



SAVING MIDWAY ISLANDS

What do the San Francisco Presidio and the Midway Islands have in common? Both are historic military sites that have passed from the jurisdiction of the military (US Army for the Presidio and US Navy for the Midway Islands) to other government agencies and private sector management. In the case of the Presidio, the private sector controls 85% of the land while the National Park Service maintains jurisdiction of 15% of the land along the coast. Since 2012, the Presidio is on a sound financial footing.

In the case of Midway, however, the islands were made into a wildlife refuge under the jurisdiction of the US Fish and Wildlife

Service (USFWS) in 1996. At that time, Midway Phoenix Corporation (MPC), a private company, signed a cooperative agreement with the USFWS to operate the infrastructure and a public visitation program. MPC ran these operations at minimal tax-payer expense and invested 15 million dollars of its own money in Midway's infrastructure. Draconian measures and restrictions placed by the USFWS on MPC impeded public visitation and led to the corporation leaving Midway in 2002.

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Midway Station Theater

2001

The Station Theater –Eligible for inclusion in the National Register of Historic Places

The theater was designed by the architect Albert Kahn and constructed before the Battle of Midway during World War II. It is eligible for inclusion in the National Register of Historic Places.

U.S. Fish and Wildlife Service officials said that the theater is not in use. Six murals were removed from the theater and sent to the Pacific Aviation Museum for preservation and display.

Station Theater April - 2015

Photo Credit - GAO Auditors





COMMANDER GENERAL'S REPORT TO THE ORDER

Activism - It's a Beautiful Thing!

As we prepare to meet and greet each other at the 2016 Naval Order Congress at the Hale Koa Resort in Oahu, HI, we have a lot to review with respect to

everything our membership has been up to. One of the things that comes up from time to time is the active involvement of our members in areas of local historic interest.

We have been cautioned by past practice to avoid endorsing those projects that require the Naval Order to lobby legislators on behalf of a project regardless of the compatibility or complementary fit with the Naval Order mission.

The rationale behind the caution to refrain from "lobbying Congress" stems from the obvious conflict of interest if the Naval Order on behalf of its active duty members seeks legislative support for capital projects or operational and administrative improvements that benefit the active duty members. This conflict was resolved when the Navy League was formed specifically to lobby Congress on behalf of the sea services. The Navy League charter prohibits active duty personnel from joining the organization while including interested civilians and retired military members in its membership rolls. The Navy League functions under the IRS tax code section 501(c)(3) which permits lobbying of any kind if that effort remains below 20% of its budget.

The Naval Order, on the other hand, as a non-profit corporation functions under IRS tax code section 501(c)(19) for veterans' organizations. The Naval Order as a veterans' organization operating under section 501(c)(19) enjoys special treatment – it is both tax exempt and tax deductible, and it is permitted to lobby without limitation provided the lobbying is relevant to its mission. This preferred tax position which is available only to veterans' groups has been justified as a policy choice of Congress to benefit those that have served the nation in its armed forces.

What does this mean for our members who want to get involved with local efforts to preserve or promote projects of historic sea service interest? As Commander General, I have supported efforts (by letter) of the Charleston Commandery to preserve the integrity of the Charleston Naval Hospital District and of the Bataan Legacy organization to include the American Philippine efforts during WWII in the California high school curriculum (by letter and by personal appearance at the California Department of Education in Sacramento).



California State Board of Education Meeting July 2016. Left side - Representing the Naval Order are Michele Lockwood, Sandy Lockwood, and Robert Hansen. Right side at the end - Consul Reginald Bernabe representing the Philippine Consulate General. Center in blue dress - Cecilia I. Gaerlan, Executive Director, Bataan Legacy Historical Society.

With our focus on the Hawaii Congress and the potential charter of the Hawaii Commandery, we have another opportunity to partner with the Kanehili Hui – Save Ewa Field organization whose mission is to document the 1942 aircraft revetment sites and buildings extant at Ewa Field.

Marine Corps Air Station Ewa served as the hub for all Marine aviation units heading into combat in the Pacific Theater during WWII. It was originally established as an airship base for the US Navy in 1925, but that program was cancelled after three of the four dirigibles stationed there crashed during the 1930s.

Ewa Field is currently destined to become an urban development project with homes and shopping centers. The Save Ewa Field group want to at least document and record the remaining historic buildings and revetments for history's sake before the developers remove them.

Another issue of historic interest requiring dedicated activism involves the preservation of Midway Atoll, to restore public visitation to the Midway Islands, and to help correct the mismanagement of Midway by the US Fish and Wildlife Service (USFWS) which includes the demolition of historic structures by the agency.

Dr. Bill Dudley, past NOUS Historian General, testified at a Congressional Hearing concerned with the proper management of the Midway Atoll. His involvement complements the mission of the Naval Order to preserve sea service history, and for that reason, we are asked as an organization to support the efforts of the International Midway Memorial Foundation to help pass legislation to remove the jurisdiction of the USFWS over the historic buildings and structures on Midway.

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A by-product of the visibility we receive from getting actively involved in preservation activities is the request by members or friends who inherit historic artifacts to find suitable recipients for them.

Vice Commander General – Membership, Don Schuld, was recently approached by a friend who wanted to find a home for historic relics she inherited from her partner. The items included two five-star bench flags from FADM Nimitz' barge from the USS *MISSOURI* used between 1944-46, an anchor and star pillow case for the Secretary of the Navy used between 1944-46 by Frank Knox and James Forrestal, and a red flag that was flown on the bow of the barge for Admiral Spruance.

Items may be donated to either the US Naval Academy or the Nimitz Museum in Texas thanks to Don's affiliation with the Naval Order.



Flag flown from barge when VADM Spruance was aboard



SECNAV pillow case, c. 1944-46

I think these efforts are important to our history, deserve the support of the Naval Order, aid in attracting new members and retaining current ones, and add to our public reputation and persona (as long as we consider all angles, rice bowls, and collateral damage before moving forward on endorsements). I add this caveat about collateral damage because some efforts can backfire and actually hurt people or worthy enterprises. There was an effort recently to move sailors who went down with their ship during a sea battle from the ambiguous status of "missing in action" to the more specific designation of "killed in action." However, to make this change would have adversely affected the compensation the families of those who died. Our guidance should be to "do no harm." Do your homework first.

Having said that - Get involved! Use your Naval Order credentials to preserve, promote, and celebrate our Nation's great sea service history. You never know what opportunity for service will open up. Once a piece of history is destroyed, it is lost forever. It becomes a mere anecdote in a dusty history book or a collection of photos in someone's basement.

Lastly, we had the opportunity to tour the Orbis Flying Eye Hospital, a DC-10 donated by Federal Express while it was visiting the San Francisco Bay Area in August. Fred Smith, CEO of FEDEX, was our ADM of the Navy Dewey Award recipient last year. This newsletter will feature some of what we learned about this unique teaching facility.



Orbis MD-10 Aircraft at Moffett Field
Mountain View, California

Mahalo! See you in Hawaii!!

Michele Lockwood, CAPT USN (Ret.)
Commander General

Pacific Aviation Museum Pearl Harbor: Our New History Preservation Partner in Hawaii

The Naval Order is proud to announce its new history preservation partnership with Pacific Aviation Museum Pearl Harbor (PAMPH). Both the NOUS and PAMPH preserve, promote and celebrate our Nation's Sea Service history and heritage; PAMPH concentrates on the role of aviation during WWII in the Pacific while the NOUS has a much broader area of interest. The NOUS and PAMPH have agreed to assist each other in outreach and recruitment of new members to both organizations. We are pleased to present upcoming events planned by PAMPH to mark the 75th Anniversary of the Japanese attack on Pearl Harbor as the first of many such pieces on and by PAMPH that will be appearing in our newsletter. If you find yourself in Hawaii during the first two weeks of December, please consider attending these events.

From Pacific Aviation Museum Pearl Harbor:



75th Commemoration of the Attack on Pearl Harbor

Between December 2nd and the 11th, there will be numerous events, programs, ceremonies, and experiences throughout Oahu that highlight the impact and significance of the December 7, 1941 attack on Pearl Harbor, “the date which will live in infamy.”

This year’s commemoration will also be one of transition. The goal is to inspire a brighter future in our relationships not only with other nations, but between and amongst all people.

Whether remembering our past, applauding the dedication and sacrifice of the present, or considering our future, these events will inspire, engage, and stir reflection amongst attendees, young and old, of all backgrounds.

Key Events

American Airlines Honor Flight - a special trip for Pearl Harbor and WWII survivors will depart LAX on December 3rd and returning to LAX on December 9th. Applications may be obtained by visiting www.PearlHarbor75thanniversary.com.

Opening Gala -- December 3- *For Love of Country, Pass It On*, see details below

Premier of the PBS Documentary – *Pearl Harbor: 1941–December 4th* – Pacific Aviation Museum

Gary Sinise and the Lt. Dan Band – public concert on December 5th at Waikiki Beach stage

Movies on Waikiki Beach – a series of evening movies will be shown free of charge for the public.

The full movie schedule:

Twelve O’Clock High – Air Force – Dec. 2

Run Silent Run Deep – Navy – Dec. 4

From Here to Eternity – Army - Dec. 5

Sands of Iwo Jima – Marine – Dec. 8

The Guardian – Coast Guard – Dec. 9

National Pearl Harbor Remembrance Day Ceremony – Navy Kilo Pier – December 7th

Military Appreciation Day – December 8th

Righteous Revenge – dramatic reading portraying the Jimmy Doolittle story – December 9th

Commemoration Concert – December 10th – Aloha Stadium (tentative)

The full 75th Commemoration calendar can be viewed on the official website: www.PearlHarbor75thanniversary.com. The event listed below is specific to Pacific Aviation Museum Pearl Harbor.

Please feel free to call our Development Team for information and support for your own planning.

For Love of Country, Pass it On
Saturday, December 3, 2016

The lead-off event for the commemoration week, ***For Love of Country, Pass It On*** is the annual fund raiser for Pacific Aviation Museum Pearl Harbor. Co-Chairs Barry Zlatoper and Noreen Mulliken, have an extraordinary evening planned.

