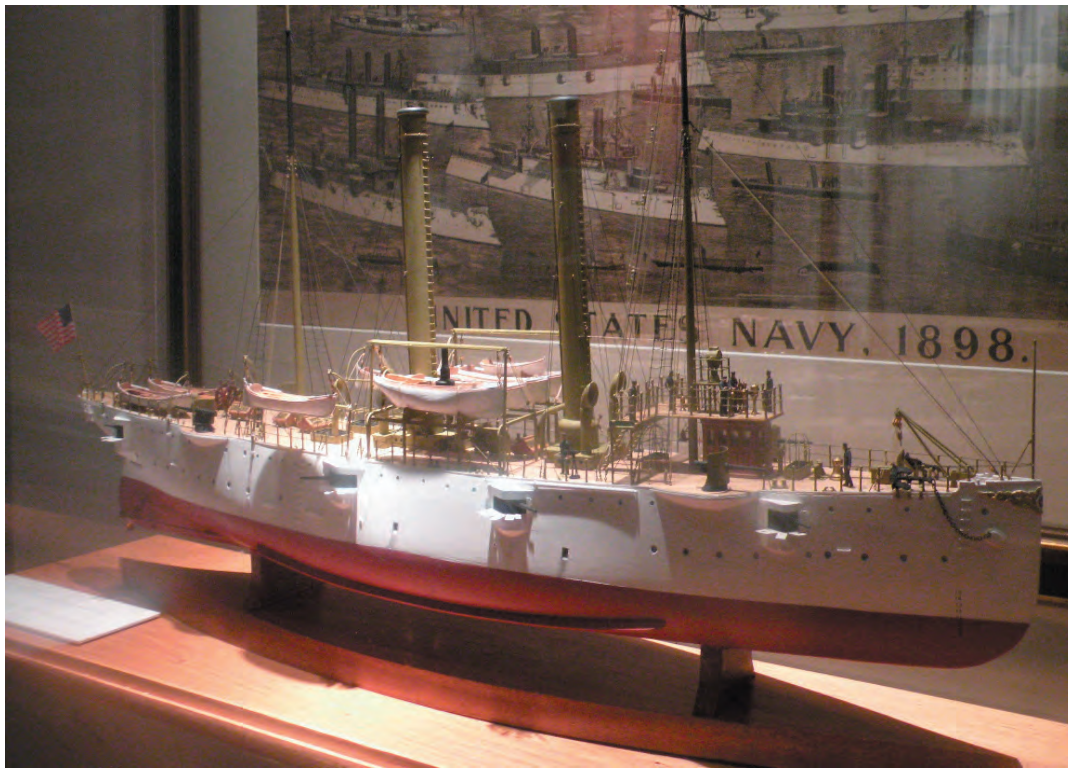
The museum has also constructed a new exhibit at Naval Station Norfolk's McClure Field.

at Camden Yards and The Ballpark at Arlington. During World War II, several Major League Baseball players, including four future Hall of Famers, entertained the troops while serving in the Navy.

Docent Achievements in 2008

Listed below are milestones reached by the museum's wonderful docent corps. In 2008, the museum's docents served a combined total of 16,402 hours. Docents serve in the museum's gallery and on the battleship *Wisconsin*.

100 HOUR AWARD	Harry Riley	1,250 HOUR AWARD	1,750 HOUR AWARD	4,000 HOUR AWARD
Charley Benway		Beverly Bachman	Lloyd Belperain	Bob Webb
Dave Sutelan	750 HOUR AWARD	Art Rebman	John Stansell	
Roger Winslow	Matt Archer	Howard Sandefer	Dick Hanna	5,000 HOUR AWARD
	Dan Chamberlin	Gene Biesecker	Bob Tully	Doc Shoop
250 HOUR AWARD	Michael Bushner	JJ Reed		
Alan Castka	Art Tribble	Sue Watson	2,000 HOUR AWARD	7,000 HOUR AWARD
Charlie Hobbs	John Watson	Lou Fourney	Lloyd Belperain	Hunt Lewis
Jim Cole		Bob Rode	Glenn Pendleton	
Ernie Nucup	1,000 HOUR AWARD		Andy Grynewytch	11,000 HOUR AWARD
	Michael Bushner	1,500 HOUR AWARD	Bob Tully	John Peters
500 HOUR AWARD	Jim Ripley	Fred Bariteau		
Matt Archer	Len Carter	Al McVicker	2,500 HOUR AWARD	
Lou Gull	Frank Zurschmit	Gene Biesecker	Gene Kanter	
Dan Chamberlin		John Stansell	Don Shanks	
Teresa Peters				



The museum recently put on display this model of the patrol gunboat USS Nashville (PG-7). Museum volunteer ship model builder Bob Comet donated the model to the museum. He spent about 740 hours building the model from scratch. (Photo by Gordon Calhoun)


Museum Docent Donates His Latest Masterwork to Museum

A model of the patrol gunboat USS *Nashville* (PG-7) is the museum's newest model on display. Museum docent and volunteer model builder Bob Comet donated the model to the museum in December 2008. This is the third model Comet has donated to the museum. His other two works are the torpedo boat USS *Winslow* (TB-5) and the American Revolution privateer *Fair American*. Both models are also on display.

Comet spent about 740 hours working on manufacturing the model and several hundred more hours researching the vessel. The research included the shape of the ship, but also details such as the ship's four-inch guns, the ship's small boats, and the size and shape of the casemates that house the ship's four-inch and six-pounder guns.

Comet built the model to a 1/8" to 1 foot scale (i.e. 1/8 of an inch on the model equates to one foot of the real ship). He chose to paint the ship in the typical Navy peacetime colors of white and a mustard-like yellow known as Panama Buff. He used outboard "taken from work plans" from the National Archives as well as

contemporary books on small boats and ordnance to assist him in creating an authentic model. Comet even placed miniatures of several members of the ship's company in period uniforms. Comet included the ship's commanding officer, his leading chief petty officer and the ship's two mascots.

The ship model is based on a very historic career. Newport News Shipbuilding and Dry-dock Corporation built the vessel (the very first warship built by the company) in 1897. She served in all the major wars of the late 19th and 20th century including the Spanish-American War, the Philippine Insurrection, and World War I. The warship had the distinction of firing the first shot in anger during the Spanish-American War. 



Comet's work includes several extra details, like the ship's commanding officer conducting his morning inspection with his dog at his side, and a chief petty officer on standby, preparing to restrain the ship's cat mascot. (Photo by Gordon Calhoun)



This is the port side of the model. Comet spent several hours researching details such as the exact length of barrels for the ship's four-inch guns. (Photo by Gordon Calhoun)

The Final Leg


This is the final installment from an ongoing series about the 1907-09 voyage of the Great White Fleet as seen through the eyes of Petty Officer Elmor Stoffer. The sailor was a machinist's mate aboard the battleship USS Kansas (BB-21).

In the last six weeks of the journey, the voyage had taken its toll on Stoffer. The initial entries in his diary were enthusiastic and patriotic. Thirteen months later, he just wanted to get home. Stoffer's ship, USS *Kansas* (BB-21), also had several wear and tear issues.

The Fleet split into several smaller squadrons once it entered the Mediterranean in order to cover more ports. Several of the ships in the Fleet participated in the international disaster relief operation in

Uncle Sam's Greatest Show on Earth The Great White Fleet One Hundred Years Later

Messina, Italy. The Sicilian city had been hit by a powerful earthquake killing at least 200,000 people on December 28, 1908. *Kansas* was scheduled to participate in the operation. However, her engineering casualties forced her to arrive late and she was subsequently told to proceed to the deep water paradise of Villefranche, France.

