

NAVAL ORDER



of the

UNITED STATES

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WELCOME TO THE 2020 NAVAL ORDER VIRTUAL CONGRESS

The key to its ultimate success is YOU!

In these unprecedented times, we are doing what we do best; rolling with the punches, making the very best of an exceedingly difficult situation, and bringing us all together. We are offering our entire membership the opportunity to participate in our annual Congress. In years past, you may not have been able to attend because of schedules or travel constraints, but this year, in these times, those issues have been eliminated. We are making the Congress available to you, right from your own home via the online platform, Zoom.

The Congress organizers endeavor to deliver the same high level of information on the business of the Naval Order of the United States, as well as educational opportunities just as professional and rich as at past Congresses.

Your participation gives you the opportunity to learn from, and enjoy, the presentations about Naval History, as well as gain a better understanding of the Naval Order, the organization you believe in and generously support year after year.

Join us online. It's as easy as a few clicks of your mouse. There will be training in advance on how to use the virtual platform for those of you who are new to Zoom and virtual meetings. If you are unable to attend these virtual classes and would still like assistance, please contact us at nouscongress@outlook.com.

Find more information on what you need to know to join the Congress on pages 2 and 3.



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THE NAVAL ORDER OF THE UNITED STATES

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Naval Order Companions,

I would like to invite all of you to attend our First Virtual Congress on 16-17 October 2020.

We plan to hold this conference over two days. The first day we will conduct the business of the Naval Order.

The second day will be devoted to historical presentations. Each day will consist of a total of three hours of presented material. A detailed schedule is posted on our website, navalorder.org/2020-congress.

The circumstances have eliminated the associated costs and time of travel. I fully realize that many of us enjoy the camaraderie of face-to-face conferences. However, this will be an outstanding opportunity for companions who do not like to travel to find out what happens at our annual gatherings. I encourage each commandery that has companions who feel "challenged" by technology, to reach out and help these companions "attend."

Together, let us discover what this new technology

can do for us. Our least experienced companions may learn a new skill. Our local commandery commanders may be able to use the speakers from across the Nation. We have seen many transitions in our careers and our lifetimes. Nothing replaces the face-to-face meetings and on-site tours of our normal Congresses. We look forward to the time when we consider a virtual Congress just another available tool.

I strongly urge all of you to continue to find additional ways to promote the Naval Order at every opportunity. The San Francisco Commandery is active in the upcoming commissioning of the USS *Oakland* (see article in this newsletter) and I know that other commanderies are also similarly engaged. As much as is possible, continue to support museum ships and local activities. Despite the restrictions, there is still much we can do.

Those Companions who do not have access to internet, please contact CAPT Bob Whitkop at (904) 672-8176 or (904) 220-5390 (Cell and Text) so that other means of providing briefings, reports, and/or presentations can be coordinated.

Training /practice sessions will be provided in the next weeks to familiarize Companions with the use of the software.

Allan F.P. Cruz, Colonel USMC (Ret.)

How to Register for the 2020 Naval Order Virtual Congress

We want ALL of you to sign up!

We need everyone to commit to your Commandery as soon as possible so that the Virtual Environment can be sized, planned, and readied for the Congress. Those committing will receive a 2020 Congress challenge coin (for a nominal fee).

Sign up with your Commandery commander or visit navalorder.org/2020-congress to register. If you do not have internet or computer access, please contact CAPT Bob Whitkop at (904) 672-8176 or (904) 220-5390 or contact your Commandery Commander and we will do our best to accommodate your needs!

2020 CONGRESS THEME: “NAVAL FORCES THEN TO NOW!”

Thursday 15 October 2020

1400-1500 EDT– Gathering and Equipment Checks.

Please check in on between (14-1600) to test your ability to connect to the Zoom site.

Friday 16 October 2020

“Business Day” 14:00 – 19:00 EDT

14:00 – Master-at-Arms will admit registered attendees to the VTC from the “Waiting Room” so arrive 60-15 minutes prior if possible.....there will be an open mic to start for saying hello!

15:00 – Strike Six Bells

- Call to Order (CGE) as Emcee
- National Anthem
- Pledge of Allegiance (CGE)
- Invocation – (Chaplain) “Father Mike” CDR Michael P. Zuffoletto, CHC, USN (Ret.)
- Companions Lost since Boston Congress -2019
Reading of names of those we lost to
'Ringing of the Bell'

15:15 - Commander General's Welcome and State of the Order

Note: for the following Committee / Officer presentations, the report will have been previously provided. If you intend to ask questions, please have the courtesy to have read the report prior to the Business Meeting.

These reports will be 10 minutes long (maximum 4 slides) including questions and answers.

15:30 – Credentials Committee (at the beginning of the National Congress)

15:40 – Financial Review and Audit Committee

15:50 – Investment Committee

16:00 – National Awards Committee

16:10 – Site Committee

16:20 – Foundation Status and Financial Report

16:30 – Break

16:40 – Recorder General – Confirmation of Actions by the GC since last CONGRESS
(Requires Vote of the CONGRESS by Delegates)

16:50 – Commandery Support Committee

17:00 – Membership /Registrar & Retention

17:10 – Historian General / Archiving

17:20 – Break

17:30 - Presentation of the CAPT Jan Armstrong Award, CG COL Allan Cruz, USMC (Ret.)

17:45 – Presentation ‘War of 1812’ – CAPT Stan Carpenter, USN (Ret.)

18:30 – Q&A

18:45 – Suspend for the Day

18:45 – Optional Social Hour – no host Local Happy Hours (if desired).

TBD - End of Day

Saturday 17 October 2020

“History Day” 14:00-19:00 Eastern Daylight Time 14:00 – Pre-meeting Check-in and equipment sound checks

15:00 – Call to Order /Reconvene
Admin Remarks (CG/CGE)

15:15 – **Presentation: 'A Measureless Peril' on Convoy Ops in WWII – Mr. Rich Snow-Editor American Heritage Magazine**, -(Author of the Award Winning “Iron Dawn”)

16:15 – **Presentation: 'Cook's Voyage and the U.S. Navy' moderated presentation with Mr. Hampton Sides Morison Award Winner moderated by Mr. Rich Snow**

17:00 – Break

17:15 – Presentation of the LCDR Lee Douglas Award - CG COL Allan Cruz, USMC (Ret.)

17:30– History Presentation: ‘ Naval Officers at the Dawn of the Age of Navalism – CDR Irvin Gillis, USN and CAPT Alfred Thayer Mahan, USN, 1890-1919’ - CAPT Vance Morrison, USN (Ret.)

18:30 - Official Adjournment – Close CONGRESS (adjourn until **October 2021 in San Diego CA**)

18:45 – Optional Social Hour – no host Happy Hour. at local sites

FLORENCE FINCH - COAST GUARD HEROINE

The annals of the United States Coast Guard are filled with tales of heroism from "Aztec Shore, Arctic Zone, Europe and Far East" as the words to Semper Paratus remind us. One Coast Guard "hero" did not do anything heroic during her service in the Coast Guard but there can be no doubt that Florence Finch was a true Coast Guard heroine in every sense. The following article by Ms. Desiree Benipayo, Secretary of Memorare Manila 1945 and founder of the Philippine World War II Memorial Foundation is based on a presentation she gave commemorating the 75th Anniversary of the Liberation of the Philippines during World War II.

Coast Guard Heroine

Florence Ebersole Smith was born on 11 October 1915 at Santiago, Isabela to a Filipina mother (Maria Hermosa) and American father (Charles Ebersole). Her father Charles was an army veteran of the Spanish-American and Philippine-American wars but opted to reside in the Philippines after the war.

Before the war broke out, Florence worked as a stenographer at the US Army Intelligence headquarters in Fort Santiago, under Lt Col E. Carl Engelhart. She then met Navy man Charles "Smitty" Smith and they got married in August 1941. It was a short marriage for Smitty was killed on Feb 8, 1942, as his unit was on a re-supplying mission in Bataan and Corregidor.

When Manila was occupied by the Japanese in January of 1942, Florence, being half Filipino, hid her American descent. This way, she and her younger sister were able to stay in Manila during the war years, without being interned.

Because of her very neat and legible handwriting, she was hired by the Japanese-controlled Philippine Liquid Fuel Distributing Union. Her job was to log the vouchers. She was able to divert some of these precious fuel vouchers to the guerillas, which they used to operate their trucks and other vehicles. Some sources say she was able to sabotage shipments to the Japanese.

She received reports that her former boss Lt Col Engelhart was in very poor condition in a prison camp, where he and other prisoners were so badly treated. Together with former colleagues and



Florence Ebersole Finch as a SPAR

friends, she was able to smuggle in food, medicine, messages, and other supplies to the camp. They were also involved in bringing supplies and messages to the Santo Tomas Internment Camp.

Soon, the Japanese got wind of her activities and she was arrested and brought to a small detachment near Tondo. She was repeatedly interrogated, and whenever she gave unsatisfactory replies, she was electrocuted and confined in a 2ft x 4ft box for days! She rememberd being interrogated by a Japanese who spoke very good English. She was tried and sentenced to three years hard labor and transferred to the Women's Correctional Facility in Mandaluyong. She also remembers that Claire Philips, or "High Pockets", was with her in Bilibid and in Mandaluyong. They were liberated by the Americans on 10 February 1945, and by this time, her weight had plummeted to just 80 pounds.

Continued on next page...

To avenge her husband's death, she joined the Coast Guard Women's Reserve (SPARS) in July 1945 and was discharged after the war.

Upon the recommendation of Lt. Col Engelhart, Florence was awarded the Medal of Freedom in 1947, the highest civilian award given by the U.S. government. Her citation read:

For meritorious service which had aided the United States in the prosecution of the war against the enemy in the Philippine Islands from June 1942 to February 1945. Upon the Japanese Occupation of the Philippine Islands, Mrs. Florence Finch, believing she could be of more assistance outside the prison camp, refused to disclose her United States citizenship. She displayed outstanding courage and marked resourcefulness in providing vitally needed food, medicine, and supplies for American prisoners of war and internees, and in sabotaging Japanese stocks of critical items. She constantly risked her life in secretly furnishing money and clothing to American POWs, and in carrying communications for them. In consequence, she was apprehended by the Japanese, tortured, and imprisoned until rescued by American troops. Through her inspiring bravery, resourcefulness, and devotion to the cause of freedom, Mrs. Finch made a distinct contribution to the welfare and morale of American prisoners of war in Luzon.

She married army veteran Robert Finch, and raised a family in Ithaca, New York. She passed away at the age of 101 in 2016. In 1995, the U.S. Coast Guard honored her by naming a building at the U.S. Coast Guard Base in Honolulu after her.



Florence Finch Late in Life

Note: The Women's Reserve of the USCG (SPARS) was inactivated on 25 July 1947. Although the SPARS no longer exist as a separate organization, the term is sometimes informally used for a female Coast Guardsman; however, it is not an officially sanctioned term.

Submitted by MCCS Bob Hansen, USN (Ret.)

