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Fair Winds and Following Seas Rear Admiral Thomas Francis Brown III



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Commander General Col Allan F.P. Cruz, USMC (Ret.) - allanfpcruz@aol.com
Vice Commander General Communications MCCS Robert A. Hansen, USN (Ret.) - jocsusnr@aol.com
Registrar General CAPT Kris Carlock, USN (Ret.) - m.k.carlock@gmail.com
Marcy Weiss Executive Editor - weissmarcy@gmail.com



My Fellow Companions,

I regret to inform you that our Congress for 2020 in Buffalo, New York has been canceled. This is a direct consequence of the Corona Virus outbreak. The fact that two of the three hotels in Buffalo we had worked

with closed their doors forever due to the virus is a major part of this recommendation. This includes the hotel where we had our contract. It is based on the recommendation of the host commander and the site committee chair. The General Council has approved our decision to cancel this year's Congress. Pending General Council approval, we will hold a virtual Congress instead. Details TBA.

Our Awards Chair has recommended, and the General Council has approved, the decision to cancel the DSSA, DSSA-SE and Dewey Awards for this year. This year's candidates will be considered as part of next year's selection. We will however, announce the local commandery awards this year.

Our individual response is as varied as the states we live in. I am aware that many of our Companions are in the at-risk groups. We are adjusting to our "new normal" as we learn more about the virus.

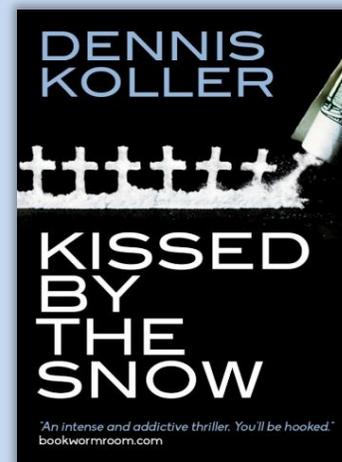
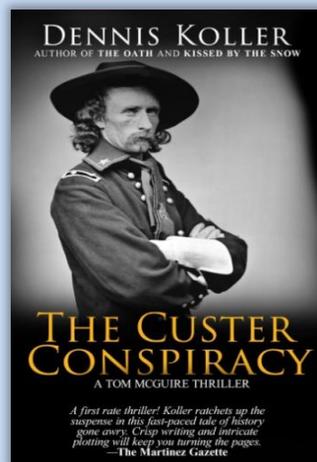
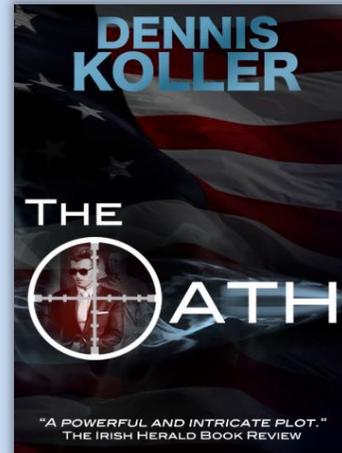
Our local commandery commanders are doing their best to reach out to all of our companions. The efforts of Bob Whitkop for Florida First Coast, Aaron Breshnahan for Continental Commandery, Gene Redding for San Francisco Commandery, and Bill Steagall for National Capital Commandery are a few that come to mind.

Stay safe. Stay connected. Tell your story.

**Submitted by Allan F.P. Cruz Colonel, USMC (Ret.)
Commander General**

The Naval Order is blessed to have several distinguished authors among its membership. Companion Dennis Koller, who writes military themed fiction in a mystery vein has graciously made the following offer:

Dennis would like to donate \$2.50 to NOUS (in your name) for every novel you purchase from his website. Go to denniskoller.com/navalorder, pick out a book (or books) and place your order. He will mail your personally autographed novel(s) the very next day. Be sure to check out his latest novel, **The Rhythm of Evil**, along with his first novel, **The Oath** (awarded a Silver Medal by the Military Writers Society of America).



The Naval Order in the Age of Covid-19

The novel (new) coronavirus appeared in Wuhan, Hubai Province, China in late 2019. About twice as contagious as the typical influenza virus, the novel coronavirus spread quickly throughout the world as infected people traveled widely from Wuhan. The first cases appeared in the U.S. in January 2020. A substantial number of infections, 20% – 89%, are spread by people who have no symptoms (“asymptomatic”, or “presymptomatic”). This makes the disease particularly difficult to track and contain.

Infection with the virus is referred to as Covid-19. Eighty percent of people infected experience mild flu-like symptoms; 15% experience a severe viral pneumonia – severe acute respiratory syndrome – while 5% have the severest form of the disease and require ventilator support. Eighty percent of people infected who go on the ventilator do not come off alive. While severe infections can occur at any age, people over age 60, and those with diabetes, high blood pressure, and/or obesity seem to be especially susceptible. The virus also appears to, at least temporarily, damage the kidneys and or blood vessels in some people, and a catastrophic clotting of blood in small blood vessels has been seen in a few people. Rarely, children who get the disease may develop a widespread inflammation of blood vessels.

There is no cure for this disease. Studies of a variety of antiviral and other drugs are under way. None so far have been shown to significantly change the course of the disease. Labs in many countries are rushing to produce a vaccine that is both safe and effective, and the universal hope is that such a vaccine or vaccines will be available in less than 18 months, a remarkable achievement if accomplished.

Until an antiviral cure or an effective vaccine become available, the main approach to the disease worldwide has been prevention of spread. This has been accomplished, with varying effectiveness: by imposing separation of people – at first by shelter-in-place (“lockdown”) regulations, but also by the six foot/two meter rule social distancing – to limit exposure to droplets and aerosols which bear the virus; hand washing - to prevent the transmission of virus from touched items like door

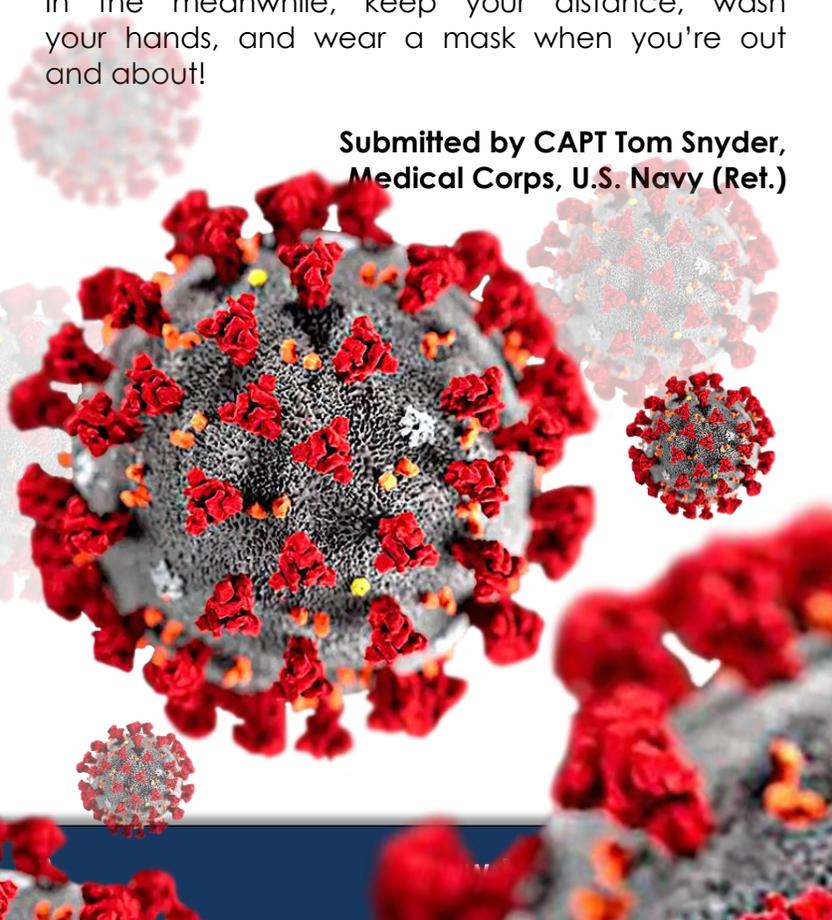
knobs (“fomites”), and by universal mask wearing (masks significantly reduce the broadcast of virus by asymptomatic virus shedders and mildly reduce the risk of inhaling virus by uninfected people).

As effective testing for infection by the virus becomes increasingly available, the more traditional public health strategy of contact identification and quarantine, and isolation of the sick can be carried out to limit the spread of disease.

Because gatherings of people have been prohibited during the lockdown phase of contagion control, the Naval Order has been forced to cancel Commandery meetings and, at last word, our 2020 Congress in Buffalo, NY. The San Francisco Commandery, which traditionally meets once a month, with 60 or 70 Companions in attendance, has resorted to virtual meetings via Zoom®; its June 2020 meeting saw 65 Companions and friends signing in to enjoy some camaraderie and a good speaker. The Continental Commandery, our “virtual” Commandery, launched its virtual meeting program even earlier. Unless and until the contagion is controlled, or the viral cure or vaccine are in use, one can imagine most Naval Order meetings and get-togethers will be “virtual” for some time to come.

In the meanwhile, keep your distance, wash your hands, and wear a mask when you're out and about!

**Submitted by CAPT Tom Snyder,
Medical Corps, U.S. Navy (Ret.)**



"Tom" Brown exuded the air of an "Admiral" even in civilian clothes. It was RADM Brown who invited me to join the Naval Order. His inducement included him paying for my lunch the first time I attended one of our commandery gatherings. Until his health declined, he was a regular fixture at our Naval Order Congresses and our Commandery luncheons. Earlier this year we were still exchanging emails. He acknowledged his ailments but never complained. It was an honor to be able to call him my friend. Following is excerpted from the article on Rear Admiral Brown on the Naval History and Heritage command website. I don't think I could do it any better.

Rear Admiral Thomas Francis Brown III

From an article by: RADM Samuel J. Cox, USN (Ret.) Director of Naval History, Curator for the Navy Director, Naval History and Heritage Command

It is with deep regret that I inform you of the passing of Rear Admiral Thomas Francis "Tom" Brown III, US Navy (Ret.) on 14 May 2020, at age 87.

Tom entered Officer Candidate School in 1954 and served as an aviator until his retirement in 1985 as the Director, Strike and Amphibious Warfare

Division (OP-954) in the Office of the CNO. In his 343 combat missions in Vietnam, he was awarded a Silver Star, four Distinguished Flying Crosses, and multiple other awards. His commands included VA-37, CVW-19, USS *Caloosahatchee* (AO 98), USS *Midway* (CV 41), Military Enlistment Processing Command, CARGRU 1, and CARGRU 5/CTF-77, during which he amassed 4,843 hours of accident-free flying and 1,017 traps.

Tom graduated Summa Cum Laude and Class President from Mount Saint Mary's College in Emmitsburg, MD, in 1954, with a Bachelor of Arts in Philosophy and English.

On 29 September 1954, he enlisted in the U.S. Naval Reserve and reported in October to Officer Candidate School (OCS) in Newport, RI. Commissioned an ensign on 3 March 1955, he attended Naval Aviation Basic Training Course at Pensacola with additional flight training in Beeville, TX. He was designated a Naval Aviator on 18 July 1956.

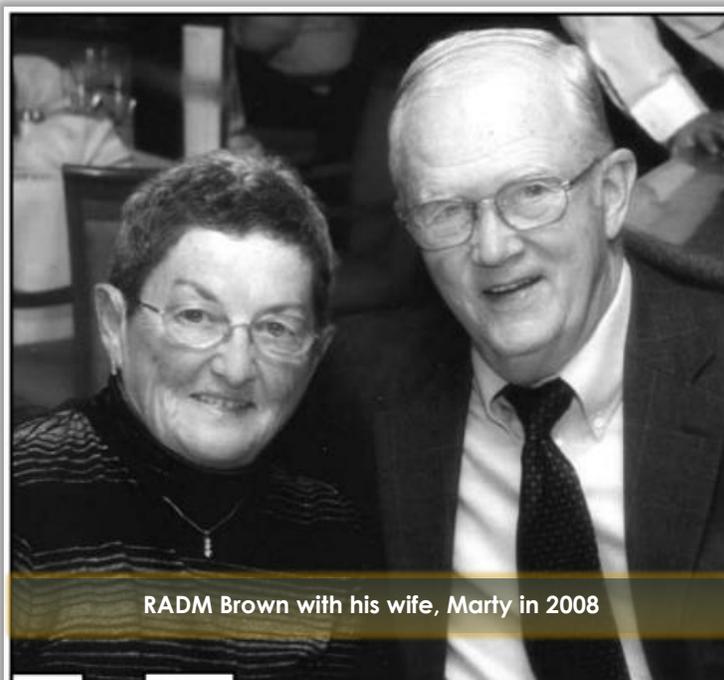
In July 1956, Ensign Brown proceeded to NAS Moffett Field as Assistant Maintenance Officer at Fleet Aircraft Service Squadron Ten. In November 1956, Brown reported to Attack Squadron One Three Five (VA-153), flying the A4D-1/2 Skyhawk (one of the first squadrons so equipped) at NAS Moffett Field as Admin and

Safety Officer for two Western Pacific deployments, embarked on attack carrier USS *Hancock* (CVA 19).

The deployment included flying sorties in the Taiwan Strait during the Second Taiwan Straits Crisis in 1958. There were several engagements over the Taiwan Straits between Taiwanese F-86 Sabers and PRC MiGs. This included the first combat use of the Sidewinder air-to-air missile.

