



## Commander General Report to the Order

## Dedication of the Fleet Admiral Chester W. Nimitz Statue

On September 2, 2013 on a bright Hawaiian morning, over 500 people, including a large contingent of Naval Order Companions, attended the

dedication ceremony of the Fleet Admiral Chester W. Nimitz statue. The dedication of this nine foot sculpture took place on Pier Foxtrot Five on Ford Island in Pearl Harbor adjacent to the Battleship USS Missouri. It is located forward of the USS *Arizona* Memorial.

In attendance were members of the Nimitz family who had earlier in the week toured Admiral Nimitz' headquarters and home located in Makalapa, Pearl Harbor, with the current U.S. Pacific Fleet Commander Admiral Cecil D. Haney, USN. During the ceremony, Admiral Haney told the audience "I continue to be humbled by the opportunity to sail in Admiral Nimitz' wake as U.S. Pacific Fleet Commander and feel even more closely connected after having spent time with his descendants. As we toured where Admiral Nimitz lived and worked here at Pearl Harbor, we shared personal insights on a legendary warrior who was so instrumental to our victory in the Pacific, and whose legacy we proudly preserve in the Fleet today."

Former Secretary of the Navy and Assistant Secretary of Defense Gordon England in his remarks spoke of the measure of the man and his accomplishments pointing out that Admiral Nimitz directed the War in the Pacific and never made a single tactical error in directing his strategy of the war. He was a true wartime admiral never content to remain desk bound at his headquarters in Pearl Harbor. He transited vast distances to the latest battle zone to inspect the progress of his strategy and to rally the men serving under him.

Former Pacific Fleet Commander Admiral Thomas Fargo, USN (Ret.) was the keynote speaker who mentioned Admiral Nimitz' leadership qualities and his skills as a tactician.

Speaking on behalf of the Naval Order, as Commander General, I pointed out that Admiral Nimitz commanded the largest ocean area and the most number of ships of any single commander in the history of the world. Admiral Nimitz's qualities included leadership acumen as a strategist, sense of



Fleet Admiral Chester W. Nimitz statue and the USS Missouri

the intricacies and requirements of logistics, organizational skill, ability to accept and act on ambiguous intelligence and profound facility for evaluating his subordinates with the willingness to make changes in his command structure when warranted. These qualities combined to establish Admiral Nimitz as the prototype of the World War II leaders and effective wartime decision maker.

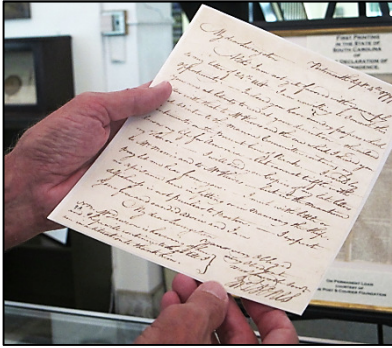
Naval Order Foundation President, Captain Vance H. Morrison, USN (Ret.) spoke of the Foundation's oversight of the project which raised \$100,000 with only individual gifts and completed the project in just 10 months and under budget. He also acknowledged significant donations in-kind including the air shipment of the statue and pedestal by the FedEx Corporation.

The permanent site for the nine foot bronze statue and black granite pedestal is on the shore side of the causeway leading to the pier where USS *Missouri* is berthed. Over 500,000 people visit the battleship each year so that the statue and its interpretative markers will have very high visibility.

Attendees received a 60-page Dedication Ceremony book which included a 25 page article about Admiral Nimitz by our Historian General Douglas Smith which included photographs not previously published.

## Annual Congress in Charleston

The Annual Congress will be held in Charleston, South Carolina from October 31 to November 1, 2013 at the Francis Marion Hotel. The theme is "The U.S. Navy from John Paul Jones to Nuclear Power."



Don Campagna, NOUS, holds a letter written in 1777 by John Paul Jones (Bruce Smith / AP)

Committee meetings will be held on Wednesday afternoon and the General Session will begin on Thursday afternoon, followed by the Commander General's Welcome Reception at the Charleston Library Society, America's second oldest lending library founded in 1746. The Society holds in its archives a portfolio referred to as the John Paul Jones papers. This collection of 13 pages of documents

includes two personally revealing letters from Jones to Benjamin Franklin and others, a *Plan for the Regulation of Equipment of the Navy* (dated Philadelphia 7 April 1777) and a list of 18 Captains to lead the new nation's Naval force. These papers will be on display during the reception.

Friday will be devoted to a rich selection of Historic Programs which will include presentations on the siege of Charleston and the fascinating history of the discovery, salvaging and preservation of the Confederate submarine *CSS Hunley*, Saturday morning's programs will involve a discussion of the *Liberty*, led by James Scott, author of *The Attack on the USS Liberty*. Other panel members will include former officers and crew on board *Liberty* the day of the attack.

The annual Admiral of the Fleet George Dewey award will be presented at lunch on Saturday to Dr. Jack London, Captain USN (Ret.) who is the Executive Chairman of CACI.

The Congress will conclude on Saturday evening with a reception and banquet at which the 2013 Distinguished Sea Service Award will be presented to Admiral Timothy Keating, USN (Ret) who's last billet was Commander U.S. Pacific Command. He was a Naval Aviator whose previous billets included Commanding Officer of U.S. Naval Forces Central Command, and U.S. Fifth Fleet.



Dr. Jack London, Captain USN (Ret.)

## Concluding Remarks

This is my last Report to the Order as the 38<sup>th</sup> Commander General. I have enjoyed these last two years guiding the Naval Order in fulfilling its mission to preserve and promote Naval History which included the dedication of the Commodore John Barry wayside marker next to the Barry statue at Franklin Park in downtown Washington, DC in the spring of last year and the dedication of the Fleet Admiral Chester W. Nimitz statue in Pearl Harbor.



Captain Al Serafini, former Secretary of the Navy Gordon England, RADM Doug Moore and Captain Vance Morrison

We revamped the newsletter with a professional editor Marcy Weiss and have begun to embrace technology in the management of our membership data by the Registrar General.

Our Commanderies throughout the country continue to observe important moments in our Navy history including the Celebration of the Battle of Midway, Commemoration of the Attack on Pearl Harbor, and various other memorial ceremonies and services.

We continue to reward excellence in scholarly books and writing about the history of our Navy and award scholarships and other recognitions to promising young officers and acknowledge the achievements of senior Navy leaders with the Admiral of the Fleet George Dewey and the Distinguished Sea Service Award.

I will be relieved by Captain Vance Morrison, who after a distinguished 30 year career, has devoted much time and effort with Naval Order matters over the last 20 years. I am confident that he will keep the Naval Order on course and speed over the next two years.

I want to personally thank the Naval Order National Leadership for their support and also thank our seven past Commander Generals for their wise counsel during my tenure as Commander General.

It has been a distinct honor and privilege to have served the Naval Order and all of its Companions.

I wish you all---fair winds and following seas.

**Doug Moore**



## Commander General Visits Admiral Nimitz Daughter

While vacationing in Cape Cod, Commander General Doug Moore paid a visit to Admiral Chester Nimitz' 99 year old daughter Catherine Nimitz Lay at her home in Wellfleet, Massachusetts

During the visit with Mrs. Lay and her two sons Chet and Dick, Admiral Moore presented Mrs. Lay with her membership certificate as a Naval Order Companion. Over chilled Wellfleet oysters and wine, Mrs. Lay was shown photographs of the completed statue and pedestal. She remarked that the facial features of the statue depicted her father perfectly.

Her home is filled with Admiral Nimitz' memorabilia including photographs of the Admiral at various stages of his career including two Life magazine covers, a scale model of USS *Nimitz* (CVN-68) and its original commissioning pennant.

Throughout the visit, Mrs. Lay told a number of interesting stories about her father and expressed her gratitude to the Naval Order for commissioning the statue of him.



RADM Doug Moore and ADM Nimitz's daughter, Catherine Lay

## Nimitz Nuggets

- Nimitz wanted to attend West Point but his congressman only had an appointment to Annapolis available.
- The then Ensign Nimitz was convicted at court martial after running a destroyer aground in the Philippines. His punishment was a letter of reprimand.
- Nimitz wrote a letter of support for German Admiral Donitz during the Nuremberg War Crimes trial.
- Nimitz helped raise funds to restore the Japanese museum battleship "Mikasa."
- Nimitz was a regent of the University of California at Berkeley and an instructor in their NROTC curriculum.
- Nimitz never served a day as a Lieutenant Junior Grade. He went directly from Ensign to Lieutenant.