Monthly Virtual Lecture Series

The summer has been quite busy for the Continental Commandery. Back in May, we kicked off our Monthly History Lecture Series. The turnout to our webinars has been robust and we have been grateful to be share interesting topics and perspectives each month.

Our inaugural lecture included an interview with the 10th Archivist of the United States, David S. Ferreiro. He took us through a journey about the establishment of the National Archives, he gave insight into the Archives' role in preserving military and political historical records, and he gave



David S. Ferreiro

some insight into how citizens can access and learn from the Archives. We had several children's groups and teachers join us as special guests. It was a great learning experience for all.

In June, we invited the current Master Chief Petty Officer of the Coast Guard, MCPOCG Jason M. Vanderhaden, and the 8th MCPOCG, Vince Patton, USCG (Ret.) to share their leadership insights as well as their perspectives on diversity and inclusion. We had a lively discussion about the history of the USCG Chief's mess and the establishment and role of the MCPOCG over time. We extended the invitation for this lecture

series to members of the U.S. Coast Guard enlisted ranks, which gave them the chance to hear directly from the Senior Enlisted Leadership and ask questions about career choices and the development of the USCG over time.



MCPOCG Vanderhaden

Continued on next page...

In July, we have the chance to interview RADM Christopher Cole, USN (Ret.). He shared with us his long collaboration with the Navy Safe Harbor Foundation/Navy Wounded Warrior program.



The Navy Wounded Warrior program has been impactful in the lives of sailors that have been affected by injuries or sickness. Many people probably already know about the Wounded Warrior games and the efforts made to help wounded soldiers and sailors compete at the highest levels. The Navy Safe Harbor Foundation provides grants to help cover the costs that some of the sailors and their families may not be able to afford. In addition to these two programs, we also received some insight into how the Navy Facilities Command manages the Navy Wounded Warrior program and its impact in the lives of sailors.

In August, we had the pleasure to hear from Frank A. Blazich, Jr, PhD.



Frank A. Blazich, Jr, PhD.

Dr. Blazich is Curator of Military History, Division of Political and Military History, National Museum of American History, Smithsonian Institution. A native of Raleigh, NC, Blazich specializes in the American military experience in the twentieth century.

A veteran of the U.S. Air Force, he holds a doctorate in Modern American History from The Ohio State University (2013). Following his doctoral studies, Blazich served as the historian at the U.S. Navy Seabee Museum in Port Hueneme, CA before moving to Washington, D.C. to serve as a historian in the History and Archives Division of Naval History and Heritage Command. From June to December 2016, Blazich served as the historian on Task Force Netted Navy working for the Office of the Chief of Naval Operations. He assumed his current role in January 2017.

During the August Monthly Lecture series, Dr. Blazich Jr. shared his paper entitled "Lighterage Leads the Way." It was an insightful overview of the history and role of lighterage during World War II and its use in Operation Husky (the invasion of Sicily) and Operation Overlord (the D-Day invasion). It is always fascinating to get new gems of information about aspects of the war that oftentimes go overlooked.

For more information about the Continental Commandery Monthly Lecture Series and to view past interviews/presentations, please access the Continental Commandery YouTube channel. Enjoy!

Submitted by CAPT Aaron Bresnahan, USN (Ret.)

World War II in the Pacific Japan's Fateful Gamble



Six 1-Hour Online Zoom Classes

Starts Monday, September 26, 10AM

All you don't know about the rise of Japan and the heroic battles that helped propel America to World Power status.

**Register at: [History500.com/courses](https://www.history500.com/courses)
(Limited to 20 Students)**

Orleck Braves Hurricane Laura

On 26-27 August, a Category 4 - 135 MPH hurricane blew right over the USS *Orleck* (DD-886) in Lake Charles, LA. Hurricane Laura swept into the Gulf Coast with winds and storm surge that hadn't been seen there in over 150 years. As residents of Louisiana braced for the onslaught, those who could, evacuated; those who couldn't hunkered down and that included the museum ship USS *Orleck* nestled in Lake Charles awaiting a move to Jacksonville, FL. Sometime overnight, the *Orleck* came free and she moved up river several hundred yards "dead ship" move by Mother Nature.



Orleck is a little rougher after the brief unexpected Lake cruise but is being evaluated for seaworthiness and tow



Ex-USS *Orleck* (DD-886) rests near a pier in Lake Charles after riding out Hurricane Laura in August.

The *Orleck* is currently riding nicely and without a list, riding level and waterline seems good; the future owners of the ship are waiting for the inspection report. The Jacksonville Historic Naval Ship Association (JHNSA) has been working on getting a museum ship into Jacksonville for over 10 years and wasn't about to let a little CAT 4 Storm disrupt their plans.

All our *Orleck* friends are safe, but per national news, Lake Charles utilities are in very tough shape - basically not working. Buildings gone or severely damaged. Onboard the *Orleck*, the winds were able to tear the SPS-29 Air Search Radar from its pedestal mount. Additional inspections were in progress at the time of this writing.

A marine surveyor from the insurance company visited and inspected the ship. The aft starboard hull apparently was marked for her tow back to a berth. The ship had been buttoned up per a pre-tow plan by the *Orleck* crew, JHNSA visits, and two marine surveyor visits; and signed off by the USCG Marine Safety Unit (MSU) Lake Charles. Fortuitous indeed! *Orleck* will put out social media notices after they have more facts on the ship's condition.



Forward superstructure took some damage which will be evaluated for repair prior to moving to Jax

JHNSA does not yet own the *Orleck*. But since 1 January 2020, JHNSA has been financially supporting the museum ship and making visits to help prepare her for tow to a shipyard in Port Arthur, TX for drydocking and painting.

The ship closed for visitors in late February and thus has no income, and was kept in place because of the COVID-19 virus that has affected the entire nation and world. JHNSA is collecting funds for the tows from Lake Charles to Port Arthur and then to downtown Jacksonville.

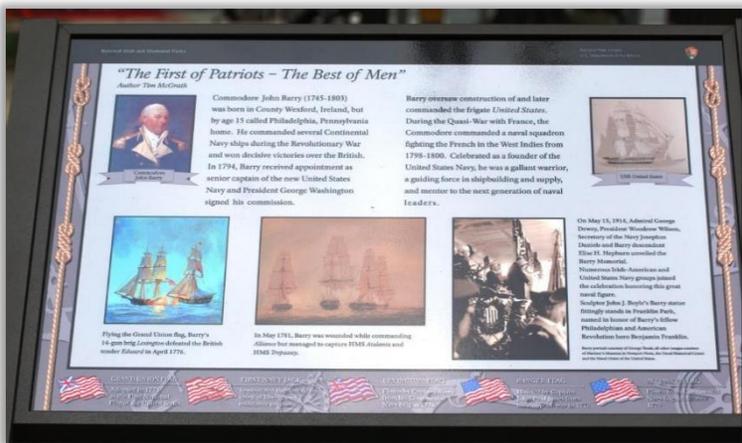
For more information and to donate to the *Orleck*, please visit orleck.org/donate-now

Submitted by CAPT John O'Neil, USN (Ret.)

Naval Order Historic Markers Capture U.S. Naval History Across the Globe

If you visit Washington, DC, stop at Franklin Park to gaze at the towering statue of Commodore John Barry, father of the U.S. Navy. Nearby you'll find a historic marker describing Barry's illustrious naval service during the American War for Independence and the Quasi-war with France. The National Capital Commandery placed that marker there in 2012. In fact, the marker is one of six the commandery has installed since 2012, in addition to two donated paintings and one replaced grave stone. These projects took place not only in the U.S., but in three additional countries.

The placement of a historic marker is not an easy task. Each project requires months of planning, fundraising, and coordinating with local officials and historians. To install the Barry marker, for example, the National Capital Commandery project team worked with the Park Service and the Ancient Order of Hibernians to submit a plan for the costs and fabrication, the placement and mounting, the unveiling ceremony, and press coverage.



On 4 May 2012, the marker was unveiled in a ceremony where Navy Ceremonial Guard presented the colors and the U.S. Navy Band played the National Anthem. Program speakers represented the Naval Order, Park Service, Ancient Order of Hibernians and Republic of Ireland. Mr. Tim McGrath, Barry biographer, gave the keynote address. Since the Barry marker installation, the National Capital Commandery has completed the following additional projects to preserve sea service history.

2015: Portrait of ADM Jocko Clark, USN donated to the Army and Navy Club, Washington, DC

In 2015, companion Lt. Michael Zampella led an effort to donate a portrait of then RADM James J. "Jocko" Clark to the Army and Navy Club of Washington, D.C. Italian artist Mario Maresco painted the portrait in Naples in 1948. With three other Navy officers, Lt. Zampella purchased the portrait from Ebay and had it restored.

The unveiling took place at the Army and Navy Club on 3 November, extolling the amazing life and career of Admiral Clark, a Cherokee born in 1893 in Chelsea, Oklahoma.

Clark was the first Native American to graduate from the US Naval Academy in 1917.

Serving in WWII and the Korean War, he rose rapidly through the ranks,

commanding Pacific carrier battle groups. He was a four-star admiral and recipient of the Navy Cross.



Painting of Admiral Jocko Clark now in the Army and Navy Club, Washington, DC

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The ceremony included clips from the documentary: *The Fighting Lady*, showing Clark in command of the *Intrepid*. Speakers represented the Army and Navy Trust Fund, the Capitol City Cherokee Community Leadership Council, the Cherokee Nation, and the Oklahoma House of Representatives.

2016 New Grave Marker for Midshipman Richard Sutherland Dale St. George's Parish, Bermuda

Midshipman Richard Sutherland Dale (son of Commodore Richard Dale, a naval hero of the American War for Independence), was wounded in the 1815 battle between the USS *President* and HMS *Endymion*. His leg amputated, he died at the age of 21 in St. George's Parish, Bermuda, and was buried in the churchyard of St. Peter's Church. He was the last U.S. Navy officer to die during the War of 1812.

In 1932, CAPT Scarritt Adams, USN (now deceased), initiated an annual observance of Dale's death. The ceremony continued through the years when the U.S. Navy had a presence on Bermuda, and stopped in the 1990s when the Navy left the island. In 2006 the ceremony resumed, through the efforts of Adams' daughter, Mrs. Louise Hall Reider. Bermuda officials and clergy attend the yearly ceremony, to offer hymns, prayers, and Bible readings, and to lay wreaths on Dale's grave.

On 20 February 2016, CAPTs John Rodgaard and Vance Morrison, and fellow companions, Dr. Judy Pearson and Mrs. Libby Morrison participated in the annual commemoration. The event marked not only the anniversary of Dale's death, but the



New marble stone on the grave of Midshipman Dale, St. George's Bermuda

unveiling of a new stone on Dale's grave: the result of a year-long joint effort by the National Capital Commandery, the Naval Order Foundation, and The Friends of St. Peter's Church.

The ceremony began with a procession, led by a piper, a drummer, and the *Admiral Somers* Sea Cadets, from the town square to the churchyard. Amid prayers and hymns, the new marble gravestone was unveiled. Two sea cadets folded the Stars and Stripes that had covered the new stone. The official party consisted of the Governor General of Bermuda representing Queen Elizabeth II; the US Consul General; the Mayor of St. George's and the clergy of St. Peter's Church.

