



The USS *Constitution* – the oldest warship in the United States Navy.

The commissioning of the Navy's newest warship, the USS *Gerald R. Ford* (CVN 78) affords us an opportunity to reflect on the Navy's oldest warship the USS *Constitution*.

USS *Constitution* is a wooden-hulled, three-masted heavy frigate of the U.S. Navy, named by President George Washington after the Constitution of the United States of America. She is the world's oldest commissioned naval vessel afloat. Launched in 1797, *Constitution* is one of six original frigates authorized for construction by the Naval Act of 1794.

Her first duties with the newly formed U.S. Navy were to provide protection for American merchant shipping during the Quasi-War with France and to defeat the Barbary pirates in the First Barbary War.

Constitution is most noted for her actions during the War of 1812. A battle with HMS *Guerriere* earned her the nickname of "Old Ironsides" and gained her public adoration that saved her from scrapping.

She was used in various capacities throughout the 19th Century. In 1896, Congressman John Fitzgerald, President John F. Kennedy's grandfather, recommended that she be fully restored. After various fits and starts she was restored and recommissioned on 1 July 1931.

Constitution underwent an extensive restoration prior to celebrating her 200th birthday in 1997. The Naval History and Heritage Command Detachment Boston is responsible for planning and performing her maintenance, repair, and restoration, keeping her as close as possible to her 1812 configuration.



Commander General's Report

Insider Scoop: Part II - The *Hornet* in Restoration and Space Modes

We continue with Part II of the USS *Hornet* Sea, Air, & Space Museum as part of our history preservation partnership commitment. We are grateful to the staff and volunteers of the Museum for their time, enthusiasm, knowledge, and generous contribution to the stories we present below.

The interviews with Rick Thom and Bob Fish took place in the depths of the USS *Hornet* Air, Space, and Ship Museum ("Hornet"). Despite the foggy, windy day on the Bay in San Francisco, the interior of the *Hornet* was surprisingly comfortable. The office where the head of the Air Group and Ship Restoration Teams, Rick Thom, manages the overall team effort was painted in the original grey and green colors of the ship. The paramount policy for the *Hornet* is the authenticity of its restoration of aircraft and ship compartments from top to bottom - literally.

Aircraft Restoration Efforts

It's a theme that Rick mandated for the restoration of the aircraft and spaces within the ship - *authenticity*. Rick has been with the *Hornet* since 2002, first as a volunteer and later as the Volunteer Coordinator in the Human Resources Department. Rick served in the Navy from 1973 to 1980 at Naval Air Station Cecil Field Jacksonville on active duty, then later in the reserves at Naval Air Station Moffett Field. His background in aviation led to opportunities with Continental Micronesia Airline as Director of Sales Pacific Asia, during which time he became involved with the *Hornet*.



Rick Thom, Aircraft & Ship Restoration/Government Liaison Manager, stands beside the elegantly restored Grumman FM-2 "Wildcat" aboard the USS *Hornet* Sea, Air, & Space Museum.

Rick recruited volunteers across all divisions, including not only the air and ship restoration teams, but also security and docent personnel. Later as the Government Liaison and Aircraft Restoration Manager, all volunteer divisions reported to him.

Even though volunteer groups were autonomous in managing themselves, Rick found that there needed to be some structure and organization in each division. He began with the Air Group where he focused the volunteers on the restoration of an aircraft. At the time, the *Hornet* had eight aircraft with only one aircraft completely restored. The ship was essentially hauling around metal hulks.

Once he got everyone organized, he established the Plane Captain Program, where selected volunteers took "ownership" of the aircraft, oversaw the restoration, and then were committed to keep it clean at all times after its restoration. The General Motors TBM-3 Avenger Torpedo Bomber was the first guinea pig to undergo the Thom touch.



The General Motors TBM-3 Avenger Torpedo Bomber is owned outright by the USS *Hornet* Sea, Air, & Space Museum in Alameda, CA.

Once the TBM Avenger restoration started, Rick developed a relationship with the National Museum of Naval Aviation ("NMNA") in Pensacola, Florida. Except for four aircraft owned directly by the *Hornet* (S2 Tracker, TBM Avenger, HUP-1 Retriever Helo, and the H-34 Seahorse Helo) obtained through trades with other museums, the NMNA owns the aircraft that the Navy loans to museums like the *Hornet*. The Naval Air Command ("NAVAIR"), however, keeps track of the aircraft the Navy owns, including the history of the aircraft and their location.

Once an aircraft is loaned to a museum and restored to display condition, it tends to stay with the museum due to the difficulty of transporting the aircraft. In most cases, the aircraft is dismantled in order to truck it to its new home.

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The aircraft that are offered for loan are usually in bad shape when they arrive at their final destination.

In January of 2005, Rick received a phone call from the Director of NMNA. The Museum was offering various SBDs and Wildcats recovered from Lake Michigan to interested museums. The *Hornet* was given first choice. The following week, Rick flew to the Pensacola warehouse, crawled all over the aircraft in various stages of rusting disrepair and made his selection – the Grumman FM-2 Wildcat beauty that now sits proudly and elegantly in the hangar deck of the *Hornet*. This Wildcat was chosen, even though it was in “rough shape,” because it still had a gun in its structure. (The gun has also been restored and is shown in the Wildcat through a plexiglass window installed in its airframe.)



The Grumman FM-2 Wildcat, BUNO 55052, BEFORE restoration by the USS *Hornet* Sea, Air, and Space Museum located in the National Museum of Naval Aviation (“NMNA”) warehouse in Pensacola, FL.

The *Hornet* took possession of the Wildcat in 2006 almost a year after Rick made the selection because other museums had to take their aircraft out of the warehouse first – definitely not a case of “First In, First Out!” The restoration of the aircraft on the *Hornet* began in 2011 and was finally completed in 2017. The length of time speaks to the careful research required to “authenticate” the Wildcat and the spare time constraints of the *Hornet* AirGroup, which are made up of volunteers. At the time the *Hornet* received the Wildcat, the AirGroup was in the process of restoring other aircraft. The projected timeline to complete a restoration depends on the overall condition of the aircraft when it is accepted by a museum. In the case of the Wildcat, they knew going in that it would be at least a five-year restoration, so the decision was made to complete the current restoration projects, then focus completely on the Wildcat.

The paint used for aircraft restorations is standard aircraft paint which is designed to adhere to metal. The *Hornet* works with Ponderosa Protective Coatings in Fresno, CA which donates much of the paint the *Hornet* uses. The *Hornet* has an AirGroup



The Grumman FM-2 Wildcat, BUNO 55052, AFTER restoration by the USS *Hornet* Sea, Air, and Space Museum in residence in the hangar bay.

volunteer paint chemist, John Davis, who developed the President’s Air Force One shade of blue. The paint used by the *Hornet* is mixed by John in keeping with the known colors of the aircraft. John was instrumental in introducing the Ponderosa Protective Coatings company to the *Hornet*.

Museums who display military aircraft are restricted by law as to how much an aircraft is restored. These aircrafts will never start, contain no black boxes, no charges for seats and canopies – essentially the aircraft is “demilitarized.” The *Hornet* is very careful about the aircraft that are displayed on the flight deck. Only those aircraft made of composite metals with a higher tolerance to a sea environment are allowed on the flight deck. The Wildcat will always remain in the hangar deck area.

All of *Hornet’s* aircraft show their bureau number. Navy uses bureau numbers on its aircraft; Air Force uses serial numbers. Pilots keep log books which list the aircraft they flew and their bureau numbers. When pilots retire, they take their log books with them. When a retired pilot visits the *Hornet* and sees an aircraft onboard that they flew, emotions are quick to take over. Rick believes that by showing the bureau numbers, the *Hornet* is giving homage and showing respect to the people who built the aircraft, who flew the aircraft, and who repaired, restored, and maintained the aircraft.

That is why it is so important to the restoration crews that they restore and paint the aircraft exactly as they were when in service. The *Hornet* has on staff people who do nothing but research the history of an aircraft and obtain photos of aircraft when in service.

Relationships with other museums are keys to success when the *Hornet* needs aircraft parts. If the *Hornet* has surplus aircraft parts, it lets other museums know they’re available, since “parts have trade value.”

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One aspect of having aircraft on a ship museum is that the aircraft have to be movable for special events. A land-locked air museum, like Castle Air Museum in central California, can expand, while a ship museum has limited space.

What qualifications does Rick look for when recruiting a volunteer? Rick doesn't look at a resume. He feels out individuals about their desires. One volunteer was in his late twenties and worked in real estate. He loved airplanes, but never worked on one. He was willing to wash them and learn on the job. The volunteer was paired with a retired Air Force volunteer and other retired airline professionals who worked on the TBM Avenger. The volunteer learned to rivet, cut, and trim the pieces needed to restore the aircraft. After a couple of years, his wife was transferred to Southern California. He attended an aviation school and later went to work for Northrup Grumman.

Another individual who was in the eighth or ninth grade wanted to work on the planes, but was too young by *Hornet's* insurance standards. However, Rick offered him a job washing the aircraft in keeping with the aviation merit badge requirements established for the Boy and Girl Scouts. The youngster learned about aviation and later became a Navy pilot.

Rick believes that it's about helping people realize their dreams and fantasies. "We have guys come onboard who worked on ships during their careers and just offer to keep the ship clean. They end up restoring engineering spaces or other areas on the ship, and they stay with you." Volunteers bring talent and passion for which no museum could afford to pay. The *Hornet* benefits from the volunteer program, and the volunteers benefit at a fulfilling, personal level.

The Mobile Quarantine Facility ("MQF") Odessey

Everyone has a story about how they got involved with the *Hornet* Museum. Bob Fish, military historian, author, entrepreneur, intelligence specialist, and former U.S. Marine, was no exception. After his wedding in 2000, he and his bride were looking for a place to hold their reception. While motoring on San Francisco Bay, they saw this huge ship with the name "HORNET" on the back end. Bob thought why not hold the reception on the ship? A reception on a Navy ship would be a unique experience, and much better than the cliched winery experience.

Bob found a phone number for the ship and spoke with then CEO, Jerry Lutz. At first reluctant to rent the *Hornet* since the ship wasn't yet visitor ready, Jerry was persuaded by Bob to rent the ship for a day to include two docents. Bob provided the caterers and the linens.

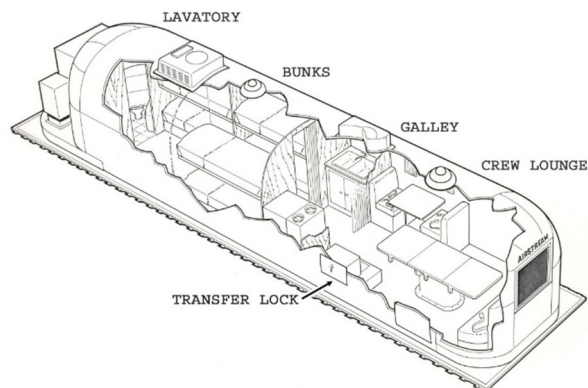
When Jerry found out that Bob was an Apollo space program expert, he persuaded Bob to assist the ship with the space exhibits onboard the *Hornet*. However, everything including the MQF and the capsules were fake.



Bob Fish, historian, author, and entrepreneur, holds the reserve seating sign only given to representatives from the USS *Hornet* Sea, Air & Space Museum for the 16 November 2011 ceremony in honor of Astronauts John Glenn, Neil Armstrong, Buzz Aldrin, and Michael Collins at the U.S. Capitol building. The Congressional Gold Medal held by Bob was awarded to the Astronauts during the ceremony.

Bob believed he could get the real thing, his philosophy being "No simulation here. Let's do the real thing." So began the odyssey of MQF-004 whose final home would be the *Hornet* museum.