There is a major gap in the diary for the month of January. It is possible that Stoffer had grown tired of writing, or possibly that there was nothing to write about as many of *Kansas*' officers departed the ship for an extended vacation in France. 



The Fleet in Hell-One of the worst natural disasters in modern European history struck Messina, Italy on December 28, 1908. An earthquake measuring 7.5 on the Richter Scale struck the city at 5:30 a.m. killing at least 200, 000 people. Sailors from the Great White Fleet joined Russian, British, and Dutch sailors in assisting Italian authorities with relief efforts. (Naval History and Heritage Command photo)

*Jan. 6 Wednesday [Port Said, Egypt]
Raised the mud hook at five thirty and started for Naples, Italy as fast as we could go. Broke down on the seventh with a leak in the condenser. The coal is so poor that we can't make over 13 knots an hour. The other three ships are going on ahead.*

*Jan. 8 Friday [At sea]
On the eighth, can't make any more steam. Passed Messina at eight o'clock Saturday the ninth: taking about six hours to pass through the Straits. We were told they had plenty and didn't need any more help therefore we went to Villefranche, France arriving there at one o'clock on Monday.*

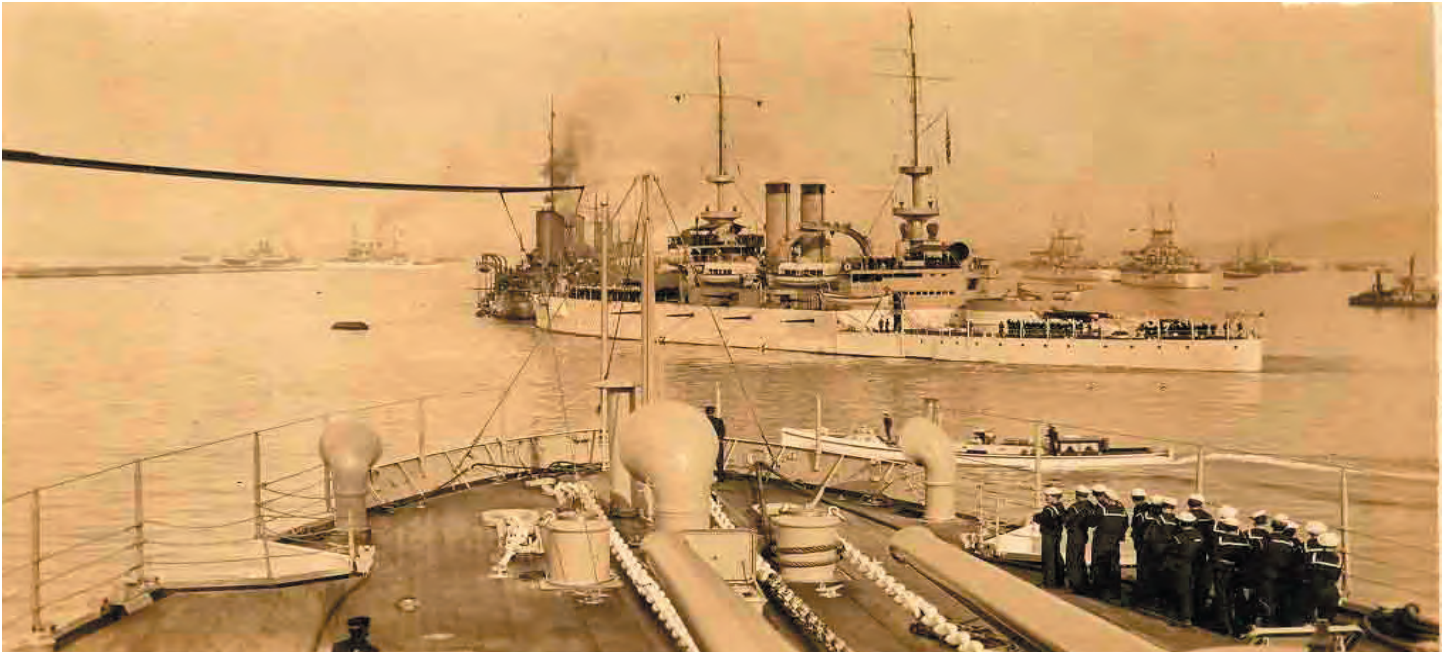
*Jan. 11 Monday [Villefranche, France]
Working all the time when not on liberty The Connecticut joined us on the 2nd and at four thirty on the 27th we raised anchor and started for Gibraltar at a nine knot speed and were in sight of land nearly all the time we arrived at Gibraltar.*

*Jan. 31 Friday [Gibraltar]
Sunday morning the 31th and anchored inside the breakwater at ten o'clock. Had no liberty at this port. There were five Russian men o'war inside the breakwater and four English ships and some torpedo boats.*

Stoffer continued on page 5



The Fleet in Heaven-USS Kansas (BB-21), Minnesota (BB-22), and Vermont (BB-20) rest at anchor in Villefranche, (near Nice, France.) Many officers took extended shore leave with their wives and toured France for much of the month of January. The American ensign at right is flying from the fantail of Kansas with Villefranche in the background. (Photo provided by William Stewart/www.greatwhitefleet.info)



The ships of the Fleet rendezvoused from their various ports of call in the Mediterranean at Gibraltar and began to make preparations for the final leg of their very long journey. This was the view of Gibraltar from the bow of Stoffer's ship, USS Kansas (BB-21). (Photo provided by William Stewart/www.greatwhitefleet.info)

Stoffer continued from page 4

Feb. 6 Saturday

We left Gibraltar at eleven o'clock A.M. for Hampton Roads. Passed some islands on Sunday. Monday, two men were washed overboard in the Second Squadron while scrubbing bags and hammocks. I fainted at the throttle Tuesday morning and was off all day. We received bags and hammocks Wednesday afternoon and turned them in on Thursday. Having drills of some kind every day.

Feb. 7-10 [At sea]

The weather was pretty bad for the next three or four days and on Wednesday we met the Atlantic fleet consisting of four battleships and one cruiser the next day the other came in line.

Feb. 20 Saturday [Cape Henry, Virginia]

Two other of the cruisers met us and one on Sunday and at two o'clock Monday morning we anchored off Cape Henry.

Feb. 22 Monday [Hampton Roads]

Raised anchor again at ten o'clock and went into Hampton Roads passed the Mayflower at eleven and saluted and anchored about one o'clock.

Feb. 22 Monday [Final Entry]

Being gone fourteen months and six days and traveled over forty five thousand miles.