2016 Historic Marker at the Royal Navy Hospital Museum Port Mahon, Menorca, Spain

On 27 May 2016, The National Capital Commandery joined with the U.S. Navy League in Madrid and Friends of the Royal Naval Hospital Museum of Isla del Rey to unveil a historic marker on Menorca, Spain to commemorate the presence of the U.S. Navy's Mediterranean Squadron and the U.S. Navy hospital in Port Mahon during the early 19th century. The ceremony culminated a two-year project coordinated by the National Capital Commandery. The marker is now located in an inner hallway of the building that was once a 19th century Royal Naval Hospital, today preserved as a museum on Isla del Rey in Port Mahon harbor.

The marker features an 1837 painting of the USS *Constitution* in Port Mahon, courtesy of the USS *Constitution* Museum. The marker design and text was a collaborative effort of historians from the Naval Order, the Navy Bureau of Medicine, and the Society for the History of Navy Medicine.



CAPT John Rodgaard, USN (Ret.) stands beside the historic marker to the U.S. Navy, Isla del Rey, Port Mahon, Menorca, Spain.

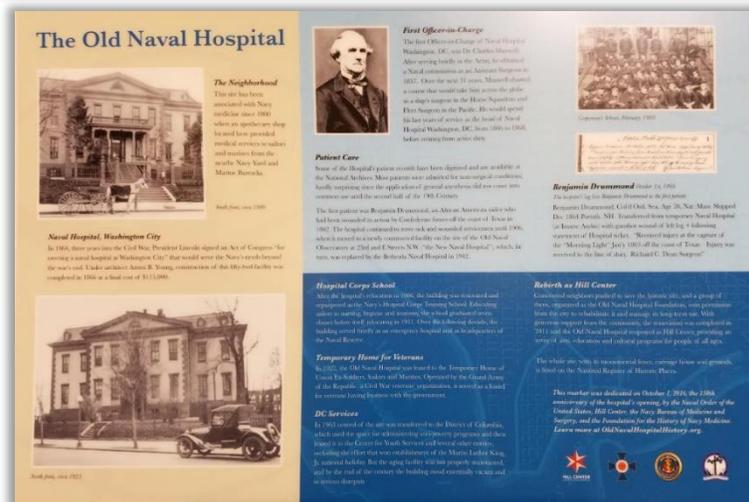
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The unveiling was part of two days of ceremonies to commemorate Menorca's naval history, to include a wreath-laying at the statue of ADM David Glasgow Farragut, whose father was born in Cuitadella, Menorca. The impressive list of attendees included the US Ambassador to Spain; US Consular Agent; Commander Sixth Fleet; Commander, Navy Medicine East; Consul of The Federal Republic of Germany; Royal Navy Defence Attaché to Spain; and the President of the Isla del Rey Hospital Foundation.

2016 Historic Marker at the Old Naval Hospital, now Hill Community Center, Washington, DC

In 1864, three years into the Civil War, President Lincoln signed an Act of Congress "for erecting a naval hospital at Washington City" to serve the Navy's medical needs. The fifty-bed facility was completed in 1866. Located in the Capitol Hill area at 921 Pennsylvania Avenue, Southeast, the hospital first served as an inpatient facility, then a school for Navy corpsmen, and lastly as Naval Reserve headquarters. In 1922, the Navy leased the building as a hotel for visiting Civil War veterans, until 1963, when ownership was transferred to the District of Columbia to house various social services. Eventually, the building fell into disrepair and was left vacant until concerned Capitol Hill citizens formed a foundation to restore the facility and preserve it for community use. Under a multimillion dollar restoration project, the building was returned to its former glory. Today it is Hill Center, a vibrant community services facility.

In 2016, the National Capital Commandery erected a marker on the grounds of Hill Center to preserve the building's history as the Old Navy Hospital and to commemorate the 150th anniversary of the hospital's opening. The project was a joint effort with Hill Center, the Navy Bureau of Medicine and Surgery, and the Society for the History of Navy Medicine. To develop the marker, the project team drew on records from the National Archives, the Hill Center Foundation, and the Navy Bureau of Medicine. The Naval Order Foundation, National Capital Commandery, the Society for the History of Navy Medicine, and Potomac Healthcare Solutions, LLC, provided funding.



Marker to the Old Navy Hospital, Hill Center, Washington, DC

The unveiling took place 1 October with participation by the Navy Ceremonial Brass Ensemble, the Sea Cadet Corps (H. E. Mooberry Division Honor Guard), the DC Council, Hill Center officials, and the Navy Medical Corps

2017 Historic Marker to commemorate the U.S. Naval Air Station, Cobh, Ireland

On 4 May 2017, representatives of the Naval Order, the Cork County Council, and the Port of Cork marked the centennial of the arrival of U.S. Navy Destroyer Division 8, on 4 May 1917 under Commander Joseph Taussig, at Queenstown (now Cobh), Ireland. The National Capital Commandery led the project to dedicate a historic marker to be placed on the grounds of what was once the Royal Navy Headquarters Admiralty House building; now a Benedictine Convent (Priory). The marker describes the role the U.S. Navy played in the concluding year of the Battle for the Atlantic, 1914 – 1918.

Participants at the unveiling were Irish veterans and members of the Cork American Legion Post, Cobh city officials, the American Legion, the US Deputy Chief of Mission to the Embassy of the United States, Port of Cork Chairman, Chief of Chaplains, Irish Navy., and the Deputy Chief of Staff for U.S. Naval Forces Europe-Africa, 6th Fleet. Taussig's great granddaughter unveiled the marker.

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2017 Painting of Admiral Lucius Johnson given to the Army and Navy Club, Washington, DC

Admiral Lucius Johnson, MC (1882-1968) was a storied Navy officer who pioneered the deployment of Mobile Surgical Hospitals during WWII. He oversaw construction for the Navy hospital project that became Walter Reed National Military Medical Center, Bethesda, MD. He is also known as the man who introduced the Daiquiri cocktail to the Army and Navy Club in Washington, DC, after he tasted the cocktail in Cuba in 1909.

On Friday, 23 June 2017, members of the National Capital Commandery, the Navy Bureau of Medicine and Surgery, the Navy Historical Foundation, and the Society for the History of Naval Medicine gathered to dedicate a portrait of Johnson in the club's Daiquiri Lounge. Companion Lt. Jay Gaul headed the project. His father, J. Hunter Gaul III, a Pennsylvania portrait artist and former Army officer, painted the portrait, and attended the unveiling.

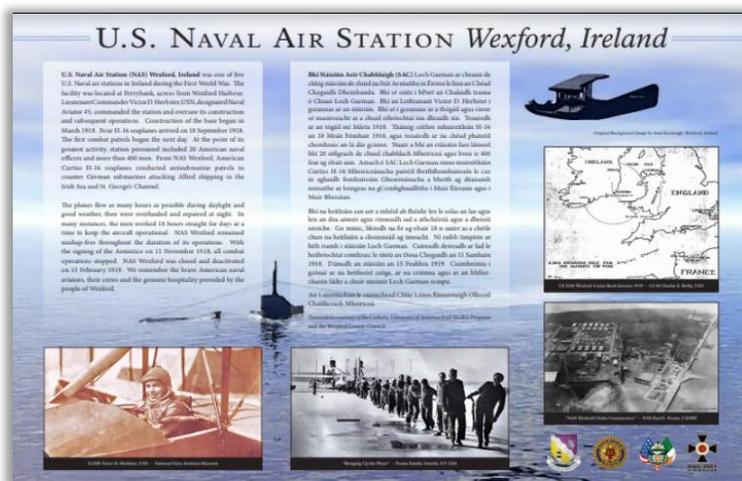


Portrait of Admiral Lucius Johnson, Army and Navy Club, Washington, DC

The President of the Army and Navy Club opened the dedication ceremony. The Deputy Chief, Navy Bureau of Medicine and Surgery presided, unveiling the portrait in the capacity of Acting Surgeon General of the Navy. A reception followed, in which everyone enjoyed a cold, tasty Daiquiri.

2018 Marker to U.S. Naval Air Station at Wexford, Ireland

On 24 June 2018, the US flag flew beside the Irish flag over the harbor town of Wexford, Ireland. On that day, members of the National Capital Commandery held a public ceremony to unveil a historic marker commemorating the U.S. Naval Air Station, Wexford, 1918-1919, when Navy seaplanes protected Allied shipping from German U-boats. NAS Wexford was one of five U.S. naval air stations in Ireland during WWI. Naval aviator, Lt. Commander Victor D. Herbster, commanded the station, which was deactivated in 1918, following the Armistice.



The National Capital Commandery oversaw the marker's design. The Wexford County Council provided the framework and installation for the marker. The unveiling coincided with the annual, three-day Wexford Maritime Festival.

The afternoon ceremony took place on the quay with about 100 spectators attending. The Director, U.S. Navy History and Heritage Command gave the keynote speech. The grand-daughter of Lt. Commander Herbster was the honored guest. The official party represented the US Embassy, the Ancient Order of Hibernians, and the American Legion, as well as Wexford's city council and historical society.

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Afterward, Naval Order companions joined the official party on the town square for the annual wreath-laying at the statue of Commodore John Barry, Wexford's favorite son. The Irish Naval Reserve Fife and Drum Corps, Irish veterans, and the Irish Navy Honour Guard took part. The Irish Minister of Defence spoke about Irish Defence Forces in UN peace-keeping missions. The ceremony ended with playing of the Irish and American national anthems.

2019 Historic Marker to the USS Constitution in Valletta Harbor, Malta

On Saturday, 16 November 2019, representatives of the National Capital Commandery (NCC) dedicated a historic marker on Malta, to commemorate the presence of the U.S. Navy and the USS Constitution there in the early 1800s.



The National Capital Commandery led the project with support and funding from twenty-four (24) private donors. Diplomatic and U.S. Navy representatives attended, as well as officials of the Maltese government. The project is significant in that Malta is an emerging U.S. security partner in the crossroads of the Mediterranean.

Future Markers

The National Capital Commandery is planning two more markers. One will commemorate the U.S. Coast Guard in Bermuda. The other will pay tribute to the WWI Naval Air Station at Bantry Bay, Ireland. Both projects have been delayed due to the CoVid-19 pandemic.

Submitted by Dr. Judith Pearson

The New Orleans Commandery conducted their first virtual meeting by ZOOM 10 July when the Covid-19 virus prevented meetings of companions together.

At a time when the fore-front issue across the country was racial justice, demonstrations, and riots, the speaker was Rafael Goyeneche, the President of the New Orleans Metropolitan Crime Commission. A former prosecutor,



Rafael Goyeneche

he has headed the local criminal justice watchdog organization for the past 30 years. He is the acknowledged local expert on police policies and performance, court prosecutions, and the detention systems.

Goyeneche explained why New Orleans was not experiencing the same wide-spread demonstrations turned riots, looting, and destruction in many large American cities. In response to a highly publicized police incident in the aftermath of Hurricane Katrina, the city entered into a comprehensive consent decree, which they have successfully and peacefully implemented in the past eight years. New Orleans police enjoy public respect and have experienced only a few problematic demonstrations. When one turned violent, police were quick and effective in quelling the violence without recurrence.