## USS *America* (LHA-6) Commissioning In San Francisco

The Secretary of the Navy has selected San Francisco as the site for the commissioning of the USS *America* (LHA-6).

This is the fourth American warship to be named for the United States of America. It will be the first of the America-class amphibious assault ship replacing USS *Peleliu* (LHA-5) of the Tarawa Class. Her mission is to act as the flagship for an expeditionary strike group or amphibious ready group, carrying part of a Marine expeditionary unit into battle and putting the Marines ashore with helicopters and V-22 Osprey tilt-rotor aircraft supported by F35B Lightning II aircraft and helicopter gunships.

With a displacement of 45,000 tons the ship is as big as the aircraft carriers of other nations and can fulfill similar missions when configured with 20 F-35B strike fighters. The design of the ship involved the removal of the well deck for landing craft which provides for an extended hangar deck with significantly wider high bay areas, each fitted with an overhead crane for aircraft maintenance.

The ship was built at Northrop Grumman Corporation's Ingalls Shipyard Division at its ship yard in Pascagoula, Mississippi. Builders Trials will begin in mid-October 2013 and acceptance trials start November 30, 2013. The ship will be homeported in San Diego.

The commissioning will be held in San Francisco in early September 2014. A commissioning committee has been organized consisting of 15 Naval Order Companions from the San Francisco Commandery. The Commissioning Committee Chairman is Rear Admiral Thomas F. Brown, III, USN (Ret.) a past Naval Order Commander General.

## Getting here! – NOUS Congress 2013

Charleston is easy to get to and should be a particularly enjoyable venue for any Companion who appreciates interesting history and rich culture. There are quite a few nonstop flights into Charleston's small, friendly airport, and with Atlanta and North Carolina's Charlotte both short hops away, flying in is quite easy. If you prefer to drive, Charleston is less than an hour from Interstate 95, so anywhere east of the Mississippi is manageable.

For those planning to fly, the Francis Marion does not offer a private shuttle, but recommends Mitch's Transportation (843.270.6902) for reserved service to and from the airport.

Taxis and shuttles operate from 5:00am. until 30 minutes after the last arriving flight of the day, typically around 12:30am. The meter fare from the airport is \$2.15 per loaded mile with no additional charge for the first two passengers. For each passenger in excess of two, a fee of \$12.00 per passenger per trip is charged. Approximate fare to the Francis Marion Hotel is \$30.00 - \$40.00.

The shuttle rate for Downtown Charleston is \$12.00 per passenger and departs every 15 minutes. The shuttle is a shared ride and may make several stops, depending on the number of passengers.

The Hotel's daily parking rate, for those driving in, is \$14.

Once checked in, you will find the City is easily navigated. A favorite method of transportation is by "pedicab," or bike rickshaw, often powered by energetic students from the College of Charleston. Another fun way to get around downtown Charleston is the Downtown Area Shuttle (DASH). These trolleys operate in the Downtown Historic Area, are easily accessible, and are free! Pedicab phone numbers and a DASH map and schedule will be provided in your Registration Packet.



The truth is, though, once Downtown, the most satisfying way to explore the Holy City is simply by walking. **Bring comfortable shoes!** Our Commandery Welcomers will be happy to give you directions, ideas ~ any help you need to make the 2013 Congress a memorable experience.

## About Charleston, South Carolina

English settlers founded the city of Charleston in 1670 at Albemarle Point on the western bank of the Ashley River. Originally named Charles Town in honor of His Majesty, Charles II, of England, the city was relocated to its present site at the confluence of the Ashley and Cooper Rivers in 1680. Charleston has endured five major fires, a devastating earthquake, numerous hurricanes, and two national wars. During both the Revolutionary War and Civil War, enemy armies occupied Charleston, and the first shots of the Civil War were fired at Ft. Sumter in Charleston Harbor. With many well-preserved structures from the eighteenth and nineteenth centuries, the cityscape of modern Charleston is one of the most historic in America.

### Gateway Walk Optional Tour

On Thursday afternoon, Companion spouse Karen Prewitt, will lead a wonderful private walking tour in the Historic District for interested guests.

Gateway Walk, opened in 1930, is the oldest continuing project of the Garden Club of Charleston. The tour was designed for the club by noted Charleston landscape architect Loutrel Briggs and named for the 15 sets of wrought iron gates that divide the "sections" of the Walk.



This excursion covers about a mile through the hidden core of Charleston, and encompasses the grounds of four churches, an art gallery, the Charleston Library Society (venue of the Commander General's Reception Thursday evening), and a private garden. Participants learn about John J. Audubon's close ties to Charleston, and Karen does an engaging job of interweaving the connections between historic architecture, art, funerary art, Charleston social history, and horticulture into a fascinating story not found in other tours. Comfortable close-toed walking shoes are recommended.



## Of Interest to 2013 Congress Attendees

In 1855 a group of South Carolina's most distinguished citizens established the South Carolina Historical Society to preserve South Carolina's rich historical legacy for future generations. Today the SCHS is the state's oldest and largest private repository of books, letters, journals, maps, drawings, and photographs related to South Carolina history.

The organization's mission continues: "to expand, preserve, and make accessible our invaluable collection, and to encourage interest and pride in the rich history of our state." Current holdings are vast and constantly growing with the addition of new materials from South Carolina's 300-year history. Like NOUS, the SCHS is a private, non-profit organization depending entirely on the generosity of its members to preserve and extend awareness of [South Carolina] history. They receive no local, state, or federal funding for their operations.

The group's collection is housed in the historic Robert Mills Fireproof Building, located at 100 Meeting Street. Native South Carolinian Robert Mills was the first professionally-trained architect born in America; Federal architect under President Andrew Jackson; and designer of many important buildings in Washington, D.C., including the Washington Monument. Mills designed the Fireproof Building in 1822 as a state office building with secure storage for local public records. It is the first fireproof structure in the nation built specifically to protect documents. The building was named a National Historic Landmark in 1973.



Robert Mills Fireproof Building

As a friend of the Naval Order, the SCHS is making its collection available to our attendees during the week of this year's Congress. Documents of special interest will be on display in the Tower Room, which contains a vast Civil War library. In addition, you will have access to the Historical Society's research archives on other maritime history. View their online catalog at [www.southcarolinahistoricalociety.org](http://www.southcarolinahistoricalociety.org). Congress badges will assure entry.

The Texas Commandery held its annual Battle of Midway luncheon at the HESS facility on June 6, 2013.

The Commandery Commander, CAPT David Burr, conducted the meeting and noted that this was the 71<sup>st</sup> commemoration of that great victory of World War II. He introduced Mr. Don Kehn, Historian for the Texas Commandery, who was the speaker for the luncheon.

Mr. Kehn chose to speak on the subject of a naval action that preceded the Battle of Midway and was the U.S. Navy's first offensive operation of World War II. This was the Battle of Balikpapan (Borneo) on January 24, 1942.

Balikpapan was an important oil center that aerial intelligence indicated was about to be occupied by a Japanese convoy headed south towards it in the Makassar Strait.

The convoy had been attacked a couple of days earlier by the American submarine, Sturgeon, that fired a spread of torpedoes that caused several fires on the ships in the convoy.

The original plan called for a significant force of two cruisers, Boise and Marblehead, and six four-piper destroyers, to attack the Japanese convoy. However, both cruisers became disabled, one by a ripped bottom from an uncharted pinnacle and the other with reduced speed caused by turbine problems.

The two cruisers had to drop out of the formation and keep two of the destroyers as escorts leaving only four destroyers, John D. Ford, Pope, Parrott and Paul Jones, to make the attack. This small force arrived in the harbor at Balikpapan about midnight and was able to attack mainly with torpedoes and sink four of the twelve convoy transports and one torpedo boat.

The Japanese were able to seize the port in spite of the attack, however it was a much needed lift to morale since all of the news of the war had been negative up to this point."



From left: CAPT Swede Andersen, CDR Jim Sterling, CAPT Woe King, CAPT Dave Burr, CAPT Dean Hill, Don Kehn, CAPT Kerry Magee, RADM William Pickavance, QM2 Clyde Combs and CAPT Carter Conlin.

Article and photo submitted by CAPT Carter Conlin

The high point of this quarter for the San Francisco Commandery was certainly the Dedication of the FADM Chester W. Nimitz statue in Pearl Harbor on Sept 2, 2013.



125 members of the Naval Order were in attendance, the largest crew were Companions from the San Francisco Commandery. We had a distinct advantage as Hawaii is a short 4 hour flight from California. We also had a very strong personal interest in this event as so much of the work was accomplished by Companions of our Commandery.