In March 1960, LT Brown reported as Mission Phase Officer for Attack Squadron One Two Five (VA-125) at Moffett Field training pilots and enlisted personnel for assignment to combat carrier squadrons. He continued flying the A4D Skyhawk. In August 1961, LT Brown reported to the NROTC unit at the University of California Berkeley, where he earned a Master's Degree in International Relations, while still managing to fly the A4D-1 with the Naval Air Reserve at NAS Alameda. In March 1963, LT Brown attended the Aviation Safety School at University of Southern California, also finding time to fly the A-4A Skyhawk from NAS Los Alamitos. In February 1963, he returned to VA-125 at Moffett Field.

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RADM Brown with his wife, Marty in 2008

REAR ADMIRAL TOM BROWN

In August 1963, LT. Brown reported to Attack Squadron One Six Four (VA-164), in Attack Carrier Air Wing Sixteen (CVW-16), the same month that USS *Oriskany* (CVA 34) deployed from Alameda to the Far East. Following overhaul at Puget Sound, *Oriskany* deployed again in April 1965 for "Operation Rolling Thunder" the bombing campaign of North Vietnam. Brown had been promoted in July 1964 to Lieutenant Commander. During the deployment he flew 100 combat missions with the A-4B/E. *Oriskany* was awarded a Navy Unit Commendation for this deployment. LCDR Brown was awarded a Navy Commendation Medal with Combat "V" and several Air Medals.

In August 1965, LCDR Brown reported to VA-125 at NAS Lemoore, C, as Quality Control Officer, training replacement pilots for fleet combat squadrons. He embarked on attack carrier USS *Coral Sea* (CVA 43), deploying for Vietnam in July 1967. Flying with Attack Squadron One Five Five (VA-155), LCDR Brown flew 69 combat missions. LCDR Brown was awarded his first Distinguished Flying Cross and several more air medals, while *Coral Sea* was awarded a Meritorious Unit Commendation.

In June 1968, then LCDR Brown reported to NAS Cecil Field, FL. Promoted to Commander, he was Executive Officer of Attack Squadron Four Four (VA-44) the East Coast replacement training squadron flying the A-4B/C. VA-44 was disestablished shortly after Brown's detachment in February 1970.

In February 1970, CDR Brown reported to Attack Squadron One Seven Four (VA-174) at NAS Jacksonville for transition training to the A-7A Corsair II. In July 1970, he assumed duty as Executive Officer of Attack Squadron Three Seven (VA-37), embarked on attack carrier USS *Saratoga* (CVA 60) for a Mediterranean deployment. The deployment included crisis response operations in the Eastern Mediterranean.

In May 1971, CDR Brown assumed command of VA-37, embarked on *Saratoga* for operations in the North Atlantic and the Mediterranean, with an experimental air wing that combined strike and anti-submarine warfare aircraft on the same carrier (which would shortly thereafter result in the retirement of the anti-submarine carriers (CVS).

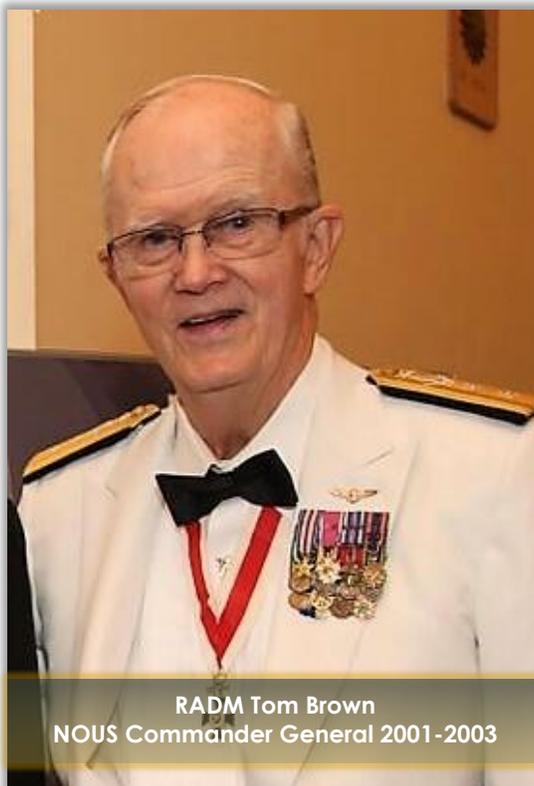
From January 1972 to May 1972, CDR Brown underwent prospective air wing commander (PCAG) training and then assumed command of

Attack Carrier Air Wing Nineteen (CVW-19) on USS *Oriskany* (CVA 34). *Oriskany's* workups were accelerated and she deployed on 1 June 1972 as "Peace Talks" dragged on. CDR Brown flew 174 combat missions, during a particularly intense period of U.S. air strikes in heavily defended areas. The Paris Peace Accords were signed 27 January 1973. *Oriskany* and CVW-19 were returning from this deployment when North Vietnam released 138 U.S. Naval Aviators, some of whom had been held since 1964. CDR Brown was awarded a Silver Star, a Legion of Merit with Combat "V" and three more Distinguished Flying Crosses during this deployment.

In June 1973, CDR Brown had his first non-flying assignment as a student at the National War College at Fort McNair, Washington DC. He graduated with distinction.

He then spent a year in the Bureau of Naval Personnel as Head, Aviation Commander Assignment Branch (PERS 431). In August 1975, he assumed command of fleet oiler USS *Caloosahatchee* (AO 98). The deployment included operations in the Baltic and north of the Arctic Circle.

In February 1977, CAPT Brown attended the Ships Material Readiness Course at Idaho Falls, ID. He then assumed duty in July 1977 as the Director, Air



RADM Tom Brown
NOUS Commander General 2001-2003

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REAR ADMIRAL TOM BROWN

Weapons Analysis Staff (OP-50W) in the Office of the CNO. CAPT Brown assumed command of the carrier USS *Midway* (CVA 41) homeported at Yokosuka, Japan in February 1978. While he was in command, *Midway* was also awarded the Battle E and the Marjorie Sterett Battleship Award for outstanding readiness.

In September 1979, he assumed command of the Military Enlistment Processing Command at Fort Sheridan, Illinois where he was promoted to rear admiral. In November 1980, he assumed command of Carrier Group One (CCG1) and embarked on carrier USS *Coral Sea* (CVA 43).

In July 1982, RADM Brown assumed command of Carrier Striking Force Seventh Fleet (CTF-77)/Carrier Group Five (CCG5), homeported at Cubi Point, Philippines. RADM Brown also rode the new carrier USS *Carl Vinson* (CVN 70) during part of her maiden around – the – world deployment, and was still racking up cats and traps.

In June 1984, RADM Brown reported to the Office of the CNO as Director Strike and Amphibious Warfare Division (OP-954). He retired on 1 September 1985.

RADM Brown's awards include: the Silver Star, Defense Superior Service Medal, Legion of Merit (5, one with Combat "V"), Distinguished Flying Cross (4), Air Medal (36 – 6 individual and 30 strike/flight), Navy Commendation Medal with Combat "V," Navy Unit Commendation (3), Meritorious Unit Commendation (4), Navy Battle E ribbon, Navy Expeditionary Medal (2), and countless other service and foreign awards.

After retirement from active duty, RADM Brown took on another tough assignment as a Junior High math teacher in San Francisco. From 1992 to 1999, he was

Principal of SummerGATE Secondary School in San Francisco, while also serving as an adjunct professor to the U.S. Naval War College.

He served in leadership capacities on numerous civic and professional committees and organizations, including serving as Chairman of the USS *Carl Vinson* (CVN 70) Committee from 1986 to 1994, as well Chairman of the USS *Hopper* (DDG 70), USS *McCampbell* (DDG 85), and USS *America* (LHA 6) ship commissioning committees. He was also the Commander General of the Naval Order of the United States and the President of the San Francisco Council of the Navy League in 1995-1996. One of his

most significant post-retirement activities was to serve on the Board of Directors and as Chairman of the Tailhook Association (1994-1999) restoring that organization to its rightful place as a premier Navy professional organization.

Interment will be at Arlington National Cemetery on a date to be determined. Tom's wife, Martha "Marty," was a former Navy Nurse, of whom Tom once wrote, "She is the primary reason for my success!"



MCCS Bob Hansen holding the colors with "Grand Marshall" RADM Tom Brown at a San Francisco Veterans Day parade a few years ago.

Words will fail to adequately describe Tom's profound impact on the U.S. Navy, but he epitomized what it means to be a U.S. Navy Officer and Naval Aviator. For all his incredible accomplishments and accolades, he was known to always give credit and honor to others, at one point stating that he "worked with the most wonderful human beings on the planet." He displayed extraordinary leadership, took on the toughest tasks, never missing an opportunity to get in the cockpit, yet was known as a caring mentor to many, as well as a man of deep faith. His intense devotion to the U.S. Navy continued long after he retired and was exemplified by his role in resurrecting the Tailhook Association to honor all the Naval Aviators who served our nation with great valor for over 100 years.

Submitted by MCCS Bob Hansen, USN (Ret.)

Memorial Services for USS STARK During the Pandemic

The Wuhan Flu pandemic has taken its toll on many activities during the first few months of this year. The Florida First Coast (FFC) Commandery has continued to uphold some of the traditions for the sake of continuity and respect to the fallen. The United States Naval Order First Coast Commandery has held annual services in close cooperation with Naval Station Mayport to commemorate the deaths of 37 members of the crew of USS *Stark* [FFG 31] on 17 May since the ship was decommissioned in 1999. In 2020, the Navy, by policy, would not allow any large meetings to be held onboard Navy bases due to the pandemic.

In the spirit of respect and ensuring continuity, FFC Commandery continued the tradition of remembrance by holding a small service at a local veterans' memorial park in Atlantic Beach, FL on Saturday, 16 May.



CAPT Bob Whitkop, USN(Ret.) delivers a short remembrance at FFC *Stark* Memorial Ceremony

Observing local social distancing guidelines as best they could, ten companions of FFC held a brief service where we sang the National Anthem, laid a wreath, said a prayer, read the 37 names and rang a ship's bell for each name, followed by a benediction and the Navy Hymn. A Jax Elec Auth crew stopped work to observe the event as well. The service is available for viewing at tinyurl.com/ybhaobk3.

Naval Station Mayport continued the tradition on

base the next day. On 17 May, CAPT Pete Wynkoop, USN (Ret.) (and *Stark*'s 5th CO) and CAPT Bob Whitkop, USN (Ret.) were invited to join the Commanding Officer, Naval Station, Mayport to observe a Naval ceremony at the Base Memorial Grove remembering the loss of our *Stark* shipmates.



Plaque in memory of those killed during the attack on the USS *Stark*

Two *Stark* survivors also attended, and one of them rang the bell while the 37 names were read in memorial. Naval Order and Naval Station Mayport wreaths were solemnly placed at the memorial. CO, NS Mayport, CAPT Jason Canfield, USN, honored the occasion with solemn words observing this tragic loss. At the same time, other members of the crew observed a personal ceremony. Concurrently, Mr. Bernard Martin, a member of *Stark* crew in 1987, hosted a memorial service at his home in Georgia, where approximately 30 *Stark* crew and family members joined him to observe the loss of their shipmates.

We will Remember!

Submitted by CAPT P. Wynkoop, USN (Ret.)

Jacksonville Museum Ship Update

The Jacksonville Historic Naval Ship Association (JHNSA) continues to pursue obtaining a showcase naval vessel for the downtown Waterfront in Jax.

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Due to staffing complications from the Covid pandemic, the *Orleck* is still in Lake Charles, LA, but is ready for tow and no longer open to the public. Both crews in Lake Charles and Jacksonville are still at work while following each state's stay at home directives.



Model of the USS Orleck (DD-866) awaits its larger brother in Jacksonville

In the above photo is the large 'model' of the USS *Orleck* (DD-886), which has now made its way to Jax by a volunteer's pick-up truck.

The black framed picture was made for the 1st *Orleck* Reunion in Orange, TX where the ship was built. These items will be used to promote the arrival of *Orleck* in Jacksonville once the city starts opening back up and all the paperwork is in order. The ship does have a Drone Anti-Submarine Warfare Helicopter (DASH) and several Mark 44 training torpedoes! Did you know that while the *Orleck* served in the Turkish Navy she assisted in Desert Storm? There is a lot of History in each on these greyhounds! The local commandery has been a supporter of this effort and a number of the companions are on the JHNSA board.

In the meantime, members of the JHNSA Board are all working hard on keyboards and phones to keep this project moving along. No dates have been determined on the ship moving to the yards in Port Arthur, TX. The JHNSA would like to move in June or July if the insurance company will allow the move during the beginning of hurricane season. If they will not allow the move, then it looks like JHNSA will have to wait until after hurricane season is over (late Nov/Dec). This delay is costing the association at

the very least \$3500+ per month. The JHNSA will most likely need to develop a new tow plan done (at the cost of \$7500), re-contract with the tugs (which may go up in price), and incur other expenses. If the decision can move soon, the good news is that marine diesel fuel is down right now to \$.95/gallon! That saves money.

Given the above, please support the efforts when you can, and post the following link on your social media which will direct people to the fundraising page to support this Naval History initiative; tinyurl.com/ya5afqw. For all those who have donated already, a big thank you!

Submitted by CAPT John E. O'Neil, Jr., USN (Ret.), Executive Director, JHNSA

Radio History

The First Coast NOUS recently came into possession of a Crosley REO Radio set, donated by companion Bob Averill. The radio is an oddity in that, in addition to the "Navy Department - Bureau of Ships" contract label, there is an additional plate that states "WARNING - Do not use aboard ship - Unsafe radiation limits".



This little radio seems to be part of a contract for "Morale Radios" to provide news and entertainment to the troops. The Navy contracted for a small number of these radios in late 1944 through mid-1945. They are R-100/URR receiver produced by various companies, Industrial Tool and Dye Works 6000-BAC, contract N-140S 70560A (May 1945) and

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the Minerva Tropic Master that was sold on the civilian market after the war, and The Crosley REO, contract N5SR-7246 (May 1945).