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From the specially prepared dinner, complimented by the wines donated by Marc and Janice Mondavi, co-proprietors of C. Mondavi & Family wines, the special beverage prepared by Jim Beam called “The Admiral,” to the fabulous auction packages, the night promises to be an amazing experience. Returning as auctioneers will be Spanky and Amy Assiter. Also returning will be the fabulous Michael Ostaski, Art Explosion.

Special guests will include our Pearl Harbor and WWII veterans. The opening reception will be dedicated to our veterans whose bravery and patriotism during WWII served to protect our freedom and to define the American spirit. We look forward to welcoming you.

For more information or to make your reservation, please contact Carol Greene at 808-441-1006 or carol.greene@pacificaviationmuseum.org or visit our official website, www.pamphgala.com.



Anniversary of the Pearl Harbor attack within the hangar at Pacific Aviation Museum Pearl Harbor

Submitted by Frank Bendrick



Pearl Harbor remembrance from times past at the Pacific Aviation Museum Pearl Harbor



Pearl Harbor Remembrance Dinner 75th Anniversary – December 7, 1941

Friday, 2 December 2016

**GUEST SPEAKER - THE HONORABLE MAYOR OF
THE CITY OF MONTEREY – CLYDE ROBERSON**

**El Prado Dining Room
Naval Postgraduate School - Naval Support Activity Monterey**

RECEPTION 1800 WITH DINNER FOLLOWING

Meal selection of Turkey, Ham, or Pasta

Active Duty Ticket Prices: E-1 / E-5 \$30.00, E-6 / O-3 \$50.00, all others (including civilians) \$60.00.
Guest tickets same as sponsor. Tickets available at the MWR ITT Office starting 1 October or by mail.

ATTIRE

Military: Service Dress Blues with Ribbons or service equivalent - Civilian: Coat and Tie
For additional information contact Captain Ken Johnson, USN (Ret.), 831.657.9793 /
nousmtyken@sbcglobal.net

Ticket sales close 25 November 2016 or when ticket sales reach 150 guests
Hosted by AFCEA Monterey Bay Chapter, Monterey Bay Commandery of the Naval Order and the
Monterey Peninsula Council of the United States Navy League

PEARL HARBOR REMEMBRANCE DINNER
75th Anniversary – December 7, 1941

2 DECEMBER 2016

For making reservations in person at the Naval Postgraduate School, please contact the MWR ITT Office 831-656-3223 on the Quarter Deck. For tickets by mail, make your check payable to **MTY BAY CDRY** and mail your reservation form with payment to:

Captain Ken Johnson, USN (Ret.)
1014 Shell Ave
Pacific Grove, CA 93950-2125

Please note that guest seating will be by tables of **SIX**. If you or your party would desire to reserve a table of six or join a table of six, please indicate those names on your reservation form.

Sponsor (First/Last Name) _____

Rate/Rank/Service _____ E-Mail address _____ Phone _____

Circle Meal Selection: Turkey, Ham, or Pasta

Others in your party:

Name _____	Meal Selection: Turkey, Ham, or Pasta
Name _____	Meal Selection: Turkey, Ham, or Pasta
Name _____	Meal Selection: Turkey, Ham, or Pasta
Name _____	Meal Selection: Turkey, Ham, or Pasta
Name _____	Meal Selection: Turkey, Ham, or Pasta

Check Number _____ dated _____ for _____ reservations for a total of \$ _____.

Ticket prices: E-1 / E-5 \$30.00, E-6 / O-3 \$50.00, all others (including civilians) \$60.00. Guest tickets same as sponsor.

ATTIRE

Military: Service Dress Blues with Ribbons or service equivalent - Civilian: Coat and Tie

For additional information contact Captain Ken Johnson, USN (Ret.), 831.657.9793 / nousmtyken@sbcglobal.net.

PURCHASE TICKETS BY 25 NOVEMBER 2016
UNLESS 150 RESERVATIONS ARE CONFIRMED BEFORE THAT DATE

On campus BOQ rooms for military guests can be arranged through the Navy Gateway Inns & Suites by calling 831.656.2060/69, FAX 831.656.7967, or at npsvqresrv@nps.edu

Pearl Harbor Remembrance Dinner – The 75th Anniversary Pearl Harbor Remembrance Dinner will be held at the Naval Postgraduate School on the grounds of the Naval Support Activity, Monterey, on Friday 2 December. Festivities will commence at 1800 hours in the La Novia Room, a historical dining room at the Old Del Monte Hotel, now the site of the Naval Postgraduate School, with a full service reception.

The reception area will have significance 1941 Pearl Harbor December 7th displays provided by the school's Dudley Knox Library. The **Navy Center for Information Dominance Monterey Choir** from the Monterey Defense Language Institute will provide guests with a pre-dinner medley of seasonal holiday and patriotic songs during the reception and later during the dinner the El Prado Dining Room.

Following the reception, the guests will be “piped” to the formal dining room by the “official” commandery piper, LCDR Spence Myers, as guests proceed into the dining room decorated with Christmas trees and packages yet to be opened. The Monterey County Division-Naval Sea Cadet Corps is the designated Honor and Color Guard for the evening.



Bag Piper LCDR Spence Myers, USN “pipes” the over 160 Battle of Midway guests into the Naval Postgraduate School ball room for dinner in 2015

Of the many anticipated guests, four Pearl Harbor survivors have been invited including LCDR Nonna Cheatham, Ms. Marjorie Troutman, Mrs. Patti Doran, and Mrs. Shirley Sedgwick. Other guests will include NPS students, faculty, retired military, elected officials and civilian friends from the Monterey Peninsula Coast.

Guests will dine on roasted turkey and seasonal ham with all the trimmings. The evening will end with remembrances of those that have served and those still serving, the singing of Amazing Grace, followed by the “piping” of Amazing Grace, and “Taps.”

Confirmed guest speaker is the Honorable Mayor of the City of Monterey, Clyde Roberson, who will offer comments on the 2016 theme of “Pearl Harbor 1941 - Reflections Building for the Future”. The Mayor’s father was an enlisted man serving at Pearl on 7 December and returned to Oakland, CA following the war.



Special arrangements have been made for dinner guests to receive their individual U.S. Navy Memorial Foundation 1941-2016 Seventy Fifth Anniversary Attack on Pearl Harbor, Hawaii coin.

Due to the dining room seating capacity of 149, guests are encouraged to make their reservations prior to 25 November. Please note that reservations will close when the seating limits have been reached.

On campus BOQ rooms for military guests can be arranged through the Navy Gateway Inns & Suites by calling 831.656.2060 or at npsvqresrv@nps.edu. If you have not been to the Monterey Peninsula and had the opportunity to attend earlier Monterey Bay Commandery Remembrance Dinners, this might be the year for you. Contact “Captain Ken” at 831.657.9793 or nousmyken@sbcglobal.net for additional details. Confirmed reservations requested prior to 26 November. As in past years, this dinner is co-hosted by the AFCEA Monterey Bay Chapter and the Monterey Peninsula Council of the Navy League.

Submitted by Captain Ken Johnson, USN (Ret.)



Now you can donate painlessly to the Naval Order Foundation when you shop on amazon.com. The company donates 0.5% of the purchase price to the Naval Order. Here is how you do it:

- Enter smile.amazon.com in your search engine or URL bar, and log on using your normal amazon.com login information.
- When the smile.amazon.com home page opens, enter “Naval Order” in the area that says OR PICK YOUR OWN CHARITABLE ORGANIZATION.
- Select Naval Order of the United States.
- Your selection will be confirmed; you can start shopping.

BE SURE TO ALWAYS ENTER SMILE.AMAZON.COM in the URL bar when you want to shop on Amazon, so your purchases will support the Naval Order.

The NOUS, together with the Hill Center at the Old Naval Hospital, the U.S. Navy Bureau of Medicine and Surgery, and the Society for the History of Navy Medicine, will hold a ceremony dedicating a historical marker to commemorate the Old Naval Hospital, Washington D.C. at 10:30am, 1 October 2016.

This date marks the 150th Anniversary of the Hospital's original commissioning. This beautiful building has been painstakingly restored to its original condition by a group of concerned citizens and is now used as a community center, but the facility still carries the heritage of its importance to military medicine.

Save the Date

Commemorative Marker Dedication Ceremony
 October 1, 2016 10:30 a.m.
 Hill Center at the Old Naval Hospital
 921 Pennsylvania Avenue SE
 Washington, DC 20003

Sponsored By:

HILL CENTER
 U.S. NAVY
 NAVAL ORDER OF THE UNITED STATES

Submitted by Kris Carlock



Congratulation to National Commandery companion Rick Campbell (CDR, USN, Ret.) on the publication of his latest book, *Ice Station Nautilus*.

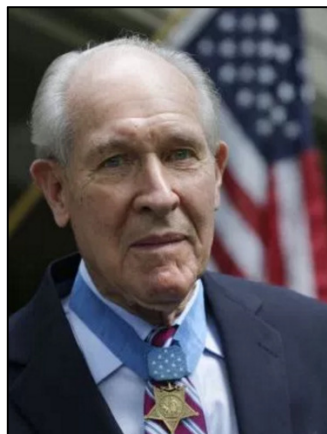
This is the third book in his series of edge-of-your-seat action thrillers about US Navy Submarines and international intrigue. His first two books are *The Trident Deception* and *Empire Rising*. Published by St. Martin's Press, these books are winning attention and acclaim from readers who enjoy strong characters, technical details, lots of action and suspense, espionage, and drama at the highest levels of the government and the military.

On 20 August 2016, Rick launched his novel with a book-signing at the Barnes and Noble on Merritt Island, Florida, followed by a celebration at the nearby Sunset Grill at Cocoa Beach. Rick spent more than 20 years on multiple submarine tours, finishing his career with the Naval Operations Staff in the Pentagon and the Washington Navy Yard. Now he is writer par excellence.

Submitted by Judy Pearson

CAPT Hudner is an Honorary Life Member of the NOUS and associates with our chapter here in Newport, RI. As part of the annual CPO education, a group of CPO Selectees traveled to his home in Massachusetts and honored him on his recent birthday per the news release received below.

Navy Group Honors Medal of Honor Winner's Birthday by Andy Rosen
 (BOSTON GLOBE 31 AUG 16)



Dozens of men and women from the U.S. Navy marched down a suburban Concord street Wednesday to honor the 92nd birthday of retired Captain Thomas Hudner Jr., a Medal of Honor winner whose heroics in the Korean War have become military legend.

