

# The Holloway Legacy Worthy of Recognition

By DAVID F. WINKLER

One fascinating aspect of Navy culture is how the call to serve at sea is often intergenerational. The Navy has frequently recognized this in the naming of its warships. For example, the guided-missile destroyer USS *Porter* is named after the 19th-century officers David Porter and his son, David Dixon Porter. USS *Mustin* honors three generations of the Mustin family who served in the Navy from 1896 to 1989. There are Mustins still serving today with the fleet.

Of the many father-son — and father-daughter, mother-daughter and mother-son — combinations that have served with distinction over the 240-year history of the Navy, there is only one case where both parent and child achieved the rank of four stars: Adms. James L. Holloway Jr. and James L. Holloway III.

Born in Fort Smith, Ark., in 1898, the senior Holloway spent much of his youth in Texas where his father was an osteopathic physician. Earning an appointment to the Naval Academy, he arrived at Annapolis in 1915 to join the Class of 1919. As a result of the United States entering World War I on April 6, 1917, Holloway's class commissioned a year early and he received orders to the destroyer *Monaghan*, which performed escort duties during the latter months of the war.

While visiting to Charleston, S.C., he attended a reception at the Carolina Yacht Club and met Jean Gordon Haggood, the daughter of an Army major general. They married on May 11, 1921. On Feb. 23, 1922, the couple had a son who would share his father's and grandfather's name.

At the time, the senior Holloway was executive officer of the destroyer *McCormick*. He quickly rose through the ranks in the surface navy and made a name for himself in gunnery. He served as the assistant gunnery officer embarked on the battleship *Nevada*. As head of the Chief of Naval Operations' Gunnery Training Section, he oversaw the development and adoption of the Draper Gunsight that would be used to direct shipboard anti-aircraft weapons during World War II.

Holloway commanded Destroyer Squadron 10 that screened landings at Casablanca, North Africa, in November 1942. Later in the war, he had command of the new battleship *Iowa*.

His son also attended the Naval Academy, as part of the Class of 1943. The junior Holloway's class graduated a year early as well due to an ongoing global war. At first, he followed in his father's footsteps. Assigned to the

destroyer *Bennion* as a gunnery officer, he contributed to the American victory at Surigao Strait. Surprisingly, his father suggested he choose a new career path.

"The war in the Pacific is being won by aircraft carriers. The future of the Navy lies in naval aviation," the senior Holloway said.

Thus, his son applied for flight training and earned his wings of gold. During the Korean War, he flew the F9F-2 Panther on numerous combat missions and eventually flied up to command Fighter Squadron 52.

The senior Holloway continued on active duty and during his tour at Fleet Training Command Pacific, he headed a board that examined officer training. Its resulting report, forever known as "the Holloway Plan," revamped the Navy Reserve Officers Training Corps program to become a leading source for naval officer commissions.

The senior Holloway received his fourth star and his final active-duty assignment as commander in chief, U.S. Naval Forces, Eastern Atlantic and Mediterranean. During that tour, he deftly handled America's peaceful intervention during the Lebanon crisis of 1958. His son commanded Attack Squadron 83 embarked on *Essex*, and its Douglas A-4 Skyhawks flew cover for the Marines ashore in Beirut.

With the retirement of his father, James L. Holloway III continued his career climb to serve as the 20th chief of naval operations (CNO) from 1974 until 1978. Notable accomplishments along the way included his command of *Enterprise* during its first combat cruise to Vietnam and his role at the conclusion of that conflict as commander, Seventh Fleet. Having commanded a nuclear-powered aircraft carrier at war, he became a leading proponent of the follow-on Nimitz-class carrier.

These 10 ships in service today represent a fitting legacy for two warriors whose combined service spanned nearly seven decades. While the senior Holloway put in place personnel policies that contributed to these ships having well-trained and educated crews and air wings, the junior Holloway saw the first two ships of the class enter service during his tenure as CNO.

Given this legacy, it would be fitting and appropriate for the Navy to recognize this remarkable father-son duo with the naming of a USS *Holloway*. ■

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