

MARSH TO THE SKIES

(A Brief History of Naval Air Station Moffett Field,
Santa Clara County, California, From 1933 to 1995)

by

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for

1995 Santa Clara County Historical Essay Contest

Submitted to:

California Pioneers of Santa Clara County,
San Jose, California

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Introduction

The operational history of Moffett Field encapsulates the full-range of the U.S. Navy's presence in Santa Clara County. The site itself, originally a tidal salt-marsh and seasonal Ohlone encampment, played an historic role in the early development of the County. Long before its association with pioneering achievements in aviation, the Rancho Posolmi tract was the scene of key events in the conquest of California during the Mexican-American War. The U.S. Naval presence in Santa Clara County was already well-established when, in 1930, the Ynigo Ranch was selected as the site for the Navy's new West Coast dirigible-base.

In the following years, Moffett Field was transformed into the U.S. Navy's West Coast center for lighter-than-air aircraft operations. The arrival of the airship USS MACON, in 1933, together with the construction of Hangar One and the specialized equipment to moor the behemoth dirigible, marked the high-point in the Navy's lighter-than-air operations. From 1935 to 1942, the Sunnyvale Naval Air Station was transferred to the control of the U.S. Army. By 1940, Moffett Field was designated as the U.S. Army's Air Corps Training

Center for the entire West Coast.

When, in April 1942, NAS Moffett Field had reverted to U.S. Navy control, lighter-than-air operations resumed and the base developed into a vital center for anti-submarine and maritime-patrol activities. For a brief period, following World War II, the air-station served as a key West Coast military transportation facility. Beginning in 1950, and throughout the period of the Korean War, Moffett Field became an important base for the new jet-powered fighter aircraft deployed with a number of aircraft-carrier air groups.

But, commencing in 1962 and extending to the 1994 de-commissioning of the facility, NAS Moffett Field experienced its greatest, and most crucial, operational function. For it was during this critical 32-year period that NAS Moffett Field held the distinction of being the largest and most-active anti-submarine and maritime-patrol aircraft base in the world. The air-station became the Pacific headquarters for all anti-submarine warfare operations. Deploying state-of-the-art Lockheed P-3C "Orion" aircraft, Moffett Field's seven operational and one reserve squadrons patrolled the farthest reaches of the Pacific and Indian Ocean regions.

Despite the de-activation of U.S. Naval operations and the de-commissioning of Moffett Field in 1994, the newly-designated Moffett Federal Airfield, occupying the same site, continues to support many technological achievements within the Santa Clara County area. The NASA Ames Research Center,

on the north side of Moffett Field, conducts programs in the areas of aeronautics, space science, and environmental studies, many of which are performed in conjunction with local Santa Clara County universities and high schools. Other ancillary units also remain deployed at the former NAS Moffett site, thereby preserving its active operational role. The 129th Aerospace Rescue and Recovery Group, a unit of the California Air National Guard, for example, continues in its mission to locate and recover personnel from downed aircraft, from the High Sierras to distances as far as 900 miles off-shore.

From its transformation from a marsh-land during the 19th-century to a key facility from which the skies were conquered over the past six decades, the Rancho Posolmi site has evolved in a number of remarkable ways. This brief monograph will endeavor to survey the development of Naval Air Station Moffett Field within the context of the history of the U.S. Navy's role in Santa Clara County.

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14 April 1995

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The Rancho Posolmi Site

The tract of salt-marsh eventually developed into Moffett Field was originally known as Rancho Posolmi. Located near the lower end of San Francisco Bay, this littoral region had long been occupied by the Posolmi, a local Ohlone tribe.¹ The site once encompassed the main village of the Posolmi, as well as several seasonal encampments. On February 15, 1844, Governor Micheltorena awarded the Ohlone chieftain, Lope Inigo, a formal land-grant to the tract.² Known as the Ynigo Reservation, the site consisted of 1,697 acres of level land, approximately square in outline.³ Though primarily a salt-

¹Stephen M. Payne, Santa Clara County (Harvest of Change), Northridge, CA, 1987, p. 12.

²Mildred B. Hoover et al., Historic Spots in California, Stanford, CA, 1932, p. 445.

³Ibid.

marsh bog, most of the acreage was subsequently drained and reclaimed for farming purposes. A portion of the square-configured land-grant was adjacent to the Rancho Pastoria de las Borregas, located at the present-day junction of the Mountain View-Alviso Road and the Bayshore Freeway. In 1881, the United States Government issued a formal patent to this second land-tract to Chief Inigo and two others.⁴

However, before the date of the patent, the land had already been occupied, and subsequently sold, by a number of European settlers. (Meanwhile, old Chief Inigo continued to live at the site until his death in 1864.⁵) One, Robert Walkinshaw, a native of Scotland, had arrived in California in 1847 to become superintendent of the New Almaden mines. Owning the largest of five tracts on the original Rancho Posolmi grant, Walkinshaw then purchased adjoining acreage extending to the Guadalupe Slough. He erected an elaborate frame-house which was situated close-by to the junction of the Alviso Road and the Bayshore Freeway. Walkinshaw returned to Scotland in 1858, where he died the following year.⁶ The greater portion of his land was then acquired by Henry Curtner, the American pioneer who already owned vast holdings

⁴Ibid.

⁵Payne, op. cit., p. 13.

⁶Hoover et al., op cit.

in both Santa Clara and Alameda Counties.

When, in 1927, Mrs. Laura Whipple of Niles, California, first visited the 1,700-acre Ynigo Ranch near Sunnyvale, the controversy with respect to the location of the Navy's new West Coast base was just beginning. It is Laura Thane Whipple who is generally credited with being the first to envision the suitability of the Ynigo Ranch as a potential air-base.⁷ She recognized that the site, located within the saucer-shaped Santa Clara Valley, with low-lying hills to the east and west, combined with the area's year-round mild climate, would comprise a superb aviation facility. When Laura Whipple made her inspection-tour, Camp Kearney in San Diego was already under consideration as the Navy's favored choice for the West Coast airship-base.

It is noteworthy to observe that the eventual Moffett Field site was the location (for at least one millennium before the arrival of Europeans) of the main village, at Posolmi, of the Ohlone Pojoron tribelet.⁸ In November, 1769, the Gaspar de Portola Expedition, the first land-party to survey Upper California, encountered the Posolmi and a "rancheria" (village) of their Pojoron tribelet. The expedition's diarist, Fray Juan Crespi, chronicled their encampment on the northwest bank

⁷John S. Sandoval, The History of Washington Township, Castro Valley, CA, 1985, p. 166.

⁸Payne, op. cit., p. 12.

of San Francisquito Creek:

We pitched camp in a plain six leagues long, grown with good oaks and live oaks, and with much other timber in the neighborhood. This plain has two good arroyos with a good flow of water, and at the southern end of the estuary there is a good river, with plenty of water, which passes through the plain mentioned, well wooded on its banks (Guadalupe River) . . . This entire port is surrounded by many and large villages of barbarous heathen who are very affable, mild, and docile, and very generous.⁹

The "barbarous heathen" characterized by Fray Crespi were, of course, the aboriginal people of the Pojoron tribelet. Excavation at the Naval Air Station Moffett Field vicinage has yielded numerous artifacts of their habitation there. The nearby Castro Indian Mound, the largest mound in the lower bay region (situated near the Castro Station on the Southern Pacific's peninsula line in Palo Alto), produced similar specimens.¹⁰

Having separated from Portola's main party at the Pajaro River, Sergeant Jose Francisco Ortega and a group of scouts were dispatched northward to search for the expedition's supply ship. Thus, on November 1, 1769, from a peak of the Santa Cruz Mountains (between the present-day communities of Pacifica and Millbrae), Ortega became the first Spaniard to glimpse San Francisco Bay.¹¹ It was while heading southward

⁹Ibid., p. 18.

¹⁰Ibid.

¹¹Ibid.

once again that Ortega and his small party encamped in the Posolmi environs and encountered the Pojoron village in its midst.

Seven years later, in 1776, Don Juan Bautista De Anza, with the first large overland party of California settlers, en route to San Francisco to establish a mission there, arrived at the present-day site of Moffett Field. On March 26, 1776, De Anza's party, comprised of Fray Moraga, Fray Font, a Corporal, and ten soldiers, encamped in the vicinity of the fabled "Palo Alto" tree.¹² In the alluvial fan of the Guadalupe River and the present location of Moffett Field, De Anza's expedition discovered three large Ohlone "rancherias". Following the course of a water channel that they named "Rio de Nuestra Senora De Guadalupe", these explorers finally encountered, at the present site of Moffett Field, the Ohlone tribelet of the Pojoron at their village of Posolmi.

Of the large "rancherias" surveyed by the De Anza party, one situated two miles to the north of the Guadalupe River, at the lower end of the present-day Moffett Field, is the site where Chief Inigo later established his ranch.¹³ In fact, the trail forged by De Anza ("The San Francisco Road"),

¹²Ibid., p. 21.

¹³Hoover, op. cit., p. 425.

opened on March 30, 1776, from the Guadalupe River northwest, became a boundary between the various ranchos subsequently founded in the vicinity. The present Bayshore Freeway still follows the general line of the De Anza trail. Because the salt-marsh lowlands near the bay were impassable in winter, at the old Posolmi settlement (i.e. present-day Moffett Field), the trail would have swung first to the right of the freeway, then sharply to the left, or in an inland direction. Farther to the south, along the route of the present Mountain View-Alviso highway, the Ohlone trail connected the encampments at Sojorpi and Posolmi (now Moffett Field).¹⁴ Chief Inigo himself, the original grantee of the Rancho Posolmi tract, was interred in a plot of ground on the bay side of the Bayshore Freeway between the present Moffett Field and the junction of the freeway with the old Mountain View-Alviso road. Sadly, all surface traces of this site have long since been obliterated.

Adjacent, on two sides, to Chief Inigo's Rancho Posolmi land-grant, was one other vast land-hold which played a role in the eventual development of Moffett Field. The Rancho Pastoria de las Borregas site, which adjoined Rancho Rincon de San Francisquito on the northwest, Ranchos San Antonio and

¹⁴Ibid., p. 433.

La Purisima to the west and southwest, then extended, in the direction of San Francisco Bay, to encompass two boundaries of the Rancho Posolmi tract. Martin Murphy, Jr., whose family comprised the largest individual group within the fabled Stevens Party, which, in 1844, became the first overland emigrant wagon-train to penetrate California from the east, via the most practical trans-Sierra route, eventually acquired ownership of most of the original Rancho Pastoria de las Borregas holdings.¹⁵ On March 3, 1852, Martin Murphy, Jr. first filed his claim for a portion of this area with the Land Commission.¹⁶ On September 15, 1865, he was finally awarded a patent to 4,894 acres of the property.¹⁷ Additional acquisitions were made in the following years. An Irish emigrant, Martin Murphy, Jr. made the long journey from Ireland, via Canada and Missouri, accompanied, at times, by his father, Martin Murphy, Sr., before finally settling at the Rancho Pastoria de las Borregas site in 1850.¹⁸

Upon his arrival in California in 1844, Martin Murphy, Sr. was nearly 60-years-old. Born in Ireland in 1785, where he married and his elder children were born, Murphy and most

¹⁵Irving Stone, Men To Match My Mountains (The Opening of the Far West, 1840-1900), New York, 1956, p. 65.

¹⁶Hoover, op. cit., p. 446.

¹⁷Ibid.

¹⁸Ibid.

of his family emigrated to Canada in 1820.¹⁹ While the elder Murphy, a co-leader of the Murphy-Stevens-Townsend party, eventually settled at the Rancho Ojo de Agua de la Coche tract (near the present-day town of Morgan Hill), his son, Martin Murphy, Jr., and his family, actively participated in the historic growth of the Sunnyvale area. The expansive 30-room white frame-house, brought around the Horn, and erected in 1851 in Sunnyvale, was occupied by the Martin family for well over a century.²⁰ Among his other achievements, Martin Murphy, Jr. contributed to the establishment of Santa Clara College and the founding of the Convent of Notre Dame.

Unfortunately, though registered as an historical landmark, the Murphy family house, Sunnyvale's only historically significant dwelling, was razed on September 27, 1961, thus eradicating a vital link with the area's past heritage.²¹ Descendants of the Martin Murphy, Jr. family, however, did participate in some of the real-estate transactions, in the 1930s, leading to the peripheral land-acquisitions for parcels on the present-day Moffett Field site.

¹⁹ Ibid., p. 448.

²⁰ Ibid., p. 446.

²¹ Ibid., p. 447.