Hudner, who intentionally crashed his plane in 1950 in an effort to save the life of a colleague who had been shot down, learned of the tribute only moments before the group of chief petty officer selectees showed up at his home.

"It was almost overwhelming to see," he said of the group, which had traveled from the USS *Constitution* in Charlestown. Hudner, who has Parkinson's disease, rose to salute as the group sang the Navy Hymn.

The group then sang "Happy Birthday" to Hudner, and he smiled as he shook hands with the visitors who filed through to greet him.

Hudner grew up in Fall River and moved to Concord after retiring from the Navy in 1973. He was also commissioner of the state Department of Veterans' Services from 1991 to 1999.

Hudner received his medal of honor in 1951, a year after he intentionally crashed into a snowy mountainside to help Jesse Brown, who was the Navy's first African-American pilot. Brown died despite Hudner's efforts, but the incident earned Hudner a place in history.

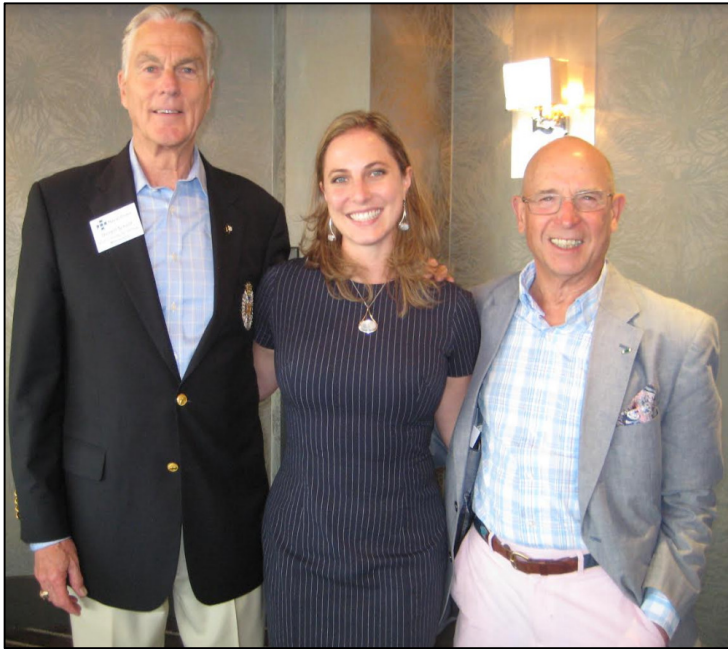
In 2018, the Navy is planning to dedicate a new destroyer in Hudner's name.

Son, Thomas Hudner III, who was at the birthday celebration Wednesday along with Hudner's wife, Georgea, and other family members, said his father never sought credit for his actions. He only wanted to help his fellow service members. "He's always humbled by it and humbled that people want to recognize him and reach out to him," Hudner said. "And at the same time, I think it's incredibly meaningful to him."

Submitted by CDR Tim Garrold

On July 20th the New York Commandery held its third Annual Summer Cocktail Party at the Chart House located in Weehawken, NJ on the Hudson River with a beautiful view of Manhattan.

Our special guest for the evening was the newly appointed Deputy Director of the Navy Office of Information East, LT Lauren Cole, USN. Lauren is soon to be joined by the Director LCDR Sarah Flaherty.



Vice Commander General- Membership, Don Schuld, LT. Lauren Cole, New York Commandery Commander, Dave Simson.



Dr. Dan Thys looks on as Linda DeFranco selects an hors d'oeuvre.

The summer months usually mean vacation but that's not the case for the San Francisco Commandery.

Noted historian Captain Ken Hagan, USN (Ret.) is one of our companions. He always shares a "historical half minute" with us before our luncheons.

Captain Hagan served the bulk of his career as an intelligence officer in the regular Navy and Naval Reserve. He was subsequently archivist and director of the U.S. Naval Academy Museum and visiting professor at the Naval Postgraduate School as well as Professor of Strategy at the U.S. Naval War College's Monterey Program.



CAPT "Professor" Ken Hagan displays his certificate of appreciation after the July luncheon.

In 2015, the Naval Historical Foundation awarded him its Commodore Dudley W. Knox Lifetime Achievement in Naval History Award. He has published seven books, nineteen book chapters, eleven articles and twenty-five encyclopedia entries on American naval history.

Captain Hagan has been active on committees and commissions on military and oceanic history. He has a full calendar of speaking engagements, so we are extremely fortunate to have him in our commandery. His talk focused on the history of the Navy in San Francisco from 1880 – 1921 with special emphasis on the role of the Battleship in maritime strategy and the rise of aircraft carriers as the capital ship of choice.

Later in the month, we accompanied Companion Cecilia Gaerlan to Sacramento to show our support for her efforts to expand

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California State Board of Education Meeting at Sacramento July 2016. Left side - Representing the Naval Order are Michele Lockwood, Sandy Lockwood, and Robert Hansen. Right side at the end - Consul Reginald Bernabe representing the Philippine Consulate General. Center in blue dress - Companion Cecilia I. Gaerlan, Executive Director, Bataan Legacy Historical Society. Also present are Filipino-American Educators and other representatives of the Filipino American Community.

the California public school curriculum to include the role of Filipinos in the Bataan Death March and defense of the Philippines as part of the American military during World War II and the significance of the Naval Battle of Leyte Gulf in our victory in the war with Japan.

We delayed our August luncheon so we could participate in the dedication of the Korean War Memorial at the old Presidio of San Francisco. The efforts to build the memorial were largely led by members of our commandery from fundraising to groundbreaking up through the ribbon cutting on 1 August 2016. (See separate article on the Korean War Memorial).



Standing room only at the Korean War Memorial dedication on 1 August

Postponing the August luncheon was well worth the wait when we were honored to be joined by Colonel Chris Starling, USMC (Ret.) the director of Military and Veteran's Affairs at San Francisco's Marines' Memorial Club.

Colonel Starling briefed us on the history and programs of the club. He noted that most members of our commandery have used the facilities of the club and many of us are also members. He said that the hotel building was originally a woman's club purchased by the Marines' Memorial Association exactly 70 years ago with the support of (then) Commandant of



Col Chris Starling of the Marines' Memorial Club chats with "Chief Johnny" prior to our August luncheon.

the Marine Corps General Alexander Vandegrift. The club building/hotel is a unique institution that hosts events ranging from book signings, a weekly breakfast club, weddings, formal banquets, and lectures by prominent political and military figures.

The following day our own "Chief Johnny Johnson" was the featured speaker at a ceremony marking the 74th anniversary of the "Battle of Guadalcanal" at the Marines' Memorial Club that many of us attended. Chief Johnny served aboard the USS *San Francisco* (CA-36) during the series of battles that marked the transition of the Pacific War for American forces from a defensive to an offensive effort.



Col Chris Starling introduces our own "Chief Johnny Johnson" during the commemoration of the "Battles of Guadalcanal" at the Marines' Memorial Club. Chief Johnny served aboard the USS *San Francisco* (CA-38) during the battle. Chief Johnny was also aboard the *San Francisco* at Pearl Harbor on 7 December 1941.

In September our speaker was Lieutenant Colonel Rob Zyla, Inspector/Instructor of 6th ANGLICO based in Concord. Air Naval Gunfire Liaison Companies (ANGLICO) are fire support and liaison units of the United States Marine Corps. The mission of ANGLICO is "to provide Marine Air-Ground Task Force (MAGTF) commanders a liaison capability to plan, coordinate, and conduct terminal control of fire in support of joint, allied, and coalition forces. Per this mission statement, ANGLICOs are not designed to support U.S. Marine Corps

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"Marines" pose for a group photo after our August luncheon.

maneuver elements. Instead, the doctrinal purpose of ANGLICO is to provide fire support and coordination in support of units adjacent to the MAGTF. 6th ANGLICO, part of Marine Corps Reserve Forces, was stood up in Concord in 2013. Zyla described their unique mission, and this is the 100th anniversary of the Marine Corps Reserve



LtCol Rob Zyla with Kris Carlock after our September luncheon.

We are looking forward to October which promises to be an extremely busy month for us with Fleet Week and our annual Naval Order Congress. We hope to see everyone in Honolulu.



Commander General Michele Lockwood and Commandery Commander Tom Snyder are helped by past commandery and national officers while they attempt to cut San Francisco Commandery's 66th Birthday Cake during our July luncheon.

Focus on Our Companions - Sidney Mobell

The San Francisco Commandery is a rather eclectic group. Our members range from Navy Admirals to Marine Corps Privates. They are from all branches of the military services and their families and supporters.

One of our luncheon regulars is famed San Francisco jeweler Sidney Mobell. "Sid" has been a local institution known for quality jewelry designs for many years. His jewelry store was a travel destination for decades. Although now officially retired, he still occasionally takes time to design exquisite pieces of jewelry.



Sid, who served as a Navy yeoman during World War II, may be the only companion to have an exhibit at the Smithsonian National Museum of Natural History named after him. In 2002 a curator from the Smithsonian visited Sid in San Francisco who then decided to donate some his prize personal collection for an exhibit.

The museum accepted a donation of 20 of his works that included a yo-yo and a gemstone-covered cell phone and displayed them at an exhibit called "Everyday Fantasies: The Jeweled Art of Sidney Mobell." His 2004 jeweled replica of the Smithsonian Castle sits permanently on view in the visitor center. <https://goo.gl/QGroAZ>

According to the Smithsonian, "Mobell is one of the world's most unusual artists: a craftsman who turns everyday items into extremely valuable works of jeweled art. His expansive collection of precious everyday objects includes a jewel encrusted baseball and a sapphire-studded mailbox. His work spans from the lowbrow (a gold toilet seat and garbage pail) to the refined (a gold chess set)." We are honored to have Sid Mobell in our commandery.

Submitted by Bob Hansen

Would You Believe – A Flying Eye Hospital

The gleaming blue and white MD-10 sits majestically on the tarmac at Moffett Field in Mountain View, CA. The white “ORBIS.org” on the blue engine in the tail with “Flying Eye Hospital” on the fuselage peeks curiosity and interest. A quick exploration of the ORBIS.org website reveals that the aircraft was donated by FedEx and custom designed to incorporate the latest in avionics, hospital engineering, technology, and clinical expertise.