Goyeneche said that elsewhere, when police failed to keep the peace early on, demonstrations grew in violence and continued nightly. Criminals are being released from prison early, and those arrested for violent crimes during riots are returned immediately to the streets without bail. Defunding and severely cutting of police budgets has resulted in cancellation of recruiting, early retirements and resignations, and cutbacks of resources and training. The results necessarily severely impact on the ability of the police to protect public safety, especially in the most vulnerable neighborhoods.

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The New Orleans Commandery held a virtual zoom tour of the Regional Military Museum in Houma, LA. Curator CJ Christ, companion and noted historian, led us through the two main buildings filled with WWI and WWII artifacts. The foremost expert on German U-Boat activity in the Gulf of Mexico during WWII, CJ was interviewed only the week before by the Smithsonian for his historic exploits as pilot of a B-29 over Korea. It was the first time we were attacked by jet fighter MIG 15's, firing cannons with stand-off range greater than our 50 Calibers, and able to retreat over the Yalu River where we could not go.



Historian CJ Christ standing before President Eisenhower's Air Force ONE

The museum features President Eisenhower's Air Force ONE, the first for America, as well as an Avenger torpedo dive bomber and a Huey helicopter. There is a working tank, and USMC mules with 106 recoilless rifles. All are like new, in running order, and appear in local parades. There is an extensive display of WWII American and German weapons – rifles, pistols, and even swords. There are many superb large ship models including a 19-foot long aircraft carrier with detailed model planes on deck, a merchant ship, the Queen Mary (used for troop transport), and even the Japanese carrier Atagi. There are several sets of full uniforms, including a high-ranking Polish officer with ribbons and medals and CJ Christ's own father's full WWI uniform, complete from helmet to boots, and name tag. There is the actual map of the Gulf of Mexico used by the Germans which displays every route of U-boat attacks during the war. (42 ships were sunk in just the month of May.)

CG COL Allan Cruz USMC (Ret.) also participated from his home in California and reported on the upcoming NOUS Congress.

Submitted by Gary Bair, USN (Ret.)

Reflections on Pearl Harbor

I guess it is an indication of the inexorable passage of time, that it is getting harder and harder to find people with any Pearl Harbor or WWII memories. I was just short of being six years old when the Japanese attacked Pearl Harbor.

Growing up in the middle of the country, I had never even heard of Pearl Harbor. Nevertheless, it became apparent quite soon, to my emerging awareness, that something really big had happened. My most vivid recollections of that day were the pictures on the front page of the paper, of the billowing black smoke in those pictures, rising above hulks of damaged ships.



Little did I realize that that event would precipitate the most formative aspect of my young life - four years of the most hellish war the World had ever seen.

The Official Naval History website sums it up with the following words:

"The 7 December 1941 Japanese raid on Pearl Harbor was one of the great defining moments in history. A single carefully planned and well-executed stroke crippled the United States Navy's Pacific Fleet. Within a short time, five of eight battleships at Pearl Harbor were sunk or sinking, with the rest damaged. Several other ships and most Hawaii-based combat planes were also knocked out and over 2400 Americans were dead.

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The Pearl Harbor attack entered the consciousness of contemporary Americans more forcefully than any other single event. Regarded as a dastardly "surprise attack" and an act of "infamy", during the Second World War every effort was made to keep its memory bright. Posters, popular songs and other media were staples of wartime popular culture, regular memorial services were held to commemorate the dead, and flags that had flown at the Capitol and White House on 7 December 1941 were raised over Rome, Berlin and Tokyo at war's end.

Even after the conflict ended, the Pearl Harbor "surprise" helped shape a generation of National defense policy and was not forgotten by those who had lived through the war. Monuments, large and small, were erected on the battle sites. Around the country, veterans' reunion groups met regularly to keep the memory alive. "

The War reached out and touched us all, no matter what age. I remember rationing. Meat was rationed. My mom and dad had red tokens that you needed to buy meat. You received just so many tokens and you had better spend them wisely because when you ran out of tokens it was oatmeal till the beginning of the next month. Gasoline was rationed. You had either an 'A', 'B', or 'C' sticker on your windshield depending on your occupation. My dad was an investigator and had to be on the road, so I think he got a 'C' sticker. That gave him a greater gasoline allotment than most others. And asking your mom for a candy bar was a really, big deal. You rarely got one; couldn't afford it. Bubble gum was virtually non-existent. There must have been something in bubble gum they used to make tires. I remember my mom cutting the ends out of tin cans and letting us flatten them out by stomping on them. Recycling then was considered a patriotic duty. Everybody had a "victory" garden. I can remember buying war stamps at school with the occasional coin I received.

All these things provided a 24/7 awareness, to use a more modern expression, of the War and that everybody was involved.

Most of all, I remember the Service Flags hanging in windows with white stars, and when those white stars turned to Gold you knew another son, brother, father, uncle, or friend had been killed in action.

Superimposed over all of this was the rallying cry of "Remember Pearl Harbor" and as the war dragged

on, it became seared into the national consciousness that never again would we allow ourselves to be unprepared for a sneak attack.

During the Cold War that sense of, "never again" being unprepared served us well. We knew that technology and advances in weaponry, such as Nuclear Tipped Intercontinental Ballistic Missiles, made sudden attacks ever more possible and devastating, and our determination to stay abreast of the Soviet Union in the arms race was rooted to a large degree in that vow never to be again caught unprepared. That was the psychological legacy of the attack on Pearl Harbor.

I wonder if that determination is still with us. I wonder if decades of being the world's number one Super-Power has generated a sense of apathy that could seriously injure us again.

Al Bruene was the gun captain on number one gun, turret three on the USS Arizona. At the 50th anniversary of the attack, he said, "We should, regardless of age, learn about this milestone in the history of our country and, as a demonstration of our patriotism, remember the 2,403 Americans (2,008 sailors; 218 soldiers; 109 marines; and 68 civilians) who paid the ultimate price in courage for their country."

Remember Pearl Harbor!

And as some second thoughts...*Remembering*

The anniversary of Pearl Harbor, that day that will "Live in Infamy", some reflections on our 'TODAY' are in order. It occurs to me that we Americans have a penchant for celebrating disasters rather more than victories. We "Remember the Alamo", we "Remember 9/11", we "Remember the Maine" and, of course, we "Remember Pearl Harbor".

It is not inappropriate to do this, but we seem to find it hard to sustain Annual "Midway Dinners", remembrances of Manilla Bay, or "D-Day" dinners.

There are probably a number of emotional reasons for this business of remembering disasters. There is embarrassment. We cannot avoid the fact that Pearl Harbor was a crushing defeat. As to 9/11, we have been endlessly berating ourselves regarding who knew what and when, and what should have been done to prevent it from happening. We need to blame someone for our embarrassment.

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Certainly, there is the revenge factor. "Remember Pearl Harbor" was a rallying cry to visit retribution on the Japanese for what we believed was an unprovoked act of treachery. Remember the Alamo, as well as 9/11, involved the same vengeful emotions.

I think there is also an element of guilt for not being prepared and to resolve that it will, therefore, not happen again. There is also probably a little feeling of guilt that we enjoy the fruits of the sacrifices of those heroes and of those who had the misfortune to be the victims.

We look back and think of the people involved in these disasters as heroes. There were certainly many heroes at Pearl Harbor who reacted with conspicuous bravery during the attack. The Firemen and other first responders in New York were heroes for risking their lives to save others. The people in the flight over Pennsylvania were certainly heroes for taking down a plane they were quite certain was aiming to kill many others. These people are true heroes, but the reality is that most of the casualties in these disasters were not heroes – they were victims and I think that is what really angers us. We are angered and frustrated that essentially good people, going about their daily lives, for no logical reason, had their lives snuffed out. We need to remember both the victims and the heroes, and to pray for them, but the higher honor goes to the heroes.

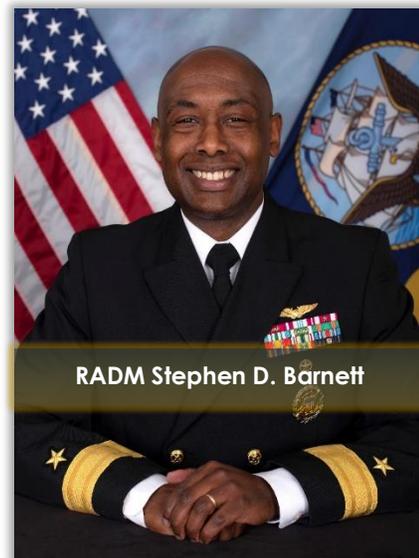
So, I sincerely say, let us again "Remember Pearl Harbor". Remember the unfortunate victims and the heroes that emerged from that "Day of Infamy". Vengeance for Pearl Harbor is no longer an issue, but have we remembered and corrected the mistakes that led to our vulnerability? Most importantly, we need to remember the men and women who assumed the task of bearing the aftermath of that treacherous attack. We need to remember all the victims and heroes of that terrible war. Likewise, we must remember the men and women who are today's real heroes, the ones who are voluntarily putting themselves at risk so that you and I may enjoy the blessings of Freedom and Liberty.

God Bless America and God Bless our fighting men and women who continue to serve and protect us today.

Submitted by CAPT Greg Streeter, USN (Ret.)

NOUS Northwest Holds Two Discussion Group Sessions via Zoom

On 20 June, the Commandery welcomed RADM Stephen D. Barnett, USN, Commander, Navy Region Northwest who presented "Your Navy in the Northwest." With an area of responsibility covering eleven states, RDML Barnett's Region includes the nation's third largest fleet concentration and his billet continues a Puget Sound Navy presence dating back to 1841.



RADM Stephen D. Barnett

Our Discussion Group leader, CAPT Joe Valenta, USN, (Ret.), chaired the second half of the 20 June meeting which commemorated the Battle of Midway and included relevant book reviews by himself as well as CAPT Dick Griffin, USNR (Ret.) and CAPT Jim McGinnis, MSC, USN (Ret.). Additional special guests for the evening were NOUS Commander General COL Allan F. P. Cruz, USMC (Ret.) and past NOUS Treasurer Ms. Susie McLaurine.

A separate Discussion Group meeting was also held during the summer on 24 August with the title of "Our Sputnik Moment", a review of the nation's response to China as a military threat in the context of the COVID-19 scenario. Presentations were made by CAPTs Valenta and McGinnis as well as CAPT Solon Webb, USN (Ret.), ETC Gil Beyer and Dr. Frederick Wolf.

Upcoming Events

Planned upcoming events are listed with details on NOUS Northwest's website at nousnorthwest.org. Each meeting is led by NOUS Northwest Commander CAPT John Laible, USN (Ret.).

Submitted by CAPT John Laible, USN (Ret.)

The San Francisco Commandery continued to meet for their monthly lunch meetings in June, July, and August. We host a guest speaker and address Commandery business via the ZOOM platform. Attendance at these meetings has been between 40 and 60 attendees.