When Kansas pulled into Gibraltar, a squadron of dark painted Russian ships was at anchor. The squadron is shown here while at anchor next to USS Connecticut (BB-18) in Messina during the international disaster relief operation of the city. The squadron was made up of the armored cruiser Admiral Makarov, the battleships Slava and Tsessarevich, and the cruisers Bogatyr and Oleg. The Russian squadron was conducting exercises and training for its midshipmen. (HRNM photo)

The Great Homecoming

After fourteen months, thirty-eight ports of call, and 42,257 miles, the warships of the U.S. Battle Fleet come home

by Gordon Calhoun

The favorite part of any sailor's cruise is the homecoming. It is when the sailor is reunited with family and friends, where he can spend his hard earned wages, and can finally rest his mind from the day to day operations. Homeports often throw their arms out to welcome the sailors home, sometimes with grand celebrations. When the U.S. Battle Fleet, affectionately called the "Great

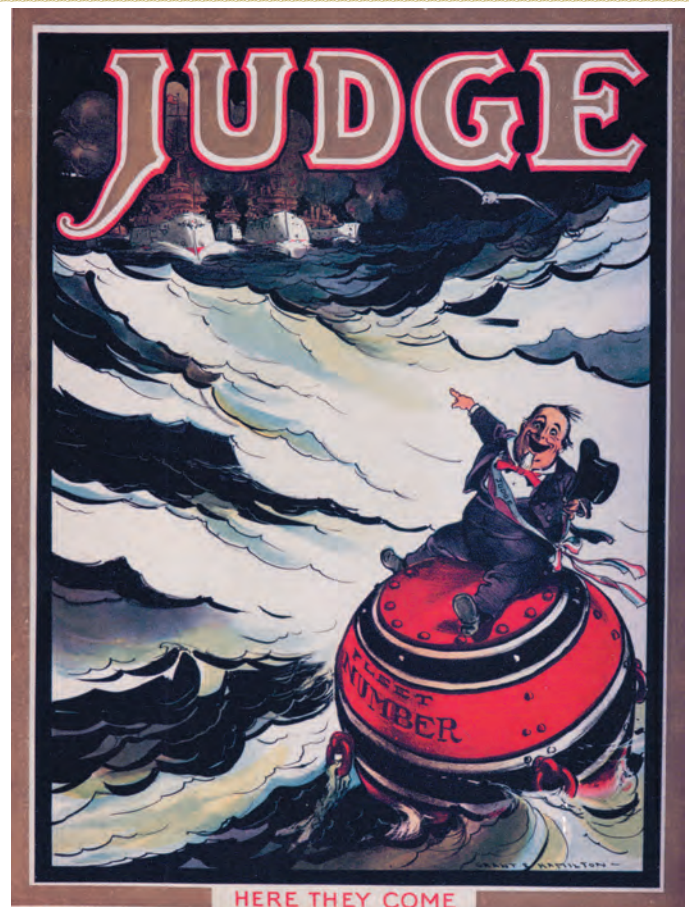
Uncle Sam's Greatest Show on Earth The Great White Fleet One Hundred Years Later

White Fleet" by newspapers, announced it was returning home to Hampton Roads, the whole nation celebrated. One newspaper man wrote "Homecoming celebrations have been held in several of the large cities within the last few years, but the homecoming at Hampton Roads on Washington's birthday promises to throw all others into the shade."

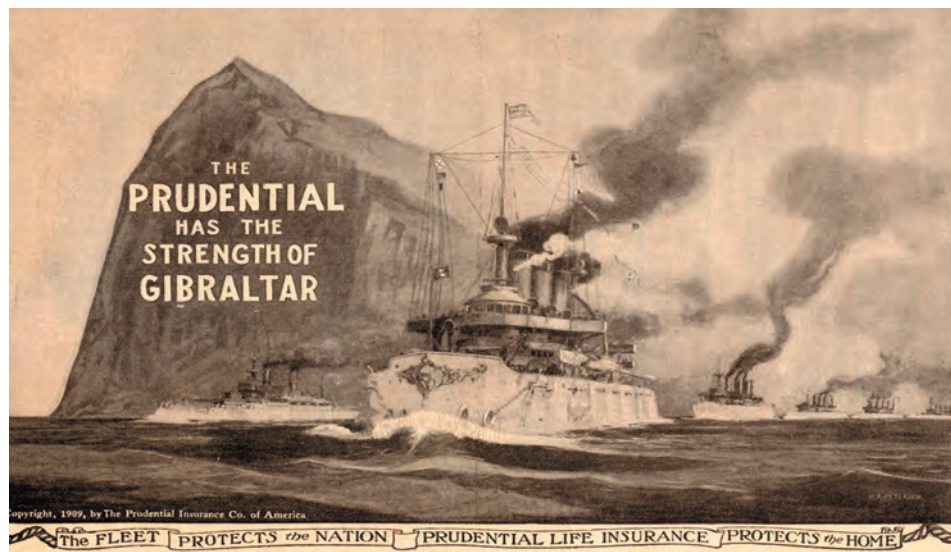
When the Fleet left Hampton Roads

in December 1907, the national media gave it a huge send off. As the fleet moved farther away from home water, the coverage lessened to a trickle as news became hard to come by while other national issues took center stage. But as the Fleet entered the Mediterranean, the excitement began to return. By the first week in February, the newspapers began to report that the Fleet was heading home. They began running headlines such as "Preparing Noisy Welcome For World Circling Fleet."

The Prudential Life Insurance Company latched on to the excitement of the impending return of the Fleet with a major marketing campaign that indirectly linked the company to the Fleet.



The political and social satire magazine Judge replaced its typical cover that mocked some part of American society with this serious cover that expressed sincere joy of the return of the Great White Fleet. (HRNM photo of a February 13, 1909 image from Judge magazine)



The Prudential Life Insurance Company attempted to latch onto the excitement of the Fleet's expected homecoming with this vivid image of the battleships passing by the Rock of Gibraltar (which just happened to be the company's logo). Prudential offered a free color print of the image and a fact book on the U.S. Navy's warships to anyone who wrote to its Newark headquarters.

"No one will be disappointed," the ad read "in this strong representation of the 'bold, familiar legend' of the Prudential. As if carved from the face of the Rock, it looks down upon the passing fleet like a message of Godspeed." As part of the campaign, the company gave away free copies of a full color print showing the Fleet passing by the Rock of Gibraltar and a booklet that provided facts and figures on each one of the battleships. All one had to do was write to the company's headquarters in Newark, New Jersey.

Roosevelt and the Navy purposely scheduled the Fleet to arrive in Hampton Roads on February 22, George Washington's birthday. The day was both a national holiday and a day when Roosevelt still held the Presidency. Roosevelt did not want his hand picked successor, President-elect William Howard Taft, to have the honor of welcoming the Fleet home.

The officers' wives served as the vanguard of the Fleet's return when the North German Lloyd liner *Kronprinzessin*
Homecoming continued on page 7



On George Washington's Birthday, 1909, President Theodore Roosevelt went out the Presidential yacht Mayflower to meet the Fleet as it came into Hampton Roads. Twenty-six ships, sixteen battleships from the U.S. Battle Fleet (a.k.a. the Great White Fleet), four new battleships, and six other ships labelled the Excursion Fleet made up the grand procession. (HRNM photo)

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Cecilie pulled into New York City ahead of the Fleet. The “navy widows,” as the Fleet’s officers referred to them, returned from Europe where they had spent over a month with their husbands on a European vacation. Some of the wives did more than go on a vacation with their husbands. A few had followed their husbands every step of the way while the Fleet made its way around the world. When reporters asked them how the voyage was, they all agreed that they had been met with the “most courteous treatment everywhere and had enjoyed the trip immensely.”

Before heading home from Gibraltar, Rear Admiral Charles Sperry, the Fleet’s second commanding officer, held a press conference and reflected on the success of the Fleet. He remarked that the U.S. Navy had learned many things from the cruise including the most economical way to use coal, the best ways to improve gunners’ marksmanship, how to make major ship repairs without having to pull in a dry-dock, and, most importantly, learning how to operate as a unit.