During the Apollo program, there was concern that landing on the Moon could bring pathogens back to Earth for which we had no cure. The NASA engineers developed specifications for a quarantine unit that was mobile, comfortable (as in livable for a period of time), and effective against contamination of nearby areas. The answer was a modified Airstream trailer. Instead of wheels, the trailer was fit with a thirty-five-foot metal shipping pallet that would allow lifting by cranes and transport by hangar bay in an aircraft carrier and later in the hold of a cargo plane. The plan was to recover the Astronauts from the capsule in the ocean, dress them in quarantine suits, load them into the MQF, and transport the unit to its ultimate destination, Houston, TX.



Cutaway of the Melpar modifications to the 1969 Standard Airstream. The location marked "Transfer Lock" is the device by which material was passed into or out of the MQF, so that biological isolation could be maintained in both directions.

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Bob contacted the Smithsonian National Air and Space Museum and found one of the Apollo program capsules. Finding the MQFs was another matter. No one seemed to know where these trailers were. Bob was allowed to search the archives and found out that there were four MQFs. He found a loan agreement with the North Carolina Museum and a 1974 press release stating that the MQF would be lent to a Kansas museum for some restoration services.

He contacted the Cosmosphere in Hutchinson, KS, but they said they had nothing like an airstream trailer in their facility. However, the Kansas Cosmosphere had an old woodworking shop and restoration facility outside of town, which Bob asked the museum secretary to check out. Thankfully, she was game. She visited the facility and found a trailer under a blue tarp which was covered by bird and bat dung. She lifted the tarp and found the Apollo 14 decal and called Bob immediately. Bob convinced the Smithsonian to give the MQF to the *Hornet* for restoration and display.



In its modification stage, the MQF floor and containment systems have been installed, and the walls and ceilings are being attached. The MQF was based on a standard 1969 Airstream trailer and modified by Melpar, a subsidiary of American Standard.

This particular trailer was designated MQF-004. It was the quarantine facility where the Apollo 14 Astronauts spent their confinement until declared "germ-free" by NASA. MQF-003 and MQF-002 were the two trailers used for quarantine after the Apollo 11 and Apollo 12 moon landings respectively and were aboard the USS *Hornet* (CV-12) during recovery of the Astronauts. MQF-003 is on display at the National Air and Space Museum's Steven F. Udvar-Hazy Center at Dulles International Airport in Virginia. MQF-002 is on display at the U.S. Space & Rocket Center in Huntsville, AL.

MQF-001 was not used because the intended moon landing by Apollo 13 did not occur. It was used for some time by the United States Department of Agriculture to test plant

contamination. It eventually deteriorated from the humidity and other weather conditions.



Lifting MQF-004 from the pier to the elevator on the USS *Hornet* Sea, Air, & Space Museum in Alameda, CA.

Bob was able to secure the space capsule designated Apollo CSM-011 manufactured by North American Aviation. This particular unmanned test capsule was recovered by the USS *Hornet* (CV-12) after it splashed down in the north Pacific Ocean on 25 August 1966.



AS-202 CSM-011 exhibited on the USS *Hornet* Sea, Air & Space Museum in Alameda, CA.

The cost of transporting the CSM and the MQF was \$12,000 for both in year 2000 dollars. An additional \$15,000 was secured through donations to restore both artifacts. The shell of the MQF was in good shape, but humidity had rotted out the carpets, drapes, and other soft materials. The inside was trashed, and it became a challenge to find out what the trailer looked like during its official mission. The *Hornet* restoration teams were not Airstream trailer guys.

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When contacted by the *Hornet*, the company that modified the Airstream for NASA, Melpar, had no one left on staff who know anything about the MQF. However, its VP of Personnel was able to locate John Blossom, retired Project Manager for Melpar who was tasked with overseeing the engineering modifications to the Airstream in accordance with NASA's specifications. Blossom flew out to the *Hornet*, did an oral history for the museum, and showed the restoration team where all the key parts were. The team restored the MQF as close to the original as possible since they could not use original materials. The MQF now has power, communications, and could be used as a quarantine facility. The space program was responsible for many modern inventions, including the first counter microwave oven. The first experiment of the microwave oven resulted in exploding scrambled eggs. The oven had to be powered down to be useful on the countertop.

The Apollo program coexisted with a dark period in our Nation's history during the 1960s. The Vietnam War was raging, and the country was still recovering from the assassinations of John F. Kennedy, Robert F. Kennedy, and Martin Luther King, Jr. The picture of the Earth rising from the background of the Moon taken by the Astronauts during the Apollo 8 mission inspired the Nation to believe that we could do great things again.

The USS *Hornet* (CV-12) was on its way back to the States from its tour at Yankee Station, Vietnam when it was tasked to pick up Apollo 11 Astronauts. All leave was cancelled. The crew wasn't happy. Waiting was boring. Sailing around in a circle was monotonous. However, everyone had to focus on safety. They were all, including three astronauts, coming back to the States.

The crew worked through 26 simulated exercises; the UDT teams practiced recovery techniques and procedures for isolating the Astronauts; and things were starting to become real. Pressure mounted when it was rumored that President Nixon was coming aboard. Field day on the ship occurred three times; uniforms were cleaned. The President finally arrived, and all on board waited for the sonic boom of the capsule to break the sound barrier.

BOOOOOM!!!!!!!!!!!!!! Time to get to work. Everyone did their jobs, and *Hornet Plus Three* made history – the first men to land on the Moon touched Earth for the first time on the USS *Hornet* (CV-12) when they came back to Earth.

Part III of the *Hornet* story will describe the challenges of running a ship museum at the executive level and how the USS *Hornet* (CV-12) became the USS *Hornet* Sea, Air & Space Museum.



Iconic photo of President Nixon welcoming the Apollo 11 Astronauts onboard the USS *Hornet* (CV-12).

Anchors Aweigh!

This is my last report as Commander General.

Leading an organization with the history and depth of the Naval Order of the United States has been an experience that I will always treasure.

Much of the emphasis on the *Hornet* series of articles has been on the quality, depth, and passion of its volunteers. The same can be said about the members of the Naval Order. We are all volunteers with a passion for history. Those who serve at the national level and those who lead the local commanderies are special volunteers who serve tirelessly and passionately to preserve, promote, and celebrate our sea service history. Their support was key to my success as their leader.

I sign off with pride in the Naval Order and a commitment to its perpetuity.

**CAPT Michele Lockwood, USN (Ret.)
Outgoing Commander General
Naval Order of the United States**

Welcome to Jacksonville; site of the Naval Order Congress for 2017. Please visit the Web Site at www.navalorder.org for detailed information on the Congress.

Jacksonville is home to three major Naval installations: Naval Air Station Jacksonville, Marine Corps Support Facility Blount Island, and Naval Station Mayport; USCG Sector Jacksonville; and in close proximity to a fourth, Navy Submarine Base Kings Bay Georgia. The St. Johns River flows through the heart of the city, past the three major military facilities. The St. Johns is the longest river in Florida - 310 miles long. It is one of the few rivers in the United States that flows north. The source of the river, or headwaters, is a large marshy area in Indian River County that flows north and turns eastward at Jacksonville to its mouth in the Atlantic Ocean.



Just one of hundreds of static displays at the Military Museum of North Florida in Green Cove Springs

The river flows north past the former site of NAS Green Cove Springs and the current site of the Military Museum of North Florida. Reynolds Industrial Park, where the Museum is located, is the former Naval Air Station, Green Cove Springs, Benjamin Lee Field. The base was the main training base for the F6F Hellcat fighter which had over 5000 shoot-downs in WWII. It was the U.S. Navy's main Zero killer.

Visitors can walk in the shadows of WWII fighter pilots and heroes to include General Roy Geiger, the father of Marine Corps aviation, the Black Sheep Squadron pilots, Joe Kennedy (JFK's Brother), Ed McMahon (Johnny Carson's sidekick) and many more.

The base was also home to the Navy's 600 ship Atlantic mothball fleet after the war. On 11 September 1940, the U.S. Navy made it official, opening Naval Air Station Lee Field, just south of Green Cove Springs. The Air Station was named in honor of Ensign Benjamin Lee who had lost his life in a crash at Killingholm, England, during World War I on 28 October 1918.



History display at Museum in Green Cove Springs

Benjamin Lee Field was designed to train pilots for landing operations on aircraft carriers during WWII. The facility was renamed Naval Air Station Green Cove Springs in August 1943. The museum is open Thursday - Saturday from 10am - 3pm and Sunday from 12pm - 4pm.

Continuing north, the St. Johns passes NAS Jacksonville, home to the Navy's VP Ready Air Group and Anti-Submarine Warfare expertise. Naval Air Station Jacksonville, is a multi-mission base hosting more than 100 tenant commands including the Navy's newest ASW platform, the P-8 Poseidon.



A P-8A drops a torpedo during an exercise

One of the more interesting aspects of the base is the number of changes it has undergone throughout the years. During World War II, NAS JAX was commissioned before it was even completed.

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Original Home to the Navy's Blue Angels Flight Demonstration Team, it was quickly developed into what amounts to a small town now, containing schools, a hospital, restaurants, churches, boat ramps, as well as gyms and a 27-hole golf course. The Base has hosted many types of aircraft over the years, most recently including the P-3 Orion, S-3 Viking (during the transition and decommissioning of that versatile platform), and now the P-8 and MH-60 Seahawk Helicopters.



The twin-engine Seahawk is a do-it-all machine.

A militarized version of the Boeing 737 commercial aircraft, the P-8A Poseidon is intended to replace the U.S. Navy's aging P-3 Orion fleet as the service's front-line anti-submarine warfare aircraft. Located directly on the St. Johns, the picturesque base is one of the largest employers in Northeast Florida as home to the Naval Air Depot (NADEP) Jacksonville for aircraft engine repair and overhaul.

Winding through downtown Jacksonville, past our Congress hotel, Everbank Field, Jacksonville's downtown port facilities, and Jacksonville University, the river makes a hard turn to starboard and passes under the Dames Point Bridge right at the USMC Support Facility at Blount Island.



MCSF Blount Island is co-located with Jacksonville's Port Facilities on the north bank of the St Johns River.

As the hub of the Marine Corps' prepositioning programs, Marine Corps Support Facility Blount Island serves as the home of Blount Island Command and its worldwide mission supporting marine expeditionary forces. Blount Island Command's marines, sailors, civilians, and defense contractor partners are proud of their relationship with Marine war fighters and are singularly dedicated to providing them with the best combat ready equipment and supplies in the world.

Proximity to the MCLB Albany GA makes Blount Island a key location for keeping our warfighters supplied with ready to fight equipment!

A few more miles down the river to the east, just before becoming part of the Atlantic Ocean, the St Johns crosses the Inter-Coastal Waterway and then passes US Coast Guard Base Mayport. Sector Jacksonville was established on 16 August 2005 from the reorganization and consolidation of Group Mayport, Base Mayport. Sector Jacksonville is located on six acres of land adjacent Naval Station Mayport, along the St. Johns River in Mayport, FL.



USCG Base Mayport near the mouth of the St Johns River

The mission of Sector Jacksonville is to provide unified command and control for accomplishing Coast Guard mission objectives. Sectors provide strategically guided, goal focused, and high-performance service delivery across the full range of Coast Guard missions. Sector Jacksonville's Area of Responsibility (AOR) encompasses 40,000 square miles of ocean and inland waterways. Within the Sector's AOR are 190 miles of coastline stretching from King's Bay, GA to Port Malabar, FL.

Another half mile and then we enter the Naval Station Mayport, home to ships of the Fleet, ship based helicopters, and soon Drones for surveillance support. The station was commissioned in December 1942. It was reclassified as a Naval Sea Frontier base in 1943. A new naval auxiliary air station (NAAS) was established in April 1944. The naval section base and the NAAS supported the Atlantic Fleet during World War II.

Both were closed after the war. In June 1948, Mayport was reestablished as a naval outlying landing field.

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The base area was increased to 1,680 acres and the runway was extended in the mid 1950s.