The aircraft includes an optical laboratory, a fully accredited surgical suite, treatment rooms, and a 48 seat classroom. (If you remember from the 2015 Naval Order Congress that Frederick Smith, CEO and Founder of FedEx, was our Admiral of the Navy George Dewey Award recipient. The Award recognizes the civilian achievement of a former sea service member. Mr. Smith was a Marine who served his country in Vietnam.)

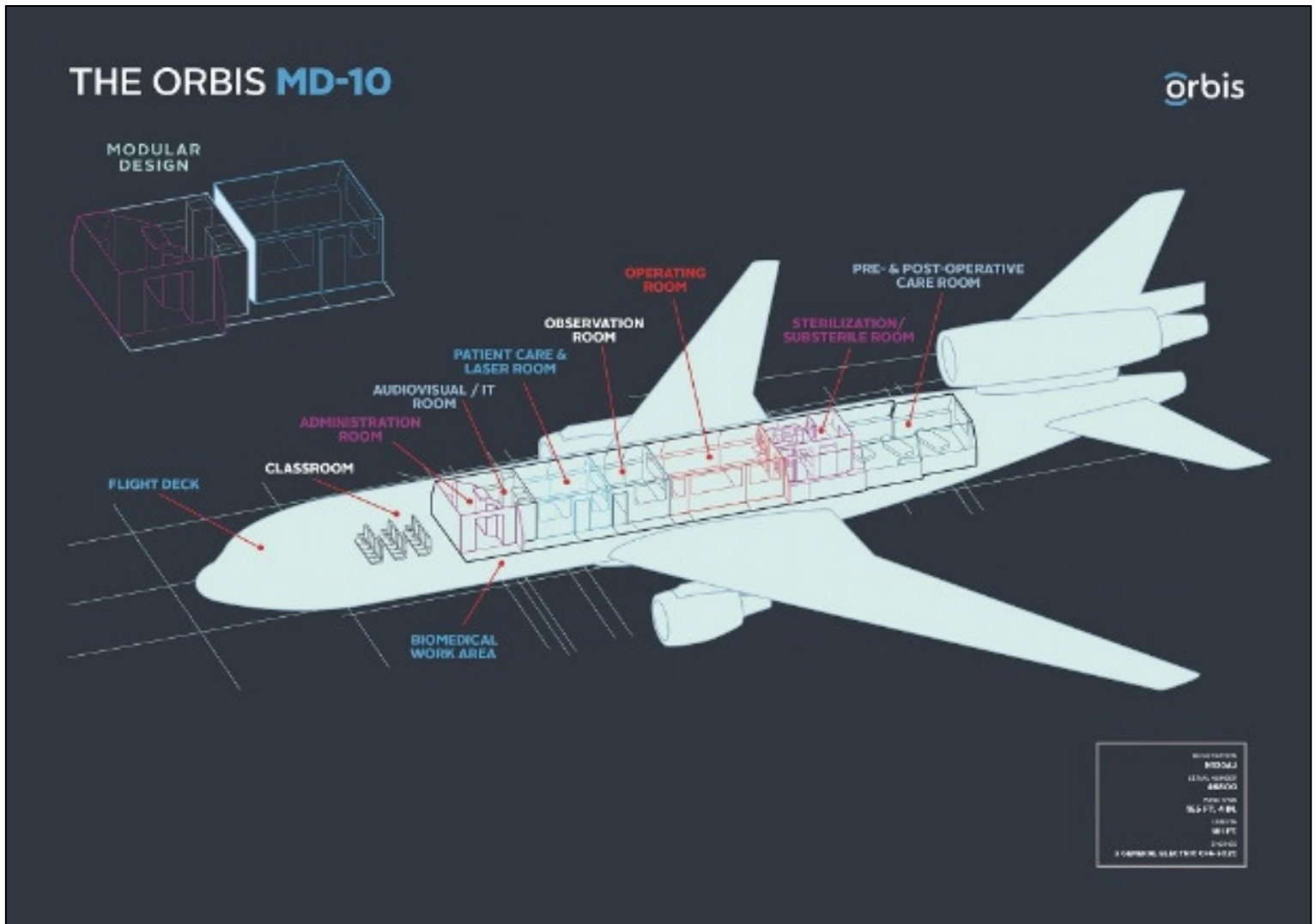
According to Bob Ranck, President and Chief Executive Officer of ORBIS, the Flying Eye Hospital is an American certified hospital and the world’s only state of the art teaching eye hospital on board an aircraft. The plane provides hands-on training to local eye care professionals in the heart of under resourced communities around the world. Not only does it ensure that a sustainable eye care

legacy is left in its wake, but is also acts as a flying ambassador waving the flag for improved eye care services wherever it lands.

The lab, surgical suite, treatment and recovery rooms, and the classroom are individual modules fitted into the aircraft during its reconfiguration from a FedEx cargo plane to a fully functional hospital.



“ORBIS” MD-10 at Moffett Field with San Francisco Commandery Companions-Sandy Lockwood, friend Bill Hawk, Allan Cruz, Bob Ranck, Michele Lockwood, Sarah Koller, Dennis Koller, and Bob Hansen.



The classroom with its television and sound system is a hub for skills transfer, learning, and innovation. The latest in 3D technology and broadcasting capabilities ensures that ORBIS can train more doctors, nurses, and medical professionals than ever before. The TV is connected directly to the operating room, so that the medical students can watch the operation up close and personal. In addition, all the optical examinations and surgical imagery are broadcast to the local support hospital where additional surgeons and medical staff can gain training through observing the procedures performed on the aircraft.



48 seat classroom on board the MD-10 aircraft.

The optical laboratory consists of a laser treatment and examination room, the patients can be examined, then undergo laser surgery. The two laser machines can treat glaucoma and diabetic retinopathy patients. Both laser machines can be connected to cameras for transmission to the classroom. The doctors doing the treatment can lecture the students in the classroom while the doctors are working on the patients.

There is also a cataract surgery simulator in the exam room. All the steps necessary to perform cataract surgery are set up for



Laser and Examination Room on board the MD-10 aircraft.

the doctors to practice each step before the actual surgery.



Operating Room on board the MD-10 aircraft

Youngsters are prepared for surgery and also recover in the FedEx donated recovery room where two standard hospital beds are located. Teddy bears donated by Omega SA, maker of Omega watches, serve as ambassadors of good will and sympathetic friends to youngsters about to undergo surgery. The nurse uses the bear to show a youngster how an IV works and what an oxygen mask looks like when worn. When the child wakes up after surgery, the teddy bear wears a patch over its eye, just like the child's. The child transfers its concerns and fears to the teddy bear who has undergone the same operation, and the teddy bear gets to go home with the child.



Bob Ranck, President and CEO of ORBIS International, demonstrates the usefulness of the Omega teddy bears in the recovery room of the MD-10 aircraft. ORBIS carries 700 lbs of teddy bears during a typical mission.

ORBIS has served 92 countries since 1982, and trained 30,326 medical professionals, including doctors, nurses, biomedical engineers, and others as well as screened or examined over 2.1 million patients on the flying hospital or at partner institutions.

ORBIS accomplishes its mission through a dedicated volunteer network of medical professionals who devote one or two weeks of their personal time annually to the program. Pilots are also volunteers who work for FedEx, who use their time off to fly the ORBIS aircraft.

Logistics is not easy. A full time staff headquartered in New York City must work out the volunteer medical staff and pilot scheduling, arrange travel accommodations (most of the volunteer staff fly independently of the ORBIS aircraft to their destinations and live in hotels during their tours), negotiate diplomatic and local requirements, provide credential certifications for the medical staff within the selected countries, provide financial and accounting services, solicit donations, and arrange for security and supplies.

ORBIS is proud of how it uses its funds which are all donated: 89% of its budget goes to programs and services, 8% to fundraising, and 3% to management and general overhead. Visit ORBIS.org and be a part of the team!

When the plane arrives at its destination, the children can't see the plane, but they do when the plane leaves. That truly is a miracle!

Fred Smith is proud of FedEx and what it's doing to improve the quality of eye care around the world. According to Bob Ranck, "You could not have a better partner running an airline than Fred Smith (of FedEx). He (Smith) told me that ORBIS will be part of FedEx as long as he is alive."



The ORBIS teddy bear stays behind with the young patient!

Submitted by Michele Lockwood

LT Tyler E. Kelley, USCG Selected by the Corps of Cadets to Receive the NOUS's 2016 U. S. Coast Guard Academy Junior Instructor Award



Annually since 1989, the Naval Order of the United States, in cooperation with the Superintendent of the Academy, sponsors the USCG Academy Junior Officer Award to recognize the exceptional personal, professional and academic leadership, and commitment to learning exhibited by a junior officer of the rotating faculty. The presentation is made at the Academy's Convocation Ceremony when the entire Corps of Cadets assemble in the Leamy Hall Auditorium with Academy faculty and staff, guests, and friends. Convocation 2016 was held on 18 August, immediately following completion of the cadet's summer training programs as the kick-off for the new academic year and to recognize outstanding faculty achievement. The Naval Order's award is most distinctive because the recipient is chosen by the Corps of Cadets and their identity isn't revealed until the ceremony.

In a manner befitting the "Academy Awards," CAPT Paul Crissy, USCG (Ret) and the Regimental Commander, Cadet First Class Sydney Mills, were handed a sealed envelope containing the honoree's name. The NOUS's 2016 USCG Academy Junior Instructor Award was presented to LT Tyler E. Kelley, USCG. Tyler's wife Robyn and his mother Carol were in the auditorium to participate in an awesome ovation although Robyn left 10-month old Jack home so not to risk ruining the surprise.

The Academy Superintendent, RADM James E. Rendon, USCG congratulated Lieutenant Kelley who, despite being caught totally by surprise, offered a very well-received set of remarks to the assembled Corps of Cadets. Consistent with the hallmark of an exceptional leader, Lieutenant Kelley recognized his students for their role in his own learning and continually helping him to be a better instructor and officer.