“[The Fleet] has found itself,” Sperry remarked. He then commented that the Navy as a whole should take the lessons learned and apply them on a permanent basis. Among the lessons learned, in

“Homecoming celebrations have been held in several of the large cities within the last few years, but the homecoming at Hampton Roads on Washington’s birthday promises to throw all others in to the shade.”

Sperry’s opinion, was the positive impact foreign port visits had on sailor morale.

The Fleet left Gibraltar en route to Hampton Roads on February 6, 1909 to the tunes of “Home Sweet Home” and the “Star Spangle Banner,” the latter played by bands from Russian warships. All the ships broke out their homecoming streamers from the

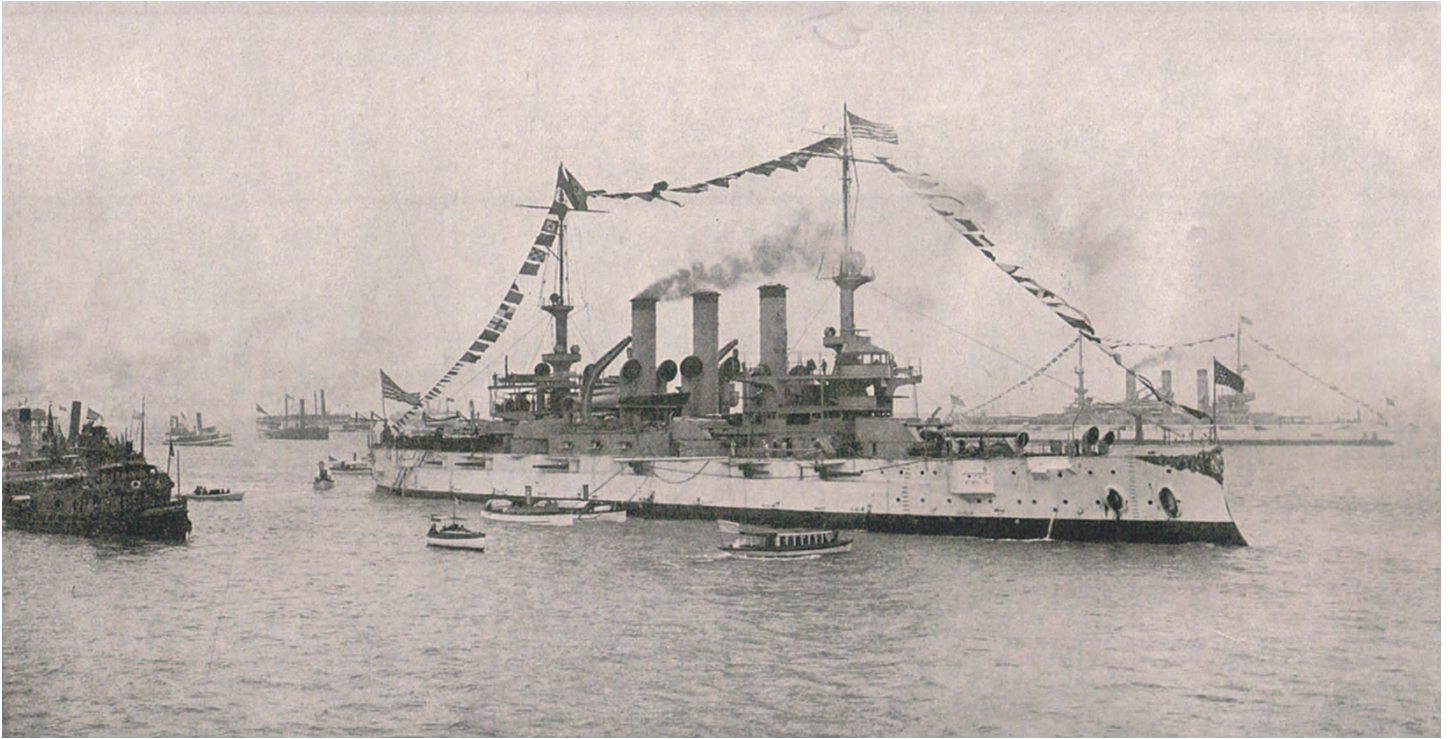
masts and they sailed out in two columns. They cleared the Rock of Gibraltar within an hour.

The ships had a somewhat rocky trip as major storms hit them hard. While the

-The Oregonian

February 9, 1909

Fleet was making its way, the Navy’s more modern ships such as the dreadnought-type battleship USS *Mississippi* (BB-23) and armored cruiser USS *Montana* (ACR-12) had left their training grounds in Cuban waters in preparation to be the first ones to greet the Fleet. President Roosevelt,
Homecoming continued on page 8



The Fleet's flagship USS Connecticut (BB-18) and division flagship USS Louisiana (BB-19) proudly display their holiday dress during the homecoming celebrations in Hampton Roads. Over sixty thousand spectators watched from shore. As with many large gatherings of Naval ships in Hampton Roads, steamship companies offered spectators the chance to see the ships up close for a modest fee. Some of the excursion ships even took spectators around the harbor before the battleships had a chance to rest at their final anchorage. Torpedo boats and tugs from the Norfolk Navy Yard provided security for the Fleet and prevented any accidents. (HRNM photo)

Homecoming continued from page 7

along with a few members of his Cabinet, Congress, and the U.S. Supreme Court left Washington, D.C. aboard the President's yacht USS *Mayflower* for Hampton Roads. Several dozen pleasure craft followed the President and his guests down the Potomac River, which proved to be a major navigation hazard due to bad weather. Fortunately for all, *Mayflower* arrived safely and anchored near Fort Monroe.

The First Lady Edith Roosevelt hosted the admiral's and captain's wives aboard the other Presidential yacht USS *Sylph*. Other members of the Cabinet and other government officials such as the Secretary of the Interior and Secretary of Commerce did not get the same luxuries. They arrived in Hampton Roads onboard the revenue cutter USRS *Apache* and the lighthouse tender *Maple*.

Other ships assembled to meet the Fleet as well. A squadron of six battleships and four armored cruisers, labeled the "Excursion Fleet" by the newspapers completed their journey from the West Indies to meet the U.S. Battle Fleet in the Navy's Southern Drill Grounds off the coast of Cape Henry. These ten ships lined up behind the Battle Fleet and escorted them into Hampton Roads. The combined

fleet's bands began simultaneously playing "The Star Spangled Banner." The Fleet was greeted by some of the worst weather it had seen since the typhoon in the South China Sea. A nor'easter had hit the region and brought with it sixty knot winds. Fortunately, the winds died down, but a steady rain and fog stayed. Sperry's flagship USS *Connecticut* (BB-18) led the seven mile chain of American warships

"Not until some American fleet returns victorious from a great sea battle will there be another such homecoming such as this. I drink to the American Navy."

-President Theodore Roosevelt's toast to the admirals and captains of the Great White Fleet, February 23, 1909

into Hampton Roads. About a mile away from *Mayflower*, the flagship opened up a thundering salute to the Commander-in-Chief, which was followed by the other ships in the Fleet.

They each passed by *Mayflower* as Roosevelt observed from the bridge of his yacht. Promptly at noon, all twenty-six ships fired a simultaneous twenty-one gun

salute in honor of George Washington.