Our Commandery also hosts a happy hour an hour before our Meetings. Prior to our noon kick-off, Companions log into ZOOM at 11am. They chat in an un-moderated format with fellow San Francisco Companions and Friends of the Commandery. We then come to order at noon on the 2nd Monday of the month.

We have found that ZOOM offers significant benefits to presenters

1. Audience Multi-Media Experience: Presenter's slides show up in crisp detail on attendees' laptops, tablets, and phones.
2. Distraction Management: Meeting hosts can manually mute attendees to eliminate crosstalk, barking dogs, and other random noises.
3. Captive Audiences: Audiences are generally watching alone and have an appetite for compelling stories in these times of lockdowns.
4. Broadened Audiences: Presenters can have friends, relatives, and colleagues attend who otherwise couldn't because of time, space, or distance challenges. For instance, RADM Tom Andrews had over 20 guests attend from around the country for each of his presentations.

Companion CAPT Tom Snyder continually raises the bar on the audience and presenter experience. He has taken the initiative to learn more and more about the ZOOM platform and he's made it easier for presenters to present and audiences to watch and engage.

In June and July, Companion RADM Tom Andrews presented a 2-part program on the Battle of Leyte Gulf. RADM Andrews made a promise to himself 20 years ago to tell his father's story so the story would not be lost to history. These presentations helped him keep this promise and they highlight his father's role in the battle. RADM Andrew's father was a pilot and earned the Navy Cross for his heroism.

RADM Andrew's friend from college, Asher Roth, recorded the presentation and uploaded it to YouTube. The link is below. Watch and enjoy:

Battle of Leyte Gulf, Part 1: The Odyssey of the Old Crow - youtu.be/-guob-xTtwo

July's presentation focused on the battle and the heroism of the sailors and his father as the fleets made contact. This presentation is also now on YouTube:

Battle of Leyte Gulf, Part 2: The Battle off Samar - youtu.be/xewKKMqjxo0

Our topic for August was titled: *Hungnam Evacuation: Breaking Barriers for Freedom and Humanity*, presented by Kowoon Jeong.

Kowoon was our Commandery's High School History Day winner. She created a documentary that tells the story of America's largest sea-borne evacuation of refugees under combat conditions. This evacuation is also known as "The Christmas Miracle" as 100,000+ North Korean refugees were evacuated from the North Korean port of Hungnam in December 1950.

RADM Andrews arranged for Korea's San Francisco Consul General to join us for this special event. The Consul General recognized Kowoon for her creative and historical excellence and provided additional context about the evacuation.

This presentation is also available on YouTube: tinyurl.com/yymdug4z

Although we have had severely limited personal interactions during this period, commandery companions continue to be engaged. RADM Tom Andrews is chair of the USS Oakland Commissioning Committee while MCCS Bob Hansen assists. The committee meets regularly with Navy and civic officials via ZOOM, working towards the goal of a commissioning ceremony at the Oakland waterfront next spring.

Of course, not everything can be done electronically.

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Korean War Memorial Commemoration

San Francisco Commandery Companions continue to play a key role with the Korean War memorial. This year June 25, 2020 marked the 70th Anniversary of the war's start. Representing the commandery at this year's commemoration was companion LtCol John Stevens, USMC (Ret.) and his wife Jody. In a muted ceremony at the Korean War Memorial in San Francisco's Presidio, Stevens, a veteran of both Pearl Harbor and Frozen Chosin was the only veteran that participated in a very private event.

LtCol John and Jody Stevens mark the 70th Anniversary of the Korean War at San Francisco's Korean War Memorial.



LtCol John and Jody Stevens laying a wreath at the Korean War Memorial in San Francisco

Since this period also marks the 75th anniversary of the end of World War II, individual companions in their own way paused to remember the sacrifices of "The Greatest Generation" and paused to salute our companions who were part of that historic struggle.

Submitted by Maj Gene Redding, USMC (Ret.)

Commissioning of USS Oakland (LCS 24)

Since early this year, we have all been faced with some serious challenges as we have confronted the Pandemic, the Economic Collapse of small businesses, the sometimes violent unrest over racial inequality, the political battle for President, and now, at least in California and some of the other western states, the onset of fire season. It's been a bit rough for all of us, I am sure.

I am writing you today because, in the midst of all of this, things do go on.

Here in the Bay Area, one of the things we are trying to continue to pursue is the commissioning of one of the Navy's newest ships, the USS *Oakland* (LCS 24). We have received verbal approval from SECNAV to proceed with the commissioning in the Spring of 2021, and plan to hold the commissioning ceremony at Howard Terminal at the Port of Oakland.

We have initiated our fund-raising effort with a mailer to past contributors and have also started to approach local businesses, as the corporate giving component of this process is usually the most significant of the entire effort in terms of dollars. Our initial entreaties, however, have found that the businesses based in Oakland are struggling, too, even some of the larger international corporations, and may not be able to come through as they might in more normal times. That puts the onus on the Commissioning Committee to work harder to make this happen. And that is why I am writing to you today.

Over the past few months, I don't know about you, but I find that I have spent less money on the things that normally make me happy, e.g., going out to dinner, going to the movies, traveling, among many other things. I have spent MORE money on food to make at home, and some more money on Netflix and the like; but, in sum, less money than normal. I imagine the same is true for all of us. What I would like for you to consider is possibly redirecting a portion of that money to the commissioning of the USS *Oakland*, and maybe more than you might otherwise give. The price of one meal out each month for the past six months might amount to over \$500, or two meals a month...well, you can do the math on that. And we would like to provide you with an incentive – if you give at the Bridge Level (\$500), not only will you become an Honorary Plank Owner, but we will send you a bottle of Dennis Brothers Port, crafted by none other than the Committee's Deputy Chair for Logistics, Mike Dennis. If you give at the Bronze Level or above, again, you will become an Honorary Plank Owner, and we will send you both a bottle of Dennis Brothers Port AND a bottle of

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Henry Trione's Henry's Blend Red Wine from the Trione Winery, one of the best wines I have ever tasted. We will even get the bottle autographed by Scot Covington, the incredible winemaker at Trione Winery. What more can you ask for! A donation of any size is appreciated. We sincerely appreciate any assistance you

can provide and we wish everyone good health and safe travels in the months to come. Please go to USSOaklandcommissioning.org to contribute and note that you are with the Naval Order in the Organization block. That will prompt us to mail your wine to you.

**Submitted by RADM Tom Andrews
Chair, USS Oakland Commissioning Committee**

The USS Oakland (LCS 24) is coming to Town!



Sponsored by Ms. Kate Brandt, Google's Sustainability Officer and former Chief Sustainability Officer for the Federal Government under President Obama, the USS Oakland (LCS 24) is expected to be commissioned at Howard Terminal in the Port of Oakland in April 2021. She recently completed acceptance tests with the builder, Austal USA, and has been accepted by the U.S. Navy. A formal commissioning ceremony will be held alongside the ship as she is ceremonially brought to life. Don't miss this opportunity to be a part of history in Oakland with the USS Oakland!

Part 3 – My Time with the “fighting” Seabees

I returned to DaNang on 24 September 1969. I was an old timer so knew the routine and did not go through the long “check in” process. The thirty day “free” leave had been worth it. I was able to spend time with my immediate family as well as my grandparents from the Philippines. Best of all, I was guaranteed an early out from active duty.

Back at NSA DaNang leadership had changed at HQ. Someone new had apparently read the grooming regulations and grooming standards that had been ignored in the past started to be enforced. Security personnel stood at random intersections in Camp Tien Sha to check the length of our sideburns. One of the guys in my division passed the “barber” exam so as a form of rebellion he only trimmed around the edges when he cut our hair. He left the hair on top alone. We also grew rather scraggly mustaches. The enforcement did not last.

Now a boat captain, I did not work at the SCRF. Our leading chief had me run errands in the harbor. Sometimes I would offload ammunition from ships that couldn't pull into the piers, and deliver it to the marines at their nearby bases. Often, I would shuttle mail and passengers (and even Marines) to and from the hospital ships *Sanctuary* and *Repose* to various points or other ships in the harbor.

My favorite ship for runs was the USS *Oklahoma City* (CLG 5) since it always sent down box lunches whenever we pulled alongside. The day after I delivered beer to one of the other ships, it was sunk by a mine. Though things were generally calm, there was still some excitement now and again. I was able to develop great skills in moving vessels into the floating dry dock for repair. That skill put me in good stead for my next, and final assignment.

The fall of 1969 was the longest I stayed in the “nice” barracks at the Tien Sha annex. They built a mess hall, that never opened as a mess hall, but was open briefly as a club. Most evenings were usually spent preparing boats for transfer to the Vietnamese Navy under ACTOV. Evening meals were brought to the lighterage causeway and we seldom got back to the barracks before 220.

I developed good friendships with my barracks mates. One of them was an east coast kid named John Brown. Brownie, as I called him, was a friendly guy. We would eat chow together, hang out together, and share sea stories together. Brownie worked on the LCUs and YFUs, while I continued my boat driving around the harbor. I got along so well with him that I invited him to join me on my next R&R to the Philippines.

he R&R in January 1970 was a sad occasion. My grandfather passed away suddenly the week before Christmas, and both Brownie and I were hesitant about staying in the family home. We checked into a hotel, but my grandmother showed up one morning and checked us out. We provided a distraction. She became attached to my friend, Brownie. We enjoyed going out to eat and attend parties with my teenage cousins.

After I returned from R&R, I had a new assignment - Mobile Construction Battalion 74 (MCB 74). MCB 74



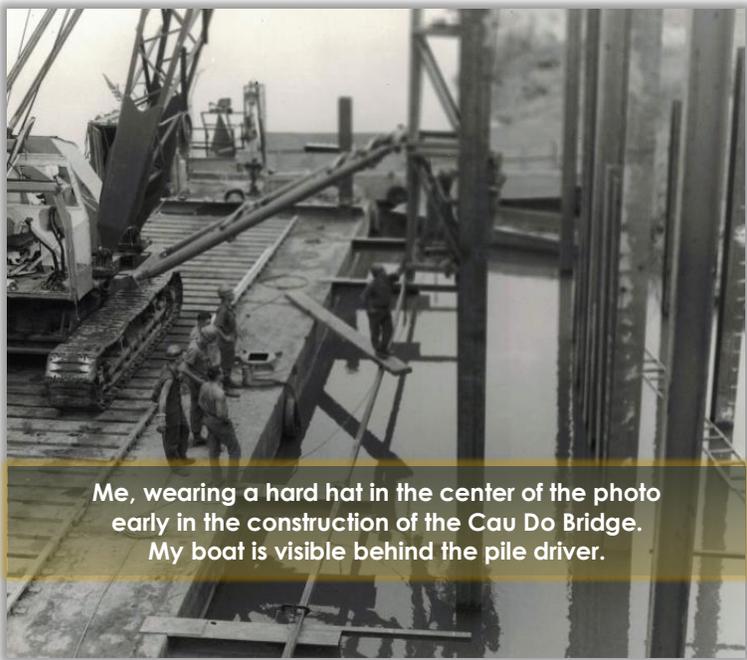
Me, on the left, with Brownie
in late 1969 near the lighterage pier.

had deployed to DaNang in late September as part of a cycle of rotations of Seabee battalions. It was involved in numerous construction projects in the tactical area. Based at Camp Hoover adjacent to

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the Air Force Exchange at Freedom Hill, NSA supplied them with an LCM 6 boat to help move barges at a riverside construction site. I was the boat driver. In late November of 1969, MCB 74 Charlie Company had begun planning for the construction of the 730 foot, nine-span steel Cau Do Bridge across the river to the southwest of DaNang Air Base. Estimated completion of the project was 20 April 1970, which coincided with my official end of tour.