Lieutenant Kelley teaches Organizational Behavior and Leadership to Third Class Cadets, coaches the Academy Hockey Team and is a safety officer for the Second Class Cadet Coastal Sail Training Program aboard the Academy's fleet of Leadership 44' sailboats. LT Kelley, Robyn and their son Jack reside in Waterford, CT.

Lieutenant Kelley's name will be inscribed on the permanent plaque outside the Dean's office, and he received a Life Membership in the Naval Order of the United States.

Submitted by Paul Crissy



On 1 August 2016, American and Korean students sang, ruffles and flourishes welcomed dignitaries, and a Color Guard from the 23rd Marines presented the colors while an overflow crowd stood at attention at the Presidio of San Francisco to mark the dedication of the Korean War Memorial.

The Presidio of San Francisco is a fitting site for the memorial as the Presidio was the embarkation point for many of those who deployed to fight and serve in America's "forgotten war."

San Francisco Companion LtCol John R. Stevens, USMC (Ret), Secretary of the Board of Directors of the Korean War Memorial Foundation, assisted the Master of Ceremonies Gerald Parker, at the Dedication.

Stevens, who is a veteran of the Pearl Harbor attack on 7 December 1941 as well as the "Frozen Chosin," also belongs to the 1st Marine Division Association, the Chosin Few, Marine Corp League, the American Legion and the China Marines.

Continued on next page...



(Left to Right) William "Denny" Weisgerber, Don Reid, John Stevens with Quentin Kopp (center left holding the scissors), Nancy Hellman Bechtle (Chair of the Presidio Trust), Korean Ambassador Ahn Ho-Young, San Francisco Supervisor Aaron Peskin and Congressman Mike Honda at the ribbon cutting in front of the Korean War Memorial.

KOREAN WAR MEMORIAL DEDICATED

According to LtCol Stevens planning started in late 2009. The Foundation was incorporated as a 501(c)(3) charity in 2010.

The list of donors on their web site, kwmf.org, is impressive. It includes the Korean Government, the City and County of San Francisco, 63 Korean Companies, 20 American companies and almost 1,000 individual and organizational donors including veterans and veterans organizations. Not shown is the \$770,000 the Presidio contributed, plus the cost of the site which is "priceless."

The dedication of the Memorial is only part of the process. "Now our mission is to educate the general public about the Korean War," Stevens said. "The Memorial is only the first step toward that goal."

Other Companions active in the design, development and dedication of the monument included RADM Tom Brown, Sgt Don Reid, MajGen Mike Myatt, LCDR Art Curtis, RADM Russ Gorman, and Col Allan Cruz. Many Companions were among the individual donors.

The Honorable Quentin L. Kopp chaired the Committee and introduced the guest speaker, the Honorable Pete McCloskey, Colonel, USMCR (Ret). McCloskey earned the Navy Cross in Korea. The Honorable Kathleen Stephens, U.S. Ambassador to Korea (2008-2011) also gave remarks. Restaurateur and Korean War Veteran Man J. Kim donated lunch for attendees. Photos courtesy of San Francisco Commandery Companion Michael Mustacchi www.mustacchi.com.

Submitted by Bob Hansen



Above: The shadow box of Korean War Veteran, the late Hoover Ginn. Ginn's brother, Henry, also a Korean War Veteran, and Hoover's daughter Lisa attended the ceremony.

Left: Korean War Veteran Henry Ginn with Lisa Ginn at the dedication of the Korean War Memorial.

© Michael Mustacchi



© Michael Mustacchi

San Francisco Commandery Companions John Stevens (left) and Don Reid (right) played key roles in the planning and execution of the memorial.



© Michael Mustacchi

San Francisco Commandery Companion Bob Hansen (right) with Korean War Veteran Chuck Paskarian at the Dedication Ceremony.

On 17 December 2014, President Obama and President Castro simultaneously announced a new chapter in U.S.-Cuba relations: a fundamental shift toward normalizing diplomatic and economic relations between the two countries. Since this announcement, the U.S. government has significantly increased its engagement with Cuba across a broad spectrum of areas and issues including human rights, communications, law enforcement, immigration, trade, travel, transportation, search and rescue, environmental protection, and health among others.

As normalization of relations progresses, new and evolving implications are emerging for U.S. homeland security. As part of that process, Companion Lou Orsini, USCG (Ret.), in his position as Senior Maritime Law Enforcement Advisor for the U.S. Coast Guard Office of Law Enforcement, recently traveled twice to Havana to engage with Cuban counterparts in maritime migration and counter-narcotics cooperation.

It is well-known, on 15 February 1898, as the battleship USS *Maine* lay at berth in Havana's harbor, a mysterious explosion ripped through the ship killing 266 of the 354 crew members. The tragedy was only an early part of a long and rocky relationship between the U.S. and Cuba.

On 8 March 1925, a monument paid for by the Cuban people and dedicated to the victims, which was designed by Cuban architects Evelio Govantes and Felix Cabarrocas, was inaugurated in Havana. It showcased the large brass eagle recovered from the bow of the warship, and was erected on the Malecon sea-walk just below Hotel Nacional.

In October 1926, a forceful hurricane tore through Havana. The eagle adorning the top of the monument was knocked to the

ground, breaking the wings but leaving the body and head intact. It was restored, and a replica of the intact eagle was placed on display in the garden at the official American residence in Havana in 1954. The photo shows Lou Orsini in front of the eagle. The plaque below the eagle reads as follows:

This American eagle, torn from the top of the Maine monument by the force of a hurricane, was placed here by a group of Cubans and Americans who saw in its indestructibility a symbol of the enduring friendship between their countries. May, 1954 Arthur Gardner, Ambassador, Miguel Rosich, Scott Thompson, Manuel Gamba

In May of 1961, days after the Bay of Pigs Invasion, an anti-American rally took place complete with a crane used to topple the "arrogant" American eagle. The pedestal on top of the monument has been bare ever since. A new plaque was placed at the base of the monument describing the dead sailors as victims of "imperialist greed in its effort to take over the island of Cuba", while the wings and the body of the eagle were moved to a museum where the exhibit explains how American intervention "sought to invalidate 30 years of immense pain and glorious battles."

The head of the eagle was rescued by Cubans sympathetic to the United States and given to the Swiss, who served as caretakers for the U.S. Embassy building after diplomatic relations were severed in 1961. The head of the eagle has been displayed inside the U.S. Embassy building since the Carter Administration.

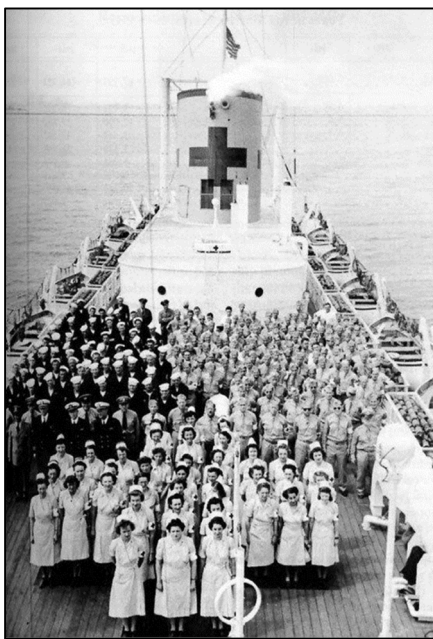
With the thawing of relations and the reopening of the American Embassy in Havana on 14 August 2015, there is renewed hope that one day soon the eagle will be restored atop the USS *Maine* Monument in Havana.

Submitted by Lou Orsini



An Overview of US Navy Hospital Ships Part 3: World War II

The Comfort class hospital ship was a United States Navy World War II-era hospital ship design. Three vessels - USS *Comfort* (AH-6), USS *Hope* (AH-7), USS *Mercy* (AH-8) - were made using these specifications. All ships were constructed in 1943 by the Consolidated Steel Corporation before being decommissioned in 1946. These ships, unlike the Navy hospital ships, were intended for evacuation and transport of patients after primary care had been given. Medical equipment and personnel were provided by the Army. The *Comfort* operated with a navy crew and army medical personnel throughout its short career. All three ships of the class operated exclusively in the Pacific theater for the three years in which they were in service. The Army medical complement table of organization provided for the temporary reinforcement of the staff if the ship directly supported amphibious operations.



USS *Comfort* (AH-6) crew and medical staff pose on deck prior to departing for the war zone on 29 May 1944 from San Pedro, CA.

December. Returning by way of Leyte, *Comfort* reached Hollandia 6 February 1945. Following a voyage to Subic Bay and Lingayen Gulf, Luzon, for evacuees in March, the hospital ship stood by off Okinawa from 2 to 9 April, receiving wounded for evacuation to Guam.

Returning to Okinawa 23 April 6 days later she was struck by a Japanese suicide plane. The plane crashed through three decks exploding in surgery which was filled with medical personnel and patients. Casualties were 28 killed (including six nurses), and 48 wounded, with considerable damage to the ship. After temporary repairs at Guam, *Comfort* sailed for Los Angeles, arriving 28 May.

Comfort operated throughout WWII with a Navy crew and Army medical personnel. She sailed from San Pedro, 21 June 1944 for Brisbane, Australia, and Hollandia, New Guinea. Operating from Hollandia, where a major Army hospital center had been established to handle casualties from the Philippine operations, the hospital ship evacuated wounded from Leyte, Philippine Islands on two voyages in October and November and then brought patients back to San Pedro, CA., in



A nurse surveying the kamikaze damage in April 1945.

Comfort arrived in Subic Bay 5 September 1945 and until 11 October served as station hospital ship. Following a voyage to Okinawa, she sailed for home by way of Yokohama, Japan, and Guam, reaching San Pedro on 11 December. She made another voyage to Manila, Yokohama, Inchon, Korea, and Okinawa between 1 January and 4 March 1946 before being decommissioned at San Francisco 19 April 1946. She was transferred to the Army the same day.