The most amazing part of this project has to be the extremely short time it took to accomplish the task. Barely one year from concept to completion. \$104,000 was raised, a brilliant sculptor engaged and a dedication ceremony was planned, almost in the blink of an eye, never the way this type of project normally goes.

We think the Admiral would be pleased with such efficiency, though we all agree he would no doubt grouse at the effort to immortalize himself.

We were treated to a lovely cocktail party at the Fort DeRussy Hale Koa Hotel in Waikiki Sunday evening before the dedication. This was a fine affair and allowed us time with the family of both FADM Nimitz and the sculptor Rip Caswell's family.

Many members took advantage of the trip by also visiting the many sites now contained in the Pearl Harbor National Historic Landmark. These include the visit to the USS *Arizona*, the submarine USS *Bonjin*, The Pacific Aviation Museum, and, of course, the USS *Missouri*.

We were also instructed at the dedication by a Nimitz scholar that the proper pronunciation for the Mighty Mo is Missoura.

We wish to encourage all of you who could not attend to add this destination to your travel list. Take a cruise ship or get on a plane but when you can, try to visit this amazing center of our Naval history.

Protecting our history is our Mission and we cannot be reminded of that too often. For personal accounts of this event pay a visit to our Facebook pages, either the San Francisco Commandery or the National NOUS page. Just enter "Naval Order" into your Facebook search box and both will come up.

During the month of June, CAPT. Martin McNair, Commandery Commander, presented dress swords to ENS Daniel Fan, graduate of the Strategic Sea Lift Officer Training program and at the University of California, presentation was made to NROTC Midshipman Willey Hemphill. We wish the best for these promising young men.

LT Peter Hope, RN [Ret] discussed the problem of sequestration and its effect on our annual visit by the Blue Angels who have traditionally appeared at our Fleet Week activities. To reinstate the appearance of these Naval Aviators will require a private effort to raise \$800,000 in funds. The question was held for further consideration. It was generally agreed such a large amount would have to be raised from the city of San Francisco and surrounding communities.



Kathleen Mero has established a facebook page for the San Francisco Commandery. It is a simple log-in.

1. Go to our facebook page: <http://goo.gl/SZaM7w> or go to facebook.com and search Naval Order of the United States San Francisco Commandery
2. If you are already a facebook member just click "Be a Friend" no other information needed.

If you use email but have never been to facebook, search for Facebook.com and then sign up. Despite the info they ask for, you do not need to give an address or anything other than your name & age (must be over 16). If you want complete privacy this is the way to sign up on Facebook.

The advantage to our Companions is to create a place to share information, photos, stories and events, especially military events that the Order may not know about. Kathleen will maintain the site. Of special interest will be a calendar of events related to the military. More and more of our communications will be via computer.

Kathleen is also the Chair of the National NOUS Electronic Communications Committee and is working to increase our ease of communication. You can reach Kathleen at [kmero@astound.net](mailto:kmero@astound.net).



The ground breaking for the San Francisco Korean War Memorial was on 27 July 2013. The Memorial is to be located in the Presidio of San Francisco opposite the cemetery main entrance. Companions are encouraged to contribute to this effort. The web site is [koreanwarmemorialfoundation@kwms.org](mailto:koreanwarmemorialfoundation@kwms.org)

Our June Guest Speaker was Vincent Casalaina, Communications Director for the American Youth Sailing Force. This sailing program is available to ages 19 to 24, provides a means for youth to train and compete to represent the United States (in the youth class) in the America's Cup races. The Bay Area team won that competition and will sail the AC-45 boats in the Bay. It is notable that all the competitors must possess a valid passport from the country for which they sail. Two of the team members discussed the program and its opportunities.

The July meeting of the Commandery was somewhat disturbed by the early morning strike of the BAY AREA RAPID TRANSIT employees. Many Companions use BART to get to the meeting and others were caught in the overwhelming amount of traffic that ensued. Despite that, Capp's Corner, our permanent meeting site was filled to the gunnels.

CAPT M. Kristine Carlock, USN (Ret.) Membership Chair reports our current membership number has reached 268. New members **for this quarter are:** MCEN Charles Butcher, USN (Ret), Milton Gains and LCDR Samuel Sorenson, USN (Ret). CAPT. Carlock also read Matthew Gabe's promotion orders and pinned Captain's Eagles on his uniform.

CAPT Martin McNair eulogized RADM Ben J. Lehman, USN Life member of the San Francisco Commandery. RADM Lehman was a Naval Architect, a ship designer and builder. His most notable contribution to the Navy was to secure the implementation and success of the Aegis guided missile cruiser program.

RADM Moore gave a certificate of appreciation to Tom Ginella, USMC. Tom is the owner of Capp's Corner, the Commandery's permanent luncheon site. He was instrumental in the construction of the Nimitz statue pedestal.

RADM Thomas Brown confirmed the commissioning of our newest ship, USS *America* [LHA 6] will be commissioned in San Francisco in September 2014. Two other ships were previously commissioned here, the USS *Hopper* (DG 70), named for the pioneering computer scientist, Rear Admiral "Amazing" Grace Hooper and the USS *McCampbell* (DDG-85) to honor CAPT David McCampbell, 1910 - 1996, a WWII ace fighter pilot. We will keep you informed as the plans unfold.

Sgt Donald Reid, USMC gave a continuing report regarding the Korean War Memorial dedication at The Presidio. In two years, \$300K has been raised toward a \$3.3 million dollar goal.

On the financial side of the log, CAPT Al Serafini presented the final financial report on the Nimitz Statue project:  
Total funds collected - \$ 104,000.  
Expenses - Statue: \$63,750, Pedestal: \$10,855  
Various costs associated with the dedication activities and a display marker.

We are pleased to mention that Fed EX provided all transportation at no cost, portal to portal, (Oregon to Pearl Harbor) and company execs attended the unveiling. The stone cutter provided his services at no cost.

Our guest speaker was Rich Pikelney. He discussed with us the USS *Pampanito*, a Museum Submarine tied up at pier 45, San Francisco. It is a Balao class submarine that made 6 war patrols in 1944 and 1945. From 1960 to 1971 it served as a Naval Reserve training ship. During World War II the submarine service was 2% of the navy ships and sunk 55% of the enemy shipping. In the submarine service 35,000 men were lost which amounted to 23% of the personnel, while 52 boats were lost. The USS *Pampanito* was involved in the rescue of 73 Australian POW's from previously torpedoed Japanese transports. More information can be found at [maritime.org](http://maritime.org).



The August meeting of the Commandery was consumed by interest in the dedication of the FADM Chester W. Nimitz statue. Members who attended the event shared information on the very successful project.

Special notice was taken of the service of CAPT. Attilio Serafini who served yeoman's duty on this project. It took many hands to finish the task, and on every hand Al Serafini could be found.

Members were reminded of the Annual NOUS Congress to be held in Charleston, SC in October. All were urged to attend if possible.

Submitted by Kathleen J. Mero

## San Francisco Fleet Week Traditions Continue Without Fleet Week

Although sequestration cancelled the air show and parade of ships, one San Francisco Fleet Week tradition will go on as scheduled only it won't happen in San Francisco. Oakland Navy League President Lou Lozano's famous "Salute to the Fleet" barbecue will still happen at the same time but at a different location.

According to Lozano, "I've organized the barbecue every year since 1999. It's open to all military members and their families. This year we'll just change the location to Coast Guard Island and call it "Salute to our Armed Forces."



CDR Scott Robertson (left), CDR Greg Fitzgerald, XO, join Command Master Chief Tracy Hunt and Oakland Navy League President Lou Lozano in offering "advice" to Oakland Navy Leaguer Chuck Gardner aboard the USS *Rodney M. Davis* (FFG-60). Photo by Bob Hansen

Lozano, who is retired from the Alameda County Sheriff's department spends much of his free time soliciting donations from Bay Area businesses and law enforcement organizations. He even managed to put on the barbecue when Fleet Week was cancelled after 9/11/2001.

"I was driving by the Navy and Marine Corps Reserve Center and noticed the Marines and Sailors on guard. I found out that some of them hadn't left the compound since 9/11 so I offered to do a barbecue for them and they accepted."

Lozano wasn't even a member of the Navy League when he first volunteered to help them put on a barbecue for the thousands of sailors, marines and coast guard personnel that streamed into San Francisco for Fleet Week. His fame has spread far and wide within the sea services. Two years ago he received a personal thank you letter from Chief of Naval Operations Admiral Gary Roughead.