The Seabees had a unique culture. Many had worked construction as civilians and came into the Navy as Petty Officers in their civilian specialties. Most of the men on the river job site were steelworkers, builders, and equipment operators. We were driven out to the job site every morning and back to Camp Hoover at day's end. A small Marine security detachment lived at the job site. There were occasional attacks by the enemy. Once a sapper on a bicycle rode right by me and threw a



Me, wearing a hard hat in the center of the photo early in the construction of the Cau Do Bridge. My boat is visible behind the pile driver.

bomb at the marines. Despite attacks, there was steady progress on the bridge and a couple of times I was able to take the boat upriver to the lighterage causeway for supplies or a day off.

Change continued in DaNang. Withdrawals accelerated, and everyone was offered an early out, if possible. President Nixon had set the first increment for troop withdrawals to April 1970 and many who were scheduled to leave in May were offered early outs in April.

My guess is that no one declined. NSA DaNang was downgraded to a Naval Support Facility and moved headquarters staff to a small building at China Beach.

Meanwhile, the Navy facilities at Eagle Beach in Tan My were turned over to the U.S. Army Support Command and the Navy officially disestablished the Tan My detachment in March 1970. Task Force Clearwater moved to the PBR mobile base on 16 February and was officially turned over to the Vietnamese on 1 June, 1970.

I was a "short timer." On 29 March, the bridge was open to one-way traffic, and my assignment ended. I went back to Camp Tien Sha. It seemed that the enemy wanted to give me a going away present. The last week I was in Camp Hoover I woke up one night to sirens and the whistling of rockets passing directly overhead. They missed us but hit the civilian area across the road. The war continued. As I returned with the boat to Camp Tien Sha, I could still see our Marines in the rice paddies on patrol along the river. During my last week, the sirens went off nightly. On the night of 5 April at 0200 the sirens were accompanied by explosions as my barracks compound at the Tien Sha annex received direct hits for the first time. Some of the newbies could be heard shouting "wow that was close." I pulled the blanket over my head until the "all clear" sounded. With less than a week left in my tour I figured it was safer to stay in bed than run to the bunker. The next day I went out to survey the damage.

The first week of April was not supposed to be my last week in Vietnam, but the Nixon administration sent several charter aircraft with orders to fill them up. My departure was moved up a week and a half to 10 April so I could count as a troop withdrawal. I last heard the sirens while standing at the departure gate at DaNang Air Force Base.

I was released from active duty at Naval Station Treasure Island in San Francisco effective 17 April. While there, many people I knew from DaNang appeared and were released as well.

A couple of guys told me that they were sent home so quickly that there was no time to pack their gear. Neither complained. Two recruiters talked with us; one was CIA and the other was from the Navy Reserve.

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I affiliated with the Reserves and stayed with them until 2008.

Postscript: I learned that my division had the highest casualty rate for the U.S. Navy in Vietnam; most were between 1968-69. When I look at the lists. I count at least 30-40 men in my division who were killed while I was there. Others were killed in and around DaNang, Tan My, Cua Viet or one of the other detachments scattered throughout the tactical zone. I remembered the bullets that passed so close to my head that I heard the whistle and the land mine I stepped on that did not go off. The Naval Support Activity/Facility at DaNang was officially turned over to the Vietnamese in April 1972. Task Force Clearwater, disestablished in June 1970, was awarded the Presidential Unit Citation for heroism during the Tet '68 Offensive and subsequent actions. Naval Support Activity DaNang was awarded the "Navy Unit Commendation" and MCB 74 the "Meritorious Unit Commendation" for action during the time I served. The Lighterage division had many "Purple Hearts" but only our department head received a personal award: "The Bronze Star with Combat V." His citation noted that he had exposed himself to enemy fire by visiting troops (me and my shipmates) in the field. I don't recall anyone in my division receiving any personal award. I remember his visit. His helicopter landed and he got off. He shook some hands and left.

The last American listed on the Memorial Wall is 2ndLt Richard Vandegeer, USAF who was killed during the Mayaguez Incident on 15 May 1975.

In the years since my return much has changed. There is now a beach resort called "Tien Sha." Many of my friends had served with me but I didn't know them at the time. The Naval Order has many Vietnam Veterans among its commanderies. Attitudes have changed as well. I frequently get "thank you for your service" from strangers. At a commemorative event at the Marines Memorial Club recently I asked a fellow attendee about her "connection" to Vietnam. She replied that her father had trained the North Vietnamese Army to fight the Americans. John "Brownie" Brown found me on Facebook. The "Official" 50th Anniversary Commemoration will last through 2025.

Submitted by MCCS Bob Hansen, USN (Ret.)

MEMBERS-MEMBERS-MEMBERS

From 1 January through 18 August, the Recorder General has recorded 41 new members. Surprisingly, 36 of them joined as a result of inquiring through our web site.

That leaves just five new members coming from individual commandery efforts. I know we can do much better than that, especially because we are an organization of some 1,400 members, and especially considering there are thousands of people who would join tomorrow if simply asked.

Covid 19 has not had a negative impact on inquiries coming from our website, however. Since 1 January, 83 inquiries have appeared on my computer screen, 13 of them -- more than double the usual amount--- just this month (August) and it's only the 20th of August at this writing.

This proves my point. People WANT to join! You'll probably be in the presence of one 72 hours after reading this OR you can think of one during the same time.

We cannot sit back and hope that our website 'grows' our organization. To grow, our new member rate must exceed our attrition rate. That means you and I must do our part in recruiting. The Naval Order with our 1,400 members should easily be able to produce at least 200 new members each year.

BTW...our oldest member in NOUS, COL Jonathan Mendes USMC (Ret.), who will be 100 years old in November, just proposed a new member who is joining as I write this. BZ Jonathan!!

Bring in a new member. It will make you feel good!

If you have any questions, need any marketing materials or ideas, or need a membership packet, please contact me with the information below.

3 Mildred Terrace, Flanders, N.J. 07836
H- 973-584-9634 Cell 201-874-0730

**Submitted by Donald W. Schuld, USN (Ret.)
Vice Commander General-Membership**

COMMANDER CHICK PARSONS AND THE JAPANESE

I am a typical baby boomer who grew up in the years immediately following World War II. I think I have a unique perspective on the war. My father's cousins in Norway survived and shared stories of the Nazi occupation. My mother's family lived through the Japanese occupation of Manila and the battle that liberated the city and the massacre of many of its inhabitants. One of my grandfather's friends was American expatriate Chick Parsons. They knew each other best from the La Insular tobacco factory. However, many old Manila City directories show that they crossed paths in the social and business set of the pre-war period. After coming across Chick's name in several sources, I contacted his son, author and historian Peter Parsons, to get the whole story. The following is an excerpted from that story.

Commander Chick Parsons and the Japanese

By Peter Parsons

This is a story about my father, Commander Chick Parsons, who was instrumental during WWII for organizing a fleet of submarines to supply the resistance in the Philippines. He was the connection between General Douglas MacArthur's GHQ and the guerrillas.

War Started

I was born in the Philippines, and was nearly five when the Japanese marched past our house on then-Dewey Boulevard to begin their occupation of Manila. This was early January of 1942. It still runs before my eyes like a movie: a group of us neighborhood kids was swimming in our pool; as the soldiers raised their arms to us and shouted Banzai ("Long Live the Emperor", a Japanese battle cry), we raised our arms and Banzai'd them back.

Within a few minutes of that cheerful introduction to the Occupation, a platoon of soldiers and a Japanese officer in a car with little Japanese flags fluttering above the two front-wheel fenders, came to our gate on Roberts Street. The whole family gathered in the driveway. The officer approached and said he wanted my father to go with him.

My grandmother, Blanche Jurika, protested, saying that Chick was a Panamanian Consul (he had been ad hominem Panamanian Consul and is listed as such in City directories of the period) and had diplomatic rights. She pointed to the very large flag hanging from our porch. The officer walked up to her and hit her across the face. Down she went. For me, this was the beginning of the war. The earlier

bombings had merely been a prelude. I stood there shivering in the hot sun.

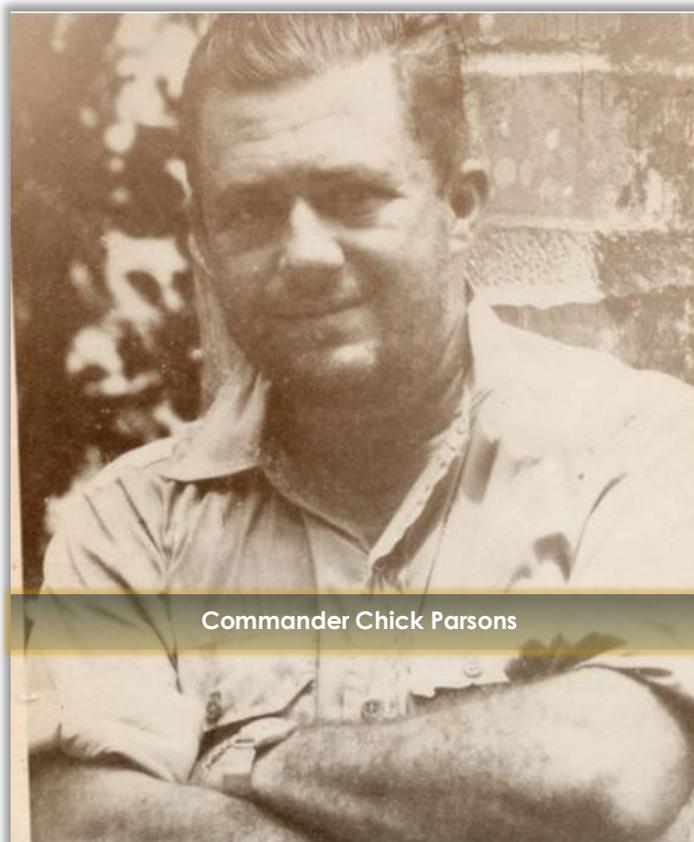
We had gotten rid of all my father's Navy uniforms and equipment after he was abandoned in Manila. The last PT Boat to Corregidor left without him a week earlier. Since that time, he had started speaking only in Spanish and hoping that his title of Honorary Consul to Panama (part of his function as manager of the Luzon Stevedoring Co.) would earn him some benefits of treatment and even expatriation. He ended up getting treated badly, but expatriation, miraculously, was granted, largely due to the efforts of

Swedish Consul, Helge Janson.