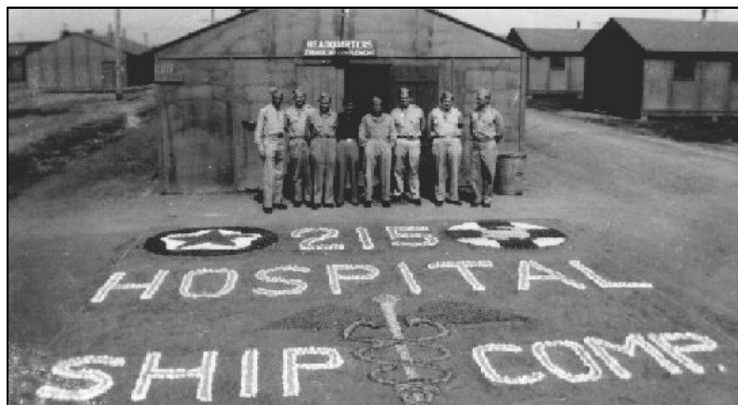
Comfort was loaned to the Maine Maritime Academy in Castine, Maine in 1953, serving as one of the schools training ships TS State of Maine until 1963.

Hope (AH-7) was launched 30 August 1943; sponsored by Miss Martha L. Floyd; acquired by the Navy the same day for conversion to a hospital ship by U.S. Naval Dry Dock, Terminal Island and commissioned 15 August 1944, Commander A. E. Richards in command.

Hope completed her shakedown cruise and sailed 23 September 1944 to render medical care during the climactic phase of the campaign against Japan. Steaming via Pearl Harbor and Manus, the ship arrived Kossol Passage, in the Palaus, and received soldiers wounded taking the islands of the group.

American soldiers, supported by a vast naval task force, returned to the Philippines 20 October. *Hope* arrived in Leyte Gulf 7 November, to care for casualties and evacuated them to Hollandia. Thereafter the ship made four more voyages to Leyte to evacuate wounded. During the morning of 3 December she was followed by a Japanese submarine, and that afternoon was attacked unsuccessfully by a torpedo plane. Three days later, as she steamed toward Manus, the hospital was again attacked by aircraft. One bomb was dropped close aboard but no damage resulted. Continuing to evacuate wounded from the Philippines, *Hope* arrived Subic Bay 16 February 1945, just as paratroopers landed on Corregidor. The ship sailed on to Lingayen Gulf for evacuation, and sailed from Leyte 6 March for Ulithi.

Continued on the next page...



This ship is not to be confused with the Medical Ship S.S. Hope which does charity medical work around the globe. The S.S. Hope was the WWII Hospital ship USS *Consolation*. The USS *Hope* served during the years 1944 - 1946, anything after that is the S.S. Hope.

Hope sailed 9 April to take part in the Okinawa operation, arriving off the bitterly contested island 4 days later. During the next month she shuttled between Saipan and Okinawa, often under attack despite her distinctive markings. As Japanese suicide planes attempted vainly to stop the invasion, *Hope* assisted in rescuing sailors from damaged ships and embarked wounded soldiers. Departing 12 May 1945, the ship moved back to the Philippines and arrived 3 July at Tarakan Island to assist, if needed, in the evacuation of Australian casualties in the invasion of Balikpapan. She then returned to the Philippines, greeting the surrender of Japan 15 August at Manila Bay. Much medical and evacuation work remained to be done, however, and *Hope* sailed 20 August for Okinawa and Japan, arriving Wakayama 22 September to assist in the occupation. She sailed 22 October with returnees, arriving San Francisco 15 November, and subsequently made two more voyages to Guam and the Philippines to bring back the sick and wounded. *Hope* returned to San Francisco 22 March 1946 and decommissioned 9 May 1946. From 1946 to 1950 she was in custody of the War Department.

The *Hope* (AH-7) is not to be confused with the USS *Consolation* (AH-15), in service from 1945 to 1975, and operated by Project HOPE between March 1960 and September 1974 under charter as the civilian hospital ship *Hope*. It completed 11 voyages between 1960 and 1973, traveling to Indonesia, South Vietnam, Peru, Ecuador, Guinea, Nicaragua, Colombia, Sri Lanka, Tunisia, Jamaica, and Brazil.

Philippines

After shakedown beginning 17 August, *Mercy*, staffed by the US Army's 214th Hospital Ship personnel, was assigned to NTS to operate with the 5th and 7th Fleets. She departed San Pedro 31 August for the South Pacific and, after calls at Pearl Harbor and Eniwetok, arrived Hollandia, New Guinea, 14 October. Five days later the hospital ship departed for the Philippines for the initial landing at Leyte on 20 October, arriving off Leyte Gulf the morning of 25 October to find the Battle for Leyte Gulf still raging for another day.

On 26 October she sailed for the Admiralties, via Kossol Roads, Palau, Caroline Islands, arriving at Manus to disembark the wounded for transfer to base hospitals. During the next five months, *Mercy* completed seven more voyages from Leyte to Manus, or Hollandia. She also transported the 3rd Field Hospital from New Guinea to Tacloban, Philippines, early in January 1945.

Okinawa

On 19 March, *Mercy* reported to the 5th Fleet at Ulithi, Caroline Islands, for service during the *Okinawa* campaign, beginning with the landings 1 April. She arrived off Okinawa the morning of 19 April in company with USS *Solace* (AH-5) to remain for four days at Hagushi Beach embarking patients despite frequent air raids and threat of kamikazes. The hospital ship then got underway for Saipan, Marianas Islands, 23 April. She made two more voyages to Okinawa, returning from the latter to Saipan 24 May.



Todd Shipyards Corp., San Pedro, CA. completion photo of USS *Mercy* (AH-8), circa August 1944.
US Navy Bureau of Ships photo, courtesy Shipscribe.com.

Mercy next carried wounded from Leyte and Manila on two voyages to Biak, returning to Manila on 23 June for two months' duty as station hospital ship. On 19 August she embarked the 227th Station Hospital assigned to the Korean Occupation Forces, and three days later departed for Korea via Okinawa, arriving Jinsen 9 September.

On 19 October the hospital ship departed for Manila and San Pedro, CA, arriving 14 November. She got underway for the central Pacific 4 February 1946, arriving Pearl Harbor on 12 February for duty until 2 April when she returned to California.

Mercy decommissioned at San Francisco, CA, 17 May, was delivered to the War Department the same day, and transferred to the US Army 20 June for further service as a hospital ship. On 25 September 1946, she was struck from the Naval Vessel Register.

Haven-class ships

Although not placed in service until June 1944, the Haven class of U.S. Navy hospital ships was built to support World War II. Haven-class ships also served in the Korean War and the Vietnam War. They were among the first ships to be able to receive casualties directly by helicopter and were the first fully air conditioned ships in the U.S. Navy.

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The first ship was laid down in July 1943, while the last was launched in August 1944. In that span the U.S. produced six Haven-class hospital ships. The class was based upon the Maritime Commission's Type C4 ship (as C4-S-B2 design).

The last Haven class ship was struck from the Naval Vessel Register in 1989. One ship sank in a collision in 1950; four others have been scrapped. The last Haven-class ship, the ex-USS *Sanctuary* (AH-17) was scrapped in 2011.

- USS *Haven* (AH-12) — lead ship of class; used in Operation Crossroads and Korean War
- USS *Benevolence* (AH-13) — present for Surrender of Japan; sunk 1950 off California coast after collision
- USS *Tranquility* (AH-14)
- USS *Consolation* (AH-15) — first hospital ship to receive casualties directly by helicopter
- USS *Repose* (AH-16) — last Haven class to be decommissioned; processed 9,000 battle casualties during the Vietnam War
- USS *Sanctuary* (AH-17) — scrapped in 2011, due to asbestos concerns

Repose (AH-16) was a Haven-class hospital ship in service with the United States Navy, active from May 1945 to January 1950, from October 1950 to December 1954, and from October 1965 to May 1970. After another five years in reserve, she was sold for scrap in 1975.

Repose (AH-16) was built as Marine Beaver a Type C4 class ship in 1943 by Sun Shipbuilding & Drydock Co., Chester, PA. 11,141 tons. 520 x 71.6 x 24. 18.7 knots. She was launched 8 August 1944; sponsored by Mrs. Pauline P. McIntire; and acquired for conversion to a hospital ship by Bethlehem Shipbuilding Corporation, in Brooklyn, NY. Upon completion of her conversion to navy use, she was commissioned 26 May 1945, Captain William O. Britton was in command.

With a bed capacity of 750 and a complement of 564, the *Repose* departed Norfolk on 8 July 1945 for the Pacific. Serving as a casualty transport from various ports in the Pacific Ocean, the *Repose* also served as a base hospital ship in Shanghai and later Tsingtao, China supporting the occupation forces in northern China. *Repose* remained in Asian waters, with an occasional return trip to the States until July 1949. She was decommissioned, in reserve, at San Francisco on 19 January 1950.

USS *Sanctuary* (AH-17) was a Haven-class hospital ship that served in the U.S. Navy in World War II and the Vietnam War. *Sanctuary* was laid down as SS *Marine Owl* by the Sun Shipbuilding and Dry Dock Co., Chester, PA; launched as *Sanctuary* (AH-17) on 15 August 1944; sponsored by Mrs. Alda Andrus; and delivered on 30 September 1944. Subsequently converted to a hospital ship by the Todd Shipbuilding Co., at Hoboken, N.J., whose citizens matched the cost of conversion

with the purchase of war bonds, she was commissioned on 20 June 1945, Commander John M. Paulsson, USNR, in command of the ship; Captain Oscar Davis, MC, USN, in charge of the medical department.

World War II

Following the shakedown, *Sanctuary* departed Norfolk on 31 July for the Pacific. She arrived at Pearl Harbor four days after the Japanese acceptance of surrender terms and, on 22 August, continued on to the Far East to assist in the repatriation of former POWs.

Proceeding via Okinawa, *Sanctuary* arrived off Wakayama in Task Group 56.5 on 11 September; then waited as minecraft cleared the channels. On the afternoon of the 13th, she commenced taking on sick, injured, and ambulatory cases. By 03:00 on the 14th, she had exceeded her rated bed capacity of 786. A call was put out to the fleet requesting cots. The request was answered; and, seven hours later, she sailed for Okinawa with 1,139 liberated POWs, primarily British, Australian, and Javanese, embarked for the first leg of their journey home. Despite a typhoon encountered en route, *Sanctuary* delivered her charges safely to Army personnel at Naha; and, by the 21st, was underway for Nagasaki. Arriving on the 22nd, she embarked more ex-POWs; then loaded military personnel rotating back to the United States and steamed for Naha. On the 25th, she discharged her liberated prisoners; then shifted to Buckner Bay. A typhoon warning next sent her to sea; but she returned three days later; took on 439 civilian repatriates, including some 40 children under the age of ten, and military repatriates and passengers; and set a course for Guam. There, she exchanged passengers for patients; then continued on to San Francisco, arriving on 22 October.