This year's "Salute to Our Armed Forces" barbecue will be held on October 12 aboard Coast Guard Island in Alameda as part of a military family day. All military members, retired, reserve and active duty are welcome.

Submitted by MCCS Bob Hansen, USN (Ret)

The National Capitol Commandery held its annual meeting on Saturday, 21 September. This year was different from past years in that in addition to it being a morning meeting, the commandery hosted a 'mini' symposium on the Battle for the Atlantic.

Fellow companion Judy Pearson moderated the four panelists, with each one speaking about a facet of the 1939-45 Battle of the Atlantic that has received little, if any, recognition.



Judy Pearson conducting the symposium

Our first panelist was Dr. Philip Lundeberg. As a survivor of the last warship to have been sunk by a U-boat, his perspective on the overall battle was truly ironic and unique.



Dr. Phil Lundeberg

His topic was the maltreatment of captured U-boat sailors while in custody of U.S. Navy personnel. The irony behind his presentation was that it pertained to the survivors of the U-boat that had sunk Dr. Lundeberg's destroyer escort on that very same cold day in April 1945. Allied intelligence had indicated that a wolfpack of German U-boats were proceeding to New York City with the intent of bombarding the city with V-1 and or V-2 rockets. At the time, it was not realized the intelligence was false, but the surviving officers and senior enlisted personnel experienced "enhanced interrogation", which continued intermittently even after V-E Day. Dr. Lundeberg concluded by emphasizing the need to ensure ethical military behavior.



The second panelist was Captain John Rodgaard who discussed his paper that he had given earlier this year at King's College London. His paper was titled, "The Battle for the Atlantic through the Writings of Nicholas Monsarrat." As he stated in his opening comments, fiction imitates life and Monsarrat's book, *The Cruel Sea*, together with several short stories, does just that as it pertains to the Battle of the Atlantic. His writings brought to light the experience of the British sailor at sea, at home and in harbor. His comments as to life at sea resonated with most in attendance, showing how common the experience is, even after 70 years.

The third panelist was Captain Augusto Salgado of the Portuguese Navy. Captain Salgado spoke about Portugal's experience during the Second World War, especially how his country navigated its neutrality through the war. He emphasized how the Portuguese armed forces were used in search and rescue of allied and German sailors, as well as how those sailors were treated once interned; the fate of the Portuguese fishing fleets off North America's east coast, and the infiltration of German and Allied intelligence agents in the country. It was a fascinating presentation and brought to light an aspect of the war at sea that was not known by most who attended the meeting.

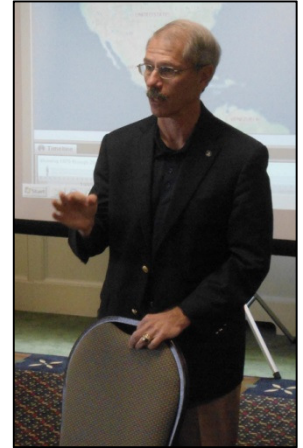


Captain Augusto Salgado

Companion VADM Jim Perkins followed Captain Salgado. Admiral Perkins is the former commander of the Military Sealift Command and his presentation was about the role that the U.S. Merchant Marine played during the Battle for the Atlantic. Truly, the war would not have been won without the tremendous effort and sacrifice by our country's merchant

marine and the phenomenal feat of the U.S. shipbuilding industry to build the thousands of ships needed to carry the goods so that allies could do the job.

Mr. Richard Ector of Envision History, Inc., a non-profit company, presented an educational computer tool that he had successfully demonstrated to all of those who had attended the Naval Academy's McMullen History Symposium during the week prior to the Commandery's annual meeting. Mr. Ector, using thousands of individually stored 'data points', comprising dates, locations, events, locations, weapons, etc. from the Atlantic war, demonstrated how his specially created software can be used as an educational tool as well as a powerful aid for academic research.



Richard Ector

At lunch the commandery was treated to the scholarship and Scottish wit of LCDR William "Scot" Gardner, Royal Navy (Ret). Jock is the deputy director and senior historian of the Royal Navy's Historical Branch. Jock had attended the Naval Academy's symposium early in the week and was able to find time to speak to the commandery about his insights into the Battle for the Atlantic. The theme of his talk was "It Ain't Necessarily So", what you thought you knew about the Atlantic war was wrong. All in attendance were taken by his insights and his humor.



William "Scot" Gardner



John Rodgaard welcoming the Commandery's newest companion, Mr. Rick Campbell

Submitted by John Rodgaard





The USS *Missouri* (BB63) (l-r) sculptor Rip Caswell, companions Al Serafini and Bob Hobson of the San Francisco Commandery.

Captain Serafini worked with Rear Admiral Moore to bring the project to a successful conclusion.

Photo by John McKnight



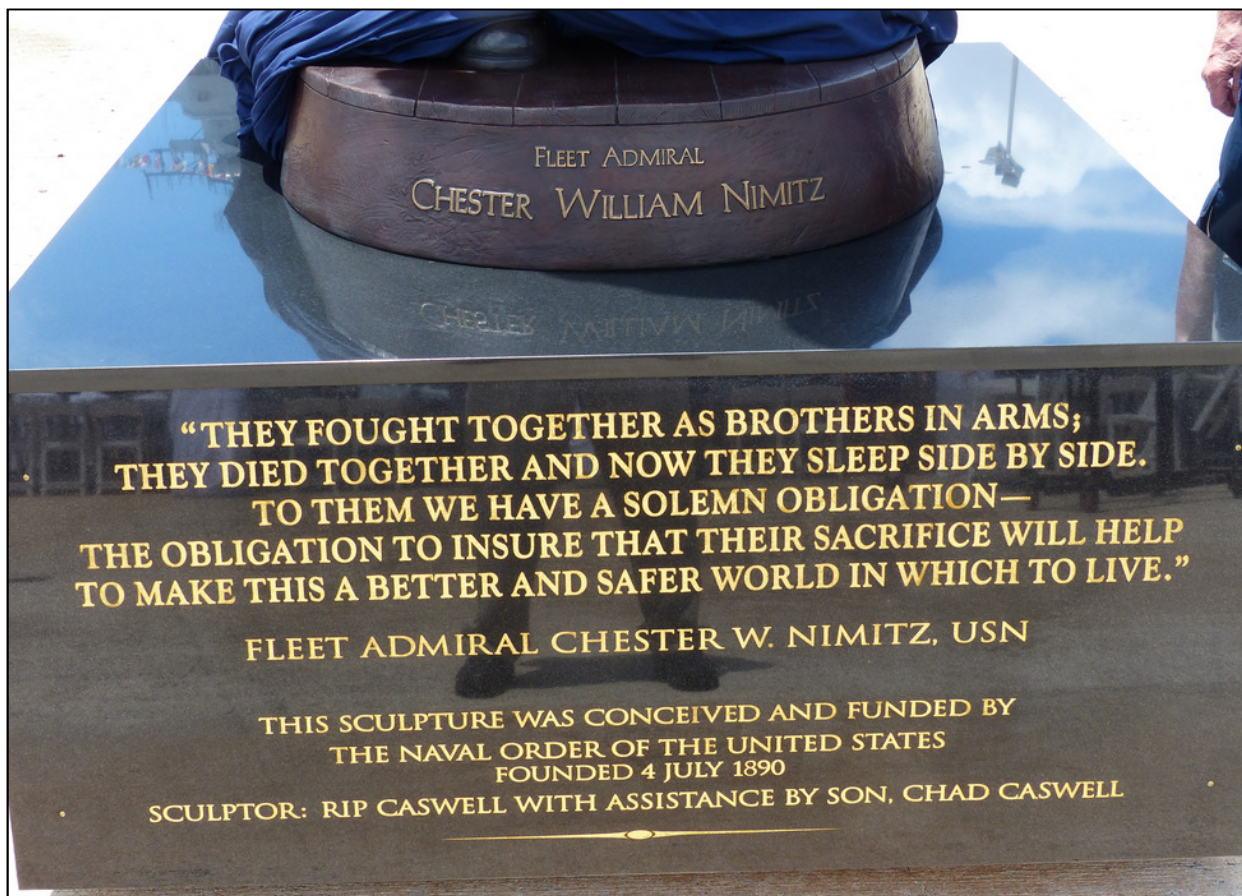
The view from the forecastle of the Battleship *USS Missouri* showing the area of the dedication and the *USS Arizona* monument. the bridge superstructure.



Close-up of the head of the monument.



The monument base showing the inscription.