AM Broadcast radios are certainly not uncommon, but how and why would the Navy want to purchase radio sets that have a limited frequency and coverage range and unable to be operated aboard ship? Was this a "Morale" attempt that was "Overcome by Events", the end of the war?

So, the search to discover the history of this Crosley "REO" radio and its shortwave counterpart, the model "REP", begins. Little can be found about the radio itself, but it seems to be a part of a much larger Crosley history.

The Crosley Broadcast Corporation of Cincinnati, OH, owner/operator/licensee of station WLW (AM 700) and manufacturer of these little radios, built around 1930 a station capable of 500,000 watts (500Kw) of power that would transmit all the way to Northern Canada and down to the Caribbean. (WLW holds the distinction of being the only AM broadcast radio station ever authorized by the Federal Radio Commission (FRC) to broadcast with a power output of 500,000 watts.) The typical "clear channel" radio station at the time was limited to 50,000 watts (50Kw) and could cover a significant portion of the continental U.S. So, a station capable of ten times the power typically needed for normal programming seems a little unusual. Could advertising revenue ever cover the expense of such a project?



There were the inevitable complaints. There was one complaint from the Canadian Government that the more powerful WLW was crushing the signal from a small station located on AM 690 in Toronto.

Not wanting to scale back their operation, WLW's engineers along with help from other broadcast pioneers quickly learned how to phase, or redirect, the radiated signal so that it diminished the signal in the Toronto area. This "phasing" had the unintended yet pleasant effect of strengthening the signal to the south! Other complaints were from the U.S. broadcast companies that WLW could cover more than multiple stations operated by the major networks. The complainants argued that WLW had an unfair economic advantage because it could charge more for its advertising commercials. Eventually a compromise was reached that WLW would only use 500,000 watts as an experiment between 0200 and 0400 in the mornings. With this revenue stream diminished, Crosley then turned to broadcasting using shortwave frequencies. In July 1939, station WLWO (WLW-Overseas) was born!

By 1938 Josef Goebbels, Reich Minister of Propaganda of Nazi Germany, had ensured that over 50% of German households had long wave or medium wave receivers. Shortwave receivers were almost non-existent in Germany during this period because it was a crime for Germans to tune into foreign broadcasts! The local German broadcasts ensured that the German citizens heard only what Hitler and Goebbels wanted them to hear.

Germany was not alone in broadcasting propaganda to the world. Italy, France, England, Spain, and many other countries were broadcasting "their message" while disparaging all other nation's messages. Does this sound familiar some 75 years later?

By mid-1939, the Crosley Corporation, having established the shortwave station WLWO, created a chain of local radio stations in 10 Latin American countries to rebroadcast WLWO programs. This was the first step in an overt attempt to counter the German broadcasts. WLWO began broadcasting war news as a voluntary and patriotic service, but this soon changed.

As early as 1935, Germany had begun broadcasting Spanish language programs toward South America, attempting to get several countries to go to war with the United States.

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The German's strategy was that if the U.S. was involved in skirmishes in Latin America, it would be less likely to go to war in Europe. This was also a diversionary tactic to distract America's attention away from the Nazi's military buildup and abuses towards the Jewish population.

In 1940, then-Col William J. Donovan, U.S. Coordinator of Information (COI) and later Director of Office of Strategic Services, arranged a deal to allow WLWO and station KGEI in Belmont, CA to broadcast official U.S. Government News and information in exchange for commercials from Firestone Tire and Rubber, Planters Peanuts and Pepsi-Cola. (The U.S. Government was prevented from paying to have its official news released). A dedicated teletype was installed in a locked closet at each station and the announcers were instructed to read the copy provided by the COI exactly, with no insertions or deletions. Were these news releases cleverly disguised as messages to agents in the field? Possibly! WLWO was soon transmitting programs in German, French, Spanish and Portuguese. Italian programming was later added in 1941.

In January 1942, after a meeting with officials of the Office of War Information, Crosley built a new transmitting station that would become "Voice of America - Bethany", a part of the greater Voice of America system. The VOA system was growing rapidly during this period and by January 1943 it was broadcasting on 23 transmitters in 27 different languages. By 1944 VOA was broadcasting in more than 40 languages! This, and other Voice of America stations, would morph into the Radio Free Europe and Radio Free Asia system.

So the original question of why these little radios were contracted still remains a mystery and a whole slew of other questions emerge!

Did the U.S. government, under a contract disguised as a benefit for the U.S. Navy, purchase these radios for distribution to other than military personnel? Were contracts awarded as compensation for prior service? Was Crosley's rapid growth and technical development purely a product of its own good governance, or was there "behind the scenes" assistance from the government?

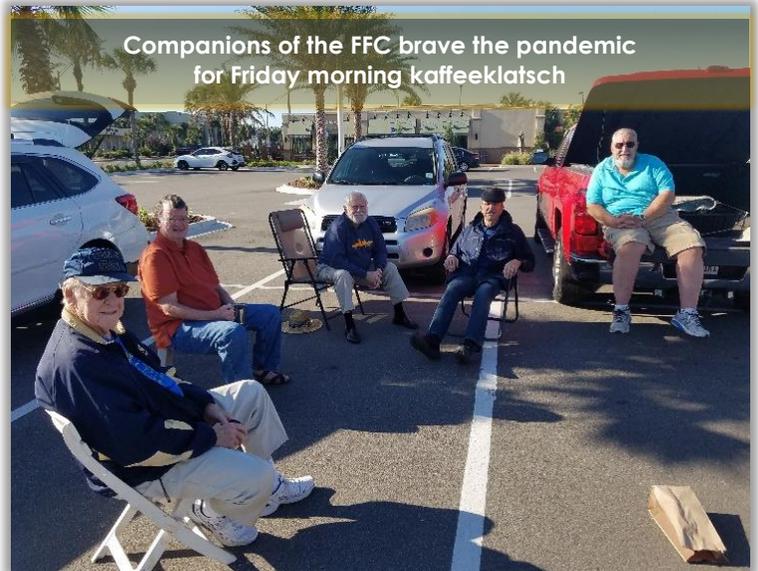
Did Crosley, through its stations, inadvertently or deliberately pass coded information to agents in the field during its broadcasts?

These are all reasonable questions that may be uncovered in the future. Until then, Happy Listening to the Radio!

Submitted by ETCM(SW) John R. Craft, USN (Ret.)

Florida First Coast Endures the Pandemic

Companions of the FFC have been meeting every Friday morning at a local coffee shop for a number of years. The gathering is small but committed, and discussions evolve, of course, around politics, the Order, community happenings, personal happenings, and many other things. But then came the Pandemic.



In the spirit of "you don't mess with the 'Old' Guys' schedule", and after a couple of weeks of deferring the event, perseverance overcame the situation and the crew got together in the parking lot of the Coffee Shop. Folding chairs and small tables replaced the interior décor. Maintaining social distancing and ordering from the shop for curbside delivery, they have since continued the Friday tradition and will migrate back inside once the restrictions are lifted. Yes, we Naval members are a hearty and determined group!

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During the Pandemic, the Blue Angels have been making the rounds of the country doing fly overs; Jacksonville was no exception. The 'Blues' launched out of NS Mayport and took a flight path over all of Jacksonville's hospital facilities including Baptist Beaches Hospital, the Mayo Clinic, St. Luke's Hospital, NAS Jax, Memorial Hospital, Baptist/Wolfson, UF/Shands, St. Vincent's and other small clinics. It was a fitting thanks to the enduring efforts of these medical staffs.



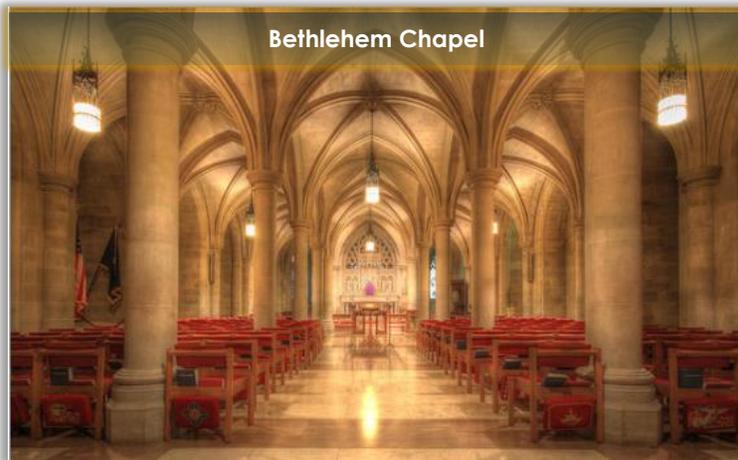
The Blue Angels complete their pass over Jax Area Medical Facilities to thank the dedicated medical professionals

FFC also continued our Commandery coordination efforts by conducting the bi-monthly board meeting using Zoom. Zoom is an easy to use, yet powerful, conferencing application available for a multitude of devices: computer, tablet, smart phone; and even allows the technically challenged to use a Plain Ole Telephone System (POTS) landline. The current pandemic has had a small silver lining in teaching these old dogs new tricks, and using Zoom and other social networking capabilities will help to bring us all closer together. Contact us for assistance in doing it yourself at nousfc@gmail.com.

Submitted by CAPT Bob Whitkop, USN (Ret.)

Admiral of the Navy George Dewey and the Battle of Manila Bay

The Bethlehem Chapel is an intimate, underground sanctuary below the high altar of Washington, DC's National Cathedral. It invites reverence and contemplation with its 19th century Gothic architecture with Romanesque columns rising to a vaulted ceiling, over marble floors and wooden pews. An elaborate hand-carved limestone altar against the west wall depicts the nativity in bas relief; the scene is flanked by the four evangelists, two on each side. The altar rests on the cathedral cornerstone, obtained from the fields outside of Bethlehem, laid by President Theodore Roosevelt in 1907, five years before the completion of the main cathedral in 1912.



Bethlehem Chapel



NOUS wreath at ADM Dewey's Tomb

Behind the altar one finds the sarcophagus of Bishop Henry Yates Satterly, the first Episcopal Bishop of the Nation's Capital. Beyond the sarcophagus one can behold brilliantly colored stained-glass windows depicting the annunciation, the nativity, and the epiphany. A Skinner organ is framed against the opposite wall in the back of this small, jewel box of a chapel. In a niche on the north wall lies the tomb of Admiral of the Navy, George Dewey.

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HONORING ADMIRAL DEWEY

Each year in May, companions from the National Capital Commandery gather in the Bethlehem Chapel to place a wreath on Dewey's tomb and commemorate the Battle of Manila Bay. We are often joined by the naval attaché from the Embassy of the Philippines. In 2019 it was a real treat when our companion, ADM Jim Toole gave a talk describing the battle. In the previous year, we had a talk by Commander Chris Renfrow of the US Naval Academy. In 2018 and 2019 the National Capital Commandery also joined the New York and Philadelphia commanderies aboard the USS *Olympia* in Philadelphia to recall the battle and pay tribute to Dewey.

This year, due to travel and social restrictions, those events will not take place. Nevertheless, Dewey's service and his contributions to the US Navy and to the nation are worth remembering.

Dewey was born in 1837 in Montpelier, VT. He graduated from the US Naval Academy in 1858. At the beginning of the Civil War, Dewey was the executive officer of the steam paddle-wheeled frigate, USS *Mississippi*. While aboard the frigate, he saw action at the capture of New Orleans, and was aboard when she was sunk in the Mississippi during the Battle of Port Hudson. He subsequently served on the *Brooklyn*, *Agawam*, *Colorado*, *Kearsarge* and *Canandaigua*. He commanded *Narragansett* and the *Kearsarge*, and by the end of the war, Dewey had been promoted to lieutenant commander.

In 1871 he was ordered to the Boston Navy Yard and then to the Naval Torpedo Station, Newport, RI as an instructor. He again commanded *Narragansett* from 1873 to 1875. For the next two years he served as Lighthouse Inspector, Second

Naval District in New York as a member of the Lighthouse Board.

On 18 October 1882, he took command of *Juniata*, and remained at sea until July 1884, when he was ordered to the Navy Department, Washington DC. He commanded the first warship of the "New Navy," the USS *Dolphin* from October 1884 until March 1885, when he transferred to command of the old steam frigate *Pensacola*. From 1889–1893 he was commissioned Chief of the Navy's Bureau of Equipment, when he again became a member of the Lighthouse Board and, in November 1895,

President of the Board of Inspection and Survey.