Between 18 November and 17 December, *Sanctuary* completed a run to Saipan and Guam, and back to San Francisco. During late December 1945 and January 1946, she made two round trips between California and Hawaii. On 7 February, she departed San Francisco for Philadelphia and deactivation. She arrived at League Island on 1 March and was decommissioned on 15 August. For the next 15 years, she was berthed with the Atlantic Reserve Fleet: on 1 September 1961 her name was stricken from the Navy list, and she was transferred to the Maritime Administration for berthing with the National Defense Reserve Fleet.

To be Continued in Next Issue: Hospital Ships- Korea to Present

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Submitted by LCDR Tom Burden, MSC, USN (Ret.)
 Surgeon General, Naval Order of the United States

One of those key parties was the International Midway Memorial Foundation (IMMF) which was created as a non-profit tax-exempt organization in the state of Maryland in 1992 to preserve the memory of the Battle of Midway. To that end, the Foundation encouraged Congress to pass legislation that designated the Midway Islands as a National Memorial in 1999 and erected a marble and granite monument on Midway in 1995 and on the grounds of the U.S. Naval Academy in 1996. Vice Admiral William D. Houser, USN (now deceased) and James D'Angelo initiated the First Annual Midway Night Dinner in the Army and Navy Club in Washington, D.C. in 1997 and in following years at the Navy Museum in the Washington Navy Yard. Many of the Naval Order Commanderies celebrate the Battle of Midway as one of the CNO Sponsored Events celebrating our Naval history.

The Battle of Midway stands as one of the top five naval battles in world history among Trafalgar, Salamis, Jutland and Marathon. The Battle represents the virtue, courage, and bravery of the American character. Its significance lies in the fact that the Battle was the turning point of the war in the Pacific and now more historians believe that it was the turning point of World War II in its entirety. The Midway Islands, then, are more than just a bird sanctuary. They are sacred ground.

fuel except in emergency circumstances. The GAO report did not directly address the USFWS' failure to comply with the 1999 law (Section 126 of the 1999 Omnibus Bill) that the Secretary shall consult on a regular basis with such organizations including the International Midway Memorial Foundation on the management of the National Memorial."



Commanders Office

2002



July 2005



Midway Fuel Farm Demolished - September - 2015

The IMMF was footnoted as one of the four key stakeholder groups who had participated in the public visitation programs to Midway in the past and was interviewed and consulted by the GAO for its report.

The IMMF noted that the GAO did not address the issue of USFWS's policy of "demolition by neglect," the role of the private sector in Midway's operations and that its inclusion is paramount to Midway's financial success as exemplified by MPC. In addition, the role of the sale of aviation fuel to Midway's financial viability was not mentioned. Midway's two large fuel tanks, holding a combined four million gallons, has been destroyed by the USFWS and replaced by much smaller tanks with a capacity of 450,000 gallons of fuel.

In addition to the above missteps by the USFWS, the agency did not adhere to the law passed in 1999 which directed the Secretary of Interior to consult with the IMMF on a regular basis on the National Memorial until this past year. The IMMF, with the assistance of Congressmen John Duncan (TN) and Dr. John Fleming (LA), Chairman of the Subcommittee on Fisheries, Wildlife, Oceans and Insular Affairs were able to hold a Congressional Hearing on November 20, 2014 entitled "Is the Midway Atoll National Wildlife Refuge Being Properly Managed?" At the conclusion of the hearing Dr. Fleming declared, "It was a mistake to make the Midway Islands a Wildlife Refuge."

One of the obvious solutions to the many financial and operational difficulties facing Midway, including the closure of the Atoll to public visitation, is to restore the private sector as the entity responsible for Midway's infrastructure and public visitation programs without the draconian measures imposed upon the private sector by the USFWS. Thus, the USFWS's total jurisdiction over Midway must be altered.

The IMMF proposes that Congress pass a bill to eliminate the abuses that USFWS has perpetrated on Midway's historic structures and buildings by removing USFWS' total jurisdiction over the Midway Islands with the creation of a Board of Governors. Authority over Midway would be determined by the board which would consist of the National Park Service, U.S. Navy, U.S. Coast Guard, Federal Aviation Administration, the U.S. Fish and Wildlife Service and the International Midway Memorial Foundation.

As a result, "the USFWS has suspended the sale of aviation

Continued on next page...

Further, the bill would restore public visitation and mandate that the USFWS restore those structures and buildings through whose neglect resulted in their loss.

**4 of 5 Historic Cable Buildings
Demolished - 2013
Without Proper Protocol**



GAO Report – June 2, 2016 – Stated – “Cable Houses – Eligible for inclusion in the National Register of Historic Places. The mess hall was built by the Commercial Pacific Cable Company in 1903 for the employees who operated the relay stations for the first trans-Pacific telegraph line. It is eligible for inclusion in the National Register of Historic Places. U.S. Fish and Wildlife Service officials said that the building is not in use and cannot be restored.”

This restoration includes replacement of the two large fuel tanks demolished by the USFWS which are essential for the sale of aviation fuel necessary for Midway’s financial viability. The bill would also preserve the airstrip on Sand Island as an alternate emergency landing site for mid-Pacific flights under the supervision of the Federal Aviation Administration.

Lastly, the USFWS would only be allowed to manage the wildlife on Midway and serve on the Board of Governors.

The Naval Order of the United States is proud to stand with the IMMF in support of legislation that would restore the Midway Islands as a national historic treasure open and available to those who wish to visit the site that changed the course of a world war.

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A video of the entire Congressional hearing can be seen at: goo.gl/s2pk5S. Then click [Watch the Archived Hearing Webcast](#).

The link to the GAO report is: goo.gl/rUf420 The Foundation’s web site is: mmf-midway.com and its email address is: immf42@aol.com.

Submitted by James M. D’Angelo, Chairman and Founder, IMMF at the request of the Commander General

The Naval Order Foundation, a 501(c)(3) public charity, funds all Naval Order projects. It enables the Naval Order to solicit and receive gifts, donations, and bequests from individuals, trusts and other foundations and corporations. In our spring newsletter we provided background information about the Foundation and completed projects. In the summer edition we discussed how mandatory IRA distributions channeled to the Foundation may be a useful alternative for some Companions.

It should be clear that the overall theme is to encourage Companions to consider the Naval Order Foundation in conjunction with planned charitable contributions. We believe that the unity of effort created when all Companions support sanctioned initiatives makes us a stronger organization, regardless of the size of any individual’s donation. The key is for everyone to participate and to be a part of efforts that support the Naval Order’s mission.

Many Companions may be in a position to, and interested in making outright contributions that go immediately to the Foundation such that they benefit by a tax deduction. This could include cash, or the fair market value of an asset such as stocks, security, and personal or real property.

Others may prefer to consider ways to contribute as a part of an estate plan. For them the simplest way may be to include a gift in their will; the amount contributed won’t reduce income taxes but it could reduce a taxable estate. Similarly, a donation from a taxable retirement account (401K or IRA) could be a straightforward and tax-effective approach by simply designating the Naval Order Foundation as a beneficiary; since the Foundation is exempt from both income and estate taxes it can receive 100% of the donation. Another approach may be to list the Naval Order Foundation as a total or partial primary beneficiary on an existing life insurance policy that may no longer be as important to the Companion and their family as it once was.

These are relatively easy alternatives that everyone can take to support our organization. We intend to continue our Foundation News section and address other possible ways that you can support the Naval Order. Soon we will publish the NOUS Foundation Benefactor Program booklet that will include other alternatives as well as the names of persons who may be able to provide further information about them.

Please remember that the information provided here and in the program booklet is for your information and is not intended to be a substitute for specific individualized tax, legal or investment planning advice. Where specific advice is necessary or appropriate, we encourage you to consult with a qualified tax advisor, CPA, financial planner, or investment manager. We also encourage you to discuss your plans with your heirs to ensure that they understand and support your plans.

Submitted by CAPT Paul Crissy, USCG (Ret)



Welcome New Companions!

Arizona

Mr. Chase Brewer Allen

Hampton Roads

Mr. Joshua Shawn Wilberger

MSgt Thomas Alison Gafford, USMC (Ret)

National Capital

Mr. John Speers Holt

New Orleans

CAPT Barbara Genese Eilers, USN (Ret)

Newport

LT Tyler Evan Kelley, USCG

New York City

Mr. Seth Rosen

Philadelphia/Delaware Valley

Mr. Zachary Justin Bagdon

Southeast Florida

Mr. Peter Reaveley

San Diego

LCDR Nicholas Alan Hoffmann, USN

San Francisco

Maj Edmond Charles Stevenson, USMC (Ret)

LTJG Trevor Thanh Nguyen, USN

Mr. Charles Franklin Heckman, Jr.

LCDR David M. Shaw, USN

Mr. Frederick George Wolf

We're taking credit cards!

The Registrar General is now accepting VISA and MasterCard payments for new member applications and dues payments. As we move to more and more electronic communications, it was only natural to start using credit cards. The new Dues Invoices and New Member Application forms have been revised to provide credit card information.

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

RADM Douglas O. Schumann, USN (Ret)

(Certificate 4416)

Arizona, New York and New Mexico Commandery

Joined 27 October 1964

Died 20 February 2016

CAPT James F. Brooke, III, USN (Ret)

(Certificate 5412)

National Capital, Hampton Roads and Annapolis Commandery

Joined 11 August 1989

Died 21 June 2016

RADM John J. Sweeney, USN (Ret)

(Certificate 6451)

Philadelphia/Delaware Valley Commandery

Joined 27 September 1989

Died 04 January 2016

Use of Your Former Military Rank if Not Retired Military

When I send out Membership Dues Invoices or Life Member Validations each month I have been reviewing all Companion's data for accuracy and standardization. This ensures the correct historical recording of all of our past military lives that now make us eligible to be Naval Order Companions.