**“THEY FOUGHT TOGETHER AS BROTHERS IN ARMS;  
THEY DIED TOGETHER AND NOW THEY SLEEP SIDE BY SIDE.  
TO THEM WE HAVE A SOLEMN OBLIGATION—  
THE OBLIGATION TO INSURE THAT THEIR SACRIFICE WILL HELP  
TO MAKE THIS A BETTER AND SAFER WORLD IN WHICH TO LIVE.”**

**FLEET ADMIRAL CHESTER W. NIMITZ, USN**

**THIS SCULPTURE WAS CONCEIVED AND FUNDED BY  
THE NAVAL ORDER OF THE UNITED STATES  
FOUNDED 4 JULY 1890**

**SCULPTOR: RIP CASWELL WITH ASSISTANCE BY SON, CHAD CASWELL**

## Monterey Bay Commandery

Planning is well underway for the 72nd Pearl Harbor Remembrance Dinner which will be held at the Naval Postgraduate School on Friday, 6 December.

A reception at the historical Old Del Monte Hotel will proceed the dinner with holiday music provided by the Navy CID choir, Defense Language Institute, Monterey.

The Chesty Puller Battalion/Monterey County-Naval Sea Cadet Corps and the Navy choir will be "guests" of the mess.

The guest speaker is the school's Provost Dr. Douglas Hensler who will address how the United States technology industry helped win decisively in the Pacific following the December 7th attack.

The theme for the evening is "Leveraging Technology to Win in the Pacific".

Attending Pearl Harbor survivors will be recognized for their service and contributions then and today, some 72 years later!

Additional details regarding the dinner can be found at [www.nps.edu/pearlharbor](http://www.nps.edu/pearlharbor).

Submitted by Ken Johnson

## New Orleans Commandery

The New Orleans Commandery held a very successful Spring dinner at Vacherie restaurant with Naval Historian Robert Shenk as speaker. Shenk, a retired Navy Captain, Professor of English at the University of New Orleans, and now a NOUS Companion, spoke on the extract recently published in *Naval History* magazine from his book "America's Black Sea Fleet: The US Navy Amidst War and Revolution: 1919-1923."

The commandery also voted a \$500 contribution to the NOUS Admiral Nimitz Statue Project.

In May the Commandery honored a distinguish Tulane University NROTC graduate with a certificate and \$100 check.

In September the Commandery held a dinner at the new Dickie Brennan restaurant, Tableau, in conjunction with attendance at the Le Petite Theatre season opening performance of "Lombardi." (The theater is the oldest community theater in the country.) The speaker was Captain Jack Hill USN, the Commanding Officer, Naval Air Station/Joint Reserve Base New Orleans.

Submitted by Gary Bair

The First Coast Commandery participated in the Annual Battle of Midway Event & Dinner on 1 June 2013 at the World Golf Village outside St Augustine. One of the largest such events in the country, ADM Bill Gortney, Fleet Forces Command spoke to the gathered masses honoring the many veterans and wounded warriors in attendance. A signed and numbered Jack Shaw print "The Hornet's Nest" signed by the attending Midway Veterans was provided to Sponsors. The Commandery decided to donate the print to the Jacksonville Maritime and History Center at 'The Landing' in downtown Jacksonville, with a plate indicating donated by the First Coast Naval Order Commandery.

The First Coast Commandery funded annual No Dough Dinner was held at Mayport USO on August 12. The servers included J. Michael McGrath, Gloria McGrath, George Huchting, Greg Streeter and guest server Bob Price. More than 200 service members and their families enjoyed a great dinner and evening. This event sponsored monthly by various organizations for the USO is a great way to support our service members and families.

The Commandery also got together for a Pot Luck Dinner on Saturday, 17 August at the Companion Mike Manko's house to celebrate the summer.

**Salvation Army Bell Ringing - "Ring the Bells for Mike" -** The Commandery will continue its tradition of Ringing Bells' for the Salvation Army this year. The late VADM Mike Kalleres was an ardent supporter of the Salvation Army and got our organization involved with the bell ringing each Holiday season at the local supermarkets. To carry on the tradition, the Naval Order will ring the bells from 10:00am till 6:00pm on Saturday, December 7 in two hour shifts. We hope to set a record for most collected at any site in Jacksonville!

The annual **Pearl Harbor Commemoration Dinner** will be held **Sunday - 8 December 2013** in Jacksonville at the Queens Harbor Country Club. Guest speaker this year will be RADM Sinclair Harris - Commander, Fourth Fleet. Please contact Bill Wirth if interested in attending as space is limited.

**Other Happenings in Jacksonville this Fall/Winter:** Jacksonville Symphony and Chorus Holiday Pops will be held Sunday, 15 December with a 3:00pm performance. The Navy Band is planning to play a Holiday Concert in the River Foyer at 2:00pm before the symphony performance at 3:00pm in the Jacoby Concert Hall.

As a matter of Naval History issues, the Jacksonville City Council recently voted unanimously to support the efforts of the Jacksonville Historic Naval Ship Association to bring the former USS *Charles F. Adams* (DDG-2) to Jacksonville, Florida as a museum ship. We look forward to reporting on progress in this exciting endeavor. Information is available at [www.adams2jax.org](http://www.adams2jax.org).

Submitted by Bob Whitkop, Capt, USN (Ret)



## Rear Admiral (RDML) Lisa Franchetti, USN Joins the Order

CAPT Franchetti stood at attention in the Pentagon Offices of the Secretary of the Navy on August 8 as she was awarded the Defense Superior Service Medal by Secretary Ray Mabus. He then administered the oath of office and frocked her as a Rear Admiral.



Attaching her new gold shoulder boards were the Secretary and Lisa's daughter Isabel with husband Jim Sievert looking on.

Before departing for her newly assigned post as Commander, U.S. Naval Forces Korea (COMNAVFORKOREA), she handed friend and neighbor, Companion Kent Siegel a life membership application which he was happy to endorse and move forward.

Lisa is a graduate of Northwestern University and was commissioned through the NROTC program there. A well-tested Surface Warfare officer, she has served in five ships, including command of USS *Ross* (DDG 71).

Additionally, Lisa has had varied and challenging duties with operational staffs. She was Chief Staff Officer for COMDESRON TWO and Assistant Surface Operations Officer for the GEORGE WASHINGTON Strike Group in support of Operation Enduring Freedom.

As COMDESRON TWENTY-ONE, she embarked in USNS *Mercy* (T-AH 19) to command Pacific Partnership 2010, a humanitarian operation in Southeast Asia. Her most recent assignment was as Military Assistant to SECNAV Mabus.

The Naval Order welcomes Lisa who will be affiliated with the National Capitol Commandery. We are honored that she has chosen to join us and wish her smooth sailing as she takes on the challenges of her new post in Seoul.

## Rear Admiral Lisa Franchetti Commander, U.S. Naval Forces Korea Commander, U.S. Navy Region Korea

Rear Admiral Franchetti is a native of Rochester, New York. She was commissioned in 1985 through the Naval Reserve Officer Training Corps Program at Northwestern University, where she received a Bachelor of Science degree in Journalism.

Her first tour of duty was as Training/Special Programs Officer at Naval Reserve Readiness Command Region 13 in Great Lakes, Illinois. In 1987, she was selected for lateral transfer to the Surface Warfare community and reported to Division Officer School in Newport, Rhode Island.

Her sea assignments include Auxiliaries Officer and First Division Officer on USS *Shenandoah* (AD 44) deploying to the Mediterranean; Navigator and Jumboization Coordinator on USS *Monongahela* (AO 178), deploying to the North Atlantic, Baltic, and Eastern Pacific; Operations Officer on USS *Moosbrugger* (DD 980); Combat Systems Officer and Chief Staff Officer for *Destroyer Squadron 2*, executing a UNITAS deployment; Executive Officer of USS *Stout* (DDG 55); Assistant Surface Operations Officer on the USS *George Washington Strike Group*, deploying in support of Operation Enduring Freedom.

Rear Admiral Franchetti commanded USS *Ross* (DDG 71), and had the opportunity to represent the United States at the 60th Anniversary of D-Day commemoration during a deployment to the Mediterranean and the Horn of Africa/Gulf of Oman. She also was the Commodore of *Destroyer Squadron 21*, and served as the Commander of Pacific Partnership 2010, embarked on USNS *Mercy* (T-AH 19).

Her assignments ashore include Commanding Officer, Naval Reserve Center Central Point, Oregon; Aide to the Vice Chief of Naval Operations; Protocol Officer for the Commander, U.S. Atlantic Fleet; 4th Battalion Officer at the U.S. Naval Academy; Division Chief, Joint Concept Development and Experimentation, on the Joint Staff, J7; and Military Assistant to the Secretary of the Navy.