For his part, the President was beaming. Reporters commented that Roosevelt showed just as much, if not more, enthusiasm for his Navy as he did when the Fleet first left in December 1907.

Thousands jammed the docks around Fort Monroe, many of them having waited for hours in the rain, to get a look at the grand pageantry. They all cheered heartily

for their Fleet when *Connecticut* fired off the first signal gun. Members of the Tennessee National Guard, who were at Fort Monroe for artillery training, had to be called out to serve as crowd control. It was estimated that sixty thousand spectators lined the shores of Hampton Roads to see the Fleet. Many of them were from out of town who

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Homecoming continued from page 8

took advantage of reduced railroad rates.

Once in the harbor, the ships turned about and faced east. Almost at once, each ship broke out its signal flags and dressed the ship. Ships bands then started playing “Home Sweet Home” and “There Will be a Hot Time in the Old Town Tonight.”

Several dozen tugboats and steamers, for a fee, took spectators out to see the Fleet, well before the warships settled on their final anchorage. Like the jubilant crowds on shore, the Navy had to provide crowd control for the seaborne spectators to keep them from running into the battleships. Local commanders assigned several torpedo boats and tugs to keep the spectators at bay.

One accident did occur though it was not with another ship. USS *Maine* (BB-10) was one of the last ships in the parade line. While coming into Hampton Roads, watches aboard *Maine* spotted a curious whale that had surfaced in front of the ship. The ship attempted to evade it. Unfortunately, *Maine* was too close and the whale, over twenty feet around and sixty feet in length, was too big. Spectators found the dead creature the next morning ashore at Fort Monore.

With the ships at their final anchorage, Roosevelt’s yacht then proceeded down the middle of the two columns of ships to review them one more time. After Roosevelt’s review, the division admirals and ship captains all disembarked their ships to meet with the President, who wanted to thank them individually. The President invited all the officers to join his guest in the yacht’s dining area for a toast. “Not until some American fleet returns victorious from a great sea battle will there be another homecoming such as this. I drink to the American Navy,” stated the President in his toast.

Upon drinking his first toast, the President raised his glass again and said, “We stay-at-homes also drink to the health of the men who made us prouder then ever.” To the reporters in the room he stated, “Do you remember the prophecies of disaster? Well here they are, returning without a scratch. I say it is magnificent.”

After making his toasts, Roosevelt then proceeded to the deck of *Connecticut* to meet with the junior officers and sailors. Select detachments of officers and sailors from each of the Great White Fleet

battleships gathered together on the deck of the flagship to hear Roosevelt’s signature speech for the Fleet.

The President walked down the starboard side of the battleship, shaking hands with each officer and sailor he met and thank them for their service and effort. He proceeded to Turret Number One where the group of officers and sailors awaited to hear him speak. Roosevelt climbed up five feet onto the steel barbette of the turret where he lost his footing on a fire hydrant and almost

slipped. Fortunately, he recovered and spoke. The speech was a prepared address, however in typical Roosevelt fashion, he ad-libbed often. After every pause, the enlisted sailors cheered their champion.

“You’ve done it all in smooth water,” he stated in reference to the marksmanship drills off the coasts of Mexico and the Philippines. “But what I want to see next year, is target practice in rough water. For if you ever have to fight, you can’t choose

Homecoming continued on page 14



President Theodore Roosevelt made his signature speech on the side of Turret Number 1 on board the Fleet’s flagship, USS Connecticut (BB-18). He almost slipped and fell off while trying to get up to the steel barbette. (HRNM photo)



After making his address on Connecticut, Roosevelt and his aides visited each of the battleships that served as the flagship of their respective divisions. He is shown here aboard USS Louisiana (BB-19). Notice the two officers wearing fezzes in the middle of the line of officers. They were among the ten Turkish naval officers that came with the Fleet from the Ottoman Empire as part of an official request from the Sultan. (HRNM photo)

Book Reviews

Diplomats in Blue:

U.S. Naval Officers in China, 1922-1933

By William Reynolds Braisted

Reviewed by Katherine Renfrew

During the 1920s and 30s, China was an unstable and chaotic country fraught with rival warlords, economic depression, mounting nationalist sentiment, Chinese communists, and escalating Japanese aggression. The United States and European powers were all vying for their own economic opportunities on Chinese soil. Under the Nine-Power Pact and the “Open Door” policy, many of these foreign countries either had possession of Chinese ports and/or concessions near the ports as well as owning businesses and

William Reynolds Braisted. *Diplomats in Blue: U.S. Naval Officers in China, 1922-1933*. Tallahassee: University Press of Florida, 2009. ISBN 978-0-8130-3288-7. \$75.00.

communities further inland. To protect their interests and uphold these diplomatic policies, the United States stationed the U.S. Navy’s Asiatic Fleet in China. Its mission included protecting embassies, American lives and property, carrying out river patrols, and handling civil affairs with the Chinese government. At the same time, the Fleet was to insure China stayed autonomous, whole, and free of occupation.

Diplomats in Blue: U.S. Naval Officers in China, 1922-1933 written by William Reynolds Braisted examines how U.S. Naval officers worked with other U.S. agents, European powers, the Japanese, and the Chinese government. Braisted, who lived in China during his father’s tour of duty with the U.S. Navy at this time, adds a unique perspective to this study and brilliantly captures the political intricacies that U.S. Naval officers faced while being stationed in the Far East.

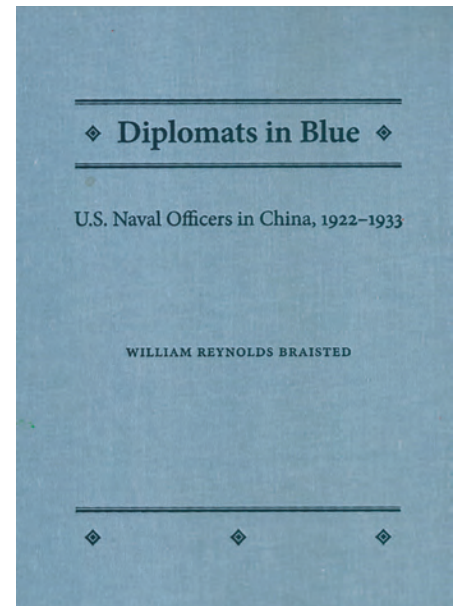
The narrative is well organized and divided into three sections beginning with an analysis of how the U.S. Navy dealt with the Chinese warlords during the Canton Customs Crisis and the May 30th Incident of 1925. He also writes about U.S. Naval

operations in the areas of Shameen, South China, and the Upper Yangtze River. The second section follows the rise of nationalism and the march of the Kuomintang Army north covering the Nanking Incident of 1927 and its aftermath. The final section discusses the conflict between China and Japan highlighting the Shanghai incident, “big-stick” diplomacy in 1932, communist unrest and Japanese aggression.


Braisted suggests that U.S. Naval officers on the China station had to work hard at balancing their duties while at the same time acting as ambassadors with little or no diplomatic training. His thesis is skillfully conveyed throughout his analysis. For instance, the commanding officers of the gunboats in the upper Yangtze’s weekly reports revealed that they had a “remarkable ability to deal firmly and judiciously with a variety of problems never covered by their studies at Annapolis...Indeed, given their mobility, there were often occasions when the young Navy men were called upon to deal with matters that were commonly the responsibility of diplomats rather than naval officers.”