Before the War

Chick had worked and traveled extensively throughout the Philippines.

Continued on next page...



Commander Chick Parsons

COMMANDER CHICK PARSONS AND THE JAPANESE

He had been private secretary to Governor General Leonard Wood in the early 1920s. He had worked in: the telephone company; the La Insular Tobacco company; a lumber yard near Zamboanga; and in 1931 became manager of Luzon Stevedoring. While in this capacity, he began working with both the Mitsui and the Mitsubishi companies, sending them molasses. In 1932 he joined the United States Naval Reserve, and was attached to submarines.

Because of his company's mining interests, he had actually become president of a Japanese company. Some of his best friends before the war were Japanese. One in particular was E. Namikawa of Pacific Mining Co. It is somewhat ironic that a man who had so much prewar workings with Japanese would end up being captured by them, questioned roughly by the Kempeitei in Fort Santiago; and then later to be a leading figure in the resistance against them.

He had even been tempted to work for Japanese companies during the Occupation in order to be closer to valuable intelligence information.

Many Japanese knew of Parsons' activities within the U.S. Navy Reserve, including one "Pete" Yamanuchi, a photographer. Yet no one turned him in. The night before he was to leave the Philippines on the Japanese vessel *Ural Maru*, Parsons was paid a visit (around 5 June 1942) by Yamanuchi, now a Japanese naval officer. He had a case of beer with him and they put a good bit of it away. Yamanuchi wished his friend a safe trip.

The Japanese company Parsons was president of was the "Nihon Kogyo Kabushiki Kaisha," literally Japanese Mining Company. How this came about is that a foreign company needed to be 60% American or Filipino; and somehow Luzon Stevedoring made the necessary arrangements.

Working with MacArthur and the Guerrillas

When Parsons arrived in New York on the Swedish exchange ship, *Gripsholm*, he was sequestered by the FBI and questioned regarding his being freed by the Japanese. They felt he had no diplomatic privileges or rights, and he had been president of a

Japanese company. In short, they suspected him of being a Japanese spy. Friends in Naval Intelligence and in the State Department came to his rescue. But before he went ashore to freedom, he remarked to his interrogators that they were nearly as bad as the Kempeitai!



He was called, in September of 1942, to serve in General MacArthur's GHQ in Brisbane as the person to establish and maintain contact with the resistance movement in the Philippines.

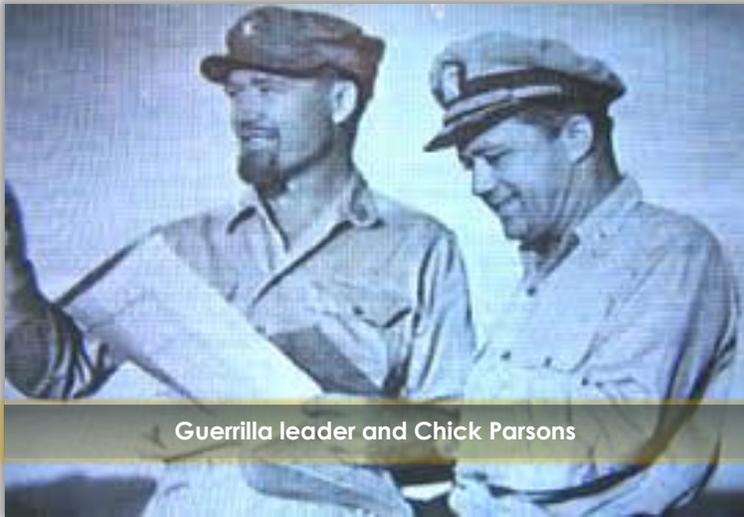
To that purpose Parsons "borrowed," from the Navy, 20 boats, called Special Mission submarines; Parsons' small group within MacArthur's larger Philippine Regional Section was called Spyron. MacArthur sent Parsons on the USS *Tambor* to southern Mindanao in March, 1943; this was the beginning of 49 special missions to supply the guerrillas and create coast watcher radio stations throughout the islands. Eventually there were about 350,000 guerrillas and over 200 radio stations.

While in captivity of the Japanese in Manila in 1942, Parsons began his "Manila Intelligence Group" (MIG). This was made up of well-known civilians including priests and laborers who fed information to MacArthur until 1944, when a Filipino spy for the Japanese, Franco Vera Reyes, was able to eliminate many of the group. Included in the roundup and eventual execution was Parsons' mother-in-law, Blanche Jurika and several of his best friends.

Continued on next page...

COMMANDER CHICK PARSONS AND THE JAPANESE

Note: Officially Chick did his coordination from his base in the south. However, many people have said that that Chick travelled to Manila to gain intelligence from his friends and other members of MIG. My grandfather always said that Chick visited him in his office at La Insular dressed as a Filipino and was even introduced to the Japanese overseer. One anecdote was that Chick dressed as a priest and heard "confessions" from members of his network.



Guerrilla leader and Chick Parsons

Ten days before the MacArthur's famous "Return" (the Leyte Invasion of 20 October 1944) Parsons was flown to Leyte by "Black Cat" PB4Y. His task was to scout the invasion landing areas, contact local guerrillas, and warn civilians away from planned bombardment areas—all this without revealing news of the imminent invasion.

Parsons was brought to Manila during the Battle of Manila. As soon as the Santo Tomas (civilian) Internment Camp was liberated (3 February 1945), Gen MacArthur put Parsons in charge of airlifting its inhabitants food on a daily basis.

It was during his various excursions into all regions of the battered city of Manila that he was to discover the extent of the massacres that had been conducted by the Japanese forces there. He found the entire family of an old friend and business partner, along with many of their relatives and visitors, lying slashed and burnt at their residence on Vito Cruz Street. Later on the same day, he found the nuns and priests at the Malate Church Columban compound similarly slain.

Note: Chick wrote daily letters to his wife describing the horrors he had seen and naming friends and acquaintances that had been killed as well as those who had survived. One letter from late February 1945 said: "Tony Beltran and his family made it." Antonio Beltran was my grandfather and his family included my mother and uncles and their extended family.

After the war Chick and his family stayed in Manila. Peter, was a competitive swimmer and he recounted the time he made his personal peace with the Japanese.

In 1953 several Japanese swimmers arrived in Manila as my father's guests. By this time, I knew them all personally as I had trained with them in May 1952 at their pre-Olympic camp in Usuki (Kyushu). I was then just a young boy beginning to swim competitively, and I had been invited to join these Olympic hopefuls.

A group of my teammates from the American School and I went with Furuhashi, Hashizume, the diver Mori, coach Murakami, and sprinter Hiro Suzuki (silver medal in the 100m in Helsinki) to entertain Japanese prisoners (still being held). The swimmers also brought packages of Japanese foods and mail from home.

My brief time with the Japanese swimmers in 1952 was a most important event in my life. I met and made lifelong friends; they essentially taught me how to swim and train, both of which activities I continue to do today; and that Japanese people were not monsters.

I wept when I left these friends. I was able to revisit them on various trips to Japan while my father was still doing a lot of business there; and in 1964 during the Tokyo Olympics; and then again when I interviewed Furuhashi for the documentary on my father, **Secret War in the Pacific**.

At that time the Kyowa Hakkō people hosted a nice dinner and said warm things about my father, calling him a man of true samurai spirit. I sensed a genuine admiration and affection for him.

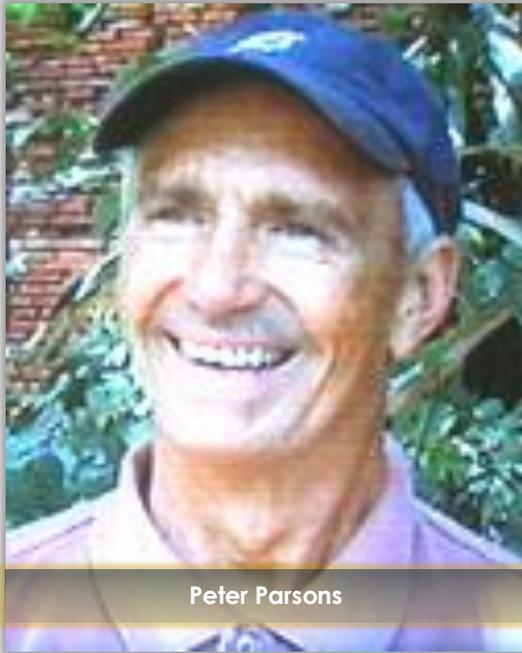
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Commander Chick Parsons receives the Navy Cross in a post-war ceremony.

Post script: Chick, at the behest of my grandfather, later gave my mother's American fiancé a job at Luzon Stevedoring. After she broke that off to marry my father, the wedding was held in Chick's pre-war home which had been converted into a temporary church.

I don't know if I ever met Chick personally, but I hope I did. The last time anyone in my family remembered seeing him was when he was an old man watching the local fire department do their job. When the Philippines was granted



Peter Parsons

independence in 1946, Chick opted to take Filipino citizenship. He is wearing his US Navy Service Dress Blue uniform in the photo accompanying the paperwork. He was wounded at least 7 times during the war but refused to ask for a purple heart for any of his wounds. He didn't think he deserved one.

Submitted by MCCA Bob Hansen, USN (Ret.)

Since 1776, there have been seven U.S. Navy warships named USS New York. The current USS New York (LPD 21) gained national fame, having some of it built from steel remains of the collapsed World Trade Center. Other ships of this name have played a part in the United States naval history.

The First USS New York - Built 1776

The first USS New York was a single-mast gundalow (gun boat). She served in Lake Champlain during the American Revolution. Built as the "Success", she was launched and served in General Benedict Arnold's fleet at Lake Champlain under the name "New York". She had one 12-pounder long gun mounted in the bow, two 9-pounder guns, and eight swivel guns with a crew of 45 men.

The USS New York fought in the Battle of Valcour Island, and was the only gundalow to survive the battle. Afterwards, she was stationed at Fort Ticonderoga, when it fell into the hands of the British in 1777.



The First USS New York - Built 1776

The Second USS New York - Built 1798

The second USS New York was a 36-gun, three-masted, wooden-hulled frigate built in 1798, alongside the USS Constitution. She was launched and commissioned in 1800. Captain Richard Valentine Morris was first in command. Morris came from a wealthy family; his father Lewis Morris was a

Continued on next page...

signer of the Declaration of Independence, and his uncle Gouverneur Morris was a signer of The Constitution of the United States and wrote the Preamble.

The USS *New York* immediately sailed to the Caribbean where she fought in the Quasi-war (1800-1801) to protect U.S. merchant ships from the French.

After returning to New York and Washington, she was ordered to the Mediterranean during the War with the Barbary Pirates (1802-1803). On her return voyage, she was given a 17-gun salute by Vice Admiral Lord Nelson while passing through Malta on her way home. She returned to the Washington Navy Yard, remaining for eleven years.

In 1814, during the War of 1812, she was captured and burned by the British.