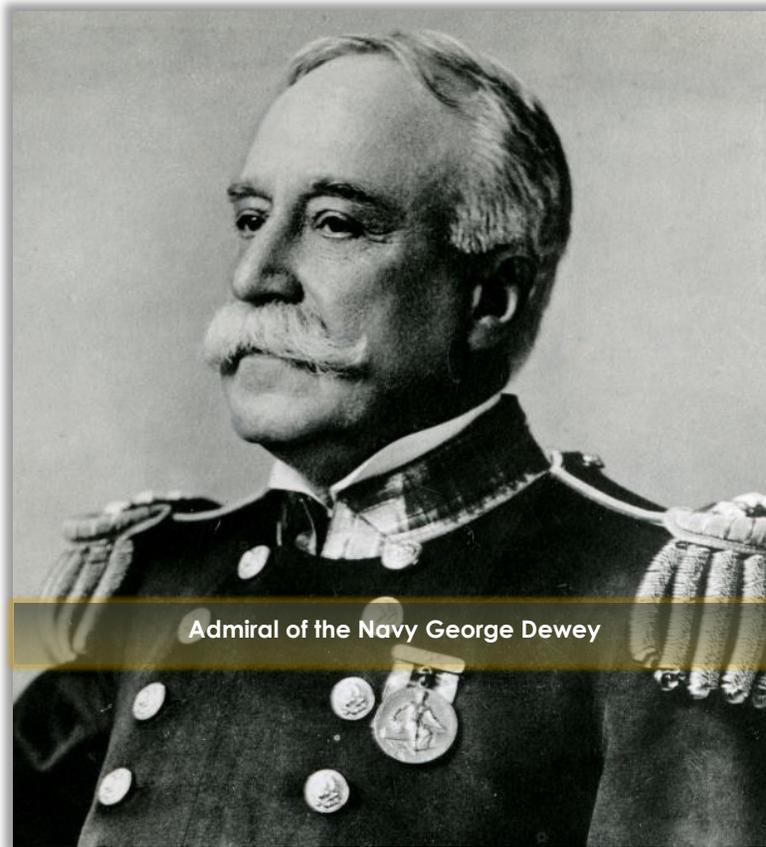
Dewey achieved fame in 1898 when he took command of the Asiatic Station with his flag in the cruiser *Olympia*, Captain Charles V. Gridley, commanding. During the Spanish-American War action at Manila on 1 May 1898, Dewey gave his historical command "You may fire when you are ready, Gridley." Dewey and the men under his leadership destroyed the Spanish fleet and installations at Manila Bay without loss of a man.

On 10 May, Commodore Dewey received a vote

of thanks from the US Congress. Three days later he was promoted to rear admiral for his "highly distinguished conduct in conflict with the enemy as displayed by him in the destruction of the Spanish Fleet and batteries in the harbor of Manila, Philippine Islands, May 1, 1898." Relieved of command of the Asiatic Station in October 1899, he returned to Washington DC and became President of the Navy's General Board in March 1900.

An Act of Congress, 2 March 1899, created the rank of Admiral of the Navy.

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Admiral of the Navy George Dewey

HONORING ADMIRAL DEWEY

On 24 March 1903, he was promoted to that rank retroactive to the date of the act. Dewey is the only officer that will ever hold the rank of Admiral of the Navy.

We should also remember that Dewey was the founder of the Naval Order of the US in 1890, the first organization dedicated to the preserving the history and heritage of the US Navy. For this reason, we bestow the annual Admiral of the Navy George Dewey Award for lifetime achievement to a senior civilian who has promoted the work of the US sea services.



Public presentation of a "sword of honor" to Adm. George Dewey for his actions at the Battle of Manila Bay during the Spanish-American War, 1899

Admiral Dewey died in Washington, DC, 16 January 1917 and was interred in Arlington National Cemetery but, at his widow's request, was reinterred in the crypt in the Bethlehem Chapel in March 1925.

The USS *Olympia* was decommissioned in 1899 but returned to service in 1902 to serve as a training ship for naval cadets at Charleston, SC. She was mobilized in 1917 during WWI to patrol the US coast and escort transport ships. After the war, she participated in the 1919 Allied intervention in the Russian Civil War and cruised the Mediterranean and Adriatic to promote peace in the unstable Balkans. In 1921 she carried the remains of a WWI unknown soldier from France to Washington, DC to be interred at Arlington National Cemetery. She was decommissioned in 1922 and placed in reserve.

In 1957 The Cruiser *Olympia* Association restored the ship to her 1898 configuration. In 1996, the ship became part of the Independence Seaport Museum in Philadelphia, as a museum ship and national historic landmark. She is berthed next to the museum at Penn's Landing on the Delaware River. Since 2014, the *Olympia* has been undergoing extensive repairs thanks to foundation grants and private donations. Donations are still needed and may be arranged through the Independence Seaport Museum.

**Submitted by Judith E. Pearson, Ph.D.
and CAPT John A. Rodgaard USN (Ret.)**

USS *Olympia*



This spring found the San Francisco Commandery adjusting how we communicate, meet, and share our fellowship. We cancelled our April meeting due to California's Shelter in Place Policy. Due to this restriction, I sent out an all hands message with Commandery updates and a reminder of Struggles and Victories of April past:

On 18 April 1775, Paul Revere rowed across The Charles and began his midnight ride. The militias of Lexington and Concord took it from there. They bloodied the British Army at Lexington, engaged them at The North Bridge in Concord, and chased the redcoats all the way back to the Charles River on the 19th.

On 18 April 1942, James Doolittle led his Raiders off the deck of the USS *Hornet* in those enormous, twin-engine B-25 bombers. None of the pilots had ever taken off from an aircraft carrier before and all knew they may not land their planes because of their expedited departure. These pilots and crews did not act as frightened men during frightening times.

In April 2020 we looked to these acts of courage to inspire us during the dark moments we found ourselves in.

In May, CAPT Tom Snyder suggested we hold a virtual Meeting via ZOOM. Because this was new territory for us, we didn't want to put a guest speaker through an unknown presentation process. I delivered a presentation on General Graves Erskine, during his time as the 3rd Marine Division Commander in Iwo Jima.

The presentation focused on the lessons General Erskine's learned as a young Marine Officer in the First World War at Chateau Thierry and Belleau Wood and how he applied them decades later at Iwo Jima.



The Commandery usually takes a lead role in the USS *San Francisco* Memorial event on the Sunday of Memorial Day weekend. This year was no exception, except that the event lacked an audience. Although the event was officially cancelled, Companion John McKnight, USS *San Francisco* Foundation president, and companion Bob Butchart, hosted a virtual event so that the memories of those valiant marines and sailors who lost their lives aboard the ship during the Battle of Guadalcanal would be preserved.



Companion McKnight who is our Commandery's Immediate Past Commander, also serves in the Emergency Operations Center for the City and County of San Francisco as the Outreach Branch Manager for the COVID Crisis Response. John was called up to serve in this role due to his years of work in emergency management and his expertise in community organizing and non-profit disaster response. In this role, John created and maintains open lines of communication, through a web based convening platform, with community based organizations, faith based organizations, community groups, neighborhood associations, and more to ensure the people of the San Francisco have a voice within the Emergency Operations Center. Butchart is also extremely busy working for California Governor's Office of Emergency Services during the crisis.

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John McKnight (foreground) and coworkers demonstrate proper social distancing and mask-wearing.

In June, RADM Tom Andrews presented (via ZOOM) Part 1 of his Battle of Leyte Gulf presentation. This was the same presentation he delivered at the National Congress in October in Boston. However, RADM Andrews believed that ZOOM offered a better platform for this presentation. The detailed slides get delivered right in front of participant eyes at home on their computers. The 60+ participants who watched the presentation were treated to great visuals and the compelling story of the RADM Andrew's father, who was awarded the Navy Cross for his actions in Leyte Gulf. RADM Andrews will deliver Part 2 of the Presentation on 13 July.

Submitted by Maj. Gene Redding, USMC, (Ret.)

James Scott's Father

James Scott is a member of the Charleston Commandery and a noted author. He was a finalist for a Pulitzer Prize for his book "Target Tokyo" on the Doolittle raiders. James and his father, John Deaderick Scott, were both charter members of the Charleston Commandery. His father had been medically retired from the U.S. Navy.

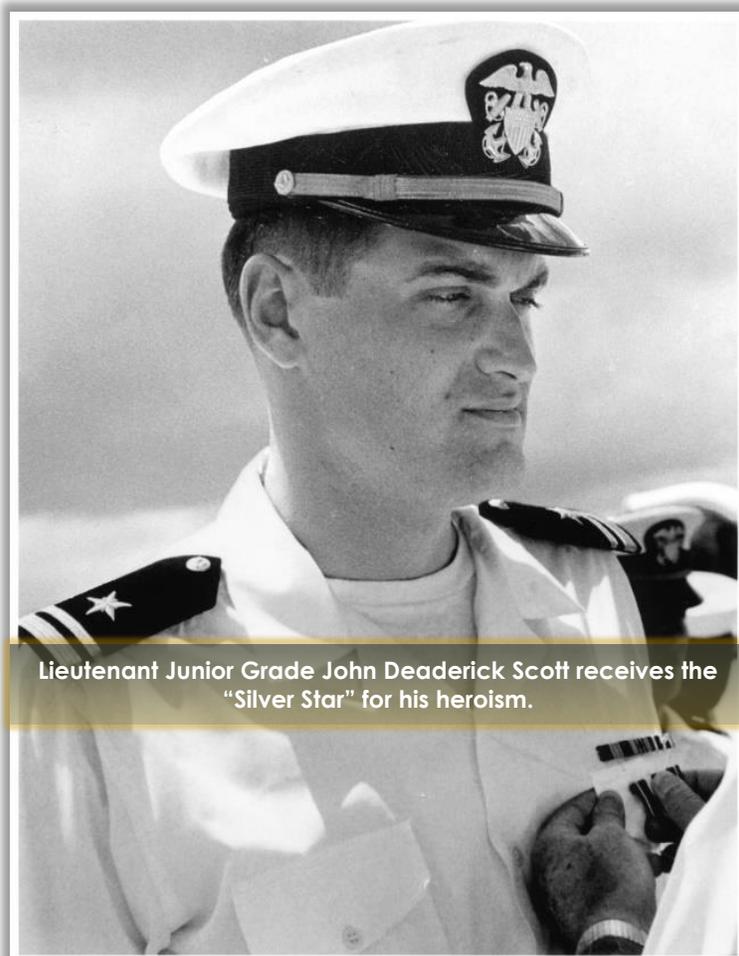
James recounted to me that he had grown up listening to his father's sea stories. One event in particular inspired James enough to give up his day job and begin a career as an author.

The event, which took place exactly 25 years after the Battle of Midway, is still controversial. The event was the Israeli attack on the USS *Liberty* (AGTR-5).

John Deaderick Scott passed away on 5 December 2017 and is buried at Arlington National Cemetery. On his father's birthday, James recounted the event that changed his life forever.

"My father would have been 77 today (8 June 2020). He shared his birthday with the anniversary of the worst day of his life - the day his ship, USS *Liberty*, was attacked by the Israelis, killing 34 Americans and wounding more than 170 others.

For his actions on the afternoon of his 24th birthday, Dad received the Silver Star, the nation's third highest award for heroism. While researching my book on the attack, I found this photo in the archives of the Charlotte Observer."



Lieutenant Junior Grade John Deaderick Scott receives the "Silver Star" for his heroism.

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JOHN DEADERICK SCOTT AND THE USS LIBERTY

The text of his citation follows.

The President of the United States of America takes pleasure in presenting the Silver Star to Ensign John Deaderick Scott (NSN: 0-700158/1105), United States Naval Reserve, for conspicuous gallantry and intrepidity in action in connection with the unprovoked and unexpected armed attack on USS Liberty (AGTR-5), in the Eastern Mediterranean, on 8 June 1967.

During the early afternoon hours, USS Liberty, while engaged in peaceful operations in international waters, was attacked without warning by jet fighter aircraft and three motor torpedo boats. The Liberty was subjected to intense incendiary, machine gun, and rocket fire and was placed in extreme jeopardy by a torpedo hit below the waterline on the starboard side in the vicinity of the research compartment. Severe structural damage and extensive personnel casualties were incurred.

Ensign Scott, serving as Damage Control Assistant, was in Damage Control Central during the attack, coordinating the setting of material conditions, actions of fire parties and other damage control teams. He remained in Damage Control Central on the starboard side of the ship when notified to "Standby for torpedo attack starboard side."

Without hesitation and with complete disregard for his own personal safety immediately following the torpedo attack, he courageously remained in his fume and smoke filled General Quarters station to direct and coordinate the emergency measures taken by the repair parties to extinguish fires, minimize and control flooding of spaces.

He personally directed and supervised the emergency plugging and shoring of the ruptured

deck in the compartment just aft of his General Quarters station immediately above where the torpedo had exploded. This prompt action prevented progressive flooding and spread of fuel oil on the second deck, thus preserving the watertight integrity of the ship's second deck.

His aggressiveness and coolness under fire was exceptional, and his leadership and initiative throughout the next few days on shoring and damage control was an inspiration to all personnel aboard.

Ensign Scott's initiative and courageous actions were in keeping with the highest traditions of the United States Naval Service."



USS Liberty after the attack.

John Deaderick Scott received his commission through Officer Candidate School shortly after graduating from the University of North Carolina at Charlotte. The *Liberty* was his first ship. After recovering from his wounds he was assigned to the USS *Monmouth County* (LST-1032) during its deployments to Vietnam. He was medically retired after being injured during a shipboard explosion.

The *Liberty* was attacked during the six-day war in June 1967. The ship was obviously United States Navy. To this day, nobody can satisfactorily explain why the attack took place. For political reasons, the truth may never be told.

Frank Boo remembers Midway After 70 Years

The Battle of Midway is an official celebratory event of the United States Navy. It, and the Navy's Birthday in October, are the closest things the United States Navy has to official holidays. In years past, our Commanderies would hold formal dinners in which veterans of the battle would be feted and saluted. One of the regulars at San Francisco Commandery's annual event was Frank Boo, CWO, USN (Ret.) the father of San Francisco Commandery companion Gary Boo, CDR, SC, USN (Ret.). Chief Warrant Officer Boo had a unique perspective on the course of the Battle of Midway and the Battle of Coral Sea the previous month. He was ADM Frank Jack Fletcher's staff yeoman during both battles. The following account, although told in the second person, is actually Frank's first-hand account exactly as written of the events that turned the tide of the Pacific War just six months after our nadir at Pearl Harbor.

Frank W. Boo went aboard the carrier USS *Yorktown* in February of 1942 as a senior yeoman in charge of ADM Frank Jack Fletcher's office.

His primary job was to keep a history, or war diary for the task force commander. On 16 February *Yorktown* sailed from Pearl Harbor with supporting ships, setting a cruising record for deployment of one hundred and three days.