Diplomats in Blue is a thoroughly researched and well-documented study. There are over 1,200 end notes that are neatly categorized by chapters. The bibliography includes both primary and secondary sources providing a wealth of information for historians and researchers. The overall tone and enormous amount of research of the book reveals the author’s love for China. This is understandable after reading the preface which relates Braisted’s childhood spent in China during this time. At the end of the monologue he states, “The Chinese Communist victory on the mainland in 1949 closed China to me. This shift toward Japan, however, in no sense represented a lessening of my devotion to China.”

This love for the subject might explain his attempt to include as many details as possible. This often proves to be onerous and mind-numbing. For instance, in explaining



Rear Admiral William W. Phelps’ visits to the local warlords for the purpose of securing the safety of American steamers on the upper Yangtze, countless names and descriptions are listed making it easy to forget the original point. An example, “...visiting General Wu Pei-fu, the military power behind the so-called Chihli faction in Chinese politics, at the general’s headquarters at Loyang...Wu and his generals also enlightened Phelps on the various contending Chinese parties. Thus, the Kuomintang (Nationalist Party) of the south, according to their view, favored a confederate system in which the warlord autocrats would preserve, their power; Wu Pei-fu’s Chihi Party, on the other hand, desired a union such as then existed in the United States; and the warlord of Manchuria, Chang Tso-lin, aimed ultimately to restore the monarch under a Ch’ing dynasty.”

Nonetheless, *Diplomats in Blue* is a significant and vital body of work that adds a wealth of knowledge to the study of U.S.-China relations, foreign policy and U.S. Naval history during the time period. The book is relevant in that it showed what the U.S. Navy did between the two World Wars besides preparing to fight a major naval battle. It effectively demonstrates that being an officer in the U.S. Navy meant, and still means, far more than just commanding sailors and giving orders. It is a must read for those who have a passion for and basic knowledge of the topic, but is not recommended for the historically challenged. 

*Stalking the Red Bear:
The True Story of a U.S. Cold War Submarine's
Covert Operations Against the Soviet Union*

By Peter Sasgen

Reviewed by Howard Sandefer

Peter Sasgen began the task of recounting a little known Cold War battle with the Soviet Union involving clandestine shadowing of Soviet Navy ships by U. S. submarines. Sasgen used a single submarine deployment in the Barents Sea as his vehicle. Along the way, he reviewed some history of the Cold War operations in intelligence gathering, starting with some diesel-electric submarines from World War II, early nuclear submarines, such as USS

Peter Sasgen. *Stalking the Red Bear*. New York: St. Martin's Press, 2009. ISBN 978-0-3123-8023-6. \$25.95.

Halibut (SSN-587), and the *Skipjack*-class submarines.

Meticulous planning and training made the clandestine monitoring of the Soviet Union's navy during the period of the Cold War possible. It was code named Operation Holystone. The author devotes a great deal of the book explaining both the critical nature of the information sought, and the planning and training programs leading up to the deployment. Sasgen has attempted to describe the drama and danger of the operations to both the ships and crews, not to mention the possible damage to American reputation should the operation be discovered.

The narrative was interrupted on several occasions, such as the torpedo troubles experienced by U.S. and German submariners during World War II, clandestine landings of survey parties on enemy held islands in the Pacific, and the spying of John Walker and Ronald Pelton. Sasgen also included the story of Commander Lionel Crabb of the Royal Navy, who conducted a scuba survey of a docked Soviet ship, which resulted in his death. While interesting, these vignettes

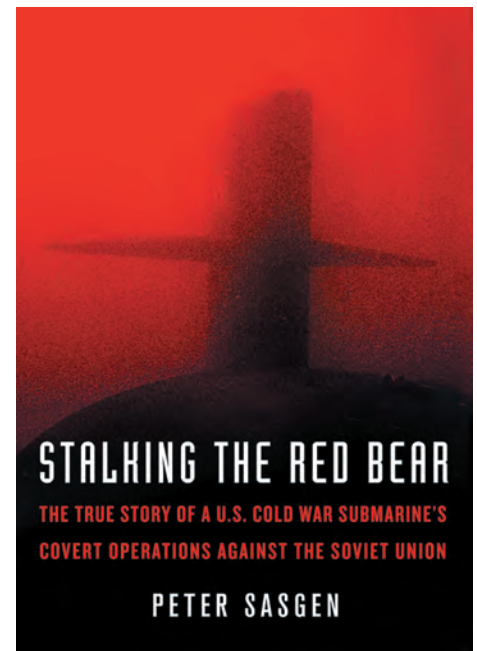
do not contribute to "The true story of a U.S. Cold War submarine's covert operations against the Soviet Union."

These interruptions interfere with the flow of the narrative, and disrupt the focus for the reader. The information is interesting, and perhaps would be better presented in an appendix, as was done in the description of the first attempts at submerged reconnaissance. Another appendix was devoted to some of the special operations in the Pacific during World War II. A third appendix retells briefly the attack into Scapa Flow by Gunter Prien, Eugene Fluckey's raid into Namquan Harbor, and George Street's operation at the Quelpart Island harbor.

The author included three World War II submarine actions to illustrate the discipline, training, initiative, and bravery of submariners, all of which are true. Wartime experiences, with their climatic expenditure of ordnance, do not really illustrate the requirements of stealth, and the secretive requirements of peacetime intelligence gathering. Operation Holystone participants had to do something very dangerous and yet could not talk about it. The discipline required to do the job and not talk must have been very difficult to achieve.

A few operational descriptions of Operation Holystone are discussed in the work. These included monitoring electronic emissions, photographing the underwater hull forms of Soviet submarines, and observing ballistic missile launches from Soviet boats. The U.S. submarine managed to shake off the anti-submarine warfare efforts of the Soviets, and to return to the United States. Although the mission was a success, it did lack some of the dramatic impact of the three attacks mentioned in the third appendix.


There are other issues. The author makes more use of acronyms and abbreviations for descriptions than is really comfortable for the reader. He does include a glossary, but



the necessity to constantly refer to it distracts the flow of the narrative. It gives the feel of a work in progress rather than a finished work. For example, the author used initials to write with ease intending to return with words in full, yet forgot to do so.


The book also lacks both footnotes documenting the story and an index. This is perhaps due to classification considerations, but they would be very useful. The extensive bibliography does show sources for the material presented including some internet sites, which make it easy for interested parties to check for additional information.

More information is being released about the operations during the Cold War, and Sasgen has made a start in the telling of this tale about the submarine service's contribution to that unsettled time. As the author notes, there were numerous projects devoted to piercing the veil of secrecy surrounding Soviet weapons systems and intentions.

The courage, audacity, perseverance, and dedication of all involved deserves to be properly documented and reported to the people of the United States. This work is attempting to write a definitive story of top secret submarine operations in the Cold War. Yet this is somewhat thwarted by the author using one submarine and one captain to tell the story of an extensive and complex series of operations covering many years. It is a little too generalized to be the definitive work on this aspect of submarine history. 

A Comical View of the Cold War Submarine Force

One thing that all sailors throughout history have in common is that they have discovered sea duty can be, at times, really boring. One officer during the American Civil War commented that blockade duty on the Southern coast line was like “A parcel of cats watching a big rat hole.”