The Early U.S. Naval Presence
in Santa Clara County

Long before the opening of the Moffett Field dirigible base in 1933, the U.S. Navy had already established an historic presence in Santa Clara County. Even by the time that the De Anza party first encamped by the present-day Moffett Field, in the Spring of 1776, along the Atlantic seaboard, the fledgling Continental Navy, under the command of Esek Hopkins, had already been deployed at sea. In fact, shortly before the De Anza expedition departed Monterey for San Francisco, on February 18, 1776, only ten months following the Battles at Lexington and Concord, the ALFRED, the first flagship of the Continental Navy put to sea.²²

In early March 1776, just as the De Anza party surveyed the future site of Moffett Field, both Hopkins and the celebrated John Paul Jones were conducting naval operations, against the Royal Navy, in the Bahamas.²³ During the American Revolution, contemporaneous with De Anza's exploration of the Posolmi village, on March 17, 1776, the British evacuated Boston when General Washington's Continental Army seized the strategic Dorchester Heights overlooking the city.

²²Nathan Miller, The U.S. Navy (An Illustrated History), New York & Annapolis, 1977, p. 11.

²³Sea Power (A Naval History), ed. E.B. Potter, Annapolis, 1981, p. 37.

In his order of that day, countersigned by General John Sullivan, and in honor of the Irish troops in his command, Washington instructed that "Saint Patrick" should be the password of the day.²⁴ In view of the U.S. Army's subsequent use of Moffett Field as a training center, from 1935 to 1942, it is noteworthy to draw a parallel between the De Anza survey and, on the East Coast, a significant event, during the same month, in the history of the Continental Army.

The United States Navy was officially established, by Congress, by the Navy Act of May 27, 1794.²⁵ The Marine Corps, first formed by the Second Continental Congress on November 10, 1775, and later to play such a significant role in the early Naval history of Santa Clara County, was then re-established, by an Act of Congress, on July 11, 1798.²⁶ During the "Quasi-War" (1798-1800) with France, Commodore John Barry was the senior officer of the new Navy. Born at Bally Sampson, Co. Wexford, Ireland, in 1745, Barry emigrated to Philadelphia in 1760, where he eventually became a successful sea captain and ship owner.²⁷ When the American colonists declared their independence from British rule in

²⁴William V. Shannon, The American Irish (A Political and Social Portrait), Amherst, MA, 1963, p. 30.

²⁵Sea Power, ed. E.B. Potter, op cit., p. 86.

²⁶Robert J. Moskin, The U.S. Marine Corps Story, New York, 1977, p. 25.

²⁷Aidan McIvor, A History of the Irish Naval Service, Blackrock, Co. Dublin, Ireland, 1994, p. 24.

1776, Barry quickly offered his services to the new Continental Navy. Later that same year, Barry, in command of the LEXINGTON, captured HMS EDWARD, the first British warship to be seized in the War of Independence.²⁸ In March, 1783, in the frigate ALLIANCE, Barry fought the last naval engagement of the Revolutionary War at sea.²⁹ In 1797, Barry assumed command of the newly-built frigate USS UNITED STATES.

At the time of his death in 1803, by tradition, Commodore Barry, because of his skill in training younger officers, had already earned the title of "the father of the American Navy".³⁰ According to his son, Lieutenant George Moffett, Rear Admiral William A. Moffett (b. 1869-d. 1933), the Chief of the Navy Bureau of Aeronautics, displayed a particular admiration for the exploits of John Barry. During the action between the USS ALLIANCE and HMS ATALANTA, on May 29, 1781, a frustrated, and wounded, Barry had exclaimed, "If you cannot fight the enemy, carry me on deck and I will".³¹ In organizing the U.S. Navy's dirigible program, RADM Moffett exhibited the same steadfastness and strength of purpose.

To this day, when U.S. Naval vessels make port-visits to Ireland, or when U.S. Naval aviation squadrons (including

²⁸ Ibid.

²⁹ Sea Power, ed. E.B. Potter, op. cit., p. 48.

³⁰ Shannon, op. cit., p. 30.

³¹ COL (USMC, Ret.) Robert D. Heinl, Jr., Dictionary of Military and Naval Quotations, Annapolis, 1966, p. 275.

some of those once deployed at Moffett Field) arrive for courtesy visits there, by both custom and tradition, special salutes are rendered to John Barry, and in honor of his home-country, along the Wexford coast. Sharing Barry's Gaelic-heritage, RADM Moffett (i.e. "Magh-fada", in Gaeilge, or the Anglicized "Moffatt") was careful to observe many of his predecessor's qualities and precepts.

Rear Admiral Moffett's familiarity with airship operations, specifically with respect to anti-submarine applications, was framed by the experience of World War I. It is ironic that the underwater vessel which ushered in a new and terrifying age of naval warfare, and against which Moffett Field would one day organize its primary mission, had its origins in the home-country of William Moffett's hero, John Barry. For it was an Irishman named John P. Holland, born in Liscannor, Co. Clare, in 1841, who is credited with the invention of the first practical submersible torpedo boat.³² Holland emigrated to the United States in 1873 and settled in Boston. On April 11, 1900, the USS HOLLAND was commissioned into service as the United States Navy's first submarine.³³ In the World War I era, the destroyer was considered the primary asset in anti-submarine warfare. Rear Admiral Moffett

³²McIvor, op. cit., p. 36.

³³Ibid.

had envisioned that lighter-than-air craft could fulfill that role more effectively than surface vessels.

The Irish diplomatic historian, Ian McCabe, has recorded that, during his historic 1963 visit to Ireland (while, in many respects, Naval Air Station Moffett Field was at its operational height), President Kennedy made a special visit to Wexford's Crescent Quay, where he solemnly laid a wreath at the statue of John Barry and commented on his role as "the father of the American Navy". In the course of the Crescent Quay ceremony, on the second day of the Presidential visit, Kennedy included references to Rear Admiral Moffett's contributions to the field of Naval aviation. Indeed, Rear Admiral Moffett had been honored, in life, by having been designated as "the father of U.S. Naval aviation".³⁴

Considering that RADM Moffett learned many of his first lessons concerning the conduct of airborne anti-submarine operations, during the First War, in the course of the German U-boat campaign in Irish waters, it was fitting that the President should acknowledge his role on that occasion.³⁵

³⁴Ian McCabe, "JFK in Ireland", History Ireland, I, No. 4, (Winter 1993), 38-42.

³⁵McIvor, op. cit., p. 37.

Notwithstanding the fact that the first U.S. Navy ship, the frigate USS ESSEX, ventured into Pacific waters in 1813, during the War of 1812, the United States Navy did not establish a permanent presence in California, and the Santa Clara County region in particular, until the time of the Mexican-American War of 1846-1848.³⁶ By 1821, Mexico (New Spain) had finally won its independence from Spanish rule. (Significantly, in 1822, there were only approximately 3,200 inhabitants of Spanish extraction, and 13 foreigners in all of Alta California.)³⁷ The first non-Spanish, non-Indian, settler in Alta California was John Gilroy, a Scottish sailor who came ashore in 1814.³⁸ Throughout the 1820s, a period of considerable unrest in South and Latin America, the U.S. Navy's Pacific Squadron was deployed permanently in order to protect American whaling, trading, and commercial interests in the region.³⁹

It is noteworthy that Robert Livermore, one of the early pioneers of Santa Clara County, had himself served in both the U.S. and Royal Navies, including having participated in the capture of the Spanish flagship, the frigate ESMERALDA,

³⁶CDR (USNR) Jerome O'Brien, ed., A Concise History of the United States Navy in the Pacific, San Francisco, 1983, p. 34.

³⁷Janet Newton, Las Positas, Livermore, 1969, p. 60.

³⁸Ibid., p. 61.

³⁹O'Brien, op. cit., p. 4.

by Lord Cochrane's Allied Fleet in 1820.⁴⁰ Livermore, a native of England, arrived in northern California in 1823. He was, in fact (in accordance with the custom of the time), baptized into the Catholic faith at Mission Santa Clara on June 20, 1823.⁴¹ Because of the lack of women on board early trading vessels, most foreign emigrants married native Californians. By becoming Catholics and citizens of Mexico, pioneers like Gilroy and Livermore also became eligible for the privileges of residents, e.g. land-grants, etc. It is not without irony that Thomas O. Larkin (who was born in Charlestown, Massachusetts and migrated to Monterey in 1832, at the age of thirty), later to become United States Consul in California in 1844, upon arrival, refused both Mexican citizenship and Church membership, though, had he done so, he could have had a land-grant of 20,000-acres practically anywhere in California.⁴²

The U.S. Naval presence in northern California was triggered by a number of political factors during the 1840s. Both Britain and Russia had imperial designs upon Mexican California early in the 19th-century. Between 1812 and 1840,

⁴⁰Newton, op. cit., p. 58.

⁴¹Ibid., p. 61.

⁴²Stone, op. cit., p. 19.

the Russian presence in northern California represented a threat to both British and American commercial interests. By May of 1841, even the French had dispatched a diplomatic mission to survey California and report its findings back to Paris.⁴³ Later that same year, in the Fall of 1841, Commodore Charles Wilkes and his flotilla of four U.S. Navy vessels, the USS VINCENNES, USS PORPOISE, USS FLYING FISH, and USS OREGON, sailed into San Francisco Bay with orders to conduct a similar survey and charting of the region.⁴⁴

By the early 1840s, it is estimated that there were, in Alta California, 7,000 people of Spanish descent, 10,000 domesticated Indians, 700 Americans, 100 English, Scots, and Irish, and 100 German, French, and Italian settlers.⁴⁵ The largest, by far, contingent of the foreign emigrants consisted of the Irish ethnics. The Irish were among the first settlers in the San Francisco Bay area. As early as 1828, an Irishman who styled himself Don Timoteo Murphy acquired a land-grant, raised cattle, and maintained a kennel of Irish greyhounds.⁴⁶ Soon afterward, a second Irish immigrant, John Read, moved into the area, took a Spanish wife, and commenced farming.⁴⁷

⁴³ Ibid., p. 29.

⁴⁴ Ibid., p. 30.

⁴⁵ Newton, op. cit., p. 91.

⁴⁶ Shannon, op. cit., p. 87.

⁴⁷ Ibid.

However, the streams of American emigration were strongest. The Californios, for that reason, were predisposed to favor the American conquest of their land. In the Fall of 1842, the California coast was filled with warships from various nations, each prepared to take full-advantage of the unsettled political conditions there. The U.S. Navy had deployed a fleet of five vessels (mounting 116 guns), the British were represented by a task force of four Royal Navy ships (featuring 104 guns), and the French had dispatched eight warships (containing 202 guns).

It was into this confused atmosphere that the U.S. Navy Commodore Thomas ap Catesby-Jones, the commander of the East Pacific Squadron, on board the flagship USS UNITED STATES, sailed his flotilla into Monterey on October 19, 1842.⁴⁸ Catesby-Jones had been issued an ambiguous set of orders from the Secretary of the Navy, advising him that:

The unsettled state of the nations bordering on the coast included in your command, renders it necessary to protect the interests of the United States in that quarter. Nothing but the necessity of prompt and effectual protection to the honor and interests of the United States will justify you in committing any act of hostility.⁴⁹

Commodore Jones acted upon these instructions based upon a

⁴⁸Miller, op. cit., p. 131.

⁴⁹Stone, op. cit., p. 48.

number of factors. He was fearful of British and French designs on California; knowing, for example, that the Royal Navy was sailing toward California under sealed orders. Furthermore, the U.S. Consul in Mazatlan informed Catesby-Jones that war between the United States and Mexico was imminent.⁵⁰ A Boston newspaper, conveyed to him, contained a false report that Mexico was about to cede California to British control. Following consultation with the U.S. Consul in Lima, Commodore Jones conferred with the captains of the three warships in his East Pacific Squadron.⁵¹ With the agreement of his commanders, Catesby-Jones slipped his flotilla out of Callao, Peru, and sailed northward to Monterey, intent upon seizing northern California in the name of the United States.⁵²

The warships of the East Pacific Squadron anchored in Monterey Bay on October 19, 1842. The impetuous Jones, who as a young Lieutenant in 1814, with a fleet of five gunboats and in command of 147 sailors and 35 Marines, had successfully delayed the British invasion of New Orleans during the War of 1812, thus buying time for General Jackson to marshal his forces for a defense of the city, assumed he now faced a

⁵⁰Miller, op. cit., p. 131.

⁵¹Moskin, op. cit., p. 61.