The base has historically served as the homeport to various conventionally powered aircraft carriers of the United States Atlantic Fleet, including *Shangri-La* (1960-1971), *Franklin D. Roosevelt* (1956-1977), *Forrestal* (1977-1993), *Saratoga* (1957-1994), and, most recently, *John F. Kennedy* (1995-2007).

With the decommissioning of all conventionally powered aircraft carriers by the U.S. Navy, no carriers are presently assigned to Mayport. However, both houses of Congress have passed legislation authorizing about \$75 million for dredging and upgrades at NAVSTA Mayport to accommodate a nuclear-powered aircraft carrier. An amphibious group is coming sooner. USS *New York* (LPD-21) relocated to Mayport in December 2013 and USS *Iwo Jima* (LHD-7) and USS *Fort McHenry* (LSD-43) also switched their homeports to the naval station in August 2014.



USS *New York* (LPD-21) arriving at Mayport

A 2013 report from the Navy revealed that they are considering basing as many as 14 littoral combat ships at NS Mayport. Littoral Combat Ship Squadron 2 was established at the base on 7 November 2014. USS *Milwaukee* (LCS-5), USS *Detroit* (LCS-7), USS *Little Rock* (LCS-9), and USS *Siox City* (LCS-11) will be among the squadron's ships.

Just up the coast is also Navy Submarine Base-Kings Bay, GA. The Submarine Base is the U.S. Atlantic Fleet's home port for U.S. Navy Fleet ballistic missile nuclear submarines armed with Trident missile nuclear weapons.

This submarine base covers about 16,000 acres (6,400 hectares) of land, of which 4,000 acres (1,600 hectares) are protected wetlands. Preparations for the arrival of the submarine squadron went forward with haste throughout the remainder of 1978 and into 1979. Commander Submarine Squadron 16 greeted the submarine tender USS *Simon Lake*, when it arrived at Kings Bay on 2 July 1979.



Waterfront at NSB King's Bay, GA

Four days later, USS *James Monroe* entered Kings Bay and moored alongside *Simon Lake's* starboard side to begin a routine refit in preparation for another nuclear weapons deterrence patrol. Kings Bay has been an operating submarine base ever since.

The 2017 Congress will be held in downtown Jacksonville at the Doubletree Hotel. The schedule is available below and as listed on the website in detail at www.navalorder.org.

Pre-Congress activities are also planned, including a wonderful show on Wednesday night at the Alhambra Dinner Theater featuring the stage production of *The Addams Family*.

Thursday night will include the Commander General's Reception and Commissioning of two new Commanderies.

The Congress officially begins on Friday with speaker presentations scheduled on Friday and Saturday.

Friday at Lunch we will recognize the Distinguished Sea Service Enlisted Member, MCPOCG Michael P. Levitt, USCG (Ret.) and present the Lee Douglas Award for Outstanding Commandery for 2016-17.

Saturday at Lunch we will recognize the ADM of the Navy George Dewey Award winner. Mr. Robert J. Stevens was Chairman, President and Chief Executive Officer of Lockheed Martin Corporation.

On Saturday evening, we will hold our Distinguished Sea Service Award banquet where we will recognize former CNO Admiral Jonathan W. Greenert, USN (Ret.).

Plan to join us by going online and registering today.

Information compiled from multiple sources and Submitted by CAPT Bob Whitkop

Dusty Kleiss: A Daughter's Remembrance by Jill Kleiss

Captain Jack “Dusty” Kleiss, the author of *Never Call Me A Hero*, was just *Dad* to me. Tim and Laura Orr, the co-authors of Dad’s memoir, first met him years ago. As historians, they wanted to record Dad’s narrative of his participation in the pivotal Battle of Midway. Little did I realize that when they had finished, the memoir was more than just one pilot’s account. They had given me and my family a priceless heirloom, the final testament of a World War II hero and a window into my father that I had never really opened. The Orrs interviewed Dad for several weekends, periodically fact-checking his memory and sending back revisions for his approval. I remember stacks of spiral bound books in Dad’s tiny apartment in San Antonio, Texas, with dog-eared pages and masses of little yellow sticky notes emerging from his master copy. Dad would say, “They [the Orrs] are writing a book about me.” I knew it meant the world to him. In response I would nod, touch his arm, or stroke what was left of hair on his head and say something bland like, “That’s great, Dad.”



I knew Dad was the only pilot to hit three Japanese ships with his bombs during Midway (two carriers—*Kaga* and *Hiryu*—on 4 June 1942; and a cruiser, *Mikuma*, on 6 June 1942). That, however, happened twelve years before I was born, and to a child, twelve years can seem like a lifetime. My memory of his time in the Navy is impressionistic rather than sharply defined. When I was about seven years old, I saw him wearing his dress whites. It was one of the first moments in which I remember grasping the enormity of his decision to serve in the U.S. Navy. Those dress whites stoked a fiery emotion inside me—pride, no doubt, pride in my father’s accomplishments—and to this day, whenever I see an officer wearing Navy whites, the visage of Dad manifests in front of me once more. It’s a kind of nostalgia I love to revisit.

I wish Dad had lived long enough to hold a copy of his memoir in his hand. Although he was aware of its imminent publication, he died about one year short of its release. He did, however, get to celebrate his 100th birthday at the retirement home where he lived. All his extended family came to his party and, with a little media help, I was able to get four dignitaries to contact him on his birthday: the Obamas wrote a letter, as did Senator John McCain; then Secretary of Defense Ash Carter called and he also wrote a wonderful tribute to Dad on his Facebook page. Dad’s highlight was the call he received from former President George H. W. Bush—another U.S. Navy carrier pilot who served in the Pacific—thanking him for his role in the Battle of Midway and wishing him a happy birthday.

Dad’s book provided me with a crucial history lesson. Although I had long known that Dad fought in the Battle of Midway, I never realized why it was so important and how Dad played such an important role. I never knew that just prior to the Battle of Midway the allies were in a precarious

position. Japan was on the offensive in the Pacific and the U.S. was on the defensive. During the battle, the momentum shifted when the Japanese Navy lost four aircraft carriers in one day, ships they couldn’t readily replace. With this victory, the United States started to gain ground and held off any possibility that Japan might try and attack Hawaii.

There was another turning point that the Battle of Midway precipitated. Prior to Midway my dad commented that, “The ‘black shoe’ surface officers believed that aviation was a short-lived fad, and that battleships and cruisers would remain the vital backbone of the U.S. Navy.” As a result of Midway, U.S. naval aviation was propelled to the forefront of the fleet.

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Dad's Role in Midway

Dad's efforts were especially critical to the success of the battle. He was a dive bomber pilot who flew the Douglas SBD (Scout Bomber by Douglas) Dauntless dive bomber. Dive bomber pilots started at about 20,000 feet and plunged downward at an almost vertical angle, dropping their bombs on the enemy

below. They had to pull out of their dives just before they hit the water—a rather difficult feat. And, as mentioned, he was the only pilot from either fleet to land hits on three different enemy ships. As a result of the Battle of Midway, the Japanese lost 3,050 sailors and airmen during the three days of battle, which was more than the Americans lost at Pearl Harbor. In essence, Dad was part of the small group of pilots who helped get vengeance for that surprise attack six months earlier.

Dad's Path to the Skies to become a U.S. Navy Dive Bomber Pilot

Even at an early age, Dad was interested in flying. As a young boy, he possessed uncanny

marksmanship and a love of airplanes. Charles Lindbergh was his childhood hero. He remarked in his book: "It took bravery to be a pilot, I thought...A new dream hatched. I wanted to be a cavalryman mounted on wings, a knight of the airborne battlefield."

Set on his goals, Dad attended the Naval Academy and graduated in 1938. I still have the 1938 bookends he received as a graduation gift. After two years serving on surface ships (a cruiser and two destroyers), he went to flight school in Pensacola, Florida, and earned his wings. He was randomly assigned to the dive bomber squadron. He trained for six months in Hawaii, learning the ins and outs of his new plane. His training ended when Pearl Harbor was attacked and the nation went to war.



For his heroics in the Battle of Midway, Dad received the highest honor the Navy can bestow, the Navy Cross. For a few months, Dad became a minor celebrity, both in his hometown and around the base to which he was assigned. I'm certain my father enjoyed all the well-wishers and fans, but he naturally shied away from praise. He wrote, "I've had more than my share of luck. My squadron had crippled the Japanese fleet and

I was lucky enough to have played an important role, hitting three Japanese ships with bombs. But as the empty bunks attested, this victory came at a high cost. I survived while others died. It could have just have easily been the reverse."

Publication of *Never Call Me A Hero*

The recent release of *Never Call Me A Hero* coincided with the 75th anniversary of the Battle of Midway. Why? Because it was the last time some of the veterans would be around to commemorate a big anniversary. Dad was the last living dive bomber pilot from his squadron to fight at Midway, and we lost him last year. We need to remember the

sacrifices of all those who fought in World War II, whether they lived through the war or not.

Perhaps by now, the title of the book is obvious. Dad hated to be called a hero. He believed he only did what he was trained to do, and what any devoted American would do when the nation was threatened. The true heroes, in his mind, were those who didn't come back. Particularly, he remembered the fate of his buddy, Tom Eversole, who flew torpedo bombers, and perished on 4 June.

Reading *Never Call Me A Hero* was a bittersweet experience for me. I learned more about Dad than I ever knew before—a little later in life than I would have hoped.

Continued on next page...

I understood what he went through, what he lost, and what he won. I also learned more about his romance with Jean, my mother. If there was one thing that got him through the dark days of war, it was his belief that, if he did his job, the woman of his dreams would be waiting for him when he got back...and she was.



On July 3, 1942, less than a month after Midway, Jean and Dusty had a speedy wedding in Las Vegas, Nevada. This picture was taken shortly after the ceremony. (NJK)

I've always been proud of Dad, the best father a daughter could ask for. But he always kept the sad stories from the Pacific War close to his chest. I think it took tremendous courage for him to resurrect them for his final gift to the world, his memoir. Reading it, I swell with daughterly pride, not only because of the brave things he did as a pilot, but for the courage to recollect the war in his 90s and give succeeding generations a humble account of one of our nation's most incredible victories.

Laura and Tim Orr, the co-authors of Dad's book, *Never Call Me A Hero*, have several upcoming speaking events in and near Monterey, CA. If you are in the area, please stop by.

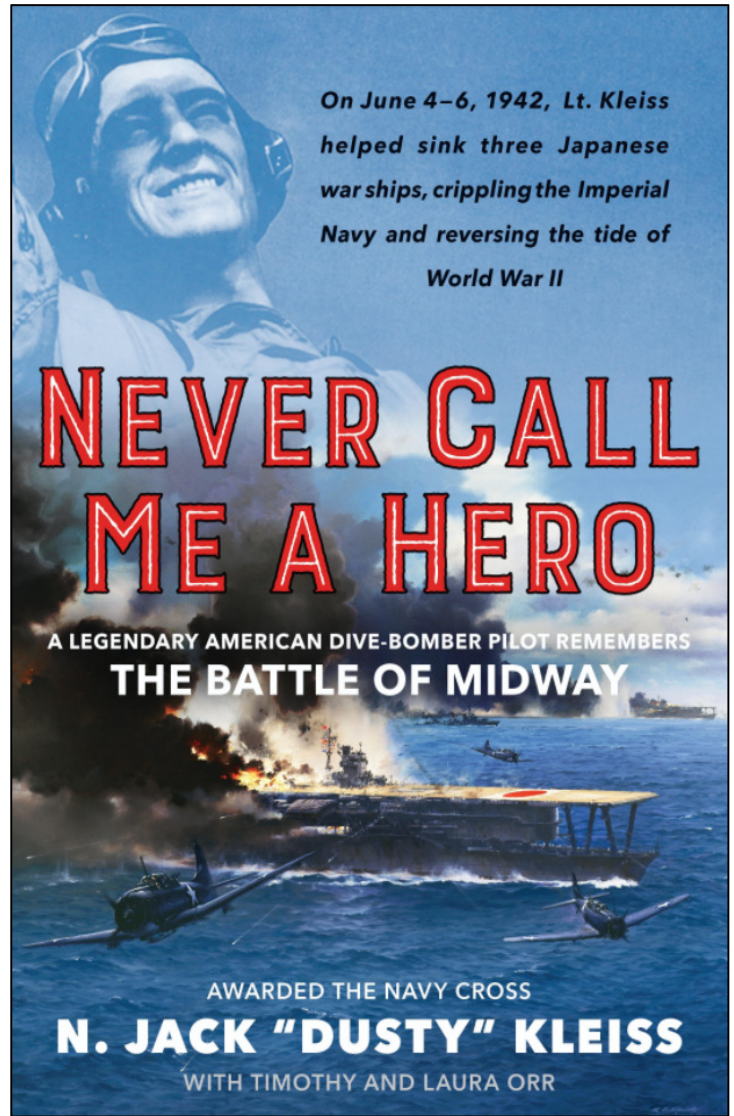
Sunday, 8 October, 2 pm

River House Books, 208 Crossroads Blvd, Carmel, CA

Monday, 9 October, 7:30 pm

Pacific Grove Library, 550 Central Ave., Pacific Grove, CA

\$10 admission



Book Cover



Never Call Me A Hero involved four years of collaboration. Here, Laura, Dusty, and Tim enjoy a moment of relaxation at the Air Force Village's restaurant.