Prior to Midway, Frank was on *Yorktown* for action at Tulagi where practically every torpedo and dive-bomber plane made three round trips during the day, sinking about nineteen ships. At the Battle of Coral Sea, Frank saw history made when he witnessed the first ever engagement at sea between carrier-based airplanes.

On one occasion the two opposing carrier forces were so close – estimated at nineteen miles – that

several Japanese pilots mistook *Yorktown* for their own carrier and signaled permission to land. They would have been fired upon had not our hungers hesitated for fear of hitting our own planes.

The following day, *Yorktown* was badly damaged and many aboard were killed. One bomb killed forty-one men, and Frank remembers the sickening feeling of seeing bloody hand marks on white sea bags whose dying men had tried to raise themselves to their feet. *Yorktown* headed back to Pearl, leaving behind the badly damaged carrier USS *Lexington*, which was sunk by our own destroyers to keep it out of enemy hands.

After one of the fastest repair jobs in naval history—less than 48 hours—*Yorktown* joined USS *Enterprise* and USS *Hornet* and several support ships about 200 miles northeast of Midway. On June 4, the attack came. Frank was at battle station in Flag Plot when the first Japanese aircraft attacked. Three bombs hit *Yorktown*, one dropping alongside the island. The black smoke forced all men onto the open deck. Between attacks, Frank joined the Admiral and several key officers in a whaleboat to shift command from the damaged *Yorktown* to the cruiser USS *Astoria*. Shortly after boarding *Astoria*,

Frank found himself on the deck during a Japanese torpedo attack, leaving *Astoria* unharmed but further damaging *Yorktown*.

Frank convinced ADM Fletcher to let him return to the listing *Yorktown* with a salvage party. He especially wanted to recover his war report on the Battle of Coral Sea. Frank went aboard the ghost ship, dark for lack of electrical power, where decks were canted and slippery with oil and water. He found rows of dead sailors laid out under canvas, and with a battle lantern, he accompanied the commanding officer of the *Yorktown* on a search of the ship to look for men left behind alive when abandon ship was ordered. None were found.

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Yeoman First Class Frank Boo in 1942

FRANK BOO AND THE BATTLE OF MIDWAY

In route to finding his lost report on the Coral Sea Battle, Frank ended up carrying foamite to fight ongoing fires, while other men heaved heavy objects overboard to reduce the list of the ship.



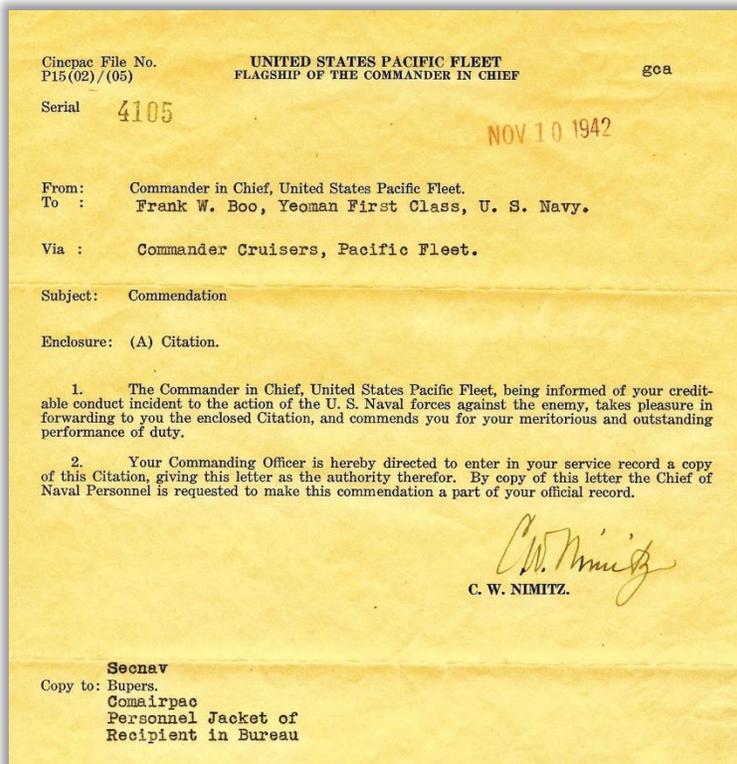
A damage control party on the Yorktown's listing deck

After the fires were out, Frank and others had lunch provided by the destroyer USS *Hammann*, which was tied up on *Yorktown*'s starboard side to help salvage the carrier. Suddenly, four Japanese torpedoes were spotted. Two exploded against *Yorktown* and another cut the *Hammann* in two. Frank remembers kicking off his shoes and running toward the *Yorktown*'s port side. He hung onto a hangar door, and for several minutes which seemed like hours, the ship trembled from explosions, torpedoes and the depth chargers from the sinking destroyer *Hammann*, which were set to explode at depth. *Yorktown* listed so far to port that he stood in water up to his knees, even though he was ten feet from the side of the ship. Men were in the water, dead, dying, or drowning, and the salvage job turned into a job of saving lives.

Frank was transferred to the destroyer USS *Gwin* (DD-433). Early the next morning, he was sleeping on the port side under the depth charge rack, when a submarine contact was made. The destroyer dropped a depth charge set at shallow. From the explosion, Frank permanently lost 50 per cent of his hearing in his left ear.

On the morning of 7 June, and from only a thousand feet away, Frank watched as the mighty *Yorktown* upended and plunged under the water stern first. It was possible that his Battle of Coral Sea Report was among the floating debris from the ship.

Note: Frank would always comment that they never did find the "smooth" draft of his Battle of Coral Sea Report that he had worked so hard to type. He suspected that it is still in the wreck of the *Yorktown*. Frank received a Navy Commendation Medal for his actions during the battle. The letter awarding the commendation was signed personally by ADM Nimitz.



Frank and Gary Boo at a San Francisco Commandery Battle of Midway celebration several years ago.

Submitted for Frank Boo, CWO, USN (Ret.)
by CDR Gary Boo, SC, USN (Ret.)

The United States Revenue Cutter Service was merged with the United States Life Saving Service to form the United States Coast Guard on 28 January 1915. It was not until 1922 that Coast Guard ranks were made comparable to the rank structure of the United States Navy.

CAPT Calvin L. Hooper, USRCS was born 7 July 1842 in Boston. The Revenue Cutter Service was expanded in the wake of the Civil War and Hooper received an appointment as a 3rd Lieutenant on 4 June 1866. He was assigned to cutters sailing out of San Francisco. It was during that period he became familiar with Arctic waters.

It was in San Francisco that he met and married Carlotta Elizabeth Houg of Oakland. Shortly after his wedding, he was assigned to the USRC *Fessenden* out of Detroit. He was eventually promoted to captain and returned to San Francisco to serve as captain of the cutter, *Corwin*. The register of Captains of the United States Revenue Cutter Service dated 1 July 1892 lists Calvin Hooper as 19th in seniority among captains with a date of rank of 23 October 1879. The list notes that he is assigned to the Revenue Cutter *Corwin*.

CAPT Calvin L. Hooper, USRCS served in Arctic waters and the Great Lakes aboard various cutters including Cutters *Fessenden*, *Corwin*, *Lincoln*, *Rush*, *Wolcott*, and *McCulloch* between 1867 and 1898. The *Corwin* may be the best known of the cutters CAPT Hooper served aboard.

The *Corwin* was named for Thomas Corwin, a well-known mid-nineteenth-century politician who served as Secretary of the Treasury during Millard Fillmore's presidency. She was the second of three Revenue Cutter Service and Guard vessels to bear the name.

She was built as a single-screw, steam-powered, topsail schooner by Oregon Iron Works at Albina

(Portland), Oregon in 1876 and commissioned at San Francisco in 1877.

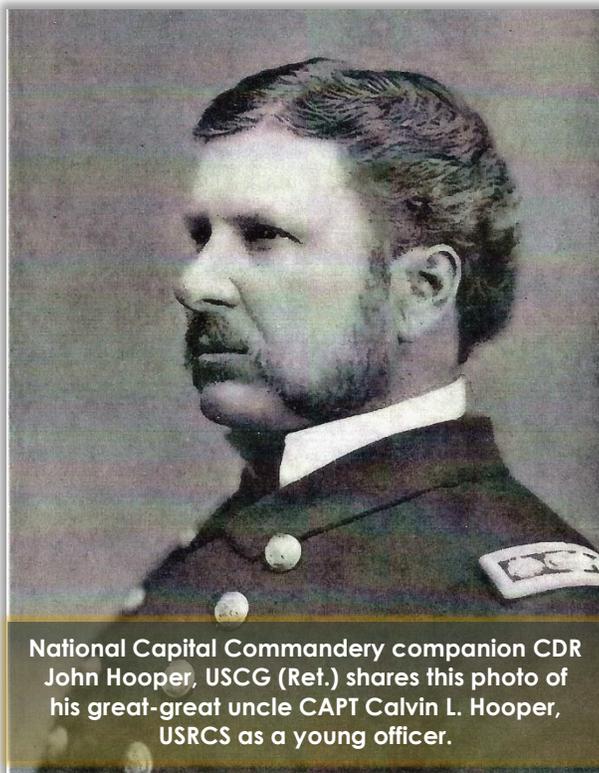
She was constructed of fir and "fastened with copper, galvanized iron and locust tree nails." Her appearance was typical of revenue cutters of the period; flush-decked (or nearly so) with clipper bow, fantail stern, two sail-bearing masts, pilot house, and funnel amidships and a deckhouse, (probably including the upper parts of the engine and boiler rooms) beneath and extending behind the pilot house. The boiler powering the propulsion machinery was of the Scotch marine boiler type and was the first instance of that type of boiler on a Revenue Cutter Service vessel. The addition of steam jackets on the cylinders to reduce condensation losses was another innovation new to the service. Her cost and displacement were somewhat greater than the Dexter-class (1874) cutters of similar length and overall design.

Construction of the *Corwin* was contracted in May 1875 with completion scheduled for 28 February 1876. The *Corwin* was the first government vessel constructed in the state of Oregon, so a large crowd came out to see her launched on 23 August 1876. There were financial issues between the

builders in Oregon and the government that resulted in the *Corwin* being removed to San Francisco where she was completed at a cost of \$10,150.77 and subsequently commissioned.

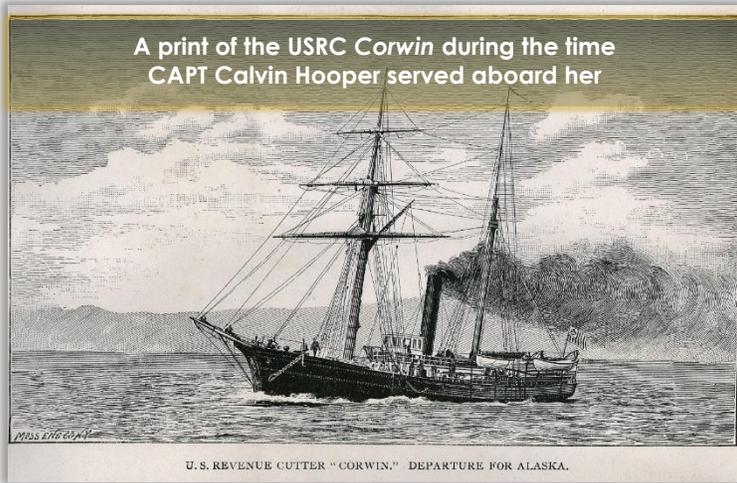
The *Corwin* was reported to be capable of 12 knots under sail (48-hour average with a beam wind), 11.5 knots under steam alone, and 13–14 knots under combined power.

The *Corwin* spent her entire career in the Pacific and Arctic oceans; her home port throughout her government service was San Francisco.



National Capital Commandery companion CDR John Hooper, USCG (Ret.) shares this photo of his great-great uncle CAPT Calvin L. Hooper, USRCS as a young officer.

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She made her first trip to northern waters in 1877 under CAPT J.W. White. In 1880 and 1881, with Calvin L. Hooper commanding and Michael Healy as Executive Officer, she searched in the Arctic for the USS *Jeannette*, a lost exploration vessel, and two lost whalers, *Vigilant* and *Mount Wollaston*. For this expedition, she was sheathed with one-inch oak planks from two feet above the water line to six feet below, with the oak applied over the copper and secured with 2.5-inch composition nails. Also added was an ice-breaking attachment for her bow, constructed of 3/8-inch iron plate, which could be put in place when needed.

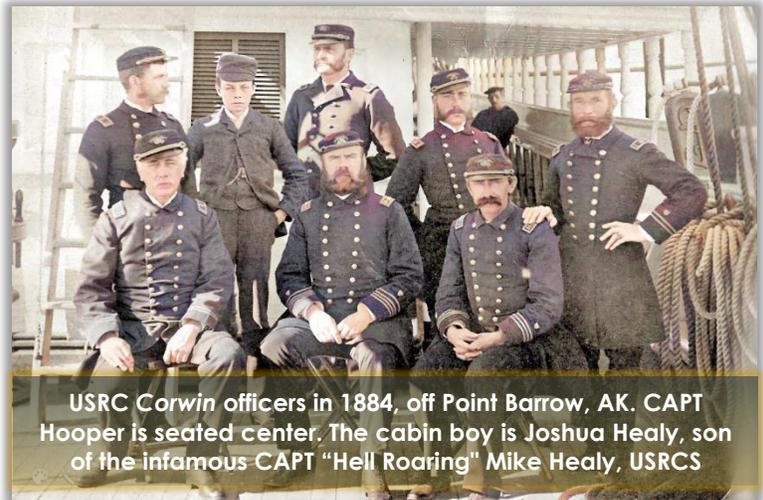
CAPT Hooper sent out exploratory parties by dogsled along the Siberian arctic coast. Artifacts and stories collected from the Chukchi residents of the coast confirmed that the *Vigilant* had been lost with no survivors, and apparently had picked up survivors from the *Mount Wollaston* before her own disaster.