⁵²Miller, op. cit., p. 131.

similar task.⁵³ Catesby-Jones was also under the impression that Mexican California's newly-appointed Governor, the soldier Jose Manuel Micheltorena, who had arrived in California in September 1842, with a directive to discourage further American immigration into the territory, was marching with a large land army toward the capital at Monterey.⁵⁴ In fact, when the Marines were landed on the morning of October 20, Micheltorena's army was still encamped in Los Angeles. Micheltorena had not even taken the oath of office from his predecessor, incumbent Governor Juan B. Alvarado, when Jones seized the port-capital of Monterey.⁵⁵

On the afternoon of his arrival, Commodore Jones dispatched one of his captains ashore to demand the surrender of the Government of Alta California. As there were no armed Californio troops garrisoned in the capital, both Governor Alvarado and Thomas Larkin, the American merchant-majordomo in Monterey, were astonished by the abortive invasion. By midnight, Larkin, serving as the interpreter, escorted two Californio commissioners on board the flagship USS UNITED STATES, where the articles of surrender were drafted. At nine o'clock on the morning of October 20, the capitulation

⁵³ Moskin, op. cit., p. 45.

⁵⁴ Newton, op. cit., p. 82.

⁵⁵ Ibid., p. 83.

instrument was signed. By eleven o'clock, a landing-party of 150 Marines and sailors had swarmed ashore, to the bemusement and consternation of local residents and the ungarrisoned presidio.⁵⁶ Significantly though, when the Mexican flag was lowered and replaced by the American, the occasion marked the first time that the Stars & Stripes ensign would fly in the Far West. The event, though three and a half years premature, did mark the first presence of U.S. Naval and Marine Corps units in California history and was a prelude to later Naval events in Santa Clara County.

Commodore Jones's short-lived occupation of northern California lasted for about thirty hours. Thomas Larkin was eventually able to establish, through proper documentation, that the United States and Mexico were not, in fact, engaged in official hostilities. A contrite Catesby-Jones ordered the American flag hauled down and directed his gunnery officers to fire honorary salutes to his Mexican hosts. Jones and a group of his officers then journeyed to Sonoma to meet with Colonel Vallejo, the Mexican military commander of northern California, to render a formal apology for the precipitate action.⁵⁷ Finally, in January 1843, Governor Micheltorena allowed the commodore to offer his official

⁵⁶ Moskin, op. cit., p. 61.

⁵⁷ Stone, op. cit., p. 50.

apology for the incident. As reparations, Micheltorena was also awarded \$10,000 US, eighty new military uniforms, and a collection of musical instruments from the band on board the USS UNITED STATES.⁵⁸ With some prescience, Commodore Jones noted in his journal, "I may forfeit my commission and all that I have acquired in seven and thirty years' devotion to my country's service".⁵⁹ Indeed, the mis-adventure led to his eventual dismissal from the U.S. Naval Service.⁶⁰

In terms of the Naval history of Santa Clara County, a confluence of three events in 1846 led to the permanent U.S. Naval presence there: the John C. Fremont expedition, the mission of Marine Lieutenant Archibald H. Gillespie, and the arrival of the invasion fleet of Commodore John D. Sloat. On July 4, 1845, concomitant with the admission of Texas to the Union, President Polk realized that war with Mexico was virtually inevitable.⁶¹ In 1844, for the first time since Commodore Jones's ill-timed invasion of 1842, U.S. Armed Forces, under the command of Lieutenant John Charles Fremont of the United States Topographical Corps, had once again made an unauthorized incursion into California. Dispatched by Congress and President Tyler to survey a route to the Oregon

⁵⁸Ibid., p. 51.

⁵⁹Ibid., p. 50.

⁶⁰O'Brien, op. cit., p. 5.

⁶¹Sea Power, ed. E.B. Potter, op. cit., p. 113.

Territory in 1842, Fremont embarked upon second and third expeditions into the Far West in 1843 and 1844.⁶²

Acting upon the recommendation of Secretary of the Navy George Bancroft, on October 30, 1845, President Polk held a secret meeting in the White House with Marine 1st Lieutenant Gillespie. In the event of a war with Mexico, the President wanted to be certain that California could be seized and held. Gillespie was furnished with secret instructions, a special commission, and dispatches for the U.S. Consul at Monterey, Thomas O. Larkin, Commodore John D. Sloat on the Mexican west coast, and Army Captain John C. Fremont, then exploring the Far West for the Topographical Corps.⁶³

Gillespie travelled, via Vera Cruz, to both Mexico City and Mazatlan, where he delivered Secretary of State Buchanan's instructions to Commodore Sloat. He then embarked on the warship USS CYANE and journeyed, via Honolulu, to Monterey, where, on April 17, 1846, he met with Consul Larkin.⁶⁴

Recording his October 30, 1845 meeting with the Marine Lieutenant, President Polk had observed:

I held a confidential conversation with Gillespie of the Marine Corps about eight o'clock P.M. on

⁶²Stone, op. cit., p. 47.

⁶³Moskin, op. cit., p. 61.

⁶⁴Stone, op. cit., p. 82.

the subject of the secret mission on which he was about to go to California. His secret instructions and the letter to Mr. Larkin, United States consul at Monterey, in the Department of State, will explain the object of his mission.⁶⁵

After delivering his messages to Consul Larkin, and informing him that he was now designated as a Confidential Agent in California, LT Gillespie then proceeded northward where he met Fremont on May 9, then encamped at the southern tip of Klamath Lake.⁶⁶ The nature of the dispatches that Gillespie conveyed to Fremont has long been the subject of considerable dispute and controversy. Though LT Gillespie overtook Fremont's party at Klamath Lake, the two men then made their way back down the Sacramento Valley. Captain Fremont subsequently claimed that Gillespie carried specific orders directing him to advance into northern California.⁶⁷ The evidence, on this point, is uneven. Secretary of the Navy Bancroft later averred that he had directed:

Being absolved from any duty as an explorer, Captain Fremont was left to his duty as an officer in the service of the United States, with the further authoritative knowledge that the government intended to take possession of California.⁶⁸

⁶⁵ Ibid.

⁶⁶ Moskin, op. cit., p. 62.

⁶⁷ Newton, op. cit., p. 92.

⁶⁸ Stone, op. cit., p. 84.

By the Spring of 1846, a series of armed revolts had already ended effective Mexican control of California. The two chief officials were Californios who were virtually self-appointed to office. The civil governor, Pio Pico, ruled southern California from Los Angeles; while the military commandant, Jose Castro, was marshalling his forces at Santa Clara.⁶⁹ The two leaders were mutually antagonistic and the Californios themselves were rift by factionalism.

On May 12, 1846, only days after Gillespie's rendezvous with Fremont, Congress officially declared war on Mexico. Nearly a year before, Secretary of the Navy Bancroft had already alerted Commodore Sloat that, in the event of war with Mexico, " . . . you will at once . . . possess yourself of the port of San Francisco and blockade or occupy . . . other ports".⁷⁰ While maintaining his own headquarters at Mazatlan, Sloat had taken the precaution of pre-positioning vessels at strategic points along the California coast. In June 1846, three weeks after learning of the outbreak of hostilities along the Rio Grande, Sloat set sail for Monterey.

Sloat's flagship, the frigate USS SAVANNAH, arrived in Monterey Harbor on July 1, 1846.⁷¹ Although the other U.S.

⁶⁹ Sea Power, ed. E.B. Potter, op. cit., p. 113.

⁷⁰ Miller, op. cit., p. 133.

⁷¹ Ibid., p. 132.

Naval vessels, the USS LEVANT and USS CYANE, had already arrived at Monterey ahead of him, Commodore Sloat's action was timely. A Royal Navy warship, HMS COLLINGWOOD, poised to advance British interests in the region, sailed into Monterey Bay on July 7, 1846, just as Sloat was landing his Marine detachments to seize the town.⁷² While Sloat's flotilla was in transit from Matzatlan to Monterey, a small group of American settlers in Sonoma, fearful of a British intrusion, and needing to legitimize their theft of live-stock, had declared the California Bear Flag Republic on June 15, 1846.⁷³

Contributing to the apprehension over British intentions in California was the cataclysm just beginning to unfold in British-ruled Ireland. Among the more widely-believed rumors, then current in the Bear Flag Republic, was that Mexico was about to grant three-thousand square leagues of territory to Father Eugene McNamara, the Irish colonizer, who planned to settle three-thousand emigrant families fleeing from the Irish Famine, and who would then vote themselves into the British Empire.⁷⁴ Indeed, in 1846, Britain appeared prepared to act militarily in California.

⁷²Stone, op. cit., p. 92.

⁷³Newton, op. cit., p. 93.

⁷⁴Stone, op. cit., p. 85.

A British warship shadowed Sloat's progress up the California coast in a provocative manner. In the 1840s HM Government at Westminster was actively engaged in promoting emigration schemes from Ireland. It is doubtful, however, that British intentions hinged upon a scheme for planting Irish Famine emigrants in California.

The twenty-four day tenure of the California Republic ended on the morning of July 7, 1846 when Navy Captain William Mervine came ashore at Monterey with 165 sailors and 85 Marines and seized the capital in the name of the United States.⁷⁵ The Marine Detachment was commanded by CAPT Ward Marston, who, after raising the American flag over the Custom House, ordered 2nd LT William A.T. Maddox to establish a garrison there, in effect the first Marine Corps post on the West Coast.⁷⁶

On July 6, 1846, as he had done nearly three-and-a-half years earlier, during the premature Catesby-Jones raid, Consul Larkin boarded the USS SAVANNAH to oversee the drafting of the diplomatic protocols with Commodore Sloat.⁷⁷ To the north, a second U.S. Navy flotilla, in command of Commodore John B. Montgomery, on board the sloop-of-war

⁷⁵Moskin, op. cit., p. 62.

⁷⁶Ibid.

⁷⁷Stone, op. cit., p. 91.

USS PORTSMOUTH, had meanwhile sailed into San Francisco Bay.⁷⁸ Copies of the proclamations and orders drafted by Sloat and Larkin were dispatched to Montgomery.

While Mexican General Castro was still bivouacked in Santa Clara, Captain Fremont's Bear Flag forces, with the assistance of the crew from the merchant vessel MOSCOW, seized the port of Yerba Buena. Two days after the Monterey landings, on July 9, 1846, Commodore Montgomery landed a small contingent of Marines to occupy Yerba Buena (San Francisco). An ordinary seaman on board the PORTSMOUTH, Joseph T. Downey (whose journal was only discovered in 1955), witnessed the seizure of Yerba Buena when the landing-party under Marine 2nd LT Henry B. Watson came ashore.⁷⁹ Yerba Buena (which was only named in 1827), at the time, was little more than an anchorage at the foot of Telegraph Hill.⁸⁰ Its presidio had already been abandoned and Downey ascribes a comic-opera quality to the hamlet's official seizure:

By 7 bells matters were all arranged, and the party of Marines and Carbineers landed on the Bank, and after being marshalled in due order, the Band, consisting of one drum and one fife, struck up Yankee Doodle, and off we marched keeping time as best we might, to conquer the redoubtable town of Yerba Buena.⁸¹

⁷⁸Miller, op. cit., p. 133.

⁷⁹Moskin, op. cit., p. 62.

⁸⁰Newton, op. cit., p. 82.

⁸¹Miller, op. cit., p. 131.

News of the Congressional Declaration of War with Mexico not yet having been communicated to him, relations between Commodore Sloat and Captain Fremont grew increasingly strained.⁸² On July 19, 1846, Sloat summoned Fremont into his cabin on board the SAVANNAH. The Commodore had been instructed to maintain, if possible, fairly peaceful terms with the Californios. In this respect, he felt that his efforts had been hampered by some of Fremont's extra-legal exploits.⁸³ The harsh treatment which had been afforded to Commandant Mariano Vallejo, for example, following his capture by Bear Flag insurgents led by Fremont, exasperated the courtly Sloat. The Commodore castigated Fremont for having acted precipitately and without official U.S. Army orders.⁸⁴ (Indeed, in November 1847, Fremont was court-martialed for his conduct before and during the conquest of California, and, in fact, found guilty on all counts.⁸⁵)

However, on July 15, 1846, another warship, the USS CONGRESS, bearing Commodore Robert F. Stockton, hove into Monterey Bay.⁸⁶ By July 29 the ailing Sloat relinquished his command of the squadron to the energetic Captain Stockton

⁸²It was August 12 before word of official hostilities reached California.

⁸³Newton, op. cit., p. 97.

⁸⁴Stone, op. cit., p. 93.

⁸⁵Newton, op. cit., p. 103.

⁸⁶Ibid., p. 97.

and sailed out of California waters.⁸⁷ Sharing similar temperments, Stockton and Fremont agreed to conduct a series of aggressive and offensive military operations throughout California. By the mid-summer of 1846, Fremont had assembled a "California Battalion" and Stockton, with a considerable Marine force in his squadron, was prepared to conduct joint Navy and Army campaigns. Even as General Stephen W. Kearny's army was advancing toward southern California, Commodore Stockton's fleet departed for San Pedro, via Yerba Buena, on August 1, 1846.