There has been some perturbation on my replacing some Companion's ranks with "Mr." or "Ms." used in correspondence or in the official roster. This is not being done without thought and use of military protocol.

In accordance with military protocol, retired military personnel do not resign their ranks. They are never technically separated from their Service, whereas, veterans do resign their rank and when they voluntarily separate from the service and are discharged. Use of one's former rank by non-retired military personnel (not only Navy) is not a prescribed usage by the Department of Defense (DoD).

If you wish, you are allowed to describe yourself as a United States Veteran in the text of correspondence, just note as a part of your name as would someone who actually served a career and then retired. In the Naval Order Member Database, there is an entry for the highest rank held in the military, either for the Companion as a Regular Member, for a spouse as an Associate Member, or for an ancestor for an Ancestral Member.

Sources:

- OPNAVINST 1710.7a

- "Honor & Respect, The Official guide to Names, Titles and Forms of Address" by Robert Hickey, Deputy Director of the Protocol School of Washington

Submitted by Registrar General, CAPT Kris Carlock, USN (Ret.)

2016 Congress Schedule with Dress Code

Wednesday		19-Oct-16	Dress Code: Aloha Casual
07:30 - 18:00	Registration Desk/Welcome		Ilima Lobby
08:30 - 09:30	Communications/Credentials Committees		Laulima Room #2 / Laulima Room #3
09:30 - 10:30	Membership and Retention Committee		Laulima Room #3
10:30 - 11:30	Commandery Support Committee		Laulima #4
11:30 - 13:00	Lunch (individually arranged)		
13:00 - 14:00	Investment Committee		Laulima Room #2
14:00 - 15:00	Finance and Audit Committee		Laulima Room #3
15:00 - 16:00	Site Committee		Laulima Room #2
16:00 - 17:00	Foundation Board		Laulima Room #4
17:00 - 18:00	Nominating/By-Law Constitution Committees		Laulima Room #2 / Laulima Room #3
	Dinner (individually arranged)		
Thursday		20-Oct-16	
07:30 - 11:30	Registration Desk/Welcome		Ilima Lobby
08:30 - 10:30	General Council		Laulima Room #2
10:45 - 11:45	Awards Committee		Laulima Room #4
11:45 - 12:45	Lunch (individually arranged)		
13:00 - 19:30	Depart for Pearl Harbor		Dress Code: Aloha Crisp. Men: Long Pants & Shirt tucked-in. Female: Skirt or Slacks & Flat Shoes.
	Film and Pearl Harbor Tour		Valor in the Pacific Theater
	Wreath Laying		USS Arizona Memorial
17:00 - 18:30	Commander General Reception		USS Missouri Fantail
18:45	Depart for Hale Koa		
19:30	Dinner (individually arranged)		
Friday		21-Oct-16	Dress Code: Aloha Casual
07:30 - 08:30	Continental Breakfast		Waikiki Ballroom
	General Session Convenes		
08:15 - 08:45	Opening Ceremonies		Waikiki Ballroom
08:50 - 09:00	Administrative Remarks: Congress Host		
	Committee Reports		
09:00 - 09:10	Credentials Report		
09:10 - 09:30	Commander General's Report		
09:30 - 09:45	Recorder General's Report		
09:45 - 10:00	Registrar General's Report		
10:00 - 10:15	Membership Report		
10:15 - 10:30	Commandery Support Report		
10:30 - 10:45	Communications Report		
10:45 - 11:00	Break		
11:00 - 11:10	Auditor General Report		

11:10 - 11:25	National Investment Comte Report	
11:25 - 11:40	National Finance Comte Report	
11:40 - 11:55	Awards Comte Report	
11:55 - 12:10	Historian General Report	
12:10 - 12:25	Project Manager Report	
12:30 - 14:00	DSSA-SE/LCDR Lee Douglas Award Luncheon	Banyan Tree Room Dress Code: Female: Skirt or Slacks. Male: Long Pants & Shirt.
14:15 - 14:30	General Session Reconvenes/Admin. Remarks	Waikiki Ballroom
14:30 - 14:45	Site Comte Report	
14:45 - 15:05	President, Foundation Report	
15:10 - 16:00	Speaker (1)	The U.S. Navy and the Barbary Coast Wars
16:10 - 17:00	Speaker (2)	U.S. Navy Hospital Support - Barbary Coast Wars
17:00 - 17:15	Administrative Remarks	
	Dinner (individually arranged)	
Saturday	22-Oct-16	Dress Code: Aloha Casual
07:30 - 08:30	Continental Breakfast	Waikiki Ballroom
08:30 - 08:45	General Session Reconvenes/Admin. Remarks	Waikiki Ballroom
08:45 - 09:35	Speaker (3)	Modern Navy & Islam / Update on Syria
09:40 - 10:30	Speaker (4)	Review of Islamic Cultures and Politics
10:40 - 11:30	Speaker (5)	The Philippines: Legacy of Security Cooperation
11:45 - 13:45	ADM George Dewey Luncheon	Banyan Tree Room Dress Code: Female: Skirt or Slacks. Male: Long Pants & Shirt.
13:55 - 14:00	General Session Reconvenes/Admin. Remarks	Waikiki Ballroom
14:00 - 14:50	Speaker (6)	Recovery: Ship's Bell from IJN I-100
15:00 - 15:50	Speaker (7)	Hawaii's armed forces during the reign of King Kalakana
18:00 - 19:00	DSSA Formal Cocktail Reception	Waikiki Ballroom
19:00 - 22:00	DSSA Formal Banquet	Waikiki Ballroom Dress Code: Navy Dinner Dress White; Marine Corps Evening Dress "B" / Dress Blue "A"; Civilian Formal Preferred
22:00	Congress officially concludes.	





Naval Order of the United States

2016 National Congress Registration – 19-22 October 2016

Hale Koa Hotel, 2055 Kalia Road, Honolulu, Hawaii 96815-1998 Phone: 1.800.367.6027

REMINDER: As a Congress Delegate, your expenses are tax deductible. You will receive a Certification Letter for IRS.

Name: _____ Rank/Rating/Title: _____
Last First Service

Spouse/Guest Name: _____ Rank/Rating/Title: _____
Last First Service

Address: _____

Commandery: _____ Email: _____ Phone: _____

Arrival Date: _____ Departure Date: _____ Will you stay at the Hale Koa? _____

Registration fee: \$365 per person. Registration fee includes two continental breakfasts, Commander General’s Reception, DSSA-SE and Lee Douglas Award Luncheon, Admiral of the Navy George Dewey Award Luncheon, DSSA Banquet, and speaker sessions. Also included are all of the events at Pearl Harbor on Thursday, 20 October including transportation: Valor in the Pacific & USS *Arizona* Memorial Park, the submarine park and museum, the National Park Service film on the Pearl Harbor attack, tour of Pearl Harbor waterway aboard the Admiral’s Navy White Boat, a wreath-laying ceremony aboard the USS *Arizona* Memorial, a floral tribute to its entombed sailors, a tour of the USS *Missouri* followed by the Commander General’s reception on the fantail of the USS *Missouri*.

A. Congress fee.	<u>Fee</u>	<u>Number</u>	<u>Totals</u>
Companions and Spouse/Guest registration fee, each:	\$420	_____	\$_____
Fee for other Guests:	\$420	_____	\$_____
(After 1 September, the fee is \$420 per person.)			

B. Luau for all Companions and Guests arriving early.			
Hale Koa Luau Monday, 17 October. See Note 2.	\$ 55	_____	\$_____
Grand Total			\$_____

Please make your check payable to **NOUS 2016 Congress** and mail to:
 Captain John Hassenplug
 1943 Mount Vernon Court #303
 Mountain View, CA 94040-2086

Note 1. Lodging. If you are a Naval Order Companion, but not retired military, you can still stay at the Hale Koa through sponsorship by a retired military companion. You will pay the same rate for your room as your room sponsor. Eligible persons may sponsor up to three additional guest rooms for family & friends. Hotel policy requires that sponsors must reside in the hotel during the same period as their guest and assume financial responsibility. Eligible sponsors must be present to check in their sponsored guest. If you are not eligible to make your own reservation contact COL Allan Cruz, USMC (Ret) - allanfpcruz@aol.com. He will pair you with an eligible sponsor.

Note 2. Luau. If you arrive early and want to attend the Hale Koa Luau on Monday evening 17 October, select it in Section B above. The luau is very popular and considered the best on the island. If interested, please register early.

Note 3. Tours. Because there are so many different historical places of interest on Oahu, guests are encouraged to use the excellent, free services of the Hale Koa Tour and Travel Desk to make arrangements for your preferred tours and activities. The Tour and Travel Desk offers numerous excursions and activities on Oahu. For information and to make advance tour plans, call 808.955.0555.



Naval Order of the United States
 Founded on Independence Day, 1890
 NOUS Registrar General
 929 Willow Street
 Martinez, CA 94553
 NavalOrder.org

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To order from The Ship's Store current inventory, cut out this form and mail it with a delivery AND email address and check payable to 'Naval Order of U.S.' to CDR Cotton Talbott, USN, Ret. 1357 Park Drive Manderville, LA 70471. You may also fax this form to 985.626.4073.

For further information or questions, please contact Cotton Talbott at ctalbeau@bellsouth.net or 985.626.4073.

Authorized for all Companions	Quantity	Price	Amount
The Naval Order Cross (Large)	_____	\$35	_____
The Naval Order Cross (Miniature)	_____	\$25	_____
Campaign Ribbon	_____	\$5	_____
Naval Order Rosette lapel pin	_____	\$15	_____
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	_____
Pima Cotton Golf Shirt XXL	_____	\$40	_____
NOUS Golf Shirt – black, white, navy – specify size S M L XL XXL	_____	\$38	_____
NOUS Golf Shirt, polyester, light blue - Close out, \$22 dollars, shipping included	_____	\$22	_____
'Navy Heroes of Normandy' DVD	_____	\$5	_____
Challenge Coin (commemorating 100 years of Naval Aviation)	_____	\$5	_____
Authorized for past and present National Officers and Commandery Commanders Only*			
*Naval Order Blazer Patch with Crest	_____	\$25	_____
*Neck Ribbon for Large Medal (worn with formal attire only)	_____	\$15	_____
Please add Postage/Shipping to your order			\$6
Totals			_____