Submitted by Jill Kleiss

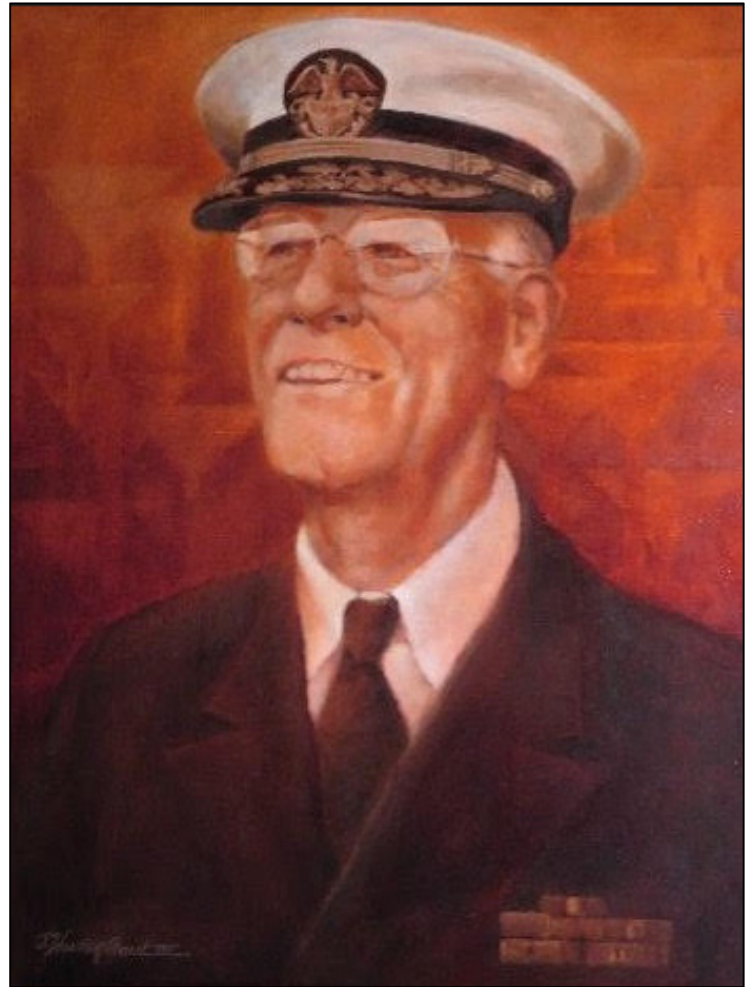
National Capitol Commandery Companions Toast Daiquiri Night at the Army Navy Club in Washington, D.C.

On Friday, 23 June 2017, approximately 80 members of the Army and Navy Club of Washington, DC, the Navy's Bureau of Medicine and Surgery, the Navy Historical Foundation, the Naval Order of the United States, and the Society for the History of Navy Medicine gathered to dedicate a new portrait of Admiral Lucius Johnson, Medical Corps, USN at the Army and Navy Club's Daiquiri Lounge.

Admiral Lucius Johnson (1882-1968) was a storied Naval officer who pioneered the use of Mobile Surgical Hospitals during World War II, and had served as the Officer-in-Charge of Construction for the Navy hospital project which today is known as the Walter Reed National Military Medical Center in Bethesda, MD. He also bears the distinct claim to fame in local lore as the first man to introduce the Daiquiri cocktail to the United States, the recipe for which he brought to the Army and Navy Club after a port call in Daiquiri, Cuba in 1909. The famous cocktail - made of rum, lime juice, and sugar - has become a favorite libation in the United States and is particularly appreciated in the summer months in Washington, DC, where it has remained popular.

The portrait was dedicated by Rear Admiral Bruce Gillingham, MC, USN, Deputy Chief of the Navy's Bureau of Medicine and Surgery for Readiness and Health. After an introduction by MG Daniel Wright, President of the Army and Navy Club, RADM Gillingham delivered remarks about Admiral Johnson and the history of Navy Medicine, and performed the dedication in the capacity of Acting Surgeon General of the Navy. A reception followed the dedication.

The portrait was painted in oil by J. Hunter Gaul, III, a Pennsylvania portraitist and muralist and former Army officer. Over the course of his career, Mr. Gaul became particularly noted



for portraits of prominent citizens of Philadelphia. The body of his work encompasses a broad range of subject matter, including the large 1969 mural of St. Barbara, patron saint of the artillery, which is kept at the Field Artillery School at Fort Sill, Oklahoma and is especially significant to the Order of St. Barbara, an honor society for artillery officers of the Army and Marine Corps. He is also the father of the author of this article.

The Army & Navy Club of Washington, DC (armynavyclub.org) is a private club founded in 1885 whose membership is primarily comprised of current and former military officers.

The Club is a 5-star, Platinum Club of America-rated, not for profit Club that provides a wide range of services to its members and their guests.

The Club celebrates the customs of its rich military traditions while offering the facilities and amenities needed to satisfy the modern professional.

It is valued by its members as a showplace of timeless elegance and prestige and recognized for its exceptional dining and hospitality.

Submitted by Lt. Jay Gaul, SC USN



RADM Bruce Gillingham (3rd from left) with members of the Army and Navy Club, Naval Historical Foundation, and Naval Order of the United States, including CAPT Todd Creekman (4th from right, past Director of the Naval Historical Foundation), CAPT John Rodgaard (5th from right, Commander of the National Capitol Commandery of the Naval Order), and the portraitist, J. Hunter Gaul, III (1st from right)

The New Orleans Commandery hosted two major dinners recently.

On 1 May they dined at Bayona's Restaurant, one of the finest restaurants in the famed French Quarter. More than thirty companions and guests were treated to an extremely informative talk by Lieutenant General Rex McMillan USMC, the Commander, Marine Forces Reserve.

The general addressed the critical importance of reservists inclusion with regular marines on a daily basis around the world. He also reported the critical need to improve funding. Readiness has been severely impacted during recent years by reduced budgets, resulting in critical parts and training and flight training hours shortages.

Nearly forty companions and guests gathered at English Turn Country Club on 19 July for an outstanding dinner and presentation by Rear Admiral David R. Callahan USCG.

As Commander Coast Guard Eighth District, the nation's largest, most diverse, and most important district, he oversees the operations spanning 26 states, including the Gulf of Mexico coastline from Florida to Mexico, the adjacent offshore waters and outer continental shelf, as well as the inland waterways of the Mississippi, Missouri, Ohio, Illinois, and Tennessee River systems.



Rear Admiral David Callahan, Commander Eighth Coast Guard District, addresses New Orleans Commandery

Admiral Callahan gave a well-researched presentation making the case of Alexander Hamilton as "Father of the U.S. Coast Guard, the oldest continuous seagoing service." Hamilton was not only the brains behind a national bank and co-author of "The Federalist Papers," but also as the first US Treasury Secretary, Hamilton called for the need for ten "revenue cutters."

Submitted by Gary Bair



Award Co-Chairman William H Schmidt, Vice Commander General –
Commandery Support & Past Commander with James Hornfischer

Naval Order of the United States
New York Commandery
Presents

**The John Lehman
Distinguished Naval Historian Award
to
James D. Hornfischer**

Since his recognition as the RADM Samuel Eliot Morison Award recipient in 2004, James D. Hornfischer has continued to demonstrate his dedication and commitment to the highest standards of research, scholarship, and writing in the field of Naval History. He has thereby contributed immensely to the mission of the Naval Order of the United States by “preserving, promoting, and celebrating the history of our nation’s maritime services.”

Submitted by **David F. Simson**



James D. Hornfischer holding the plaque as presented by David Simson, Commander of the NY Commandery (on left)
and Past Commander and current Vice Commander General of Membership Donald Schuld (on right).



Richard Snow, Samuel Eliot Morison Award for Naval Literature award winner

The New York Commandery of the Naval Order of the United States announced today the winner of the 2017 Samuel Eliot Morison Award for Naval Literature. **Richard Snow** author of *Iron Dawn: The Monitor, the Merrimack, and the Civil War Sea Battle that Changed History* published by Scribner, 1 November 2016, will be honored by the Naval Order of the United States as the recipient of this year's prestigious RADM Samuel Eliot Morison Award for Naval Literature.

The remaining four finalists for the 2017 RADM Samuel Eliot Morison Award for Naval Literature (listed in alphabetical order, not by standing) are highly commended for their outstanding contribution to naval literature. They are:

Thomas McKelvey Cleaver
"The Frozen Chosen: The 1st Marine Division and the Battle of the Chosin Reservoir"
 publisher: Osprey Publishing, 28 July 2016

Thomas Alexander Hughes
Admiral Bill Halsey: A Naval Life,
 publisher: Harvard University Press, 2 May 2016

Paul E. Pedisich
Congress Buys a Navy: Politics, Economics, and the Rise of American Naval Power, 1881-1921
 publisher: Naval Institute Press, 15 October 2016

John Prados
Storm Over Leyte: The Philippine Invasion and the Destruction of the Japanese Navy
 Publisher: Caliber, Penguin Group (USA), 5 July 2016

This distinguished writing prize is given to an American author "who by his published writings has made a substantial contribution to the preservation of the history and traditions of the United States Sea Services – the Navy, Marine Corps, Coast Guard, and U.S. Flag Merchant Marine."

Past recipients include:

CAPT Edward L. Beach, USN (*Salt and Steel*)

RADM Joseph F. Callo (*John Paul Jones- America's First Sea Warrior*)

George C. Daughan (*If By Sea*)

Lieutenant General Victor H. Krulak (*First to Fight*)

Dr. Norman Friedman (*Sea Power as Strategy*)

Robert Gandt (*The Twilight Warriors*)

James L. Nelson (*George Washington's Secret Navy*)

James D. Hornfischer (*Last Stand of the Tin Can Sailors*)

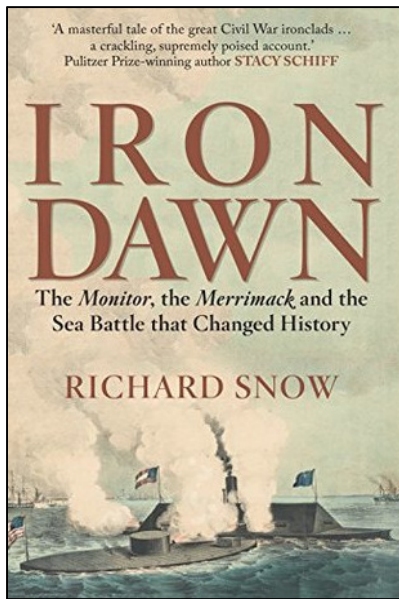
James M. Scott (*Attack on the USS Liberty*)

Ian W. Toll (*Six Frigates*)

Elliot Carlson (*Joe Rochefort's War: The Odyssey of the Codebreaker Who Outwitted Yamamoto at Midway*)

Jack Cheevers (*Act of War: Lyndon Johnson, North Korea, and the Capture of the Spy Ship Pueblo*)

Former Navy Secretary John F. Lehman, the only author honored twice with the Morison Award (*Command of the Seas & On Seas of Glory*)



Iron Dawn: The Monitor, the Merrimack, and the Civil War Sea Battle that Changed History
by Richard Snow

From acclaimed popular historian Richard Snow, who “writes with verve and a keen eye” (*The New York Times Book Review*), the thrilling story of the naval battle that not only changed the Civil War but the future of all sea power.