While the hostilities were pursued in southern California, the first democratic institutions in northern California were implemented. Reverend Walter Colton, a U.S. Navy chaplain on the USS CONGRESS, came ashore at Monterey on July 16, 1846. He had been commissioned by Stockton to serve as the first American alcade, or chief magistrate, of Monterey. Among the innovations established by Colton during his magistracy were humane penal reforms, California's first newspaper, and the first juries to be empanelled in California.⁸⁸ Interestingly, Colton's juries were not only judicially novel, but they were ethnically-balanced as well (consisting of one-third Mexican-born, one-third California-born, and one-third

⁸⁷Miller, op. cit., p. 133.

⁸⁸Stone, op. cit., p. 96.

American-born jurors). Indeed, Colton asserted the belief that, "If there is anything on earth besides religion for which I would die, it is the right of trial by jury".⁸⁹

Before Stockton's forces finally deployed from Yerba Buena on October 19, 1846, Fremont had already recruited a small army and embarked for Santa Barbara on board the USS STERLING. Upon learning the Navy Captain Mervine, and his forces from the USS SAVANNAH, and Marine Captain Gillespie, who had earlier been dispatched to southern California, had been ousted from their garrisons, Fremont cautiously returned to Monterey, an act for which he was criticized by Stockton in an official report to the Navy Department. Following an abortive attempt to recapture Los Angeles on October 7, 1846, during which Stockton dispatched Captain Mervine ashore with a force of 310 sailors and Marines, to join-up with Captain Gillespie (who, by this time, had been appointed "Commandant" of the Southern District; Fremont having been designated Military Governor of California), Commodore Stockton himself arrived in southern California and landed additional sailors and Marines to hold San Pedro.⁹⁰ Kearny's troopers were just finishing their long overland march when they were attacked

⁸⁹ Ibid., p. 96.

⁹⁰ Moskin, op. cit., p. 63.

by a superior Mexican force. The Battle of San Pasqual which ensued comprised one of the worst military defeats for an American force since the War of 1812. The bulk of the combat was between Mexican lances and American sabers. Kearny himself was lanced twice and Gillespie was also wounded.⁹¹ Twenty-one Americans were killed in the action. However, by January 10, 1847, Kearny had prevailed in the more significant Battle of San Gabriel and California was finally conquered.

Yet, while the Californios in the south had surrendered, a brouhaha then erupted between Commodore Stockton (who had championed Fremont's ambitions) and General Kearny as to whom should exercise over-all command in California. Fremont chose to side with Commodore Stockton. Meanwhile, Commodore Shubrick, in command of the frigates USS INDEPENDENCE and USS LEXINGTON, sailed into Monterey bearing orders terminating Stockton's command and designating Kearny as the commander-in-chief of all U.S. forces in California. A disgraced Fremont was made a military prisoner and transported back to Washington, D.C. for court-martial.

⁹¹ Ibid., p. 63.

The Battle of Santa Clara

The Battle of Santa Clara was the most significant event in the early Naval history of Santa Clara County. The battle-site itself, because of its proximity to the Ohlone village at Posolmi, bears some important historical associations with the present Moffett Field vicinage. Though the principal hostilities of the Mexican-American War had been transferred to southern California, the Battle of Santa Clara represented the last major combat-action between Californio and American forces in northern California. The encounter (or the "Battle of the Mustard Stalks", as it is sometimes called) was fought about half-way between the Posolmi village (at the southern end of the present Moffett Field site) and Mission Santa Clara, an area enclosed now on the south by El Camino Real, on the west by the Lawrence Expressway, on the north by Kifer Road, and on the east by Scott Boulevard.⁹²

In the winter of 1846-1847, with most United States military forces already deployed in southern California, the San Francisco Bay area was relatively unprotected.⁹³ In Santa Clara, in particular, local Californio ranchers

⁹²Hoover et. al., op. cit., p. 451.

⁹³Newton, op. cit., p. 102.

were still incensed over the peremptory manner with which their livestock had been seized, ostensibly by agents acting on behalf of the Fremont military expedition. The tensions which finally exploded into the only battle fought in northern California during the Mexican War were sparked by Santa Clara pioneer Charles M. Weber.

Charles David Weber arrived in California as a 32-year-old Prussian emigrant in 1841, and settled in the Santa Clara Valley.⁹⁴ He had travelled to the Far West as a member of the original Bidwell-Bartelson Party, the first direct overland immigrant expedition. According to the custom of the time, Weber became a nationalized Mexican citizen and thereafter styled himself Carlos Maria Weber.⁹⁵ Somewhat of an entrepreneur, Charles Weber operated a general-store, a blacksmith shop, a flour mill, a bakery, a salt-works, a soap and candle business, and a saloon (which catered to foreigners).⁹⁶

Weber, who would later found the town of Stockton, travelled to San Jose, via Sutter's Fort, in 1842.⁹⁷ Upon arrival in San Jose, Weber established the first water-powered flour mill.⁹⁸ As a veteran of the Texas Revolution

⁹⁴Payne, op. cit., p. 51.

⁹⁵Ibid.

⁹⁶Ibid.

⁹⁷Newton, op. cit., p. 87.

⁹⁸Ibid.

of 1836, Captain Weber (who had been awarded that title by Jose Castro for participating in the 1844 uprising against Governor Micheltorena) was appointed sergeant-in-command of the San Jose volunteer militia, on October 8, 1846, by Commodore Stockton.⁹⁹ Weber nicknamed his militia-forces the "Rangers", in commemoration of the "Texas Rangers" with whom he had earlier fought.¹⁰⁰ In fact, from April of the previous year, Weber had already been functioning as the de facto militia-captain in San Jose, having been chosen for that post by Castro.¹⁰¹

The Battle of Santa Clara was triggered by Weber's overzealousness in requisitioning livestock, particularly horses, from Californio ranchos throughout the San Francisco Bay area. Having been directed only "to take charge of all arms found in possession of Californians residing in the towns of San Jose and Santa Clara", Weber egregiously exceeded his mandate by ordering his militia to expropriate entire herds of horses, work mules, and even saddles from the Californios.¹⁰² In this respect, Weber faced much the same dilemma as the Bear Flaggers who had seized horses in Sonoma earlier in the year, i.e. either he was leading a

⁹⁹ Payne, op. cit., p. 52.

¹⁰⁰ Ibid.

¹⁰¹ Ibid., p. 47.

¹⁰² Ibid., p. 53.

band of horse-thieves, or else he was engaged in a legitimate act of warfare. Though he later claimed to have authority to conduct the raids from both Fremont and Stockton, no evidence has been produced to corroborate that contention.¹⁰³ The Californios in the Santa Clara Valley had complained, without effect, about Weber's raids to the U.S. military authorities at Yerba Buena. A British diplomat in Yerba Buena, James Alexander Forbes, also tried, without success, to alert the military governor of the havoc caused by Weber's actions.¹⁰⁴

Ironically, one direct result of these "Rangers" raids was a shortage of meat to supply the troops garrisoned in San Francisco. Without their mounts, the Californios had no means by which to collect, or drive, the remaining cattle. One of the ranchos raided by the "Rangers" was Buri-Buri, belonging to the Sanchez family.¹⁰⁵ On December 11, 1846, Manuel Sanchez was arrested on an espionage charge and detained on board the USS SAVANNAH in San Francisco Bay. Jose de la Cruz Sanchez, Manuel's older brother from the Rancho Buri-Buri, understandably distraught by the conduct of the Americans, then mobilized his vaqueros.

The military alcade of Yerba Buena, U.S. Navy Lieutenant Washington A. Bartlett, and a party of six sailors, rode

¹⁰³Ibid., p. 53.

¹⁰⁴Ibid.

¹⁰⁵Ibid.

out from San Francisco on December 14, 1846. Their ostensible mission was to scout the South Bay countryside for signs of a Californio army, then rumored to be forming. In fact, owing to the garrison's meat-shortage, they were endeavoring to requisition cattle. Bartlett met with Jose de la Cruz Sanchez, whose brother he had imprisoned, to negotiate a cattle-purchase from Rancho Buri-Buri. However, upon reaching the region of what is now San Mateo, Bartlett's party encountered a group of Californios overseeing some cattle on a rancho owned by the (American) commercial firm of Mellus & Howard.¹⁰⁶ These vaqueros objected to the seizure of animals entrusted to their care. On the morning of December 16, Bartlett ordered his men to stack their arms so that they could drive the small herd of cattle, consisting of twenty or so animals, into a stone enclosure.¹⁰⁷

With Bartlett's small force effectively disarmed, Sanchez and his followers arrested the Navy men and took them as hostages. At this juncture, when news of Bartlett's capture spread to other Californio rancheros, three additional companies of vaqueros enlisted in Sanchez's small army. With most of their weapons and ammunition having been

¹⁰⁶Newton, op. cit., p. 102.

¹⁰⁷Payne, op. cit., p. 54.

seized in earlier raids by Weber's Rangers, the Californios only gathered thirty-eight rifles and one pistol between them.¹⁰⁸ These small-arms, though, in effect, were useless without powder. The vaqueros were excellent horsemen, however; at least ten of whom had served in the Mexican Army and carried swords. With their hostages in tow, the Californio force moved first to Half Moon Bay, then re-crossed the mountains near the present-day Woodside. They then skirted to the south of Pueblo de San Jose and turned northward to Jose Higuera's Rancho los Tularcitos, near present-day Milpitas.

There the Sanchez army was joined by additional Californio reinforcements from Contra Costa. As the Californio army moved eastward from Half Moon Bay, they generated popular support in terms of men and materials.¹⁰⁹ In many respects, the accretion of forces under Sanchez's banner was not unlike the dynamic of the opening day of the American Revolution, April 19, 1775, when the Minutemen of Lexington and Concord were joined by colonial militiamen from outlying towns.

As these events were unfolding, Lieutenant Robert F. Pinkney was the U.S. military officer in command of the

¹⁰⁸ Ibid., p. 54.

¹⁰⁹ Newton, op. cit., p. 102.

garrison in San Jose.¹¹⁰ In fact, he had assumed command from Captain Thomas Fallon who, on July 13, 1846, hoisted the first U.S. flag at San Jose. News of LT Bartlett's abduction did not reach Yerba Buena until December 17, 1846. Captain William Mervine (who had led the first landing-party ashore at Monterey the previous summer) immediately alerted Pinkney to be vigilant "day and night".¹¹¹ LT Pinkney then sought the assistance of Marine Corps 2nd Lieutenant William Maddox, commander of the Middle Department at Monterey. Maddox had already established the first Marine Corps garrison on the West Coast.¹¹² While 2nd LT Maddox and fifty Marines marched northward from Monterey on December 22, LT Pinkney requested additional reinforcements from Captain Joseph B. Hull of the USS WARREN. His plan was to organize a mission to capture Sanchez's army and rescue the hostages. However, Captain Mervine disapproved of the mission, primarily because it had been conceived by a Junior Officer acting without the authority of his commanders, and ordered it rescinded.

Within days, however, Captain Weber (whose Rangers had set these events in train) held a meeting with Captain

¹¹⁰Payne, op. cit., p. 54.

¹¹¹Ibid.

¹¹²Moskin, op. cit., p. 62.

Mervine and convinced him to proceed with a military rescue-mission. Accordingly, on December 26, 1846, Mervine issued another set of orders, based essentially upon LT Pinkney's original strategy. At the same time that the "Santa Clara Expeditionary Force" was officially authorized, on the day after Christmas, Sanchez was still bivouacked with his troops, and prisoners, at the Don Jose Higuera house on Rancho Los Tularcitos.¹¹³ Captain Hull was instructed to muster a force of 101 Marines and enlisted sailors, who were then placed under the command of Marine Captain Ward Marston.¹¹⁴ Captain Marston had distinguished himself earlier in the year by having led the 85-man Marine contingent during the landings at Monterey.¹¹⁵

The Santa Clara Expeditionary Force, joined by Captain Weber and his Rangers, then marched out from Yerba Buena toward Santa Clara on December 29, 1846. Due to the lack of horses, only about half of the company were mounted.¹¹⁶ The Naval force of sailors and Marines proceeded on foot. They were further encumbered by having to drag a six-pound cannon through the muddy terrain. On January 2, 1847, Weber's scouts and advance party had penetrated as far as the main

¹¹³Hoover et. al., op. cit., p. 434.

¹¹⁴Payne, op. cit., p. 55.

¹¹⁵Moskin, op. cit., p. 62.

¹¹⁶Payne, op. cit., p. 55.

village at Posolmi, situated at the southern edge of the present Moffett Field site. Meanwhile, the main party of sailors and Marines approached toward Mission Santa Clara, apprehended the presence of the Californios, and fired warning shots to summon Weber and his Rangers to their aid.