In the course of the *Corwin's* 1880 cruise, CAPT Hooper located and mapped coal deposits in cliffs east of Cape Lisburne, Alaska, previously discovered by CAPT E.E. Smith, the *Corwin's* ice pilot. The crew mined coal from these deposits in both 1880 and 1881, and the site has since been known as the *Corwin* Coal Mine. On a visit to various Alaskan islands, they confirmed the St. Lawrence Island famine which killed over 1000 people.

In 1881 the *Corwin* carried a scientific detachment including John Muir, Irving C. Rosse, M.D., and Edward W. Nelson, and in the course of the search for the *Jeannette*, landed parties on Herald and Wrangel Islands in the Chukchi Sea. Hooper wrote a

report to Congress on the 1881 cruise. The report was printed by the U.S. Government printing office and is available on-line. *Corwin* was replaced on the Arctic patrol by the USRC *Bear* starting in 1886.

Corwin continued her service until the turn of the century when she was sold to commercial concerns. In 1914 she had been chartered for a mission in Arctic waters when she struck a reef off Cape Douglas and went hard aground. She was refloated by jettisoning and lightening supplies to lighten ship, with assistance from the USRC *Bear* and a crew from the Nome Lifesaving station.



CAPT Hooper remained in San Francisco. Old records seem to indicate that he alternated captaincy of the *Corwin*, with "Hell Roaring" Mike Healy, throughout the 1880s into the 1890s. He also was captain of the cutter *Richard Rush* during this period.

In 1896 he bought a house at 202 Santa Rosa Avenue in Oakland. From there he commuted to his office at headquarters in San Francisco. His last command at sea was the new Cutter *McCulloch* during the Spanish American War. The *McCulloch* was almost immediately dispatched to the Far East upon arrival in San Francisco and served under ADM Dewey during the Battle of Manila Bay.

CAPT Calvin L. Hooper, USRCS, died in Oakland on 7 April 1900. He is buried in Oakland's Mountain View Cemetery. Old newspaper accounts speak of a Masonic/Naval funeral service and procession up Broadway to the cemetery.

Submitted by CDR John Hooper, USCG (Ret.) and MCCS Bob Hansen, USN (Ret.)

The worldwide impact of the Coronavirus pandemic is being felt by the cemeteries and monuments maintained overseas by the American Battle Monument Commission. Its 26 cemeteries and 30 monuments were closed since the beginning of the Coronavirus pandemic in March and did not begin reopening until the first week of June. Although every cemetery has an American superintendent, all of the ground crews and maintenance workers are hired locally. They are under the same restrictions as other people in their respective countries.

Companion Bob Wefald, an ABMC Commissioner, had an excellent visit at the Corozal American Cemetery in Panama on 11 March 2020, just prior to the cemetery having to close. Superintendent Frank Ocequeda and Deputy Director Cemetery Operations Oliver Villalobos introduced him to the staff who do such an excellent job in keeping the cemetery looking beautiful as a fitting tribute to those who are interred and to their families. Wefald noted, "The Corozal American Cemetery is one of two active ABMC cemeteries in which burials still take place. The other is Clark Veterans Cemetery in the Philippines."

American and Panamanian flags were placed at every



Panama is a tropical country, so after the Corozal American Cemetery was closed, Wefald contacted Superintendent Ocequeda to inquire as to whether "Mother Nature moved rather swiftly to reclaim her natural state." Ocequeda replied, "Thank you for thinking of us sir. Mother nature has moved in. Monkeys, snakes, and plenty of birds so far. We are looking forward to getting back to work. Overall, my team and myself are in good health. Grateful we are able to quarantine focusing on our families. ABMC allows us that luxury. Hope you and yours are doing well and for your kind words."

At all of the ABMC Cemeteries and Monuments, crews have been anxious to restore and reopen these beautiful treasured outposts that demonstrate the sacrifice of Americans in ending wars in the regions in which they lie in eternal peace.

Also, in the Philippines, Wefald on behalf of the ABMC, dedicated the new Manila American Cemetery Visitors Center on 19 October 2019. This beautiful cemetery is ABMC's largest with 17,184 burials and with the names of 36,286 on the Tablets of the Missing.

Like the Corozal American Cemetery, the Manila American Cemetery is in a tropical climate. Superintendent Jerry Lefler writes, "We are not yet back to work. Metro Manila is still in an enhanced quarantine. We are actually sitting in pretty good shape. We have a good portion of our crew who live close enough to the site to be able to make it in and we were able to run reduced crews about 4 days a week during the most restrictive period of the lockdown."



Official Operation Benjamin party at the change of headstones ceremony at Manila American Cemetery. Operation Benjamin is devoted to preserving the memories of American-Jewish soldiers who made the ultimate sacrifice while defending the cause of freedom during World War II.

Of particular interest to the Naval Order of the United States, this cemetery is the resting place for members of the sea services in the Pacific in World War II. Here are buried 829 Navy dead and 17,583 memorialized; 677 Marines are buried and 1,728 memorialized; 11 Coast Guard burials and 59 memorialized, plus 12 Merchant Marine burials. All are a stark reminder of losses at sea. This cemetery is truly a lasting testament to the valor of those in the sea services who were lost in the Pacific Theater.

Submitted by Companion Bob Wefald

Coast Guard Hero Captain Quentin R. Walsh, USCG (Ret.)

It may be unusual to have a ship of the United States Navy named after a Coast Guardsman. Nobody can dispute the fact that CAPT Quentin R. Walsh, USCG deserves the honor. The Arleigh Burke Class Guided Missile Destroyer USS *Quentin Walsh* (DDG 132) will be named after Walsh, who earned the Navy Cross for his actions in Normandy June 1944.

CAPT Quentin R. Walsh experienced one of the most colorful, diverse, and ultimately distinguished careers in the history of the U.S. Coast Guard.

Born in Providence, RI, on 2 February 1910, he grew up across the river from the U.S. Coast Guard Academy in New London. Becoming a Coast Guard officer became his aspiration. Aggressive by nature, his tenacity would serve him well as a Coast Guard officer in peace and war.

After graduating in May 1933, he served as a deck officer aboard the former Navy "four-stacker" destroyer *Herndon*, on loan to the Coast Guard, and used for interdicting "rum-runners" between the Gulf of Maine and Cape Hatteras. In September 1934, he transferred to the Coast Guard Cutter *Yamacraw*, as a deck officer, based in Savannah, GA. As a boarding officer, he played an important role in the capture of the notorious rumrunner *Pronto* in January 1936.

In 1937, Walsh was assigned as a Coast Guard inspector in charge of enforcing whaling treaty regulations on the whale factory ship *Ulysses*.

Walsh's firsthand knowledge of whaling practices heavily influenced the formulation of U.S. whaling policy against commercial whaling.

In October 1939, Walsh transferred to the 327-foot Secretary-class cutter, *Campbell* and served as navigator and gunnery officer while the cutter convoyed merchantmen across the North Atlantic as part of the American Neutrality Patrols.

In November 1941, Walsh served aboard the Coast Guard-manned troop transport *Joseph T. Dickman*, ferrying British troops from Halifax, Nova Scotia, to Bombay, India.

The *Dickman* also supported amphibious training with U.S. Marines on the North Carolina coast and landed troops at Cuba, Puerto Rico and Bermuda.

Walsh next received orders to the staff of Commander U.S. Naval Forces in Europe, located in London. As a member of the Naval Forces staff, Walsh became intimately familiar with the details of *Neptune*, the amphibious operation associated with Operation Overlord, the allied invasion of Normandy. Walsh was tasked with formulating

plans to restore operations in liberated French ports to expedite resupply of allied armies by ship.

In addition to planning post D-Day port operations, Walsh received orders to form a unit to carry out his plans. Walsh's background and leadership ability served him well. He formed Navy Task Unit 127.2.8 out of 50 U.S. Navy *Seabee*s from Construction Battalion units. Walsh's unit would serve with VII Corps of General Omar Bradley's First Army.

A few days after the initial D-Day landing at Utah Beach, Walsh and his team landed and advanced westward toward the port of Cherbourg. Their mission was to secure the harbor and prepare the port facilities to receive shipments of troops and supplies as soon possible.

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CAPT Quentin R. Walsh, USCG (Ret.)

When Walsh's unit entered the city on Monday, 26 June, as part of the U.S. Army's 79th Infantry Division, he came under fire from machine gun nests still defending German positions and his unit uncovered stubborn pockets of enemy resistance. For his actions in securing the port of Cherbourg, Walsh was awarded the Navy Cross. The Citation reads as follows:

The President of the United States of America takes pleasure in presenting the Navy Cross to Lieutenant Commander Quentin R. Walsh, United States Coast Guard, for extraordinary heroism and distinguished service in the line of his profession as Commanding Officer of a specially trained U.S. Naval Reconnaissance Party assigned the mission of reconnoitering the Naval Facilities and Arsenal at Cherbourg, France, on 26 and 27 June 1944. A gallant and aggressive leader, CMD Walsh courageously engaged in active street fighting with the enemy as he led his party in the skillful penetration of the eastern half of the city and, while advancing through scattered pockets of resistance and extremely hazardous areas which were still subjected to hostile fire, accepted the surrender of approximately four hundred enemy forces at the Naval Arsenal and disarmed them. Subsequently receiving the unconditional surrender of three hundred and fifty other officers and men, he released fifty-two United States Army Paratroopers who were prisoners in the fort. CMD Walsh's brilliant initiative, inspiring leadership and successful accomplishment of a difficult mission reflect great credit upon himself, his command and the United States Naval Service.

Walsh's duties did not conclude with the successful capture and operation of Cherbourg's port.

His team continued as part of VIII Corps of General George Patton's Third Army. Walsh's men completed

its mission with Patton by the end of August 1944.

Next, Walsh's unit joined forces with the First Canadian Army to open the Port of Le Havre. Once again, his men came under enemy fire as soon as they entered the city; undaunted, they completed the mission within two weeks.

Walsh subsequently contracted a severe case of viral pneumonia and was hospitalized then returned to the United States for reassignment. His health problems persisted and, in 1946, the service placed him on the retired list due to physical disability.



He was returned to active duty in 1951 during the Korean War to serve as liaison officer between the Coast Guard and Treasury Department. He also served as aide to the Assistant Secretary of the Treasury overseeing Coast Guard affairs. He

retired as a captain in 1960. He "crossed the bar" in May of 2000.

In a wonderful tribute to CAPT Walsh, in June 2019 Secretary of the Navy Richard V. Spencer announced that the Arleigh Burke-class guided-missile destroyer, DDG 132, will be named in his honor. When he made the announcement Spencer said, "CAPT Walsh was a hero whose efforts during World War II continue to inspire, and his leadership in securing the French port of Cherbourg had a profound effect on the success of the amphibious operations associated with Operation Overlord.

For over two centuries, the Navy and Marine Corps team and the Coast Guard have sailed side by side, in peacetime and war, fair weather or foul. I am honored the future USS *Quentin Walsh* will carry Capt. Walsh's legacy of strength and service throughout the world, and I am proud that for decades to come, this ship will remind friends and adversaries alike of the proud history of our services and the skill and professionalism of all those who stand the watch today."

Commandery Goes Virtual

Due to Coronavirus travel and assembly restrictions throughout NOUS Northwest's area of membership, additional efforts were made during the period to support scheduled meetings in a virtual format. The results have been positive with the National History Day Award being evaluated by NOUS volunteer judges completing that work from their homes. Similarly, the Commandery successfully utilized the Zoom platform for its regularly scheduled Discussion Group. Both experiences are described below.

Discussion Group Studies Continue in Virtual Format

NOUS Northwest's Discussion Group met on 18 May for a very informative discussion on "China as a World Power." Thirteen Commandery companions and guests joined together on the ZOOM platform for three related book reviews and a video followed by a lively discussion moderated by Discussion Leader CAPT Joe Valenta, USN (Ret.).

The Commandery also welcomed the participation of CAPT William F Steagall Jr., USN (Ret.), Commander, National Capital Commandery.

The NOUS Northwest Discussion Group was established in 2018 to examine current critical maritime related events throughout the world. Specific pre-reading is encouraged prior to each session. The next meeting was on 20 June, titled "Our Sputnik Moment". Companions residing throughout the commandery's three states are encouraged to join in future meetings via ZOOM.

NOUS Northwest Announces Naval History Award

National History Day encourages middle and high school students to become historians by developing research, analysis, presentation, and social skills.

Students select a topic related to an annual national theme. This year the theme was "Breaking Barriers." Students work individually or in groups to conduct historical research using primary and secondary sources and develop projects in one of five categories: research papers, performances, documentaries, websites, and exhibits.

The Commandery's recruitment of volunteer judges was highly successful. Because of the Covid-19 virus, most of the competition turned out to be virtual, rather than in person, as is usually the

case. The following companions and spouses acted as volunteer judges this year.

In Washington regional contests: Jim & Carol Ann McGinnis, Janine Whitaker, John & Cricket Laible, Floyd Kershner,

Richard & Claire Griffin, & Curt Maier acted as volunteer judges. In addition, Richard & Claire Griffin judged in the first round of Washington's State Finals.

In Oregon, volunteer judges were used only in the State Finals and like Washington, Oregon also went to a virtual format. A total of 140 students participated and David Todd of the Commandery was a volunteer judge. As an outcome of the Oregon competition, two documentaries were selected to be shown in the 2020 Digital Documentary Showcase hosted by the National Museum of African American History and Culture (17-24 June 2020) in Washington D.C. The museum selected 35 documentaries from 212 entries this year, and Oregon documentaries took two spots.