Rear Admiral Franchetti is a graduate of the Naval War College and holds a Master's degree in Organizational Management from the University of Phoenix.

Her personal decorations include the Defense Superior Service Medal, Legion of Merit (three awards), Meritorious Service Medal (five awards), Navy and Marine Corps Commendation Medal (four awards), and the Navy and Marine Corps Achievement Medal (two awards).

The U. S. Navy is often regarded as a rather conservative and slow-to-adopt organization. The Navy's dedication to using the sailing ship provides an interesting study in this characteristic.

The U.S. Navy was born as the wind-powered sailing ship, which had been around for centuries, was reaching its zenith. The young Navy's mettle was tested in the War of 1812 against the Royal Navy and was proved to be capable of handing the British some painful reverses, thanks to our superior frigate designs.



Constitution underway with sails set

The USS *Constitution* of 44 guns was one of these frigates and Captain Isaac Hull's experience between July 17 and 20, 1812, demonstrate the uncertain ties of depending on the wind for propulsive power.

Constitution was patrolling off the Jersey shore when four British frigates sighted her. The enemy frigates had just captured the American brig *Nautilus*, and were keen on subduing another American man-of-war. A chase began which lasted for three days and has been called "one of the most exciting chases in the age of fighting sail."

The lack of wind required that the ships wet their sails to allow them to catch every slight breath of wind and still the light breezes were not enough to resolve the chase. It was necessary for both sides to resort to "kedging."

In this back-breaking effort, a ship's anchors are placed in the ship's small boats and rowed to a position in advance of the ship and then dropped to the bottom. The ship's capstans are then used to heave around on the anchor chains, moving the ship forward. The anchors are then hoisted aboard and placed in the ship's boats to repeat the process.

On the third day Captain Hull was able to reach a squall before his pursuers and make his escape to Boston.

Although Robert Fulton, an American, had demonstrated the first successful steamboat in 1807, the U.S. Navy was slow to adopt the new propulsion system, mostly for reasons of economy.

As steam plants began to proliferate in foreign navies, the Navy finally got Congress to fund the construction of its first steam powered ship, the *Fulton*, in 1835.

The authorization had been made in 1816 for the construction of floating "steam batteries," but they had never been funded so Andrew Jackson's Secretary of the Navy, Mahlon Dickerson, went to Congress to request the money.

The *Fulton* was intended for harbor defense and not for going to sea on the open ocean. The first sea going steam-powered warships were authorized by Congress in 1839 and commissioned in 1842, the *Missouri* and *Mississippi*. (Prophetically, in 1843 the iron-hulled merchant steamer *Michigan* was placed in service on the Great Lakes and remained in service until 1923!)

The U. S. Navy's steamers were required to use their sails to traverse the oceans. The steam power was reserved for in-shore maneuvering against currents and days without wind in order to save precious coal. The new propulsion system required the Navy to make arrangements for refueling its ocean-going ships at foreign ports and coaling stations. This was a new complication to logistic support that was not required for sailing ships!

Even as steam-powered ships became the rule rather than the exception, many Navy ships retained their masts and rigging for sailing with the wind.

The introduction of ironclads, like the *Monitor* and her successors, made inroads on the requirement for masts, but this type of vessel was primarily intended for coastal defense.

With the modernization of the U.S. Navy in the 1880's, the ships became all iron and steel construction and the number of masts was generally reduced to only two; foremast and mainmast. But even these ships retained the capability to rig sails for propulsion when needed.



Schooner-rigged Olympia

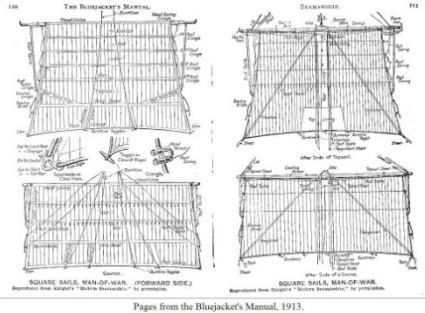
The USS *Olympia*, Admiral Dewey's flagship at the Battle of Manila Bay, was launched in 1892 and this protected cruiser retained the capability for an auxiliary sail rig. *Olympia* could hoist a two mast schooner-rig with six sails when and if needed.

The Navy's *Bluejacket's Manual*, the basic guidebook for new recruits, was first instituted in 1902 and has been periodically revised since.



The manual continued to address the construction and handling of both square-rigged and fore and aft rigged sails through at least 1913. By 1918, the BJM had dropped the square-rigged sails, but continued to address the fore and aft rigged sails because of their continued use in many Navy small boats. (This includes the editions of 1940 and 1943.) The discussion of small boat sails does not disappear from the BJM until the 1944 edition.

A practical example of the use of auxiliary sails, although they were jury-rigged on the spur of the moment and not a part of ship's equipment, was provided in May 1921.



In early May the submarine *USS R-14* (SS91) was sent to sea in Hawaii to assist in a search for a tugboat that was missing on a voyage from the West Coast to Hawaii. The search proved fruitless, but during the search *R-14* ran out of fuel. In view of the location and proximity to Navy assistance, this would not have been a problem except for the fact that the submarine's radio was inoperable. The submarine's Commanding Officer, Lt. Vincent A. Clarke, Jr., put the crew to work on the morning of May 12 to make the surfaced submarine into a sailing vessel!



R-14 underway with set sails

By using bunk frames and hammocks, a make-shift sail soon took shape on the torpedo loading davit. Her forward progress was slight but sufficient to justify the log entry "Underway on the starboard tack." As work continued through the day, additional bunk frames, blankets and curtain rods created two more sails on the radio mast and the after torpedo loading boom. With this increase in

propulsive power, *R-14* was now able to make two knots!

On May 15, 1921 the sail-powered submarine entered Hilo Bay on the island of Hawaii after a transit of over 100 miles.

After spending my career in nuclear submarines, I have learned that new is usually better, but always have a backup!

Submitted by Keith Young

*This will be my last "Notes from Sick Bay", as I am stepping down as your Surgeon General at the 2013 Annual Congress in November. Pending his election at the same Congress, Tom Burden, LCDR, MSC, USN (Ret) will be my successor. It's been a joy and an honor to serve this organization and our Companions for the past two years. I offer sincere and respectful thanks to R-ADM Doug Moore, Commander General of the Naval Order, for the wonderful opportunity to serve you.*

*I purloined this valedictory article from my New Years posting to the blog "Of Ships and Surgeons" at the beginning of 2013.*

Transitions seem to be the expected time – indeed, a convenient time – to reflect on the state of the world. Or in this particular case, the state of the “historical” world. I’m the eternal optimist. So when I went to the New York Times book best seller lists, I expected to see several non-fiction works of (popular) history. To be sure, I found named in this week’s combined print-and-ebook 10 best sellers no fewer than four works, two of which were written by respected historians. Not bad, I thought!

Then, I looked for a list of best sellers combining all genres. The most recent one from USA Today, lists just seven recognizable historical works among 150 best sellers. One of these is the final volume in the Manchester Churchill biographic trilogy; only two of the remaining six were written by recognized historians.

All of which prompts me to wonder, as the famed WWII cartoonist Bill Mauldin put it in 1946 --is “history” an “Un-American Activity”?



Un-American Activity.

Mauldin's cartoon\* (to the left), published 2 April 1946, anticipates the most egregious workings of the House (of Representatives) Committee on Un-American Activities and of Senator Joseph McCarthy. But we're not talking about some conspiracy of historians with Communists or terrorists here. I'm simply suggesting that history is not currently an American "thing".

By way of confirmation of this thesis, we read in October [2012] about Florida Governor Rick Scott wanting to reduce funding for teaching of liberal arts in that state's public universities. And in April, Daniel Weiss, the outgoing President of my own undergraduate alma mater, Lafayette College, highlighted the challenges facing liberal arts education in private institutions.

His six word summary: "The market is happening to us". While these stories make no specific mention of it, it's clear that the teaching of history, along with that of other liberal arts disciplines, is at risk of being downgraded (to oblivion...?) in both public and private higher education.

But this problem starts even earlier – in public elementary and high schools – where students demonstrate distressingly poor performance in history.

In results released in June 2011, the National Assessment of Educational Progress reported that just 20% of 4th graders, 17% of 8th graders and a really scary 12% of high school seniors demonstrated proficiency in history.