Following the route of the "deschecha" through present-day Sunnyvale and Mountain View, as well as the "camino del dedio" (dry, or winter, road), the Santa Clara Expeditionary Force then pursued the rancheros in a classic pincer-movement, with Weber's Rangers advancing along the right-flank, while the Yerba Buena forces closed-in from the left.¹¹⁷ Besides Weber, the leaders of the militia-forces included Captains Joseph Aram and John W. Murphy.¹¹⁸ The sailors approached down the road, dragging the cannon behind them, and preceded by an advance party of Marines led by 2nd Lieutenant Robert Tansill.¹¹⁹ The Californios attempted to evade their pursuers and remain beyond range of their gunfire. Near the present-day intersection of El Camino Real and El Arroyo Quito, approximately two miles from the mission, the six-pound cannon and its makeshift gun-carriage became mired in the mud.¹²⁰

¹¹⁷ Hoover et. al., op. cit., p. 433.

¹¹⁸ Ibid., p. 451.

¹¹⁹ Moskin, op. cit., p. 69.

¹²⁰ Payne, op. cit., p. 55.

Observing that the Americans were thus disadvantaged, the Californios then closed for battle with the Naval, Marine, and volunteer militia-forces.

A panoramic painting depicting the Battle of Santa Clara is prominently displayed at the Franklin D. Roosevelt Library in Hyde Park, New York.¹²¹ President Roosevelt, whose first inauguration took place only weeks before the dedication of Moffett Field in 1933, exhibited an avid interest in Naval history. The battle-scene of the Santa Clara action, showing the Marines under Marston and Tansill massed in ranks, was one of the President's most prized possessions.¹²² A British consul at Yerba Buena, James A. Forbes, was an eye-witness to the battle and later wrote a full-account of the action.¹²³ The Californios, of course, were a mounted force, armed with lances, pikes, and swords. The Americans, on the other hand, were primarily arrayed as foot-infantry, though they had formed in close-ranks in order to concentrate their fire-power. Though the sequence of events remains unclear, the Americans fired upon the Californios with both their rifles and at least three discharges of grapeshot from the small cannon. After having made a cavalry charge against the Americans,

¹²¹Moskin, op. cit., p. 69.

¹²²Ibid.

¹²³Newton, op. cit., p. 102.

the Californios eventually dispersed.¹²⁴

According to Forbes, several Americans were killed and wounded in the encounter.¹²⁵ Other sources aver that the casualties consisted of four Californios killed and four wounded, while the Americans suffered two wounded.¹²⁶ The California historian, H.H. Bancroft, reports that none was mortally wounded on either side.¹²⁷ The battle-site itself was known as the "Bajio", an open alluvial plain overgrown with mustard plants and intersected by numerous marshy sloughs.¹²⁸ Following this initial encounter, an armistice of five days ensued, during which the Sanchez forces retreated westward into the Santa Cruz Mountains.

Under a flag of truce, Marine Captain Marston, Consul Forbes, and Marius Duvall (a U.S. Navy surgeon who could speak Spanish and serve as an interpreter) proceeded to Mission Santa Clara to negotiate a cessation of hostilities with the two Sanchez brothers, Francisco and Jose de la Cruz Sanchez, who were accompanied by their brother-in-law, Domingo Feliz.¹²⁹ According to Forbes's version of the

¹²⁴Payne, op. cit., p. 55.

¹²⁵Newton, op. cit., p. 102.

¹²⁶Hoover et. al., op. cit., p. 451.

¹²⁷Newton, op. cit., p. 102.

¹²⁸Hoover et. al., op. cit., p. 432.

¹²⁹Payne, op. cit., p. 55.

eting, the Californios were able to achieve their objective, agreement that the Americans would abandon their foraging bids onto rancho properties.¹³⁰ The rancho leaders erred that they carried no flag, were not in rebellion, and d no wish to see Mexico sovereign in Alta California.¹³¹ tacit agreement having been concluded, Marston arranged r an extension of the truce and dispatched a letter outlining its terms to Captain Mervine, at Yerba Buena, for his proval. As a sign of good faith, the Californio leaders en released LT Bartlett, though they remained encamped in e vicinity with the remaining six Naval prisoners.

Later that same afternoon, however, the fragile armistice s nearly shattered. For 2nd Lieutenant Maddox, with his rce of fifty Marines, had arrived from Monterey and, being aware of the truce, promptly charged the Californio encamp- nt.¹³² Before further hostilities could be fully joined, ddox was intercepted by messengers from the Naval forces. nsul Forbes was then called upon to calm the suspicions of e Californios, who believed that an act of treachery had en planned. On January 7, 1847, a party comprised of rston, Duvall, Forbes, Bartlett, and William Smith left

¹³⁰Newton, op. cit., p. 103.

¹³¹Payne, op. cit., p. 55.

¹³²Ibid., p. 56.

Mission Santa Clara under another flag of truce.¹³³ The Americans then presented the Californio leaders, represented by Francisco Sanchez, Jose de la Cruz Sanchez, Domingo Feliz, and Julio Valencia, with a virtual ultimatum from Captain Mervine. The Californios were to release the remaining prisoners, cease all further hostilities, and surrender all weapons. In exchange, the U.S. Government would provide script for any further livestock that the military forces might require, to be honored and paid at some future time.¹³⁴

On January 8, 1847, at a site not far from Mission Santa Clara (at the present-day intersection of El Camino Real and Lawrence Station Road, in Santa Clara), where the so-called "Armistice Oak Tree" once stood (today marked by a California State Historical Landmark plaque, No. 260), Francisco Sanchez signed the treaty-instrument in a special ceremony.¹³⁵ He formally surrendered his forces to Lieutenant Grayson and released the six remaining American prisoners. With this action, both the Battle of Santa Clara and the war in the Northern Department of California were brought to a formal conclusion.

Meanwhile, in a little-known but important incident of

¹³³ Ibid., p. 56.

¹³⁴ Ibid.

¹³⁵ California Historical Landmarks, Sacramento, CA, p. 49.

e Mexican-American War, and one which would later prove to
 ve great personal significance for Admiral Moffett, in
 ril 1846, Irish-born Captain John Reilly of the U.S. Army
 d a group of Irish emigrant soldiers deserted, formed their
 n company, known as the St. Patrick's Battalion or the
 an Patricios", fought in behalf of Mexico as artillerymen
 all the major battles of the war, were captured following
 e decisive Battle of Churubusco, court-martialed under the
 rection of General Winfield Scott, and most of whom were
 ntenced to death.¹³⁶ John Reilly was a native of County
 lway, who had served in the British Army attached to the
 yal Artillery. By 1843, he had emigrated to Michigan and,
 September 1845, enlisted in the U.S. Army, joining as a
 ivate in Company K of the Fifth Regiment of Infantry.

The core of the "San Patricio" unit was formed in the
 xican town of Metamoros, on the banks of the Rio Grande,
 April, 1846. The Irish emigrant soldiers in General
 chary Taylor's army, many of whom had been hastily recruited
 om the newly-arrived emigrant ships in East Coast ports,
 re appalled by the anti-Catholicism, brutal discipline,
 d sadistic punishments then rife in the U.S. Army. More-
 er, during the Mexican campaign, they witnessed the robbing

¹³⁶Rory Lavelle, "John Reilly and The San Patricios",
Connemara (Journal of the Clifden & Connemara Heritage Group),
 , No. 1 (1995), 14-27.

of Mexican chapels, the ridicule of Catholic ritual, and the disruption of religious processions. Among other reasons which may have impelled the mutiny was the promise of a land-grant, as much as 200-acres for a Private, which the Mexican authorities offered to the U.S. soldiers who would join with them.

Fighting under a green banner, emblazoned with its harp, shamrocks, and silver cross, the St. Patrick's Battalion scored numerous victories and, by 1847, numbered more than two-hundred deserters. At Chapultepec Heights, the "San Patricios" were cut off from the main Mexican force and finally over-run by the American troops.¹³⁷ Fifty-two surviving members of the Irish Battalion were taken prisoner and condemned to death. General Scott confirmed the death-sentences and, in full view of captured Mexican troopers who were compelled to watch, hanged in three separate mass-executions, at least one of which was staged to coincide with the raising of the American flag upon the battlements of Chapultepec, when that fortress was finally seized in September, 1847.

The exploits of the "San Patricios" are well-established in both Irish and Mexican folklore. Though Reilly himself

¹³⁷ Howard Fast, "Inglorious Tale from the Mexican War", Americana (The Magazine of America), XX, No. 6 (February 1993), 6-7, 75.

was spared (having been sentenced to be publicly horse-whipped and branded with the letter "D" on his cheek), the last of the executions occurred on September 9, 1847. In 1930 the Mexican Government arranged for the remains of the executed "San Patricios" to be re-interred at a ceremonial gravesite. In 1959, in Mexico City's San Jacinto Plaza, the Mexican Government erected yet another memorial to honor the St. Patrick's Battalion. On September 13, 1993, in a dual-ceremony, held both in Mexico City and Clifden, Co. Galway (John Reilly's reputed birthplace), both the Irish and Mexican Governments organized official ceremonies to further commemorate the "San Patricios".¹³⁸ The fact that Admiral Moffett was familiar with and moved by the exploits of the "San Patricios" and their tragic plight emerged from his experiences in Ireland during World War I, where he had been dispatched to observe and coordinate aerial anti-submarine patrols and actions in order to protect Naval operations and merchant-shipping in Irish waters.

¹³⁸Lavelle, op. cit., p. 26.

Naming the Air Station

The naming of the new air-station at Sunnyvale for Admiral Moffett was, in terms of Naval custom, somewhat of an anomaly. Traditionally, U.S. Naval air-stations were named for the geographical sites where they were located (e.g. Naval Air Station Lakehurst, Naval Air Station Jacksonville, etc.) and, in its early years, the Sunnyvale facility was no exception, having been officially commissioned as Naval Air Station Sunnyvale on April 12, 1933.¹³⁹ However, in honor of Admiral Moffett, who had perished in the crash of the dirigible USS AKRON eight-days earlier on April 4, 1933, originally only the landing-field portion of the installation was named Moffett Field.¹⁴⁰ It was not until April 1942, when, after a brief period as an Army Air Corps base, the Navy resumed control of the site, that the entire facility was officially designated Naval Air Station Moffett Field.¹⁴¹

Following a long survey of possible West Coast sites for a new dirigible base, construction of the Naval Air Station Sunnyvale began in 1931.¹⁴² The Navy's historic

¹³⁹Naval Air Station Moffett Field, California (1988), 7.

¹⁴⁰Ibid.

¹⁴¹Ibid., 15.

¹⁴²Hoover et. al., op. cit., p. 445.

presence and some pioneering aviation achievements in the Santa Clara Valley, as well as an outstanding degree of local community support, probably influenced the ultimate selection of the Sunnyvale site. As early as 1883, of course, Professor John J. Montgomery of Santa Clara University flew experimental gliders over the area and made a number of aeronautical discoveries.¹⁴³ Indeed, at Otay Mesa (near San Diego) in 1883, some twenty-years before the Wright Brothers, Professor Montgomery made the first successful flight in a heavier-than-air craft.¹⁴⁴ He was later killed in 1911, at a site now known as Montgomery Hill, near Yerba Buena and San Felipe Roads in the Evergreen district, when the glider he was piloting crashed.¹⁴⁵ In 1902, a small 85-foot dirigible airship was built in San Jose and, powered by a 12-horse-power engine, was a remarkable sight cruising through the skies of turn-of-the-century Santa Clara County.¹⁴⁶ In fact, the first dirigible flight over San Francisco did not occur until 1903.¹⁴⁷ Ironically, the first airship mishap in the United States also occurred in northern California when, on May 23, 1908, the 450-foot-long cigar-

¹⁴³Naval Air Station Moffett Field, California (1988), op. cit., 5.

¹⁴⁴Hoover et al., op. cit., p. 345.

¹⁴⁵Ibid., p. 463.

¹⁴⁶Naval Air Station Moffett Field, California (1988), 5.

¹⁴⁷Association of Naval Aviation (ANA), 1987, 2.

shaped balloon invented by John A. Morrell collapsed and exploded at Berkeley, injuring Morrell and his fifteen passengers.¹⁴⁸

Many of the U.S. Navy's pioneering aviation achievements occurred in the San Francisco Bay area as well. At 10:45 in the morning of January 18, 1911, a young civilian aviator, 24-year-old Eugene Ely, an ex-farm boy from Iowa, flew into Naval aviation history when he made the first "trapped" or "carrier" landing of an airplane onto the deck of a ship.¹⁴⁹ Flying from the U.S. Army's Selfridge Field (later the site of the Tanforan Race Track), Ely landed his frail Curtiss biplane onto the deck of the battleship USS PENNSYLVANIA. Three months earlier, at Hampton Roads, Virginia, Ely had flown his craft from the USS BIRMINGHAM, achieving the first launch of an airplane from a Naval vessel.¹⁵⁰

By April 1911, U.S. Navy Captain Washington Irving Chambers became the first Naval officer in charge of an aviation program. CAPT Chambers was selected to head the Office of Aviation in Washington, D.C.¹⁵¹ In July of 1911, Chambers reported to the U.S. Naval Academy and helped to

¹⁴⁸ Joseph N. Kane, Famous First Facts, New York, 1933, p. 72.