The winner of the Northwest Commandery's Maritime History Award was Desiree Quenzer, from Yakima, WA. Her presentation was entitled "Alan Turing, Breaking the Barrier of Enigma." In recognition of this accomplishment, Desiree will receive a Certificate of Accomplishment from NOUS and a check for \$100. The award will be presented on behalf of NOUS Northwest by its commander, CAPT John Laible, at the first available opportunity.

Submitted by CAPT Solon Webb, USN (Ret.)



My Time at Yankee Station: Vietnam 1968

I was Ops Officer on the USS *Richard S. Edwards* (DD-950) on deployment off the northern coast of Vietnam in early 1968.

We were a 5-inch 54 gunship destroyer, the primary ship for naval gunfire support off the coast. With about a week to go before we ended our 6-month deployment we had already topped the record with more than 16,000 rounds fired.

We got an Op Immediate SECRET message to proceed directly to Subic Bay at flank speed to re-gun. We had rotated gun firings so that the three guns had equal gun wear. We calculated to be just okay with normal rate of fire the last week before we departed, but not for the high volume "they" expected in a few days.

We made the normal two-day transit in just about one. The Subic shipyard went to work on all three guns at once, and completed a normal 4-day job in about 24 hours.

Our crew had base-only liberty awaiting recall. The alert went to all the clubs to be back at 2000 to be underway by 2200. The CO and XO weren't back aboard at 2130 and so I, as Senior Watch Officer, set the Special Sea and Anchor detail. I went to the bridge, assumed OOD, and took readiness reports from all stations. I even ordered "single up" at 2155 and just then two taxis

pulled up. The CO, XO, and Supply Officer came aboard with a few ladies. A couple minutes later the ladies left the ship.

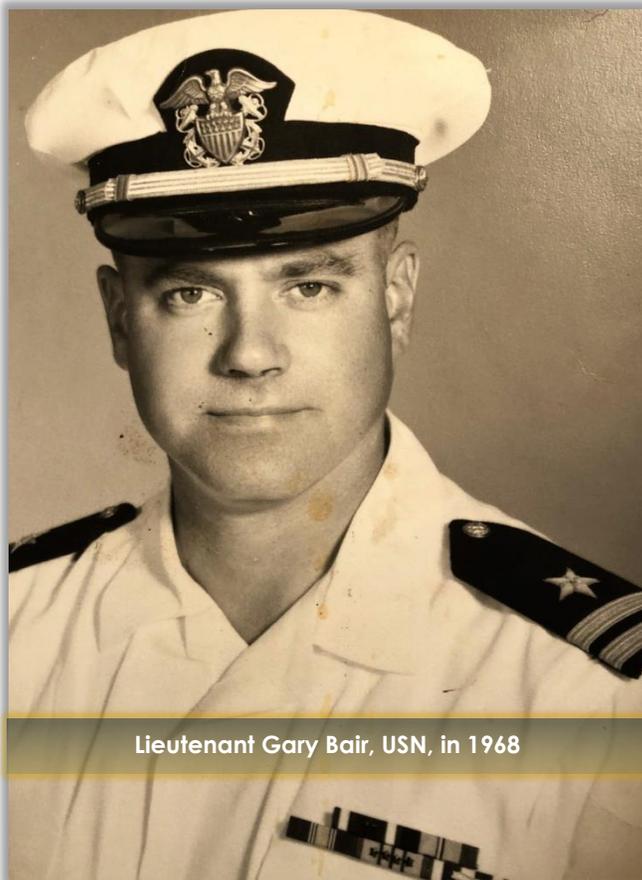
The CO and XO appeared on the bridge in civvies', plopped in the two big chairs, and told me to get her underway. About 30 minutes later we set the regular underway watch, the CO and XO retired to their cabins, and I was relieved as OOD and hit the rack.

Shortly later, I was awaked by the OOD who told me we had a problem! We had a woman aboard. She was in the Captain's cabin. The Bosun had counted three women coming aboard and only two leaving.

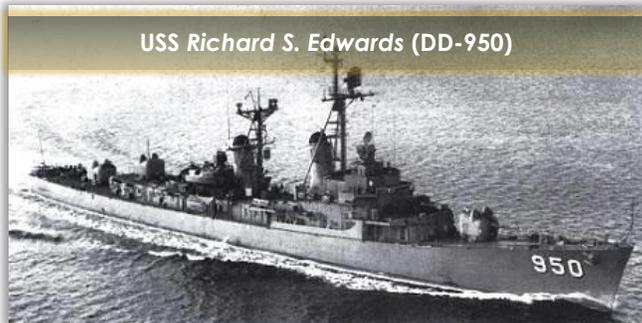
I told him to call the XO. He said he had, but he said he couldn't do anything about it. I told him to turn the ship around and I'd be right up. I told the XO to convince the CO, went to the bridge, set the Sea and Anchor detail, and assumed OOD.

The Captain came up to the bridge, we re-entered Subic, put a boat in the water, and put the wife of the Chief Engineer of the Reeves ashore.

After a 27-knot transit we were back to the DMZ, and the next night, 31 January, all hell broke loose for the next couple days. It was the Tet Offensive. The remarkable thing about the story is that although we have all been told ever since that the Tet Offensive was a complete surprise, "someone up there" knew what was coming.



Lieutenant Gary Bair, USN, in 1968



USS *Richard S. Edwards* (DD-950)

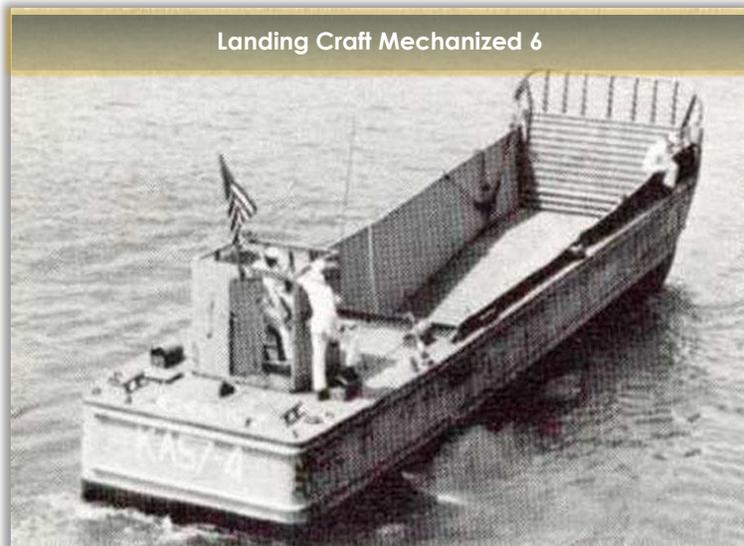
**Submitted by CAPT Gary Bair, USN (Ret.)
New Orleans Commandery Commander**

Vietnam – 50 Years Later Part 2: Task Force Clearwater

After a couple of weeks, I was told that I was being sent to Detachment Cua Viet, near the Demilitarized Zone (DMZ), as a crew member on a boat that was already there. I never found out what kind of boat, and never made it to Cua Viet. I badly sprained my ankle stepping off the pier and was held back. However, I was soon told that I would be sent to Detachment Tan My.

Located on Vinh Loc Island at the mouth of the Perfume River northeast of Hue City, the U.S. Navy established Tan My Naval Support Activity Detachment in 1967. The base had a LST ramp, Seabee base, a River Patrol Boat (PBR) mobile base on barges, docks and petroleum storage facilities, together with pipelines to Hue. The Navy compound was adjacent to the Eagle Beach rest and recreation facility used by the U.S. Army's 101st Airborne Division. What it didn't have was basic sanitation. I was soon laid up with a very unpleasant illness. Our one corpsman was kept busy, as I wasn't the only one sick.

I was assigned as a seaman on a small, World War II era LCM 6. The boat was in pretty bad shape, and after less than a month, we needed to take it back to Da Nang. During the trip, we were swamped by a Japanese tugboat and sank. Thankfully, the Japanese rescued us (and profusely apologized) and were kind enough to drop us off at the lighterage causeway. I was back at the SCRF in Da Nang.



Landing Craft Mechanized 6

I quickly got back into routine. When my boat sank, all of my training manuals, practical factors, and correspondence courses had also gone to the bottom, so I had to go to the main base and pick up new courses. I spent my free time working on them. Anyway, there were no trips to China Beach or Freedom Hill. The racial tensions back home made it to Da Nang, and after an incident fueled by beer at the club, we were put under curfew and lock down. I was assigned to another boat that was still in Da Nang. It was a modern LCM 8 boat, numbered 873.

It was scheduled to run supplies and ammunition up the Cua Viet River. The man in charge was a Petty Officer Second Class. There would be two seamen – Carol, a buddy of mine, and me. The engineer would be a non-rated fireman who was being mentored by another shipmate, an engineer named Charlie. Charlie, whom I knew from Tan My was a short-timer, so wouldn't deploy long-term.

Before we left, I was told that Charlie would deploy to continue mentoring the fireman. Since the boat only needed four crewmen, I would stay behind. Two weeks later, we learned that the 873 boat had been hit. Charlie was killed and Carol had vanished in the explosion. The other two were seriously wounded. Quick thinking by the fireman saved the boat.

Meanwhile, I was assigned to an LCM 6 boat that would leave for Tan My in two weeks to join minesweeping and security forces already there. Tan My and Hue City were only about sixty miles from Da Nang, about 6-8 hours by boat, but LCM 6 and 8 boats didn't routinely make the trip by themselves. I approached several YFUs and LCUs to ask for a tow. It was close to midnight on New Year's Eve 1968 when I caught and secured the towline from an old LCU for the trip to Tan My.

Early 1 January 1969, we entered the Tan My lagoon, and released the tow line and were soon at the beach and boathouse at the Tan My Cove. Outwardly, it looked the same, but the base had been slowly built up. There were still no indoor toilets but hot and cold running water and a shower had been installed in the boathouse.

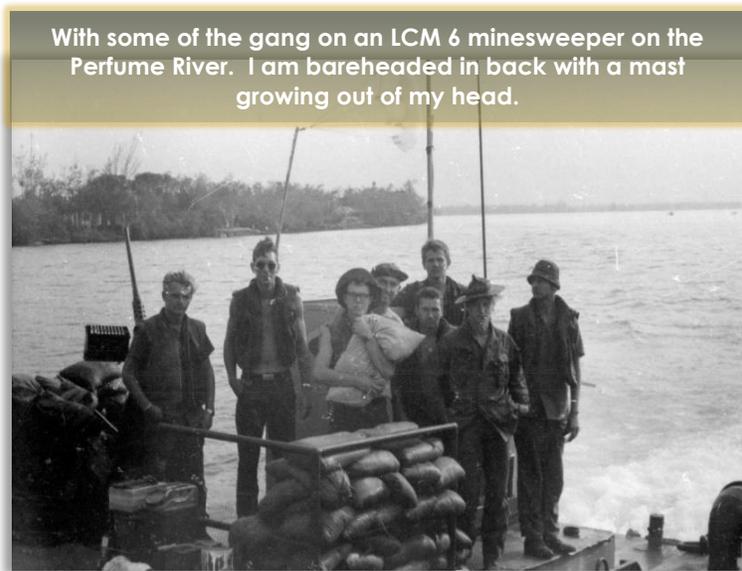
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There was now a decent mess hall. Instead of a hut on base, we built makeshift quarters on the boat, Flak jackets, rifles, and helmets were issued, along with c-rations and hand grenades. We now had a radio on the boat. At morning muster, our Chief told us we were officially part of "Task Force Clearwater."

Task Force Clearwater had been formed out of TF 116, River Section 521 at Tan My in the wake of the 1968 Tet Offensive. It was later moved north to Cua Viet. Although enemy activity had diminished somewhat, Cua Viet's location near the DMZ still required greater security efforts.

Clearwater's job was river and port security. The LCM 6's were now river minesweepers, with minesweeping gear welded on the stern. We were 24/7 security. During the day, accompanied by PBRs, we could be part of convoy runs upriver to Hue City. In the evening, accompanied by security personnel, we'd do night patrol in the lagoon between our beach, along the LST ramp, and up to the mobile PBR base. Though it was routine, there were still regular explosions and at least one security person, an 18-year-old seaman apprentice, was killed.

When we weren't running night patrol, we'd stand watch at either the LST ramp or on our beach. During watch, we'd throw hand grenades in the water to deter sappers. During one of my watches, three mortars from outside the perimeter landed a few yards away from me.



With some of the gang on an LCM 6 minesweeper on the Perfume River. I am bareheaded in back with a mast growing out of my head.

While with Clearwater, there were no days off. Workdays could last 24 hours a day, two or three days in a row. By March 1969, I had been in-country for six months, and was finally able to take some out-country R&R in the Philippines to visit my grandparents. It was only five days off, but it was heaven.

After my R&R, I returned to Tan My and eventually promoted to boat captain/coxswain. In August, I went back to the States for a thirty-day free leave, which I was granted because I'd extended for six months. I used the leave time to attend my uncle's wedding in Oakland, CA.

I never returned to Tan My or Task Force Clearwater after I left on leave. By the time I returned to DaNang, the Accelerated Training and Turnover (of equipment) to the Vietnamese (ACTOV) had begun. The new Nixon administration wanted to end our involvement in Vietnam so NSA Da Nang, which had reached its peak only a few months before, began to downsize. I spent my "second" tour exclusively in and around DaNang.

To be continued in Fall Newsletter.