The questions weren't complicated: who was North Korea's ally in the Korean Conflict? Why is Abraham Lincoln an important figure in US history? What social issue did Brown v Board of Education address?

A New York Times article reporting these results blames public policy for this failure of public education: No Child Left Behind places emphasis on improving math and reading scores to the neglect of other topics like history.

I think Daniel Weiss's formula "The market is happening to us" applies in the political public realm as much as it does to private education. Popular perception (and probably the experience of a good many history majors...) has it that a history degree doesn't predictably lead to a paying job. And that's the whole story. Rick Scott said it: "So I want that [taxpayer] money to go to degrees where people can get jobs in this state." Read this "STEM" – science, technology, engineering, mathematics.

What should be the historian's role in this brave new world of the hard-science dominated marketplace, if we are to avoid being condemned to relive the past we forgot (or never studied)?

As I wrote on New Years last year, I believe that historians must come out of their ivory towers and bring history to the people.

Popular history is often looked down upon by academic historians. Yet if the marketplace is well and truly to dominate even the historical scene, practitioners of the discipline must respond by creating products that will do well in a marketplace that is very full and very competitive.

Last year I argued that it is past time for academic historians to get out their PowerPoint presentations and knock on the doors of local history groups, libraries, service clubs and PTAs. I also promised that they would be gratified by the reception they receive: people really are hungry to hear their history – so long as it is even remotely relevant to their lives and presented in an accessible manner.

There's another thing – a lesson we can learn from the marketplace – that we need to incorporate in to our thinking. I call it the Google principle: you give away some useful product in order to gain customers. Historians must get used to doing some sort of free work in their communities if they are to earn the trust and respect of their communities of tax payers. Once the tax payers actually see what they are "buying", historians will have gained a share of the marketplace.



So, I propose a goal for the next year: each historian, from Department Head to first year graduate student [and I might add, every Naval Order Companion!] will give two presentations to lay groups in their communities. Let's flood our communities with knowledge of their past. Everyone will be the better for it; the outreach may begin a movement that proves the relevance and importance of the study and teaching of history in our marketplace nation; and historians may thereby assure that the practice of their discipline once more becomes an All-American Activity.

\* Cartoon is from DePastino, Todd, ed., "Willie and Joe Back Home", a collection of Bill Mauldin's post-war cartoons. Seattle, Fantagraphic Books, 2011.

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## Admiral Henry H. Mauz, Jr.



Few in the United States Navy have had the varied assignments and distinguished career of Monterey, CA, Naval Order of the United States Companion Admiral Henry H. Mauz, Jr., U.S. Navy (Ret.) – recipient of five Distinguished Service Medals, the Defense Superior Service Medal, the

Legion of Merit, and the Bronze Star Medal with Combat “V.” Admiral Mauz is an inductee of the Naval Postgraduate School Hall of Fame which recognizes the accomplishments of NPS's most distinguished alumni and friends who, through the attainment of positions at the highest levels of public service, have made the greatest contributions to society, their nations and to the Naval Postgraduate School. He also served as the President of Naval Postgraduate School Foundation and is currently a Senior Fellow at the Center for Civil Military Relations at the Naval Postgraduate School.

Admiral Mauz' extraordinary and enduring career began in 1959. Following his initial tours in destroyers, he was placed in charge of ten River Patrol Boats (PBRs), crewed by an all-volunteer force, in the Mekong Delta area of Vietnam. Lieutenant Mauz operated his ten PBRs around the clock with two sections, working in pairs and on twelve hour patrols to ensure control of key waterways.

His PBRs established a liaison with Army firebases to call fire on hostile positions. They also assisted Navy Seal Operations in his area of responsibility. Throughout his time in Vietnam, Admiral Mauz built a team of professional Navy men dedicated to their mission and he believed the overall objective of preserving South Vietnam from the Communists was correct as well as achievable.

As he advanced through the ranks, Admiral Mauz commanded three ships, an Ocean Minesweeper, USS *Prime* (MSO-466), the Guided Missile Destroyer USS *Semmes* (DDG-18), and the Guided Missile Cruiser USS *England* (CG-22) which he commanded from 1980 to 1982. Each of these ships went on

extended deployments to the Western Pacific, Indian Ocean, Mediterranean and North Atlantic.

Throughout his career Admiral Mauz has obtained a high educational pedigree – including being a graduate of every degree-granting institution of the United States Navy. He initially attended the U.S. Naval Academy, in Annapolis, Maryland, where he earned a Bachelor of Science degree in 1959. Later in his career he earned a degree in Electrical Engineering in 1965 from the Naval Postgraduate School and a Master of Business Administration from Auburn University.

As a Lieutenant Commander he attended the Air Command and Staff College at Maxwell Air Force Base in Montgomery, Alabama. As the only U.S. member of the select senior international course at the U.S. Naval War College, the Naval Command College, he studied alongside Officers from thirty-three different countries.

In addition to their curriculum studies, these Officers toured the United States in order to apprise them of America's industrial and technological basis. The acquaintances and friendships he made at the Naval War College would later provide a foundation for cooperation in Admiral Mauz' future tours.



Admiral Henry H. Mauz at his induction on 19 November 2003 into the Naval Postgraduate School Hall of Fame

In 1983 Admiral Mauz was selected to Flag rank and was assigned as Chief of the Operations and Readiness Branch at the Supreme Headquarters, Allied Powers Europe, Casteau, Belgium. In 1985, Admiral Mauz assumed his first operational command as a Flag Officer, a Cruiser-Destroyer Group and the USS *America* Carrier Battle Group. By 1986, he was in charge of the two-carrier Battle Force in the Mediterranean that conducted the strikes against Libya, Operation Eldorado Canyon, in response to that country's terrorist activity.

Given Muammar Gaddafi's increasingly brazen support of terrorism, Admiral Mauz initiated a series of exercises with his Battle Force to best prepare them for a possible strike. When President Ronald Reagan did authorize the mission, the men of Admiral Mauz' battle group were well honed, delivering an efficient strike in which no U.S. Naval Service men were lost. For the naval aviators, nothing they encountered over Libya was a surprise owing to the rigor with which Admiral Mauz prepared his Fleet.

After a tour as Deputy Chief of Staff and Acting Deputy for the Commander-in-Chief, U.S. Pacific Fleet at Pearl Harbor, Admiral Mauz was promoted to Vice Admiral and assumed command of the U.S. Seventh Fleet in the Far East. He was responsible for all U.S. naval operations in the Western Pacific and Indian Oceans. He worked closely with the defense establishments of many Asian nations, particularly Japan, Korea, and the countries of Southeast Asia. He led an historic visit to Shanghai, China by three U.S. Navy ships in June 1989, just before the uprisings at Tiananmen Square, Beijing. As Commander of the Seventh Fleet, Admiral Mauz intellectually reached back to the Korean War to derive a simple yet critical philosophy. He stated, "My purpose was for the Army General in Korea to wake up every morning and say thank God for the Seventh Fleet."

With the Korean peninsula surrounded by water on three sides, the U.S. Navy had to be the critical factor in ensuring U.S. defense of South Korea. Knowing this, and building on the success of his pre-strike planning for the Libya missions, Admiral Mauz conducted extensive reviews of the existing war plans for general war and the preparedness of his naval assets. The Seventh Fleet later conducted a major Joint and Combined exercise with Japanese forces, the U.S. Air Force, and 103 ships to test these new war plans.

In early August 1990, while still Commander U.S. Seventh Fleet, Admiral Mauz flew to the Persian Gulf and assumed command of all U.S. Naval Forces in the U.S. Central Command under General Norman Schwarzkopf. The philosophy and methodology that Admiral Mauz brought to Seventh Fleet would be the basis for the Navy's preparation during Operation Desert Shield.

Admiral Mauz was the first commander to bring U.S. carriers into the Persian Gulf. He organized and trained the forces under his command to deal with further aggression by Iraq, conducted maritime interdiction operations, coordinated the operations of a dozen allied navies, set up far-reaching logistics support bases, and conducted naval war planning for what became Operation Desert Storm.

Eventually, there were over 100 U.S. Navy ships in the theater and more than 100,000 sailors and Marines afloat.

Typical of Admiral Mauz' leadership was attention to both the big picture and critical elements of operations. For example, during Operation Desert Shield Admiral Mauz refused to accept the unclear areas of command and methodology in which the Air Force would conduct Combat Search and Rescue. He personally visited the Air Force Colonel in charge of combat search and rescue to ask critical questions, to

which he received vague answers, from which he found his own solutions. Admiral Mauz fought for and received control of overwater search and rescue. His efforts ensured that the lives of downed aviators would not be left to poor planning.