¹⁴⁹ Association of Naval Aviation (ANA), op. cit., 17.

¹⁵⁰ Ibid., 14.

¹⁵¹ Dan Wheeler, JO2, "Air Navy", All Hands (Magazine of the U.S. Navy), No. 703 (August 1975), 40-45.

establish an experimental aviation station at nearby Greenbury Point, the Navy's first aviation base.¹⁵² Later that same month the Navy accepted delivery of its first airplane, the A-1 (nicknamed "Triad" because of its ability to fly and land on either sea or land). With respect to lighter-than-air operations, the U.S. Navy's first airship, designated DN-1, was acquired in June 1915, though it did not make its first (and only) flight until April 1917.¹⁵³

Admiral Moffett, a Naval veteran of the Spanish-American War of 1898, became the first chief of the Navy's Bureau of Aeronautics, established on August 10, 1921 and the first new bureau to be created since the Civil War.¹⁵⁴ It was under Admiral Moffett's direction that the Navy first took an interest in lighter-than-air craft, particularly with respect to anti-submarine operations. Having observed the efficacy of blimp (non-rigid airship) ASW operations in Irish waters during the U-boat campaign of World War I, Admiral Moffett was enthusiastic to expand the U.S. Navy's lighter-than-air capabilities. At the height of American involvement in World War I, the U.S. Navy operated twenty-

¹⁵²Ibid., 41.

¹⁵³Kane, op. cit., p. 72.

¹⁵⁴Miller, op. cit., p. 285.

seven separate installations in France, Italy, England, and Ireland, from which Naval airplanes, blimps, and kite-balloons patrolled U-boat-infested waters, protected convoys, and performed scouting missions.¹⁵⁵ The growth of U.S. Naval air power during the years of the First War was truly impressive. At the beginning of hostilities, the Navy only had one air-station, 54 aircraft, and 287 personnel assigned to aviation duties.¹⁵⁶ By the end of America's involvement in 1918, U.S. Naval aircraft patrol and bombing attacks had logged more than 3,000,000 nautical miles, dropped more than 100 tons of explosives, and damaged or sunk 12 of 25 enemy submarines engaged.¹⁵⁷ On Armistice Day, November 11, 1918, the Naval aviation force in Europe alone consisted of 1,147 Officers and 18,308 enlisted Ratings.¹⁵⁸ In addition to Naval air operations in North-West Europe, Naval aviators also flew from Italian bases on the Adriatic, focusing upon the Austrian submarine base at Pola.¹⁵⁹

Since the Western approaches to the British Isles were the primary focus of the German U-boat threat to Allied

¹⁵⁵Ibid., p. 270.

¹⁵⁶Wheeler, op. cit., p. 41.

¹⁵⁷Ibid.

¹⁵⁸Ibid.

¹⁵⁹Miller, op. cit., p. 270.

shipping, by the time that the United States entered the war in 1917, most anti-submarine operations were conducted from Irish ports. At this time, the Royal Navy maintained nine airships operating from two different air-stations on Irish territory.¹⁶⁰ In addition, to augment the airship-arm, there were 24 seaplanes at Bantry Bay, 18 seaplanes at Wexford, another squadron of 24 seaplanes at Queenstown (now Cobh), and an additional force of 24 seaplanes at Lough Foyle.¹⁶¹ This would have been the force-structure that Admiral Moffett encountered upon his deployment to Ireland.

In a strategic sense, Moffett would have been familiar with the terrifying capabilities of the German Zeppelin raids upon Britain. Though blimps had been employed with considerable success in anti-submarine warfare (ASW), Admiral Moffett soon became more interested in the possible uses of rigid lighter-than-air craft, or dirigibles, since they were not only larger than blimps, but capable of operating over trans-oceanic distances and carrying far greater payloads as well. During World War I, the first Zeppelin air-raid was carried-out on the city of Norfolk, England on January 19, 1915.

¹⁶⁰McIvor, op. cit., p. 37.

¹⁶¹Ibid., p. 38.

Between 1915 and 1918, the Zeppelins raided Great Britain a total of 208 times, during which they dropped 6,107 bombs killing 528 people and wounding 1,254 others.¹⁶²

Moffett was not unfamiliar with the various innovations the Germans applied to this new form of aerial warfare, e.g. the fact that Zeppelins were operated by the German Navy, that German engineers had chemically-sealed the highly flammable individual hydrogen gasbags located within the airframe, that these behemoths boasted five machine-gun positions for protection against aerial attack, and that a unique "cloud-car", or bombing observation platform, on a half-mile-long cable, was capable of being lowered from the dirigible, enabling targets below the cloud-cover to be spotted, while the Zeppelin remained safely obscured over the heavy cloud or overcast.¹⁶³ Indeed, upon assuming control of the U.S. Navy's airship program in 1921, Admiral Moffett ensured that these and other, more advanced, capabilities would be incorporated into U.S. Navy dirigible designs.

Other events in U.S. Naval history also occurred within the San Francisco Bay and Santa Clara Valley areas which can

¹⁶²David J. Truby, "Dinosaurs of the Air", Military History, VI, No. 1 (August 1989), 55-57.

¹⁶³"Lighter Than Air" (film), Santa Monica, CA.

be linked with the eventual development of the Naval Air Station Moffett Field site. On May 6, 1908, the battleships of the combined Atlantic and Pacific Fleets, numbering eighteen vessels (not including six destroyers and six auxiliary vessels), steamed through the Golden Gate and into San Francisco Bay. This impressive parade-of-ships was the greatest display of Naval force which, up until that time, had ever been assembled on the Pacific coast of the United States.¹⁶⁴ Though the full-battleship-fleet had assembled in the harbor at Santa Cruz by May 4, on that same day, further to the north, they were joined by eight armored cruisers of the Pacific Fleet which entered San Francisco Bay following a three-day passage from Seattle.¹⁶⁵

When the battleships of the Atlantic Fleet steamed through the Golden Gate and paraded past Angel Island, where the ships of the Pacific Fleet already lay at anchor, an estimated one million spectators (i.e. railway officials estimated 300,000 people were transported into the City in the two-days before the fleet's arrival, and the shoreline was described as lined with spectators, along the Marin

¹⁶⁴James R. Reckner, Teddy Roosevelt's Great White Fleet, Annapolis, 1988, p. 59.

¹⁶⁵Ibid., p. 58.

shore and both sides of San Francisco Bay) assembled to watch the unprecedented sight of forty-six U.S. Navy ships proceeding southward down San Francisco Bay before reversing course and anchoring in three neat columns just to the east of the Oakland ferry route.¹⁶⁶

It is not often, and perhaps without precedent at all, in either U.S. or California history that an ill-advised policy decision on the part of a local governmental entity has engendered such a display of military force. Yet, in the case of the so-called "Great White Fleet" which appeared in San Francisco Bay on May 6, 1908, that was precisely the situation. For, in the summer of 1907, a severe crisis had developed in Japanese-American relations, bringing the two nations to the verge of war.¹⁶⁷ Japan had defeated Russia in the Russo-Japanese (naval) War of 1904-1905, the British had withdrawn 86% of their Royal Navy's battleship-fleet back to home waters, and the United States, since its victory in the Philippines during the Spanish-American War of 1898, now contested the Imperial Japanese Navy for hegemony in the Pacific.

Into this volatile background, the San Francisco School Board, in 1906, enacted a racist regulation requiring that

¹⁶⁶Ibid., p. 59.

¹⁶⁷Ibid., p. 9.

all Japanese-ancestry children attend a specially-segregated school set aside for "Mongolians".¹⁶⁸ The Japanese Government, upon learning of this development, reacted with strong disapproval. Though President Roosevelt exerted pressure upon the School Board to have the objectionable regulation rescinded, by May 1907 violent anti-Japanese race riots had erupted in San Francisco and other West Coast cities. The sensational or "yellow" press then enflamed these racial tensions further (in much the same manner as had occurred in the months leading up to the Spanish-American War), to the point of advocating full-scale hostilities between the United States and Japan. President Roosevelt, in reacting to this war-fever, felt compelled to dispatch the Atlantic Fleet battleships on their round-the-world cruise, both as a demonstration of force to the Japanese, as well as to test the readiness of the ships. While the "Great White Fleet" anchored in San Francisco Bay, Naval reviews and parades were held in San Francisco, Oakland, and San Jose.¹⁶⁹

In 1925, in the midst of great political turmoil concerning the role of U.S. military aviation, another historic event occurred in the Naval history of the San

¹⁶⁸Ibid., p. 6.

¹⁶⁹Payne, op. cit., p. 9.

Francisco Bay area. Though two U.S. Navy aircraft had spanned the Atlantic in 1919, it was not until August 31, 1925 that the Navy attempted its first trans-Pacific flight.¹⁷⁰ Under the direction of Admiral Moffett, two U.S. Navy PN9 seaplanes, the PN9-1 and the PN9-3, took off from San Pablo Bay on August 31, 1925 to attempt a 2,100-nautical mile non-stop flight from the West Coast to Hawaii.¹⁷¹ Though both craft were forced down at sea short of the Hawaiian Islands, valuable lessons concerning trans-oceanic operations were learned. Tragically, it was in the aftermath of the abortive trans-Pacific seaplane flight that, on September 3, 1925, the Navy's dirigible airship USS SHENANDOAH (ZR-1) crashed, killing 14 of her crew.¹⁷² Of the four dirigibles operated by the U.S. Navy, i.e. the German-built USS LOS ANGELES, and the American-built USS SHENANDOAH, USS AKRON, and USS MACON, three were lost while on active-service, with only the USS LOS ANGELES surviving until being de-commissioned and dismantled in 1939.¹⁷³

¹⁷⁰ Dwight R. Messimer, No Margin for Error, Annapolis, 1981, p. 43.

¹⁷¹ Ibid., p. 44.

¹⁷² "Lighter Than Air" (film).

¹⁷³ Ibid.

Epilogue

The community efforts to persuade the Navy to locate its new West Coast dirigible base at the Ynigo Ranch site were largely organized, in the late 1920s, by Mrs. Laura Thane Whipple, Mr. Otto Hirsch, and Sunnyvale realtor Rudolph Peterson.¹⁷⁴ In this lobbying effort, they were assisted by the support of the San Jose Chamber of Commerce, the editor of the "San Jose Mercury Herald", and the San Francisco Bay Area Congressional delegation.¹⁷⁵ Following a three-year subscription drive to raise the necessary funds (\$476,679 was acquired to purchase the tract of farmland), on December 12, 1930 it was officially announced that the Sunnyvale site had been selected for the dirigible base. On that date, schools and many businesses closed and a victory parade was held in downtown San Jose.¹⁷⁶ In February 1931, President Hoover signed a bill authorizing the U.S. Government's acceptance of the land-gift. On August 2, 1931, a check in the amount of \$476,165.90 was drawn and title transferred to the U.S. Navy for the sum of one dollar. Total expenditure to construct the new dirigible

¹⁷⁴ Sandoval, op. cit., p. 166.

¹⁷⁵ Naval Air Station Moffett Field, op. cit., 6.

¹⁷⁶ Ibid.

base, as appropriated by the Congress, amounted to \$4,933,500, of which \$2,250,000 was earmarked for the erection of Hangar One, the 1,138-foot long and 308-foot wide building which eventually accommodated the USS MACON.¹⁷⁷

With the advent of the 21st-century, the future of the new Moffett Federal Airfield seems assured. Though no longer dedicated to military purposes, the site seems likely to continue to serve the general or commercial air transport needs of Santa Clara County in the years ahead. With San Jose International Airport (first opened as a private airfield in 1946) unlikely to expand because of adjacent space-limitations, the transformation of the newly-designated Moffett Federal Airfield into an important air transportation center is a distinct possibility.¹⁷⁸

¹⁷⁷Ibid., 7.

¹⁷⁸"San Jose Mercury News", March 2, 1995.

