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Two Captains Bouldry at NPS

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naval postgraduate school news

civilian faculty, it was announced by the Provost Jack R. Borsting. Newton replaces Prof. David B. Hoisington in the position, the highest elective post at the school.

Prof. Newton has taught in the NPS Mechanical Engineering Department since 1951, and from 1953 to 1967 was Chairman of the department. He received his Bachelor of Science Degree in Mechanical Engineering from Washington University, St. Louis, Mo., in 1938, and a Master's Degree a year later. In 1951 he received his Ph.D. from the University of Michigan.

His principal publications and consulting activities have been in the fields of Structures and Dynamics. He is currently researching numerical methods for predicting dynamic behavior of structures.

Prof. Newton is a member of Tau Beta Pi, Sigma Xi, the American Society for Engineering Education and the American Society of Mechanical Engineers. He is listed in *American Men of Science*, *Who's Who in Engineering* and *Who's Who in America*.

It isn't the first time the two Bouldry's paths have crossed since the younger Bouldry began his military career. Before entering the Marine Corps, he enlisted in the Naval Reserve and was stationed in Monterey, where his commanding officer was his father. "No problem at all," said John M. "We hardly ever saw each other!"

But then John F. had a change of heart, and, opting for the Marine Corps, began attending the USMC Officer Candidate School at Quantico, Va., summers, while spending the school year attending Cal Poly at San Luis Obispo, Ca. In 1971 he received his bachelor's degree in industrial engineering and a commission in the Marine Corps.

Before arriving at NPS last September, John F. served as combat cargo officer on the **USS NEW ORLEANS** in the western Pacific. He was recently promoted to his present rank of captain, with his father officiating at the ceremony.

John M. Bouldry has retired from the Navy after a career that began in 1942. He has been teaching in the NPS Electrical Engineering Department since 1946. An alumnus of Northeastern and Brown Universities, he is a member of the American Institute of Electrical and Electronics Engineers and the American Society for Engineering Education. He is presently serving a fourth term as a Monterey city councilman.

NPS Faculty Elects New Chairman



Two Captains Bouldry at NPS



It took John M. Bouldry close to 20 years to achieve the rank of captain in the military; his son, John F. Bouldry, managed it in only four. How so? Simple — the two Bouldrys picked different branches of the service. John M. is a captain in the Naval Reserve, John F. is a captain in the Marine Corps.

Both Bouldrys are now at the Naval Postgraduate School. John M. is an associate professor in the electrical engineering department, while John F. is studying for his master's degree in Communications Engineering.

in a gesture of friendship.

Swedish training ship paid a visit to Monterey. The purpose of the call was to enable the ship's officers and midshipmen to visit the Naval Postgraduate School in Monterey and become familiar with the educational opportunities offered there. (There are presently no Swedish students at NPS, but 20 other foreign nations have officers enrolled at the school.)

The *Alvsnabben*, a 4250-ton minelayer, left Sweden November 11.

Meeting the *Alvsnabben* at Monterey were the Swedish ambassador to the U.S., Count Wilhelm Wachtmeister, and the Royal Swedish Navy attache to the U.S., Captain Lennart Forsman. After touring the NPS campus and meeting with NPS Superintendent Rear Admiral Isham Linder, the two Swedish officials boarded the ship for the next leg of the voyage, to San Francisco.

The *Alvsnabben's* commander, Capt. Nils Hellstrom, recalled some problems experienced by the first Swedish warship to visit California, back in 1850. Its captain wanted to buy steers in San Francisco, but found "every man in the city had gone off to dig gold," and the women weren't interested in rounding up the beef on the hoof needed to feed the Swedish sailors on the long voyage to China. So the crew had to be dispatched inland to rustle its own steers. In the process, two of the ship's hardy seamen caught gold fever and jumped ship; history doesn't record their luck.

Count Wilhelm told newsmen that, except for some disagreement during the Vietnam war, Swedish and U.S. relations have been warm since the treaty of friendship and commerce negotiated by Benjamin Franklin in Paris in 1783.