No single sea battle has had more far-reaching consequences than the one

fought in the harbor at Hampton Roads, Virginia, in March 1862. The Confederacy, with no fleet of its own, built an iron fort containing ten heavy guns on the hull of a captured Union frigate named the *Merrimack*. The North got word of the project when it was already well along, and, in desperation, commissioned an eccentric inventor named John Ericsson to build the *Monitor*, an entirely revolutionary iron warship—at the time, the single most complicated machine ever made. Abraham Lincoln himself was closely involved with the ship’s design. Rushed through to completion in just 100 days, it mounted only two guns, but they were housed in a shot-proof revolving turret. The ship hurried south from Brooklyn (and nearly sank twice on the voyage), only to arrive to find the *Merrimack* had arrived blazing that morning, destroyed half the Union fleet, and would be back to finish the job the next day. When she returned, the *Monitor* was there. She fought the *Merrimack* to a standstill, and saved the Union cause. As soon as word of the battle spread, Great Britain—the foremost sea power of the day—ceased work on all wooden ships. A thousand-year-old tradition ended, and the path to the naval future opened.

Richly illustrated with photos, maps, and engravings, *Iron Dawn* is the irresistible story of these incredible, intimidating war machines. Historian Richard Snow brings to vivid life the tensions of the time, explaining how wooden and ironclad ships worked, maneuvered, battled, and sank. This full account of the *Merrimack* and *Monitor* has never been told in such immediate, compelling detail.

Snow has also consulted for historical motion pictures—among them *Glory*—and documentaries, including the Burns brothers’ *The Civil War* and Ken Burns’s World War II documentary. He revisited Coney one more time to work with Ric Burns on the PBS American Experience feature Coney Island, whose screenplay he wrote.

When American Heritage was sold in 2007, Snow began work

on *A Measureless Peril*, a book about America’s part in the bitter, years-long struggle for the North Atlantic in World War II. It was published by Scribner in 2011; *I Invented the Modern Age*, which he completed with the generous help of the John Simon Guggenheim Memorial Foundation, followed three years later.

Richard Snow was born in New York City in 1947, raised in Westchester County, and returned to Manhattan to go to Columbia College, where he studied English and history, thereby inadvertently preparing himself for how he’d spend the rest of his life.

After he graduated from high school, he got a summer job as a mail boy at the American Heritage Publishing Company. He didn’t damage any mail, and so was asked back during succeeding summers, and given a staff job on the firm’s history magazine, *American Heritage*, upon graduating from college in 1970.

He worked there for the next 37 years, spending seventeen of them as editor-in-chief.

During that time, he wrote several books, among them:

The Funny Place (J. Philip O’Hara): A narrative poem about Coney Island, about which the poet John Ashbery said, “An accomplished craftsman, Snow has revived “blank verse”—of a sort—as the appropriate medium for his tale; it moves forward on the waltz rhythms of carousel organs as heard in intervals between the surf and the din of the boardwalk. Snow’s music is “light classical,” his strokes are broad and his colors the jubilant pastel ones of a poster announcing the imminent arrival of an astounding phenomenon. But there is something tragic here too: the power that snapshots of forgotten afternoons have to force the reader suddenly to confront the present with the past, life with death.”

Freelon Starbird (Houghton Mifflin): A novel set during the first year of the American Revolution, a *New York Times* notable book of the year for 1976.

The Burning (Doubleday): Another historical novel, this one about the devastating forest fire that destroyed the town of Hinckley, Minnesota, in the late summer of 1893. David McCullough said of it: “*The Burning* is a taut and thrilling tale wonderfully told by a writer who knows what he is doing. In its feeling for time and place, for the vernacular of the past, in every small detail, it rings exactly true and entirely American and yet, like the work of Thornton Wilder, its themes are universal—our inevitable preoccupation with things of the moment, the courage to be found in seemingly ordinary people...”

Continued on next page...

The Iron Road: A Portrait of American Railroading (Four Winds): A concise—or, at least, short—history of the great age of steam on our continent, illustrated by David Plowden’s somber and magnificent photographs documenting its passing.

Coney Island: A Postcard Visit to the City of Fire (Brightwaters): Coney again—a lifelong obsession—this time visited through postcards published during the great amusement resort’s turn-of-the-century zenith.

Reviews

“With muscular vitality, vast knowledge of military technology, and a novelist’s gift for capturing vivid detail, Richard Snow retells the story of Civil War ironclads as if it is unfolding before our startled eyes for the first time. The Monitor and Merrimack have never seemed more modern, dangerous, or revolutionary as they reappear in the hands of this master storyteller.”

—Harold Holzer, author of *Lincoln and the Power of the Press: The War for Public Opinion* and winner of the 2015 Gilder Lehrman Lincoln Prize

“A masterful tale of the great Civil War ironclads, those strange, seemingly supernatural ships. One, Richard Snow tells us, looked like a rhinoceros, the other like a 'metal pie plate.' Their story—and that of the misunderstandings and maneuverings that preceded the Battle of Hampton Roads—is irresistible, nowhere more so than in this crackling, supremely poised account.”

—Stacy Schiff, Pulitzer Prize-winning author of *The Witches, Cleopatra: A Life, and A Great Improvisation: Franklin, France, and the Birth of America*

"Everybody knows about the Monitor and the Merrimack, right? Well, actually, as it turns out, we don't. In Iron Dawn, Richard Snow opens up the vast, enthralling world of politics, war, technology, maritime history, and human drama that lies just back of that momentous battle. Snow is a terrific writer. I can't remember when I have had such sheer fun with a Civil War book.

—S.C. Gwynne, New York Times bestselling author of *Rebel Yell* and *Empire of the Summer Moon*

"Snow's energetic account encompasses issues large and small, including discussions of arms and armament; the origin of the word 'splinter'; the battle's inconclusive end; a Southern joke of the day ('Iron-plated?' 'Sir, our navy is barely contemplated'); Lincoln's special interest in the Union's ironclad; the difference between shells and solid shot, the 'mystery' of the Merrimack's name; and the enthusiastic Monitor fever that swept the relieved, almost giddy North. A few notable naval battles changed the course of wars, even history, but the clash at Hampton Roads transformed the nature of warfare itself and offered a glimpse of the 'grim modernity' Snow vividly captures."—Kirkus Reviews

"Achieves appealing immediacy....A thorough and enthusiastic treatment, Snow’s account will capture the naval-history and Civil War readership."—Booklist

Submitted by William H Schmidt

The New York Commandery invites you to the
**Annual Business Meeting
 And Election of Officers**

Guest Speaker
Honorable John F. Lehman, PhD
Former Secretary of the Navy

The only two-time recipient of the RADM Samuel Eliot Morison Award and author of the soon to be released *Oceans Ventured: Winning the Cold War at Sea*

Monday 2 October 2017
Reception at 11:30am, Luncheon at Noon

Racquet & Tennis Club
370 Park Avenue (at 52nd Street), New York City

\$70.00 per person paid in advance by Wednesday, 27 September.
 Reservation or cancellation should be made by 27 September.

Name (please print) _____

Telephone _____

Email _____

Enclosed is a check for _____
 # of guests _____

Send to payment to: Roy DeFranco, Treasurer
 20 Orleans Lane West Milford, NJ 07480 rdefranco@yahoo.com
 Please make check payable to: NOUS - NY Commandery

I will attend and pay at the door (\$75 per person) # of guests _____

If unable to reserve by mail, contact Roy DeFranco at 973.440.0966 or rdefranco@yahoo.com to make arrangements to attend.

Questions: Call or email
 Dave Simson, Commander
 917-916-4888 (Cell) 718-836-1348 (Home) davidfsimson@gmail.com



Northwest Commandery Hosts 75th Anniversary of the Battle of Midway

On Saturday, 10 June, 21 companions, family, and friends gathered at the All American Restaurant at Naval Station Everett, WA to observe the 75th Anniversary of the Battle of Midway.

CAPT Joe Valenta, USN (Ret.) guided the audience (including his grandson) with a multi-media overview of this pivotal moment in World War II history.



CAPT Joe Valenta, USN (Ret.)

He opened the meeting with a summary of the engagement, including Japanese and American strategies, the advantages and disadvantages of both forces and their geographical positions leading up to the battle. Attendees were reminded that this battle took place only six months following the attack on Pearl Harbor.

After the introduction, two videos were presented which were followed by a slide summarizing the casualties resulting from the battle. Once the formal presentation was completed, attendees engaged in a lively question and answer session.



(L-R) Curt Maier, Alex Sallander, Joe Valenta, John Laible, Mark Thompson, and ADM Tom Hayward

Submitted by CAPT Solon Webb, USN (Ret.)

The San Francisco Commandery began July on a happy note. Our Commander, CAPT Tom Snyder, MC, USN, (Ret.) and his wife Gina celebrated their 50th wedding anniversary. Congratulations Tom and Gina! May the next 50 years be as happy and wonderful.

The summer months are typically slow. They are a break between the hard work of putting on the Battle of Midway Dinner and the festivities surrounding San Francisco Fleet Week. We did continue our regular program of interesting speakers. July's speaker was past Commander General RADM Doug Moore, SC, USN, (Ret.) who led a discussion about the state of today's Navy. He focused on the increasingly tense situation in the Far East which doesn't seem to be drawing closer to resolution.

Our August speaker was also an old friend, LCDR Leonard Leos who was completing a tour of duty representing the United States Navy as a National Security Affairs Fellow for the academic year 2016-2017 at the Hoover Institution. LCDR Leos is a native of the San Francisco Bay Area. He noted that his enlisted service included the USS *Hopper* (DDG 70) which was commissioned in San Francisco exactly 20 years ago.

More recently he was the aide to ADM Scott Swift, Commander Pacific Fleet, when Swift was the featured speaker during our 2015 Battle of Midway Dinner. He remembered the hospitality our commandery showed him and recalled interacting with all of us who were at the dinner. A graduate of San Diego State University, LCDR Leos also earned an MBA at Naval Postgraduate School and studied Mandarin at Defense Language Institute. His service at PACFLT gave him a unique perspective on the situation in the Far East that we discussed in July as well as the recent discovery of the wreckage of the USS *Indianapolis* (CA 35). He also served as the Director of Training at Afloat Training Group Middle Pacific and used what he learned on that tour to reply to questions on the recent ship collision in Japanese waters.



CAPT Snyder and LCDR Leos at our August luncheon.

Our schedule is not limited to our luncheon speakers. In August, many of us attended a commemoration of the 75th Anniversary of the Battle of Guadalcanal at the Marines Memorial Club hosted by Companion MajGen J. Michael Myatt, President and Chief Executive Officer of the Marines Memorial Association. The Navy celebrates the Battle of Midway as the point where we stopped the Japanese offensive in the Pacific War while our Marine Corps brothers and sisters celebrate the Battle of Guadalcanal as the point where America went on the offensive. MajGen Myatt recounted the story of Guadalcanal and the personalities involved and acknowledged the losses the Navy sustained during the Naval Battles of Guadalcanal.



MajGen Myatt speaking about the Battle of Guadalcanal.