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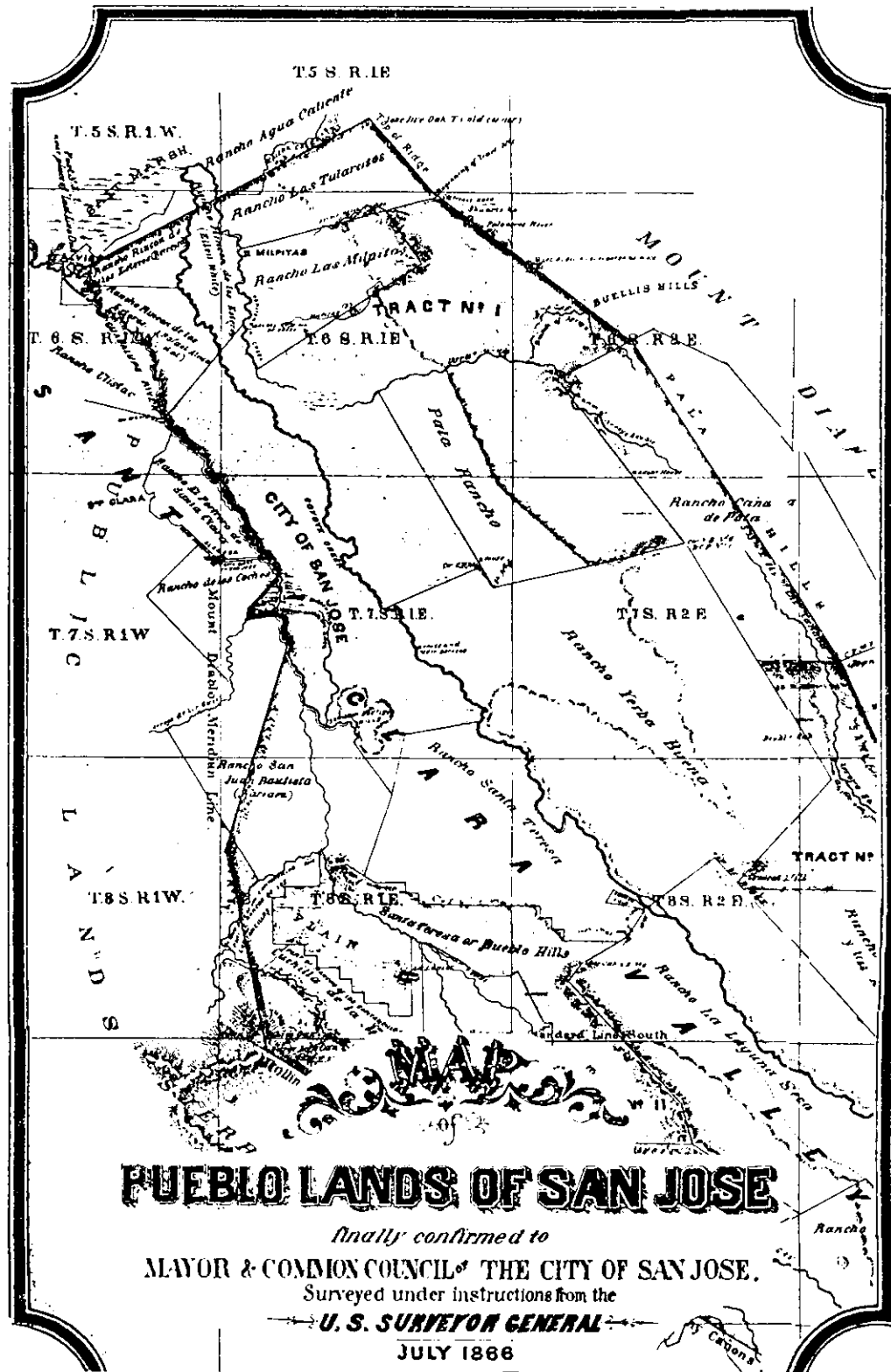
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APPENDIX I

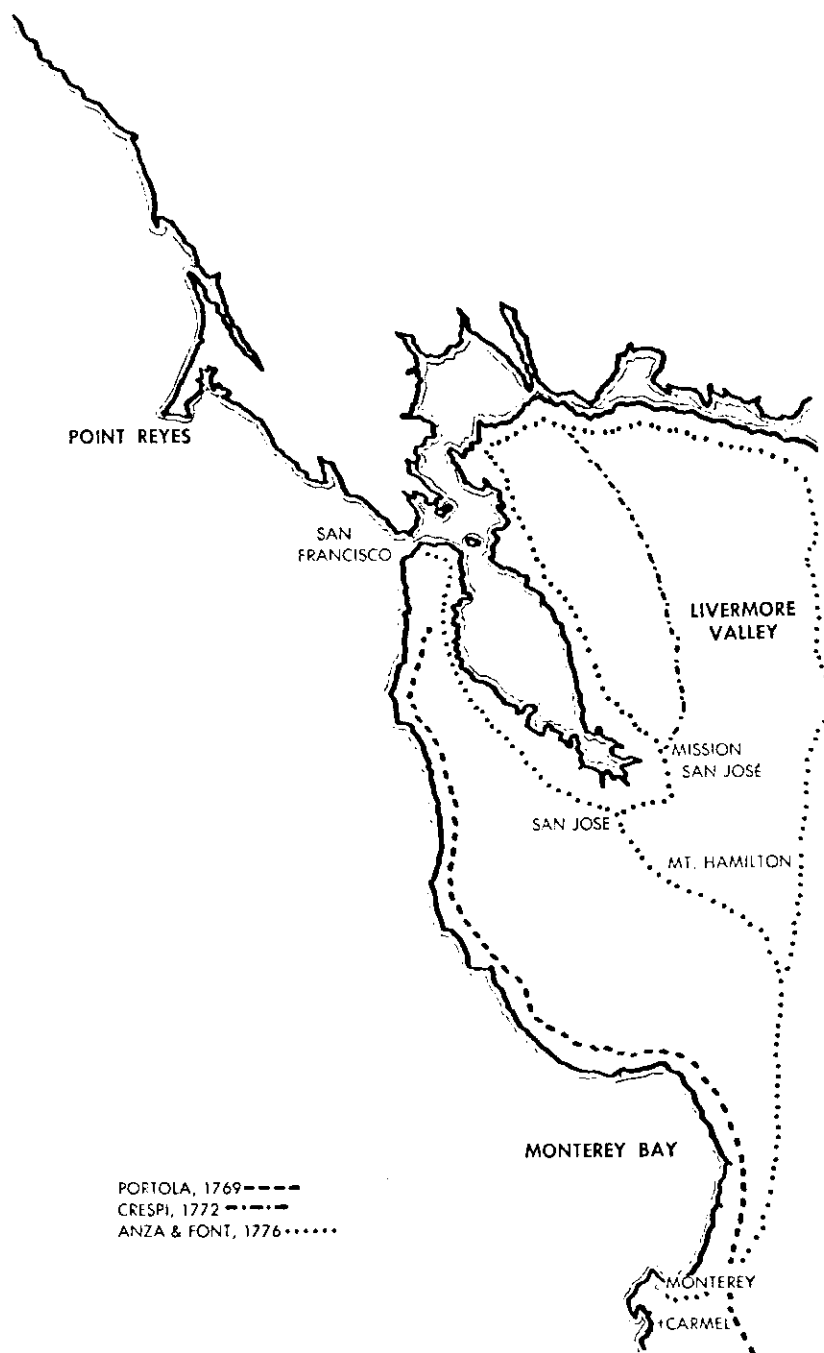
Pueblo Lands of San Jose



¹ Janet Newton, Las Positas, Livermore, 1969.

APPENDIX II

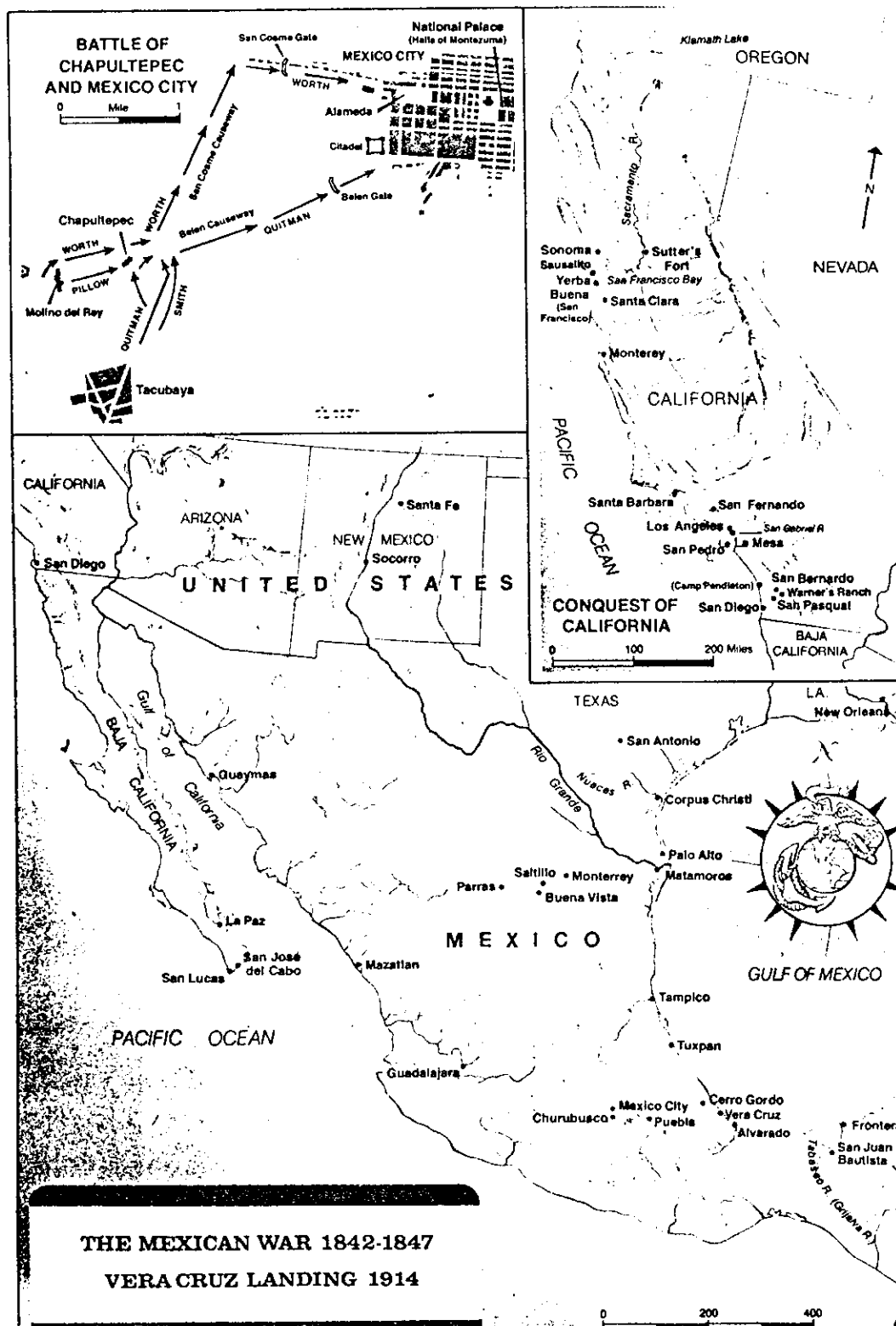
The Portola, Crespi, & De Anza Expeditions



¹ Janet Newton, Las Positas, Livermore, 1969.