In December, 1990, Admiral Mauz was assigned as the Deputy Chief of Naval Operations for Navy Program Planning in Washington. In this position, he oversaw the allocation of resources and preparation of the Navy's budget.

In July 1992, Admiral Mauz received his fourth star and was assigned Commander-in-Chief, U.S. Atlantic Fleet, headquartered in Norfolk, Virginia. This force comprised over 230 ships, 2,000 aircraft, twenty-seven bases and 150,000 sailors and Marines. Admiral Mauz had to confront the post-Cold War era of shrinking manpower and budgets. In both Navy circles and with the public at large, he argued vociferously for the retention of a capable naval force to meet future challenges. Admiral Mauz believes that critical to American and its Allies' security and financial strength is a strong naval presence throughout the globe anchored by the U.S. Navy.

On 1 November 1994, Admiral Mauz retired from active duty as Commander-in-Chief, U.S. Atlantic Fleet. Nevertheless, he has remained quite busy. Admiral Mauz became a Senior Fellow at the Center for Civil-Military Relations, located at the Naval Postgraduate School, Monterey. He has traveled to many new democracies around the world in that capacity. He was the President of the Naval Postgraduate School Foundation and is currently the Chairman. He served on the Board of Directors of Texas Industries, Inc., ConWay Inc, the Northrop Grumman Ship Systems Advisory Board and several start-up companies.

His contributions to the United States Navy's mission continue throughout a life of exemplary service.

As a man who has devoted his life's work to the United States and in particular the U.S. Navy, Admiral Mauz and his wife, the former Peggy O'Neill of Fresno, have been blessed with four children and eleven grandchildren.

This article was inspired by Michael W. Jones, Lieutenant Commander, USN, Naval Intelligence Officer, Companion of the Monterey Commandery and member of the Naval Order of the United States Historical Committee and Professor of Strategy and Policy, U.S. Naval War College Detachment, Naval Postgraduate School, Monterey, CA.

I solicit articles of this nature from all Commanderies highlighting our distinguished Companions for future issues of the newsletter. Please send them to DouglasV.Smith@usnwc.edu.

**Submitted by Douglas Smith**



## From the Registrar General

Over the next few months everyone who is receiving this newsletter should expect to get either an invoice and/or request to validate the information that we have on file.

Please take the time to review this information to ensure that it is current and accurate.

If you have questions, let me know so that we can square away any apparent discrepancies and/or better understand concerns that you may have.

This can be transmitted directly to me at [NOUS.Registrar@comcast.net](mailto:NOUS.Registrar@comcast.net) or via mail at P.O. Box 15039; Arlington, VA 22215-5039.

Submitted by Paul Crissy

## Notes from the Ships Store

Due to the efforts of our Surgeon General, CAPT Tom Snyder, the ships store once again offers the Rosette lapel pin. The price is \$15.00 each.

Submitted by Cotton Talbott

## Membership

If you have an interest in the history and heritage of our naval services and enjoy the friendship and camaraderie of those who do, you may well be interested in becoming a member of the Naval Order.

Any United States citizen who has served or is serving as an officer or enlisted member of the Navy, Marine Corps, the Coast Guard and any other federal military maritime service of the United States or its allies and their descendants over 18 years of age, who are US citizens, shall be eligible for *Regular* membership. Spouses of present and deceased regular members, and those, other than United States citizens, who have served or are serving honorably as commissioned officers in an allied seagoing service, shall be eligible for *Associate* membership.

Membership in the Naval Order is by invitation. Interested parties may make application through any companion.

For additional information regarding Membership in the Naval Order, contact the Vice Commander General - Membership is Donald W. Schuld. He may be reached at: [dschuld@juno.com](mailto:dschuld@juno.com) or (W) 973-927-0242 (H) 973-584-9634. Mailing address: 3 Mildred Terrace, Flanders, NJ 07836-9249. The Naval Order may also be contacted at: [info@NavalOrder.org](mailto:info@NavalOrder.org) or call 703-323-0929.

It is with sadness that we note the passing of George W. Holyfield of Houston, Texas on September 10, 2013.

He was born in Kansas City, Kansas on April 4, 1931. George graduated from the University of Kansas and was commissioned Ensign, USNR through the NROTC and went on active duty in the Navy on March 1, 1955 and retired on August 1, 1988 with the rank of Captain, USN.

He received his aviation training at Naval Air Station, Pensacola, FL and was assigned to the Naval Air Stations in Hutchinson, KS and Olathe, KS where he was assigned to the Fleet Tactical Support Squadron 883. He also served at several other naval air stations including NAS Barber's Point, Hawaii, where he was in the Airborne Early Warning Squadron Fourteen and flew the Lockheed Super Constellation (EC-121) over the northern reaches of the Pacific from Midway Island to the Aleutians in 14-hour flights.

He served as the Commanding Officer of the Fleet Logistics Support Squadron 53 at the Naval Air Station Dallas, Texas. He was awarded the following significant awards: Meritorious Service Medal, Navy Commendation Medal, Navy "E" Ribbon and the Naval Reserve Medal with Hour Glass.

As a member of the Navy League he participated in the committees handling the planning and execution of the commissioning of USS *San Jacinto* (CG-56) on January 23, 1988 in Houston, Texas and USS *Stout* (DDG-55) on August 13, 1994 in Galveston, Texas.

In the Naval Order he was a charter member of the Texas Commandery that was founded on July 1, 1986. He was also a member of the committee that raised funds for and built the monument in Sam Houston Park, downtown Houston, Texas in memory of the crew of USS *Houston* (CA-30) that was sunk in the Battle of Sunda Strait on March 1 1942 in the early months of World War II. This monument was dedicated on November 11, 1995 after four years of planning and raising funds.

George served as the Commander of the Texas Commandery of the Naval Order from 1997 to 2000. He also served as a member of the Nimitz Committee from its founding on October 1, 1986 to the present. George also served in several national offices of the Naval Order including the Executive Committee from 1989-1991; Companion to the General Council (At Large) from 2001 -2003; Parliamentarian General from 2003- 2005; and Assistant Recorder General from 2008- 2009. Following the Annual Congress of 2002 which was held in Houston, Texas, George had the honor of being a member of a committee of five Naval Order officers that presented to former President George H. W. Bush in his offices the "Admiral of the Navy George Dewey Award" for his leadership and dauntless professionalism in the service of the United States.

George was a very active recruiter for new members of the Texas Commandery and always a very active participant in all of the organizations to which he belonged. His warm and friendly personality will be greatly missed by all who knew him.



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 For further information or questions, please contact Cotton Talbott at [ctalbeau@bellsouth.net](mailto:ctalbeau@bellsouth.net) or 985.11211.4073.

Authorized for all Companions	Quantity	Price	Amount
The Naval Order Cross (Large)	_____	\$35	_____
The Naval Order Cross (Miniature)	_____	\$25	_____
Campaign Ribbon	_____	\$5	_____
<b>Rosette lapel pin</b>	_____	<b>\$15</b>	_____
Naval Order Cross Lapel Pin (NEW ITEM)	_____	\$10	_____
Naval Order Tie, Silk	_____	\$20	_____
Naval Order Tie Bar	_____	\$8	_____
Naval Order Cufflink Set	_____	\$15	_____
Naval Order Blazer Patch	_____	\$20	_____
Naval Order Flag (3'x5') two sides	_____	\$85	_____
Naval Order Banner (3'x5') one side	_____	\$50	_____
Naval Order Burgee (12"x18") one side	_____	\$15	_____
NOUS Baseball Caps – plain bill	_____	\$14	_____
- NOUS Ball Cap 'eggs' 05/06	_____	\$15	_____
- NOUS Ball Cap 'eggs' Flag Officer	_____	\$16	_____
NOUS Golf Shirt – black, white, navy – specify size S M L XL XXL	_____	\$38	_____
NOUS Golf Shirt, polyester, light blue - <b>Close out, \$22 dollars, shipping included</b>	_____	\$22	_____
'Navy Heroes of Normandy' DVD	_____	\$5	_____
Challenge Coin (commemorating 100 years of Naval Aviation)	_____	\$5	_____
<b>Authorized for past and present National Officers and Commandery Commanders Only*</b>			
*Naval Order Blazer Patch with Crest	_____	\$25	_____
*Neck Ribbon for Large Medal (worn with formal attire only)	_____	\$15	_____
<b>Postage/Shipping</b>			<b>\$6</b>
<b>Totals</b>			_____