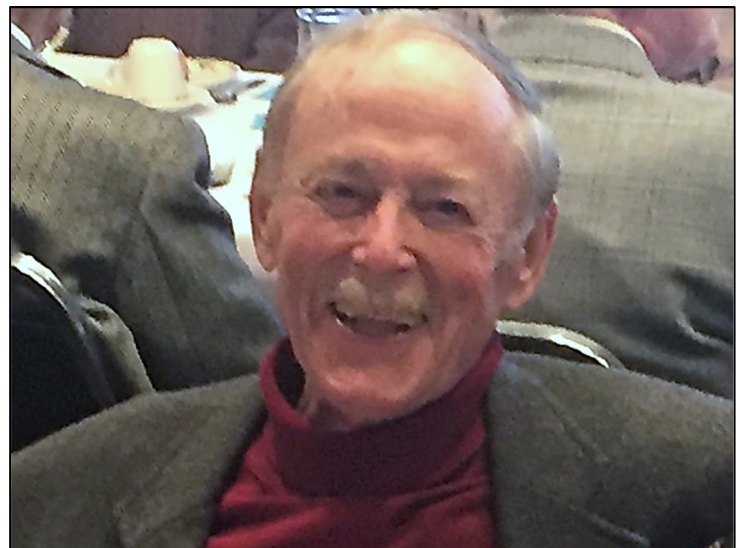
Companion John McKnight asks a Maj. Gen. Myatt a question during the Q&A session after the main presentation.

August also brought some sadness to the San Francisco Commandery with the passing of RADM Russ Gorman, RADM Gerald McKay and Master Chief Aviation Storekeeper Richard Vannucci. Gorman and Vannucci were active in both our

commandery and in the local chapter of the Naval Enlisted Reserve Association. RADM Gorman was instrumental in starting our annual celebration of the Battle of Midway and was a regular at our luncheons until age and infirmity caught up with him. Master Chief Vannucci was also a regular at our luncheons. They all will be missed. (See separate memorial article on RADM Gorman).



RADM Gorman with companion Bob Hansen



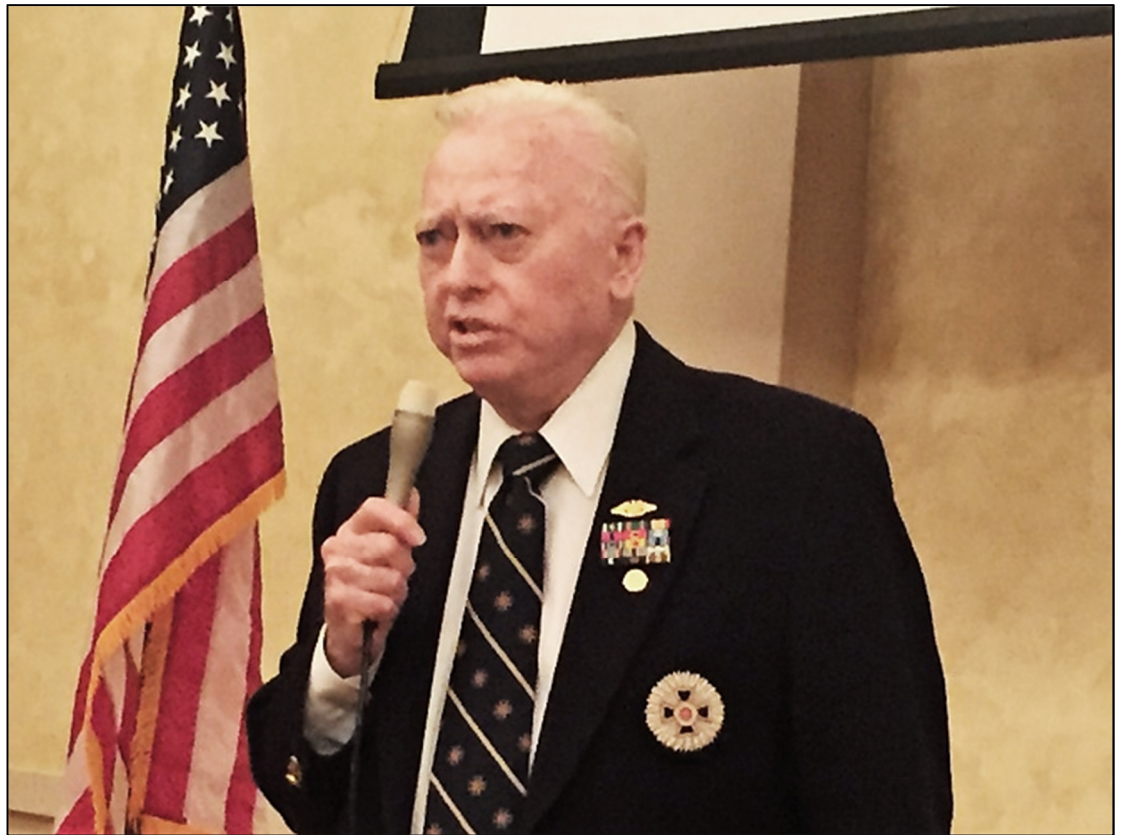
AKCM Vannucci at our February luncheon.

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September's meeting was deferred to allow companions to celebrate Labor Day. Our own companion, Cecilia Gaerlan, chairman of the Bataan Legacy Historical Society had recently returned from a conference in the Philippines on World War II where she was a keynote speaker. Upon her return home, she organized a conference on the war in the Philippines focusing on "Hell Ships," the guerilla movement and war crimes. The San Francisco Commandery is partnering with her in getting the War in the Philippines included in the California high school curriculum. The Naval Order is one of her official sponsors. For further information visit BataanLegacy.org.

Our September luncheon was on 11 September. We took the time to reflect on the events of September 11, 2001 and held a moment of silence in memory of those who lost their lives on that day, and for companions who have recently passed away. Because 17 September is Constitution Day, our own companion, CAPT Kerry O'Brien, USMS gave us a presentation on the history of the United States Constitution and the purpose behind each individual amendment especially the first ten which are known collectively as the Bill of Rights.

The meeting concluded with an update of plans for our upcoming Naval Order Congress in Jacksonville, FL and other upcoming events during the last quarter of the year. Commander General Lockwood closed the meeting with the hope that our companions in Florida successfully made it through Hurricane Irma.



CAPT Kerry O'Brien, United States Merchant Service gives a talk on the Constitution.



Rear Admirals Tom Andrews and Doug Moore, SC, USN, (Ret.) chat after lunch.

Submitted by Bob Hansen

A Personal Story by MCCS Bob Hansen, USN, (Ret.)

The Naval Order is a heritage organization. Although I served 42 years in the Navy and Naval Reserve, I would have been eligible for regular membership because of the service of my ancestors. Three out of four of my great grandfathers were men of the sea. Two of my dad's uncles were also merchant seaman. My dad tried to join the Navy but, unfortunately, failed his Navy physical. My dad's father, whom everyone called "The Captain," spent 50 years at sea. He is my hero when it comes to maritime heritage. Although I never got to know him personally, his story inspires me to this day.

Jens Holger Hansen was born in Faaborg, Denmark in 1890. Faaborg was (and still is) a small port town with a long seagoing tradition. His father was also a sailor. Prior to the opening of the Suez canals his ancestors, based on old census records, seem to have lived their lives in destitute poverty. The opening of the Suez Canal made travel to the Far East and around the world relatively easy and many young men went to sea – especially in Scandinavia. The family was no longer destitute and, although not rich, now made a modest living. Unfortunately, in 1903 his father died at sea and Holger, being the youngest, seemed to have had no option but to go to sea himself as a cabin boy. An old post card addressed to his mother was postmarked "Hamburg, Germany." It was at this point that he disappears from the record. Shortly thereafter he made his personal mark on Maritime Heritage as a sailor aboard the Revenue Cutter *Bear*.

The *Bear* is legendary in Coast Guard lore. Many books have been written about the *Bear* and its service in Arctic Waters. When I went to the Coast Guard Historical Society, I found that there were no enlisted service records in that era. A captain simply went into a port and recruited from men he encountered the "seamen" needed to fill vacancies aboard his ship. Often crews would just sign up for the length of the voyage and would just leave when ship pulled into a port. I don't know how long he served on the *Bear* or where he

he joined the crew. I do know he was on the *Bear* as I have many photos of him on the *Bear* that somehow survived the generations. Besides, he was well known in maritime circles as an expert on Arctic waters – a skill set acquired on the *Bear*. Somehow he wound up in San Francisco. That was

probably because the *Bear* was based out of San Francisco during its years of Arctic service.

His next stop was with the California Naval Militia. In fact, his World War I draft card gives his home of record as the old Mission Street Armory in San Francisco and his occupation as a "Boatswains Mate First Class" in the Naval Reserve. When he became an American Citizen in 1916, his address was also the Mission Street Armory, and a letter of reference was written by the Commanding Officer of the Naval Militia. (The various State Naval Militia units were organized in a fashion similar to the National Guard at the time. Under the Naval Reserve Act of 1915, they became part of the Federal Navy Reserve).

In the language of today's Navy Reserve, he was "Full Time Support." In 1918, he was "mobilized" for service

in World War I. Before he left, he took the opportunity to marry my Norwegian grandmother. Where and when they met is still a mystery. He was immediately called to active duty as an officer in the "Naval Auxiliary Service" (NAS). As near as I can figure out, NAS was a version of the Naval Reserve wherein individuals who held mariner's licenses were placed as officers on "auxiliary" vessels that supported the war effort. They were not trusted to serve on ships in the regular Navy even though they were technically on active duty in the United States Navy.

He wrote a letter from the Hospital Ship USS *Comfort* (AH 3) which was based in New York City taking care of war casualties. The letter to my grandmother noted how anxious he was to get back to her and how sad it was to see young men die of the flu during the great pandemic of 1918.

Continued on next page...



Jens Holger Hansen in his Service Dress Blue Captain's uniform.

It was also about this time that members of the Naval Auxiliary Service were recognized with commissions in the Navy Reserve. The highest rank they could hold was Lieutenant Commander. The only records I have of this time are his fitness reports. All I can say about them is that either the reporting senior, who was regular Navy, did not like Reservists or he did not like immigrants. The marks and the minimal comments were all negative but nonspecific.

He was back in San Francisco in 1919 and through hard work eventually became a ship's Master. The first ship he commanded was the SS *Hollywood*, a passenger /cargo ship which sailed Pacific waters. He was forever after known as "Hollywood Hansen" to his friends and shipmates. I don't know much about his service during those days. As a licensed master, he held the rank of Lieutenant Commander in the Naval Reserve but wore the service dress blue jacket of a captain. He spent a lot of time at sea. My grandmother told me he was never home and my father told me that he was only home for Christmas three times. On at least one occasion he had been gone so long that he forgot where he lived and had to look up his address in the phone book. Life for a sailor was hard in those days. Other relatives told

me that his first order of business when he did come home was to buy a bottle of whiskey and find a good poker game.

Sometime in the late 1920's he went to work for Matson Navigation. Matson was owned by a Dane and liked to hire Danes to man their ships. I suspect he got a raise as he bought a house in San Mateo for cash (he didn't like mortgages). His most noteworthy command for Matson was the *Waipio*." To this day I have a painting of the *Waipio* in my house. The painting is labeled "Commanded by Hollywood Hansen." Matson gave him a breather as he seemed to be home more regularly. His sea voyages were now between the West Coast and Hawaii. However, things soon changed. My father told me he was at the liquor store buying his father a bottle of

whiskey when news came of the attack on Pearl Harbor.

My father and grandfather wanted to support the war effort. Unfortunately, my father was classified 4-F and served his country with a job as an accountant with Price Waterhouse. My grandfather however, as the captain of a merchant ship was soon based in Honolulu bringing supplies to our far-flung forces in the Pacific. He became well known around the Honolulu

waterfront. I have documents which grant him honorary status in various civic and governmental organizations in Honolulu. He had given up driving in California (he tended to get lost or get in accidents) but had an "honorary" driver's license in Hawaii.