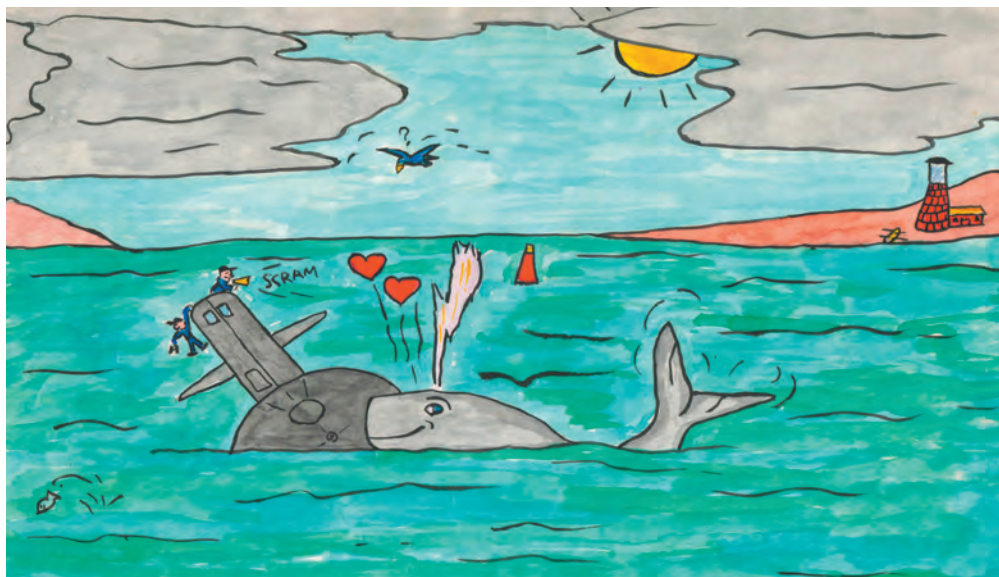
To combat the boredom, sailors have developed a variety of ways to pass the time. One way is artwork. Museum docent Arthur Rebman served fourteen years in the U.S. Navy’s Submarine Force from 1954 to 1968 as an internal communications petty officer on six different boats. While serving on the Norfolk-based nuclear attack submarine USS *Shark* (SSN-591) in 1961, he drew and painted several illustrations with a lighter view of the Force. 

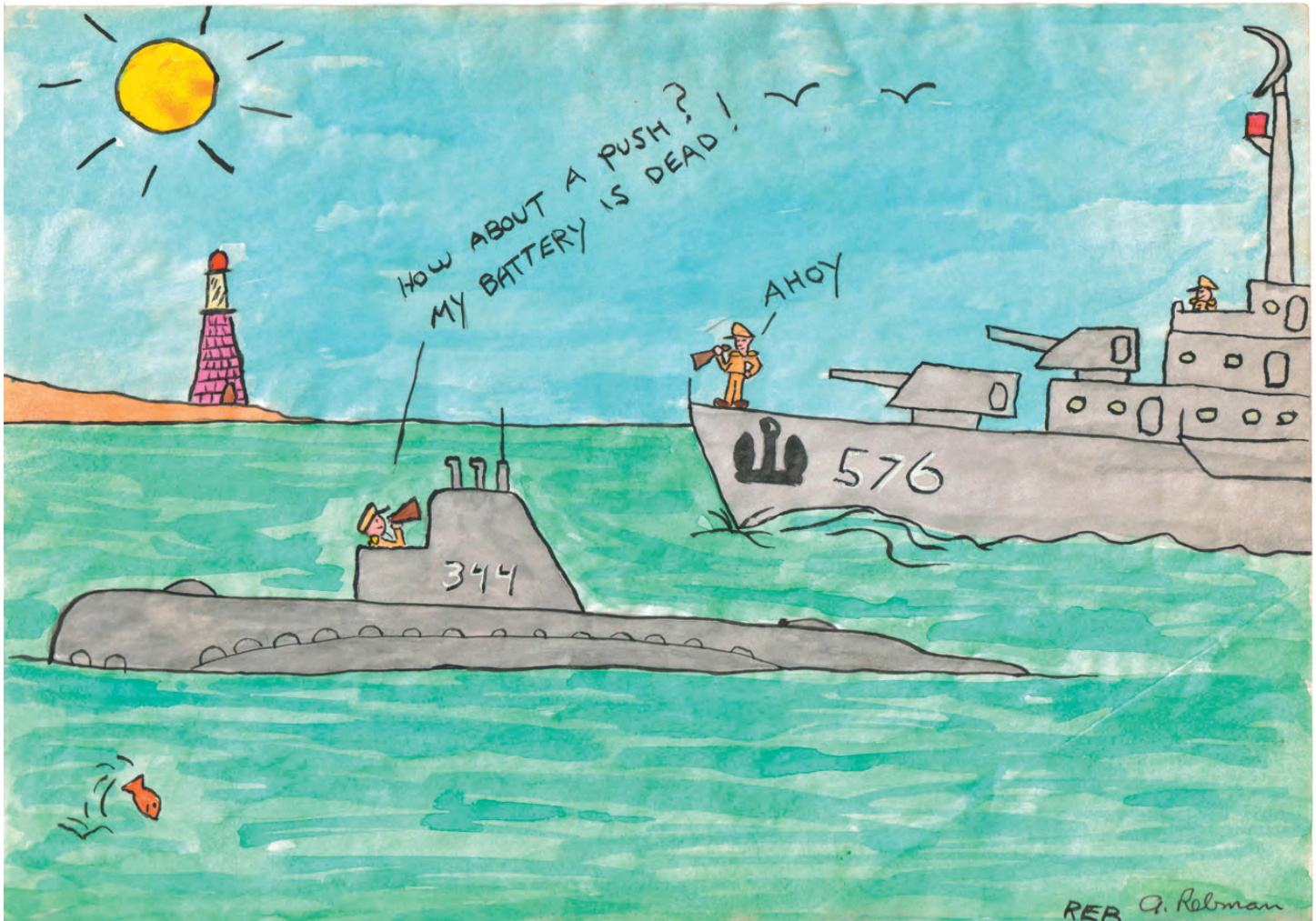


The Museum Sage




All work by Arthur Rebman, copyright 1961. Used with permission.





Attention Internet Nation! The Hampton Roads Naval Museum Has Expanded Its Presence on the Web



The museum's main website is <http://www.hrnm.navy.mil>. We also have expanded our presence on the Internet to other popular social networking sites including Facebook, Twitter, and Blogger. On Facebook and Twitter, you can keep up to date with the museum's events in real time. On our blog, you can read more about the museum's collection and events. We have future endeavors planned, so keep a watch for them! 

Museum Web site: www.hrnm.navy.mil

Blogger: hamptonroadsnavalmuseum.blogspot.com

Facebook: www.facebook.com, look for the Hampton Roads Naval Museum "Page" and become a "fan."

Twitter: www.twitter.com/hrnm

But Was it Worth The Trouble?

The Return of the Fleet Renews the Debate on the Purpose of the Navy

One of the main reasons President Theodore Roosevelt sent the U.S. Battle Fleet on its world wind tour was to drum up public support for a large blue water fleet. Whether or not he succeeded is still being debated by historians. Writers at the time of the voyage also debated Roosevelt's policy, but slowly found other things to debate while the Fleet was at sea. When the Fleet returned home, pundits renewed the fight.

Despite the outpouring of goodwill towards the Navy, there were still several critics. One writer wrote "some carping persons have begun to count the cost of the cruise."