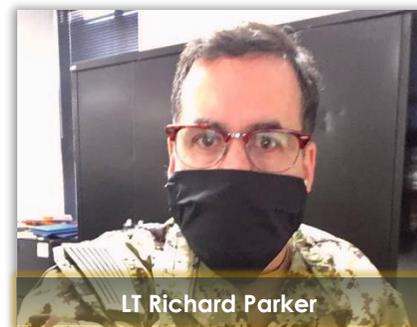
Submitted by MCCA Bob Hansen, USN (Ret.)

Duty Calls

You may remember LT Richard Parker from the winter newsletter. He tracks Santa for NORAD, taking children's phone calls to let them know where he and his reindeer are in the world...

He was recalled on active duty orders from early February to late May in his position as a Navy Reserve Public Affairs Officer assigned to NORAD and U.S. Northern Command

to assist USNORTHCOM's Covid-19 support efforts. LT Parker was able to carry out his duties both remotely working from Navy Operational Support Center Nashville and on site at U.S. Northern Command's HQ at Peterson AFB, CO working in the Crisis Action Center during the early days of the outbreak.



LT Richard Parker



Continental

BG Philip Richert Fisher, ANG (Ret.)
Dean Kenneth Kellerhouse
Ms. Cinzia Marie Lavin
Mrs. Elizabeth Ann Little
Mr. David William Medeiros
Mr. Philip Joseph Tate

Florida First Coast

CAPT William Denton Morris, USN (Ret.)

National Capital

CDR David James Bachand, USN (Ret.)
Mr. Richard Stephen Ehrle
Mr. Christian Daniel Orr
CAPT Timothy Albert Salter, USN
CDR David John Suchyta, USN (Ret.)
STS1 Michael David Tucci, USN (Ret.)

Northwest

CW3 Norman Paul Eberly, USAR (Ret.)
CAPT William Fredrick Hickman, USN (Ret.)

Philadelphia/Delaware Valley

Mr. Charles Monroe Maltbie

Southeast Florida

Mr. Stallworth McGowin Larson

San Francisco

CAPT Ronald Melvin Rogness

Texas

Maj David George Harvey, USMC (Ret.)
Mr. George Christopher Vigreux

Send all contact info changes to:

CAPT M. K. Carlock
6205 7th Ave N
St. Petersburg, FL 33710
M.K.Carlock@gmail.com
415-725-2101

Our membership year began immediately following our last reunion. Since then, and as of this writing of 25 May, sixty-one (61) people have inquired about membership through our web site. Twenty-three (23) have submitted applications and checks, five (5) have declined and the rest, having received brochures and applications, are pending and most will likely be submitted in the coming weeks.

The inquiries are evenly divided with 26 officers, 24 enlisted, 7 ancestral and 4 civilians. It turns out that I have received an inquiry every 3.4 days and that average has remained constant for more than four years.

It is interesting to note that the Covid-19 Virus has had no negative affect on the rate of inquiries. In fact, the average since 1 March through 25 May has improved to one inquiry every 2.9 days.

While all that sounds positive, it is sobering to note that from the "new member" report dated 20 February to the most recent "new member" report dated 13 May, some 19 people appeared as new members. Sixteen of those came as a result of our website and their own initiative. That, I am afraid, reveals that some local commanderies are not actively recruiting; a task that can accomplished using the phone. So many of us belong to other naval organizations and have access to hundreds of eligible people, some of which would join tomorrow if only asked. If you would like to receive an application, please let me know.

Local commanders need to constantly communicate with their members, stressing the importance of inviting an eligible person to join our ranks and what a privilege it is to be a "Companion" in the Naval Order. I appeal to all members to make a special effort to honor someone by proposing them for membership in this distinguished organization.

I hope this finds you and your family well.

Submitted by Donald W. Schuld, USN Veteran

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

San Francisco Commandery Companion LCDR Art Curtis, USCG (Ret.) passed away on 20 June 2020, shortly after celebrating his 80th birthday.



LCDR Art Curtis, USCG (Ret.)

Many companions will remember Art for his fashion sense. He would regularly attend Naval Order events in his own unique informal style. However, he would always be properly attired if the occasion called for it.

Besides the Naval Order, he was active in the Reserve Officers Association, USS *San Francisco* Memorial Foundation, Korean War Memorial, and just about every military veterans association in the area.

A native San Franciscan, he loved his city and was active in his parish church and many organizations connected with his civilian life as well.

He knew his illness was terminal but still managed to make most of our luncheon meetings and, until recently, could still be counted on to give grace before lunch.

Art joined the Coast Guard Reserve as a basic seaman and was a Master Chief Boatswains Mate when he received his direct commission. He will be sorely missed by his loving family and his many friends.

Admiral B. Bruce Newell Obituary

ADM B. Bruce Newell died of heart failure on 9 April 2020 at his home in New Holland, PA. He is survived by his wife Theresa Troncale Newell, four children, four step-children, and together 34 grandchildren and eight great grandchildren.

The son of Byron Bruce Newell of Camphill, AL and Eleanor Davis (Whitaker) Newell of Washington DC, Bruce was born 31 July 1932 in Long Beach, CA.

Following graduation in 1950 from George Washington High School in Alexandria, VA, he attended Wesleyan University in Middletown, CT for one year on the first Washington DC Area scholarship. ADM Newell completed his undergraduate training in 1955 at the United States Naval Academy where he captained the soccer team earning First Team All-American honors as a goalkeeper. He served at sea in the Weapons Department of U.S. Navy destroyers *Lowry* and *Hull* for the first four years of his twenty-nine year Navy career.

From 1959-62 he attended the U.S. Naval Postgraduate School in Monterey, CA, earning a Master's Degree in Electronics Engineering specializing in Information and Control Systems. He wrote his thesis on Thermoplastic Recording at Ampex Corporation in Redwood City, CA.

In 1962, as a Lieutenant, he was ordered to command the towing and salvage ship, *Takelma* (ATF-113), in Pearl Harbor. Following command, he completed nuclear power training and served for three years as the Executive Officer of the land based nuclear propulsion, submarine and destroyer, prototype training facility in Ballston Spa, NY. He then served for three years in the grade of Commander as Executive Officer of the nuclear powered cruiser, *Truxtun* (CGN-35), completing three deployments in the Gulf of Tonkin during the war in Vietnam.

In 1971, he was ordered to command the destroyer *Charles Adams* (DDG-2) and deployed for six months with the Standing Naval Force of NATO, at the time the only multi-national naval force in the world.

Continued on next page...

Following his destroyer command he served for one year at the Navy Recruiting Command in Washington, DC as the Head of Promotions responsible for promoting the Navy's image as the All-Volunteer Force replaced the draft. Traveling and speaking across the country, he trumpeted the "Go Navy" message in creative venues from hydroplane races to hot rod events.

In 1974 he completed training at Naval Reactors to qualify for command of a nuclear-powered warship and was ordered to command the nuclear cruiser *Bainbridge* (CGN-25). During his 38 month command tour, *Bainbridge* completed an Indian Ocean deployment and reactor core replacement at Bremerton, WA.

He returned to Washington, DC in 1977 serving in the Pentagon as the Director of the Surface Manpower and Training Division (OP-39) on the staff of the Chief of Naval Operations. During this assignment, then CAPT Newell directed a complete revamping of the manning and training policy for the surface Navy. Selected for rear admiral in 1979, he was ordered to a one-year tour as a Deputy Director for Operations in the National Military Command Center of the Department of Defense. Following this assignment, he completed two tours on the staff of Secretary of the Navy, John Lehman, as the Navy's Chief of Information and then as Chief of Legislative Affairs. During his four years as spokesman to the media and the Congress, the Navy achieved its goal of 600 ships and 15 carrier Battle Groups. He was awarded the Navy's highest peacetime decoration, the Navy Distinguished Service Medal, for his service.

Retiring in 1984, ADM Newell began a second career as a pastor in the Episcopal Church. Graduating from Virginia Theological Seminary with a Master of Divinity Degree in 1987, he served in two churches and as the Director of an Episcopal Conference Center before being called to Trinity Episcopal School for Ministry in Ambridge, PA as

Associate Dean for Operation and Development.

During his six years on Trinity's staff, he directed the administration of the school and helped raise over eight million dollars to provide for annual operating expenses as well as build two modern administration buildings. One of the two buildings is named in his honor. Following his work for Trinity, ADM Newell served for three years on the staff of St. Stephen's Episcopal Church in Sewickley, PA retiring in 2006. He continued to function in retirement as a Bible teacher. He has written commentaries on Romans, the Gospel of John, the Gospel of Mark and the Book of Acts for the Bible Reading Fellowship. He also served for four years as a substitute math teacher at a private school, Sewickley Academy.



Admiral B. Bruce Newell, USN (Ret.)

ADM Newell married Ingrid Asche of Annapolis, MD, in 1955. Together they raised four children. In 1989, Ingrid died in

an automobile accident. In 1990, ADM Newell married Theresa Troncale Mulligan of Birmingham, AL, the mother of four grown children.

ADM Newell's father, LCDR Byron B. Newell, a 1930 graduate of the Naval Academy, was killed in action on board the USS *Hornet* in the Battle of the Santa Cruz on 26 October 1942. ADM Newell's son, CAPT Robert D. Newell, USN, a graduate of the NROTC program at Auburn University, retired in 2009 after 24 years of active duty. CAPT Rob Newell's final assignment was Deputy Chief of Information.

In addition to his father (USNA '30), ADM Newell's brother, John ('57), two Uncles, James Harold ('34) and William Carl ('48), a nephew, James H Newell, Jr. ('63) and son in law, Edwin Bruce Watts ('80), all graduated from the Naval Academy. His granddaughter, Caroline Watts, is a USNA graduate, class of 2018 and is in pilot training. His nephew, Justin Newell, will graduate USNA in 2021.

Submitted by Theresa Troncale Mulligan

We note the passing of our fellow Naval Order Companions. May their memories be a blessing.

CDR Erik Jürgen-Karl Dietrick-Berryman, USN (Ret.)

(Certificate 5971)
Hampton Roads Commandery
Joined 15 August 1987
Died 11 April 2020

RADM Thomas Francis Brown, III, USN (Ret.)

(Certificate 5862)
San Francisco Commandery
Joined 04 August 1986
Died 14 May 2020

ADM Archie Ray Clemins, USN (Ret.)

(Certificate 8174)
Northwest Commandery
Joined 01 August 2002
Died 14 March 2020

Robert Charles Dorion

(Certificate 7525)
National Capital Commandery
Joined 01 May 1997
Died 25 June 2012

CDR John Kirk Ferguson, USN (Ret.)

(Certificate 7880)
San Diego Commandery
Joined 20 January 2000
Died 22 March 2020

CAPT Charles Edward Heiland, USN (Ret.)

(Certificate 5431)
Illinois and Continental Commandery
Joined 21 November 1980
Died 17 July 2019

CAPT William Joseph Kastner, USN (Ret.)

(Certificate 6192)
National Capital Commandery
Joined 07 December 1988
Died 30 March 2020

RADM Byron Bruce Newell, Jr., USN (Ret.)

(Certificate 6235)
Philadelphia Commandery
Joined 07 February 1989
Died 09 April 2020

Michael Honyadi Popernik

(Certificate 9031)
Northwest Commandery
Joined 08 September 2010
Died 03 March 2020

CAPT George Kimball Sargent, III, USN (Ret.)

(Certificate 5735)
Illinois and Continental Commandery
Joined 27 February 1985
Died 06 June 2019

CDR Robert C. Whitten, USN (Ret.)

(Certificate 6411)
San Francisco Commandery
Joined 15 November 1998
Died 14 May 2020

James Arthur Wold

(Certificate 9757)
Northwest Commandery
Joined 30 August 2017
Died 22 April 2020





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Authorized for all Companions:

| | <u>Quantity</u> | <u>Price</u> |
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| The Naval Order Cross (Large, 1 1/4") | _____ | \$35.00 |
| The Naval Order Cross (Miniature, 3/4") | _____ | \$25.00 |
| Ladies Necklace (3/4" Naval Order Cross w/chain) | _____ | \$15.00 |
| Campaign Ribbon | _____ | \$10.00 |
| Naval Order Rosette | _____ | \$15.00 |
| Naval Order Cross Lapel Pin | _____ | \$10.00 |
| Naval Order Tie, Silk | _____ | \$20.00 |
| Naval Order Tie Bar | _____ | \$10.00 |
| Naval Order Cufflink Set | _____ | \$15.00 |
| Naval Order Blazer Patch | _____ | \$20.00 |
| Naval Order Flag (3' x 5') two sides | _____ | \$85.00 |
| Naval Order Banner (3' x 5') one side | _____ | \$50.00 |
| NOUS Baseball Caps - plain bill | _____ | \$14.00 |
| -- NOUS Ball Cap "eggs" 05/06 | _____ | \$15.00 |
| -- NOUS Ball Cap "eggs" Flag Officer | _____ | \$16.00 |
| NOUS Pima Cotton Golf Shirt XXL - Black, White, Royal Blue | _____ | \$40.00 |
| NOUS Pima Cotton Golf Shirt - Black, White, Royal Blue - Size - S M L XL | _____ | \$38.00 |
| Golf Shirts, polyester, Light Blue - Closeout, \$22 shipping included | _____ | \$22.00 |
| "Navy Heroes of Normandy" DVD | _____ | \$ 5.00 |
| Challenge Coin (commemorating 100 Years of Naval Aviation) | _____ | \$ 5.00 |

For past and present National Officers and Commandery Commanders only:

| | | |
|--|-------|---------|
| Naval Order Blazer Patch w/Crest | _____ | \$25.00 |
| Neck Ribbon for Large Medal - (Worn with formal attire only) | _____ | \$15.00 |

SHIPPING \$ 6.00
 TOTAL AMOUNT ENCLOSED \$ _____