My grandfather's knowledge of Arctic Waters gained during his service on the *Bear* served him well as he was soon the "go to guy" when it came to supplying our far-flung forces in the Aleutians and the Alaskan mainland. I passed through Adak a couple of times in my career and my father told me that his father was an expert on Adak having been there countless times. I suspect he was a key player in the Battles to liberate Attu and Kiska from the Japanese.

Soon after the allied invasion of Normandy the manpower needs of the Army forced them to reconsider men that had previously been classified 4-F and my father was drafted and ultimately made it to Italy

during the final days of the War in Europe. I have a newspaper clipping that states that my Father and Grandfather both received commendations for their service during the war. "The Captain" felt that being a Lieutenant Commander lacked prestige and citing his commendation, wrote a letter to his superiors asking that he also carry the rank of captain on the Navy list. I do not know if a promotion ever came to pass.

My father and his father's paths did not cross after the war. My grandfather was still in Honolulu when my father took a civilian job in the Philippines after he returned from occupation duty in Italy. In the Philippines, my father met and married my mother and the "Legend of Hollywood" Hansen soon became part of my lexicon.

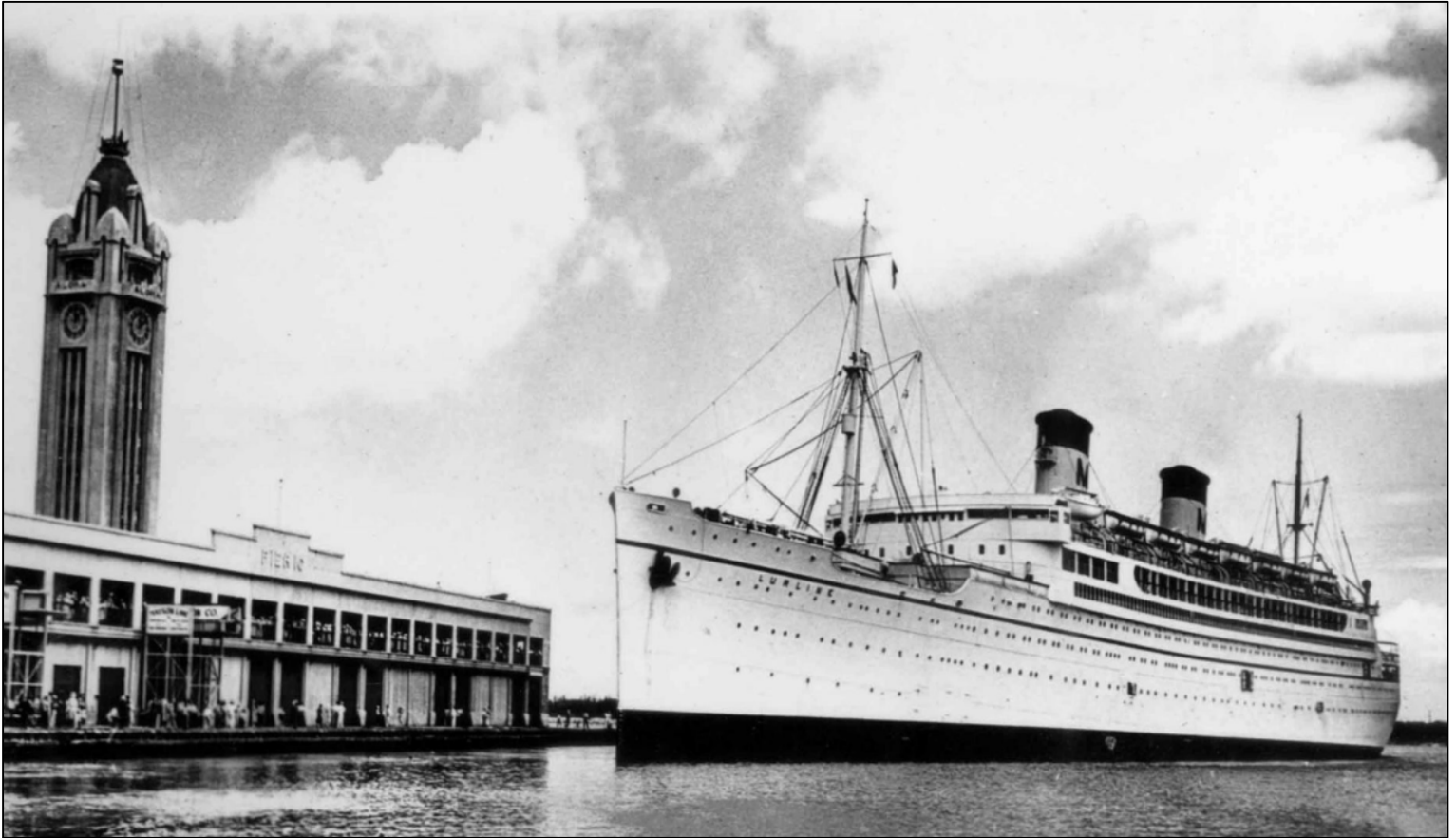
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Jens Holger Hansen at the Mission Street Armory.

Shortly before I was born, my father sent my mother ahead to San Mateo. He would soon follow. My mother brought her mother along as she did not know anyone in my father's circle and needed morale support. Her two brothers were in the area attending college at Saint Mary's in Moraga. My dad's relatives and friends soon filled her mind with stories about "The Captain." She was home alone when he suddenly arrived. She and her mother hid in the closet.

Unfortunately, his whiskey drinking and cigarette smoking lifestyle eventually caught up with him and he passed away suddenly in Honolulu when I was two years old. They returned him to San Francisco aboard the Matson's SS *Lurline*. According to newspaper accounts, the flag aboard the Aloha tower was lowered to half-mast, and all the ships in Honolulu Harbor saluted him as the *Lurline* passed out to sea with his body.



The Matson Lines passenger liner SS *Lurline* approaching Pier 10 at Honolulu in the 1930s.

In the months that followed, my mother and her mother and brothers got to know and like each other. My Uncles recounted that my grandfather showed them where he hid his money from Grandma Hansen and told them "go out and have a good time."

My mother also knew where Grandma hid his whiskey and dutifully would "find" it for him to curry favor. My dad was still in transit from the Philippines when I was born so Holger took charge.

It was during a party celebrating my birth that my father arrived. He and his father hadn't seen each other for five years and, according to my mother, the first words exchanged between them had something to do with whiskey.

I never got to know him, as I was a baby when we returned to the Philippines. I do carry the name Holger as part of my middle name. I seldom use it since it always seems to invite questions.

We returned to America a few months later. The painting of my grandfather's ship was always above the fireplace, and his formal portrait was always on the mantle. I continued to hear the stories from people who remembered him. I still have much of his memorabilia and papers that I discovered after my father passed away and am slowly going through them trying to close gaps in the stories. He has moved into the status of legend now.

The Naval Auxiliary Service is now fully integrated into the Navy Reserve, and rank is no longer capped at lieutenant commander for the Merchant Marine program. The painting of the *Waipio* is now above my fireplace, and his portrait is now on my mantle. Even though I never knew him, I will never forget him.

Submitted by Bob Hansen

The USS *Constitution* is nothing less than a symbol of huge national pride for Americans, harking back to the days of the Nation's founding. In fact, it was President George Washington himself who named her. She fought during the War of 1812 against the British, before serving in the Mediterranean and Pacific Squadrons. The ship is also known as Old Ironsides.

She was in active service for more than 100 years of her more than bicentennial history, and was more recently returned to a seaworthy condition following Naval Commander David

Cashman's proposal to ensure that she was able to travel under her own power to mark her 200th anniversary in 1997. She is an endearing icon of United States military might. Today she is moored at Pier One of the former Charlestown Navy Yard in Boston.

The USS *Constitution* remains a commissioned United States Navy ship with an active crew.

**Submitted by RADM Douglas Moore Jr., SC, USN (Ret.)
and CAPT Attilio Serafini Jr., SC, USN (Ret.)**



USS *Constitution* returns to her pier after an underway to celebrate her 213th launching day anniversary.
(U.S. Navy photo by Mass Communication Specialist 3rd Class Kathryn E. Macdonald/Released)

The USS *Gerald R. Ford* (CVN 78) is Commissioned

On 22 July 2017 the USS *Gerald R. Ford* (CVN 78), named after our 38th President, was commissioned. The first in a new class of supercarriers, *Gerald R. Ford* and its sister ships of the class are designed to gradually replace the Nimitz Class which dates back to 1975. The next two ships of the class have already been named. The USS *John F. Kennedy* (CVN 79) has already been laid down and USS *Enterprise* (CVN 80) will be laid down in 2018.



The USS *Gerald R. Ford* (CVN 78) goes to sea for the first time as a commissioned vessel of the United States Navy.

Systems that reduce crew workload have allowed the ship's company on Ford-class carriers to total 2,600 sailors, about 600 fewer than a Nimitz-class flattop. Each berthing area has an associated head, including showers, vacuum-powered septic-system. WiFi-enabled lounges are located across the passageway in separate spaces from the berthing's racks. These efficiencies and the expected 50 year life span went a long way in funding the design and construction of the ship.



Aviation Boatswain's Mate Third Class Darius Harmon lubricates the EMALS on the *Gerald R. Ford*'s flight deck.

One of the major changes to the carrier is the new electromagnetic aircraft launch system (EMALS) in place of steam catapults.

Armament includes Evolved Sea Sparrow Missile (ESSM), Rolling Airframe Missile (RAM) and Mk-15 Phalanx Close-In Weapon System (CIWS).

Distinguished guests at the commissioning ceremony included President Trump, Secretary of Defense Mattis, and Virginia Governor McAuliffe.



CAPT Richard McCormack formally assumes command as the first Captain of the USS *Gerald R. Ford* (CVN 78)

Bringing the ship to life was President Ford's daughter, the ship's sponsor. Susan Ford Bales said "I am honored to give the command: "Officers and crew of the United States Ship *Gerald R. Ford*, man our ship and bring her to life." As *Anchors Aweigh* played, the officers and crew brought the ship to life as they manned their watch stations. The USS *Gerald R. Ford* (CVN 78) officially joined our Navy."



President Gerald R. Ford as a Lieutenant Commander during World War II.

Gerald R. Ford served in the Navy during World War II. He attained the rank of lieutenant commander serving on the light carrier USS *Monterey* (CVL 26). Released from active duty in February 1946, he remained in the Naval Reserve until 1963.

Submitted by Bob Hansen

QUICK FACTS ABOUT USS GERALD R. FORD

- About 5,000 shipbuilders have been involved in the construction
- The USS Gerald R. Ford will weigh almost 100,000 tonnes - or as much as 400 Statues of Liberty
- The ship has a five-acre flight deck, and holds 4,660 personnel and 75 aircraft
- Was designed completely using 3D computer modelling
- It can reach speeds of 30 knots (about 34 mph)
- Has more than 10,000,000 feet of electronic cable built in
- The giant warship is 1,106-foot long and will be capable of launching 220 airstrikes per day from its two runways, while appearing almost invisible to radar detectors
- The ship is able to launch so many airstrikes because the deck uses electromagnetic force to propel the jets forward
- The USS Gerald R. Ford will replace the USS Enterprise, which was in service from 1962 to 2012



President Ford's daughter, Susan Ford Bales, smashes the traditional bottle of champagne on the bow of the USS *Gerald R. Ford* (CVN 78) during the launch ceremony on 9 November 2013.