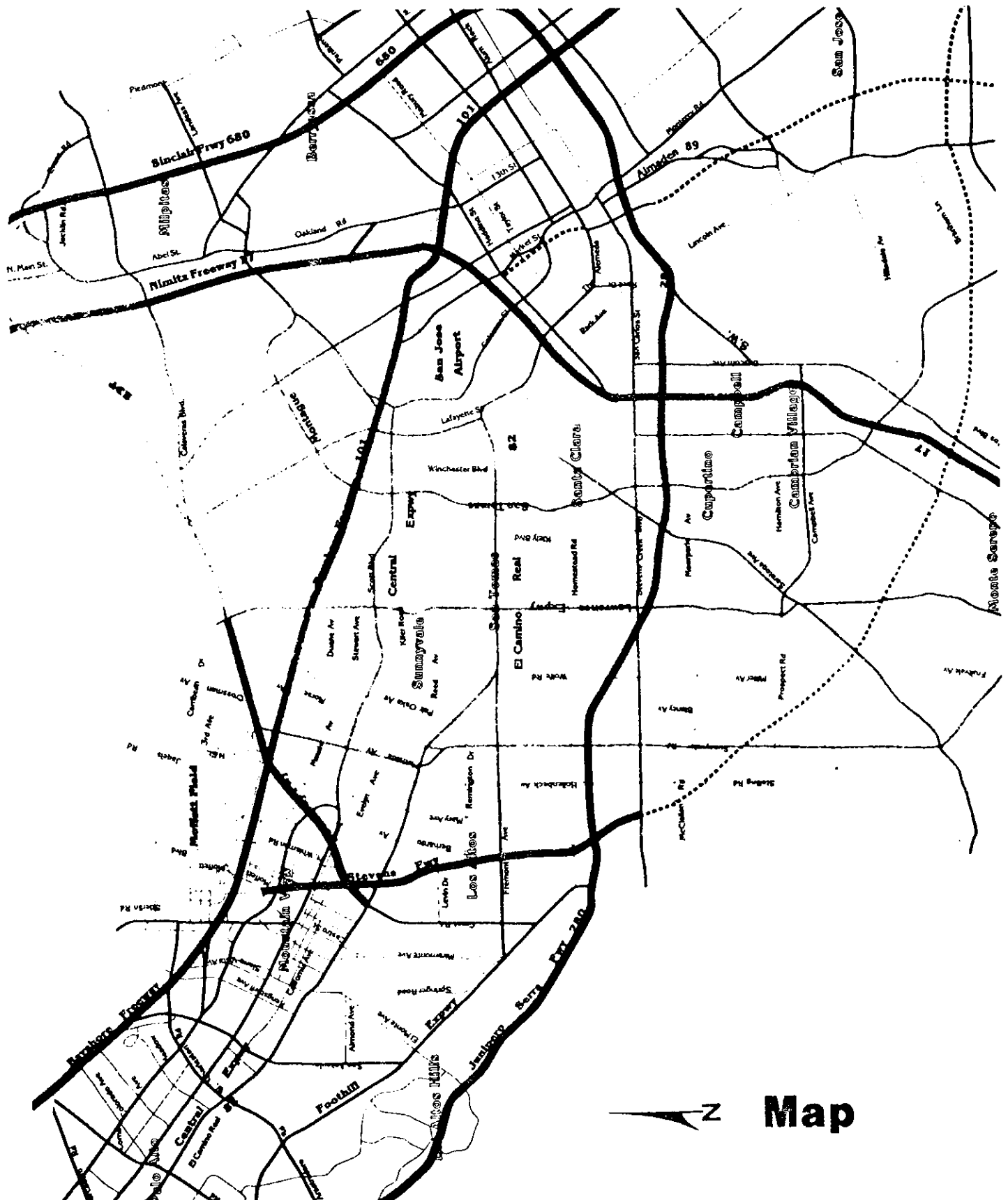
APPENDIX III

The Mexican War in California (1842-1847)



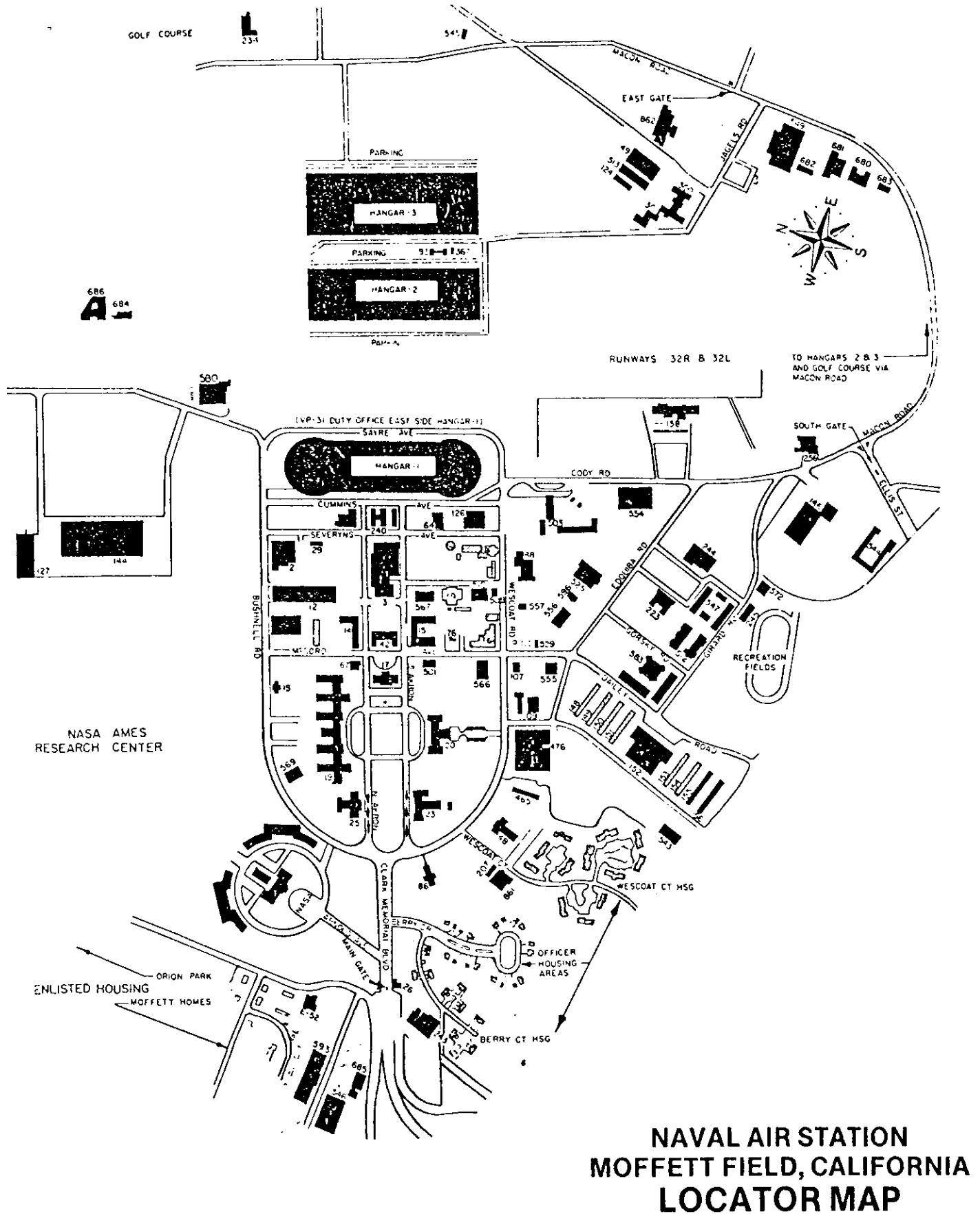
¹ Robert J. Moskin, The U.S. Marine Corps Story.

Map of NAS Moffett Field Environs



¹Naval Air Station Moffett Field, California (1988).

Site Map, NAS Moffett Field, California



¹ Naval Air Station Moffett Field, California (1988).

APPENDIX VI

The Battle of Santa Clara, January 2, 1847



*Marines, in center with white crossed belts, fight Mexicans in the battle of Santa Clara, near San Francisco, in 1847. The Marines were led by Capt. Ward Marston and 2d Lt. Robert Tansill.
Franklin D. Roosevelt Library*

¹Franklin D. Roosevelt Library, Hyde Park, New York.

APPENDIX VII

The "Great White Fleet" in Santa Clara County
Naval Parade at Meridian Corners, May 12, 1908



¹Stephen M. Payne, Santa Clara County (Harvest of Change),

APPENDIX VIII

Admiral William A. Moffett, USN

The First Chief of the Navy's Bureau of Aeronautics



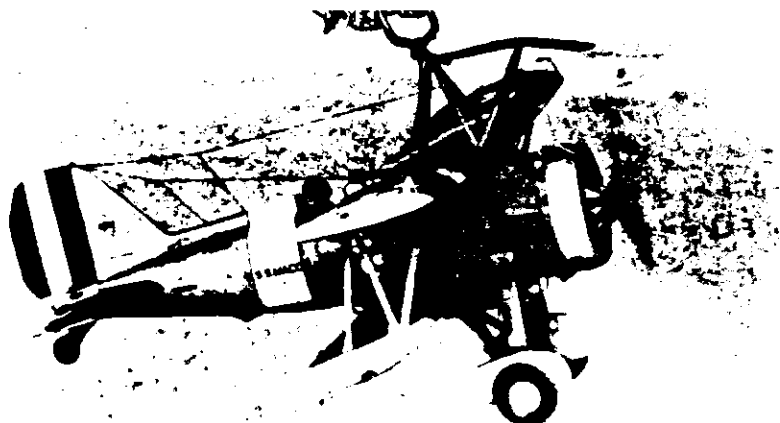
¹ Nathan Miller, The U.S. Navy (An Illustrated History).

APPENDIX IX

1. The USS MACON recovers the F9C "Sparrowhawk" in flight.



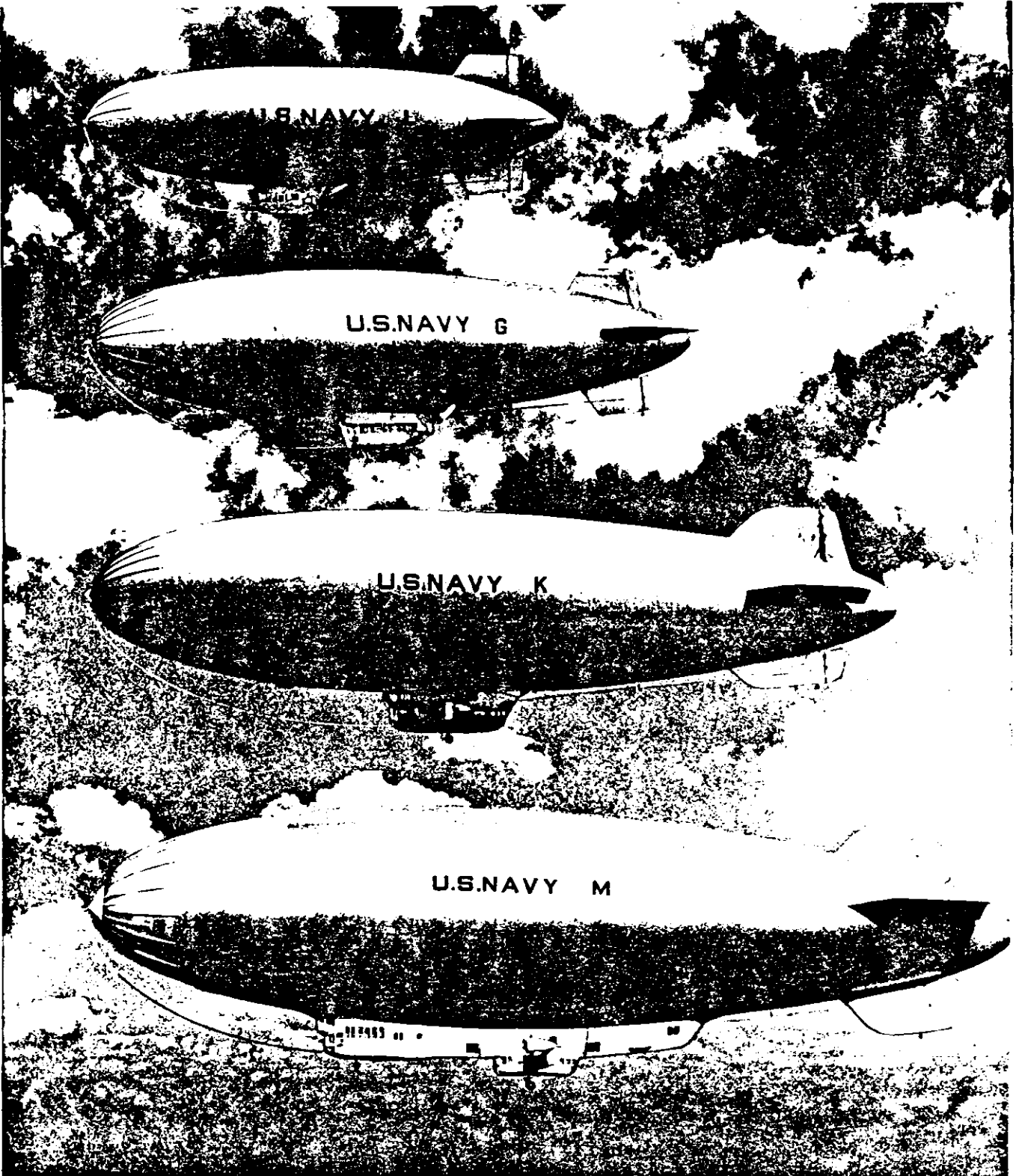
2. An F9C-2 "Sparrowhawk" launches from the "trapeze" of the USS MACON in flight.



¹ Naval Air Station Moffett Field, California (1988).

APPENDIX X

World War II-Era Nonrigid Airships ("Blimps")



BY COURTESY OF U.S. NAVY

A composite photograph illustrating the four nonrigid airship (blimp) types operated by the United States during and following World War II. The airships shown are proportionally in scale

	L	G	K	M
Volume, cu.ft.	123,000	196,700	425,000	647,500
Length, ft.	148	192	252	293
Height, ft.	54	62	79	89
Width, ft.	47	53	62	71
Maximum speed, knots.....	53	53	67	69
Cruising speed, knots.....	40	40	50	50

¹Official U.S. Navy photographs.