The Second USS *New York* - Built 1798



The Third USS *New York* - Built 1820

The third USS *New York* was a 74-gun, full-rigged, ship of the line. Built in the Norfolk Navy Yard in Portsmouth, Virginia, the ship was never launched, and was burned in the stocks in 1861 by Union forces to prevent capture by Confederate forces.

The Third USS *New York* - Built 1820



The Fourth USS *New York* - Built 1863

The fourth USS *New York* was a screw-sloop, originally laid down as the USS *Ontario*. In 1869, she was renamed USS *New York*. She never left the stocks and was sold in 1888.

The Fourth USS *New York* - Built 1863



The Fifth USS *New York* - Built 1863

The Fifth USS *New York* (ACR-2) was laid down in 1890, launched in 1891 and commissioned in 1893. Construction was in Philadelphia. She was the second armored cruiser to be built for the U.S. Navy. With six 8-inch guns, she was the most heavily armed cruiser when commissioned.

Assigned to the South Atlantic, her first tour ordered her to Rio de Janeiro, Brazil, and for the year, was at Taipu Beach, and visited Nicaragua and West Indies. Between 1895 and 1897, she was assigned to both the European and the North Atlantic Squadrons.

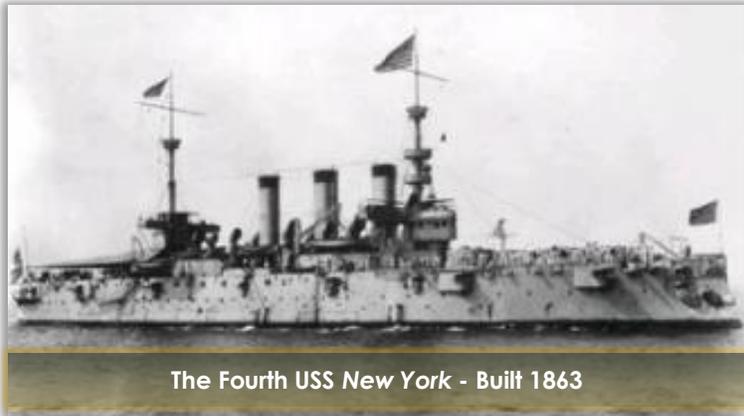
In 1898, the USS *New York* sailed to the Key West, and when the Spanish-American War commenced, sailed to Cuba. She became the flagship for Admiral William T. Sampson. The Spanish navy attempted to escape, but were defeated. The USS *New York* spent time in Cuba, Bermuda, Honduras, and Venezuela. She returned to New York receiving a hero's welcome.

Later assignments took her to Asian waters, being transferred to the Asiatic Fleet in 1901, and transiting through the Suez Canal. As flagship, she visited ports in Japan, Philippines, China and Russia.

Continued on next page...

After a period assigned to the Pacific Fleet, during which time she was sent to Honduras to protect U.S. interests, she returned to Boston via the Panama Canal.

After four years rework, the USS *New York* was again sent to the Asiatic Fleet and passed through the Suez Canal. In 1911, she was renamed USS *Saratoga*. This freed up the name "New York", which would be given to a battleship.



The Fourth USS New York - Built 1863

The Sixth USS New York - Built 1911

The sixth USS *New York* was a battleship and led in her class. Built in Brooklyn Navy Yard, she was laid down on 11 September 1911, (9/11/1911) launched in 1912, and commissioned in 1914. She was the first to carry 14-inch/45 caliber gun.

Her first tour of duty was to help the British Grand Fleet in the North Sea in 1914, and she remained there until the end of World War I. After the war, the crew underwent training in the Atlantic and Pacific Oceans, as well as spending time in the yards upgrading armament.

During World War II, USS *New York* served as a convoy escort for ships transiting to Iceland and Great Britain. Later in the war, she saw her first major action off the coast of Casablanca in Operation Torch, provided artillery support. Later in the war, she was transferred to the Pacific fleet and provided naval gunfire support at both Iwo Jima and Okinawa.

After the war, USS *New York*, no longer in use as a warship, took part in nuclear weapon tests near Bikini Atoll.

She survived two explosions and was researched for the effects of radiation. In 1948 she was sunk as a target ship.

USS *New York* received three battle stars.



The Sixth USS New York - Built 1911

The Seventh USS New York - Built 2004

USS *New York* (LPD 21) a San Antonio-class amphibious transport dock, was laid down on 10 September 2004, completed on 19 December 2007, christened 1 March 2008 and commissioned in New York City on 7 November 2009. Named in honor of the victims of the World Trade Towers which collapsed on 9/11, she contains 7.5 short tons of steel taken from the rubble of the Twin Towers. She was built in New Orleans by Northrop Grumman Ship Systems.

USS *New York* (LPD 21) saw her first deployment in the Arabian Gulf and the Strait of Hormuz in 2012. After six months, she returned to Norfolk. In 2013, she shifted homeports from Norfolk to Mayport, to form the Iwo Jima ARG (Amphibious Readiness Group).

In 2017, she provided relief off the Florida coast following Hurricane Irma. She has since sailed to the Mediterranean. In June of 2019, USS *New York* (LPD 21) returned to visit New York City during Fleet Week.



The Seventh USS New York - Built 2004

Submitted by CDR John F. V. Cupschalk, USN (Ret.)



Charleston

Mr. Stephen Morris Amos
CDR Timothy Lee Reynolds, USN (Ret.)

Continental

CAPT Richard Edwin Farrell, USN (Ret.)
Mr. Michael Philip Golden
Mr. Charles Anthony Grecco
Mr. Phillip Anthony Pratt

National Capital

CAPT Douglas Alan Ash, USN (Ret.)
LCDR Corey David Brooks, USN
Mr. Michael David Wasiljov
Mr. Wade Hampton Sides

New York City

Maj Jonathan Thomas Cheng, USMC (Ret.)

Philadelphia/Delaware Valley

Mr. Theodore Pillion Barry
Mr. Joseph Michael Moffa
Dr. Burton B. Schaffer, MD
Mr. Earl Campbell Christian Crawford Wightman

San Diego

LT Jeffrey Albert Montanari, Jr. USCG AUX
Mr. Todd Adam Plesco

Texas

LT Rizwan Bilgrami, USN

Western New York

CAPT David Richard Glassmire, CHC, USN (Ret.)

Send all contact info changes to:

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6205 7th Ave N
St. Petersburg, FL 33710
NOUSRegGen@outlook.com
415-725-2101

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CAPT James Carl Alosi, USN (Ret.)

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Died 06 November 2013

Theodore Charles Baer, Jr.

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Western New York Commandery
Joined 10 March 2005
Died 22 March 2012

John Nolen Bailey

(Certificate 8450)
Monterey Commandery
Joined 14 April 2005
Died 08 January 2009

Donald Thomas Barry

(Certificate 8417)
Hawaii Commandery
Joined 31 October 2004
Died 04 April 2018

CDR Edwin Lee Carter, Jr., USN (Ret.)

(Certificate 8417)
Hawaii Commandery
Joined 31 October 2004
Died 04 April 2018

CDR Earl Wayne Connell, USN (Ret.)

(Certificate 7008)
SWS Commandery
Joined 07 December 1992
Died 16 July 2011

LCDR Arthur Wallace Curtis, USCG (Ret.)

(Certificate 7825)
San Francisco Commandery
Joined 06 September 1999
Died 20 June 2020

CAPT John Edward Day, USN (Ret.)

(Certificate 5446)
Continental and Illinois Commandery
Joined 05 March 1981
Died 27 May 2020

CDR Arthur Laurence Dowling, USN (Ret.)

(Certificate 8228)
Texas Commandery
Joined 19 March 2003
Died 24 October 2011

Gerard Adrien Dupuis

(Certificate 8254)
New York City Commandery
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Died 11 April 2019

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Died 07 August 2020

HTC William Francis McLoughlin, USN (Ret.)

(Certificate 8255)
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Died 17 July 2019

RMC(SS) William Arthur Mereno, USN (Ret.)

(Certificate 8540)
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Joined 27 January 2006
Died 29 December 2019

Judge Louis Moreira Moore

(Certificate 7553)
Texas Commandery
Joined 21 August 1997
Died 23 November 2019

LCDR Edward Albert Mueller, USN (Ret.)

(Certificate 8282)
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Joined 01 November 2003
Died 11 April 2014

MajGen Richard Mulberry, USMCR (Ret.)

(Certificate 8497)
Texas Commandery
Joined 18 August 2005
Died 06 June 2010

José Wentworth Noyes

(Certificate 8482)
New York City Commandery
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Died 18 October 2012

Burton Sherwood Olson

(Certificate 8324)
National Capital Commandery
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Died 20 August 2019

Melvin Frederick Pauly

(Certificate 8467)
Western New York Commandery
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CAPT Frederick William Peterson, USMS (Ret.)

(Certificate 4721)
New York City Commandery
Joined 5 May 1969
Died 04 January 2012

LtGen Charles Henry Pitman, USMC (Ret.)

(Certificate 7002)
Florida Keys Commandery
Joined 15 November 1992
Died 13 February 2020

CDR Eugene Xavier Pizeck, USN (Ret.)

(Certificate 5355)
New Orleans Commandery
Joined 05 November 1979
Died 05 January 2020

RADM Stuart Franklin Platt, SC, USN (Ret.)

(Certificate 8208)
Northwest and San Francisco Commandery
Joined 03 January 2003
Died 24 July 2017

David Lloyd Ringler

(Certificate 8312)
San Francisco Commandery
Joined 02 February 2004
Died 20 May 2020

Dwight Jerry Shauger

(Certificate 8406)
San Diego Commandery
Joined 16 October 2004
Died 02 October 2009

Lee David Shickel

(Certificate 8385)
New York City Commandery
Joined 07 May 2004
Died 30 January 2017

CDR George Patrick Sinnott, Jr., USN (Ret.)

(Certificate 5191)
New York City Commandery
Joined 06 April 1976
Died 11 May 2020

RADM Francis Neale Smith, USN (Ret.)

(Certificate 5818)
Texas Commandery
Joined 01 April 1986
Died 15 August 2020

RADM Lester Robert Smith, USN (Ret.)

(Certificate 6357)
Texas and New Orleans Commandery
Joined 28 Jul 1989
Died 22 July 2020

James Spanier

(Certificate 8339)
New York City Commandery
Joined 01 April 2004
Died June 2018

D'Wayne Wayde Swear

(Certificate 8448)
New Orleans Commandery
Joined 22 February 2005
Died 05 March 2018

MCPO Chester Paul Swisher, USN (Ret.)

(Certificate 8408)
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Joined 16 October 2004
Died 02 April 2009

CAPT Robert Ellsworth Thomas, USN (Ret.)

(Certificate 8429)
National Capital Commandery
Joined 02 February 2005
Died 05 December 2007

AKC Luther Wilson Trahin, USN (Ret.)

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New Orleans Commandery
Joined 29 November 2004
Died 10 February 2015

Edward Roberts Wood

(Certificate 8470)
Monterey Commandery
Joined 13 May 2005
Died 13 January 2016

We can only pass the word of the passing of our fellow Companions when we hear of it from each other. Please send information to:

CAPT M. K. Carlock
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St. Petersburg, FL 33710
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