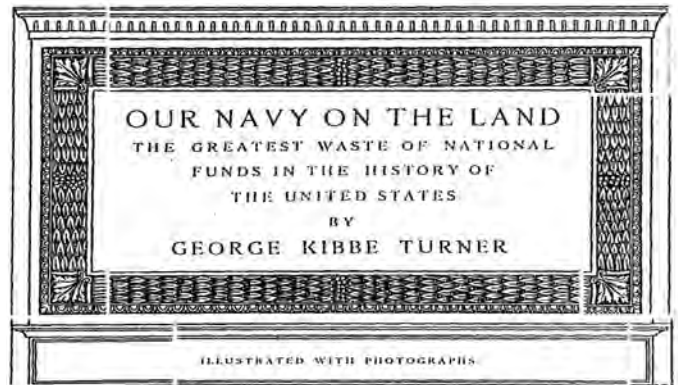
These carping persons included the likes of social critic George Kibbe Turner who proclaimed that the Navy not only spent untold millions on the trans world voyage of its Fleet, but also spent even more untold millions trying to support the Fleet with wasteful shore installations. Turner published his view in *McClure's* magazine, a popular place for Naval critics to get published, in an article entitled "Our Navy on the Land: The Greatest Waste of National Funds in the History of the United States."

The editors at *McClure's* added their own views with an editorial entitled "Naval Incredibles." Starting each sentence with the words "Seems incredible that..." followed by a critique of the voyage and

the Navy in general. Their main criticism was not directed so much at the men in uniform as it was directed at the civilian politicians who controlled them.

The editors of *Outlook* magazine put it more bluntly with an editorial entitled "Do We Need a Navy?" The editorial board wrote, "The candid suggestion that our own fleet pursue the peaceful and civilized industry of 'hammering,' while our opponents are engaged in the warlike and savage brutality of 'fighting,' provokes an involuntary smile."


An unnamed writer fired back at *Outlook's* editors within the magazine's own pages. While agreeing that the Navy could be run more efficiently, the writer proclaimed that the purpose of the voyage was to train the nation's sailors and to extend the hand of friendship to many foreign nations who would have never met an American. "The voyage of the fleet has justified this belief in the fullest measure," the writer wrote.



"IF THERE IS A SINGLE DANGER TO THE NAVY AT THE PRESENT TIME, IT IS THAT TOO MUCH OF IT WILL GET ON THE LAND."—REPRESENTATIVE A. G. DAYTON, ON THE FLOOR OF CONGRESS, FEBRUARY 10, 1903.

Outspoken social critic, author, and journalist George Kibbe Turner published this article in *McClure's* magazine just as the Great White Fleet returned home. The Navy's supporters which included many newspapers such as the *Washington Post*, soundly denounced Turner and others like him. (February 1909 *McClure's* Magazine)

The *Washington Post* also fired back at the carping persons with the belief that the Great White Fleet was "an immense benefit to Man." It stated that the lessons learned from the cruise were invaluable. The *Post* also pointed out that their reporter actually went on the voyage, unlike most pundits.

President William Howard Taft and Congress seemed to have ignored the critics. While they did not grant the Navy as many ships as Roosevelt would have liked, the new President and Congress kept the Fleet on par with the European navies on a permanent basis. 

Homecoming continued from page 9

your waters."

"You have done the trick," he continued to several smiling faces. "Other nations may follow, but they have got to go behind. Nobody will forget that the American coastline is on the Pacific as well as the Atlantic."

As he finished and began to return to his vessel, the audience of sailors and officers gave Roosevelt three cheers, which humbled the President. "If there was enough of me, I would cheer for you as well," he replied.

After visiting *Connecticut*, Roosevelt proceeded to each of the Fleet's division flagships and made similar congratulatory speeches. The President's vessel left

for Washington a few hours later. As night fell, all the ships turned on their searchlights, creating a spectacular display for land spectators to see. One newspaper proclaimed that he could see "outlines of giant armored clads anchored in the Roads, brilliantly painted in a blazing fire of electric bulbs."

That night also began the first of many celebrations on shore. The Navy League of the United States, a new organization formed in 1902, organized the largest and fanciest of all shore based parties at the Chamberlain Hotel. It had been in contact with Sperry via wireless before the ships arrived in Hampton Roads to make sure

Homecoming continued on page 15



When the Fleet arrived in Hampton Roads, officers and sailors sent hundreds of post cards from their ships. (Images provided by William Stewart/www.greatwhitefleet.info)



After forty-two thousand miles, the Fleet was home. The voyage would be the Steel Navy warships' last great hurrah. When the ships of the Great White Fleet returned home, their fate had already been sealed. American shipyards had already produced newer "dreadnought"-type battleships such as Michigan (BB-27), Idaho (BB-24), and Mississippi (BB-23) making the white hulled battleships technically obsolete. Several of the Fleet's battleships, however, would be modernized and stay active in a reserve role for many years to come. (Image provided by William Stewart/www.greatwhitefleet.info)

Homecoming continued from page 14

that the admiral and all the officers were coming. In addition, the Navy League proclaimed a week long celebration of the U.S. Navy, labelling it Fleet Week.

Officials with the City of Norfolk were not as quick and they had to delay their celebration until Fleet Week was over. When the Fleet arrived, they discovered that the Navy League had already secured the officers' invitations. They also discovered that USS Vermont (BB-21) still had a lingering smallpox issue, leading local health officials to quarantine the vessel and issue a fleet-wide ban on liberty for a few days.

City officials eventually secured the Navy's promise to send 2,000 sailors from the Fleet for a grand parade. Workers strung up signal flags throughout downtown Norfolk that spelled out Welcome Home. By Saturday, local militia units, veterans organizations, and sailors from the Norfolk Navy Yard joined the Fleet's sailors with a parade through downtown Norfolk. The parade had to be halted often as the local police did not have enough men to control

the huge crowds, particularly around Main Street. A second torch-lit parade was conducted later that night.

Sperry and fifty-four other officers were not a part of the Norfolk celebration.

“You have done the trick. Other nations may follow, but they have got to go behind. Nobody will forget that the American coastline is on the Pacific as well as the Atlantic.”

-President Theodore Roosevelt's address to the sailors

After they had accepted the Navy League's invitation, they also accepted an invitation from the City of Richmond, who was holding a competing festival. Eager to show that Richmond was just as much of a loyal and patriotic town as Norfolk, Mayor David Richardson hosted the group proclaiming “We welcome you to the hearts of our people who yield to no one in devotion to the American Navy or loyalty to the American flag.”

The ships of the Fleet stayed for a week in Hampton Roads before receiving their next assignment. All of them went to the Navy's various yards to be refitted with new equipment and to be permanently painted

with a war slate gray. The homecoming in Hampton Roads was a symbolic end of what historians call the Steel Navy-era. The age of dreadnought battleships had already begun the Fleet left Hampton Roads in 1907. The Navy had already accepted six of these new battleships with several more on the building ways. The homecoming was a fitting sendoff for an era that completely transformed the way the world viewed the United States Navy.

The Fleet Comes Home



One of Henry Reuter Dahl's last works concerning The Great White Fleet was this work entitled *When Jackie Comes Marching Home*. It appeared on the June 20, 1909 cover of *Collier's Weekly*.

In Our Next Issue...

-Fighting Pirates in the West Indies

-Book Reviews: *Commanding Lincoln's Navy: Union Naval Leadership During the Civil War* and *Theodore Roosevelt's Naval Diplomacy: The U.S. Navy and the Birth of the American Century*.