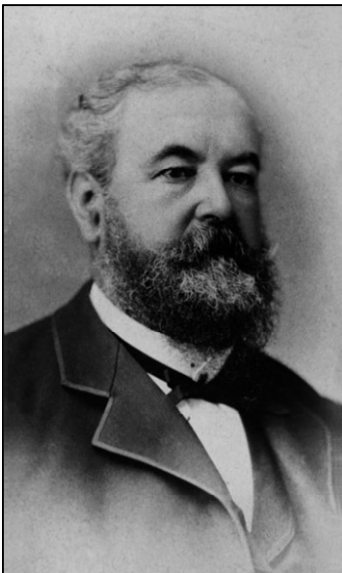
A Short History of the Navy Dental Corps

As I write this, exactly 105 years have passed since President Taft, on 22 August 1912, signed a bill passed by Congress authorizing the appointment of not more than 30 acting assistant dental surgeons to be a part of the Medical Department of the United States Navy.

Although the event marked the establishment of the U. S. Naval Dental Corps, its roots may be traced backward for well over 100 years. It was in 1844 that Dr. Edward Maynard, a dentist in Washington, D. C., first advocated a dental corps for the Army and Navy. During the years that followed, many additional attempts were made to provide regular dental care in the U. S. Navy. But it wasn't until 1912 that Congress actually granted the authority to form a Dental Corps. The Secretary of the Navy soon appointed Emory A. Bryant, D.D.S., and William N. Cogan, D.D.S., to establish the Corps. Dr. Bryant was a practicing dentist in Washington, D. C. Dr. Cogan resigned as the Dean of Georgetown University Dental School to accept his appointment.

Records show that in October of that year, Emory Bryant and William Cogan were the first two dental officers to enter active duty with the U.S. Navy. It should be noted that dental officers appointed under the Act of 1912 were not commissioned, although the Act made provision for commissioning "at the end of 3 years." The early appointees held the relative rank of Lieutenant (junior grade) and wore the insignia of such rank.

While Dr. Bryant is generally recognized as "the Father of Naval Dentistry," the identity of the Navy's first dentist is less clear. If we consider this distinction to include civilians appointed as "Acting Assistant Surgeons," then the first naval dentist would actually be Dr. Thomas Oliver Walton, who served as acting assistant [dental] surgeon to the U.S. Naval Academy from 1873



Thomas Oliver Walton, DDS

to 1879. After being honorably discharged, he continued as a civilian to perform dentistry for the Naval Academy.

Thomas O. Walton, D.D.S., a graduate of the Baltimore College of Dental Surgery in 1856, was the first graduate dentist to serve as an officer in the Navy. Appointed as an Acting Assistant Surgeon, he served in the Medical Department of the U. S. Naval Academy from 22 April 1873 to 30 June 1879. The following year he was appointed as a civilian contract dentist and in that capacity provided dental care for the midshipmen until 1899.

Elsewhere, when available, dental care was accomplished by limited numbers of enlisted hospital stewards with varying amounts of training in dentistry. In 1903, Navy Surgeon General P. M. Rixey stated that, "this arrangement is not satisfactory to the Bureau and is neither just to the men nor pleasing to the dental profession."

Edward Ewel Harris, a 1904 graduate of the Chicago College of Dental Surgery, enlisted that same year in the Navy Hospital Corps as a hospital steward. Under that rating he worked exclusively as a dentist. In 1914 Harris passed his examination and officially became acting assistant [dental] surgeon. Another hospital steward dentist was Dr. Harry Edward Harvey. Harvey enlisted in 1905, and in 1912 earned his DDS from Georgetown Dental College. On 18 December 1912, he passed the Navy's dental examination, officially making him a dentist.

Under Bryant's stewardship, the Dental Corps quickly began to show results. Within two years of its creation, Navy Surgeon General RADM Charles F. Stokes reported to Secretary of the Navy Josephus Daniels that the Navy had enough dentists to allow it to accept recruits otherwise rejected for having defective teeth. In 1916, Congress authorized the President to appoint and commission dental surgeons in the Navy at the rate of one dentist per 1000 enlisted personnel.

"Few remedial measures of recent years have given more satisfaction to enlisted men than the establishment of this Corps." – RADM William C. Braisted, U.S. Navy Surgeon General, 1914-1920

The Reorganization Act of 29 August 1916 granted dental surgeons "the rank, pay, and allowances of Lieutenants (junior grade)." It provided further for advancement to the ranks of Lieutenant and Lieutenant Commander.

World War I

A young and inexperienced organization, the Dental Corps faced the realities of war in less than five years after its establishment. Records indicate that 35 officers were on active duty 6 April 1917, the date the United States entered World War I.

During World War I, the Surgeon General of the United States ordered that all dental officers complete a 10-week course in advanced oral surgery at Naval Station Great Lakes. The Corps soon expanded from 35 to over 500 with 124 of those 500 commissioned in the regular Navy. The Navy started deploying dental officers on combatant ships as well as with Marine Corps ground combat units. The first dental officer stationed on a ship was LTJG Carl Ziesel aboard the transport USS *Leviathan*, which at that time was the world's largest ship. Eventually, dental officers were assigned to 22 of the 43 transports active during the War.

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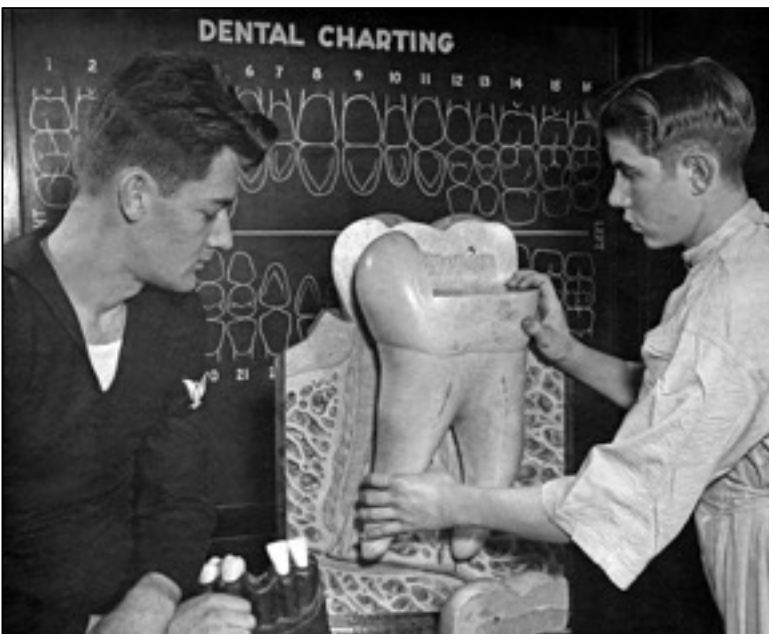
LTJG Weedon Osborne

During the War, two dental officers were awarded the Medal of Honor for heroism while serving with the Marines in France. LTJG Alexander Lyle of the 5th Marine Regiment and LTJG Weedon Osborne of the 6th Marine Regiment were cited for their actions during the advance on Bourches, France. Osborne's award was posthumous. His memory lives on today with an annual award given in his name to the junior dental officer who

exemplifies the qualities of high character, superior leadership, and devotion to duty.

Establishment of Navy Dental School

Following the war, the Dental Corps entered a period of consolidation. Although dental officers had served in the Bureau of Medicine and Surgery previously, it was in 1922 that a Dental Division was established to "care for the technical needs of the Corps." In 1923, a Dental School was created as a Division of the U. S. Naval Medical School. This event would go on to influence the professional excellence of the Corps through the years. It initiated the study and treatment protocols for preventative dental care, a revolutionary concept at the time. The Naval Dental School and its various research offshoots have gone on to make numerous invaluable contributions in dental treatment and care.



A cross section of a tooth used in instruction at the Naval Dental School, National Naval Medical Center, Bethesda, MD., circa. 1948

Expansion of Dental Practice

In 1927, Navy Regulations authorized dental treatment to the officers and men on the retired list; prior to that, only enlisted men were treated. During this era, Navy Dentistry focused heavily on prevention of disease, which was unique at the time and is now a quality that distinguishes the Corps today. Navy dentists demonstrated their skills throughout the 1920s and 1930s in Navy and Marine operations in places like Haiti, Nicaragua, and China. By 1939, 255 dental officers served at 22 major dental facilities ashore and afloat, including the hospital ship USS *Relief*.

World War II

As the US prepared for world conflict, Navy Dentistry's active duty numbers swelled to its highest levels ever – ultimately reaching 7,000 dental officers and 11,000 dental technicians.



CAPT H.A. Badt, USN, Commandant, presents graduation certificate to dental technician and Pharmacist's Mate 3rd Class G. Harry Shapiro, honor student in the 2nd class of the School for Dental Technicians, 12 June 1943.

During the 1941 attack on Pearl Harbor, two Dental Corps officers were killed and four were wounded; they would not be the last dental officers to die in the line of duty. Active in nearly every engagement during the war, dental personnel who were assigned to operational units in the South Pacific often assisted in emergency medical operations ashore, especially facial trauma requiring surgery. Numerous dental officers were killed in action aboard war ships and in major battles in Guadalcanal, Tarawa, Saipan, and Iwo Jima. For their heroic efforts, 93 dental officers received personal awards, including the Silver Star, the Legion of Merit, the Navy and Marine Corps Medal, and the Bronze Star Medal.

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The 4th Special Naval Construction Battalion Dental Office on Guadalcanal.
Lt. Cmdr. J. Pinker works on Storekeeper 2nd Class E.T. Dougherty.
Pharmacist's Mate 2nd Class N.H. Leger is at right.

By 1943, more than 3,500 dentists were serving on active duty. In June 1944, the first woman dentist in the armed forces, LT Sara Krout, DC, USNR, reported to Great Lakes, IL. She stayed in the Navy Reserves after the war and retired as a Commander on 1 December 1961.

In February 1945, the first self-contained mobile dental treatment unit began operation. Mobile units were developed to provide dental treatment to small groups of naval personnel in isolated areas or pier side, a practice common today at many fleet support areas. The concept of taking dental capabilities to the fleet became so popular that in August 1945, plans were authorized to build four dental clinic ships, but these plans were cancelled when the war ended. When the Japanese surrendered aboard the USS *Missouri*, there were 1,545 dental clinics in operation, with 459 dental officers alone at the Navy's largest clinic at the Great Lakes.

Post-war

During the post-war period, the Dental Corps shrank to only 913 dental officers on active duty in 1949, but not for long. During this period, the Naval Dental College was commanded by CAPT George William "Bill" Ferguson, DDS, USN who played a significant role in the desegregation of the military and in the creation of the State of Israel.

When it comes to pranks, it would be hard to top the one pulled by naval dentists George Foster and Jack Mallory, a prank that became internationally famous – or infamous, depending on the point of view. In post-World War II Japan, they were serving in the 361st Station Hospital in Tokyo. Foster was head dental surgeon for Sugamo Prison, where senior Japanese leaders, including Gen. Hideki Tojo, were being held pending their war crimes trials.

In late 1946, he was ordered to examine Tojo's teeth. Foster discovered Tojo to be in abysmal dental health, with many teeth missing or requiring extraction. Foster recommended a complete set of dentures. Tojo demurred, stating that it would be a waste of time, since he fully expected to be executed. Eventually Tojo agreed to have an upper plate constructed. Mallory was given the assignment to make it.

Military procedure calls for the individual's name, rank, and serial number to be engraved on a recipient's dental appliances. Hospital staffers urged Foster and Mallory to include the phrase, "Remember Pearl Harbor." Initially reluctant, the two later agreed, engraving the phrase in Morse code. As might be expected, word got out. A letter by an associate to relatives in Texas recounting the prank snowballed, with wire services picking up on the story and printing it in newspapers across the country. When WVTR, the armed forces radio station in Tokyo, ran the story, Foster and Mallory knew they'd be in hot water. Using the excuse that the plate needed cleaning, they obtained it and ground out the message before the prison's commanding officer could accost them. Mementoes from that prank, including the bridge mold, are now on display at the Navy Dental Corps Historical Museum in Bethesda.

Korean War

On 27 June 1950, President Truman ordered the U.S. Armed Forces into action in Korea. As the 1st Marine Division deployed, dental officers and technicians marched shoulder to shoulder with Marines onto the battlefield, providing dental and medical support forward.

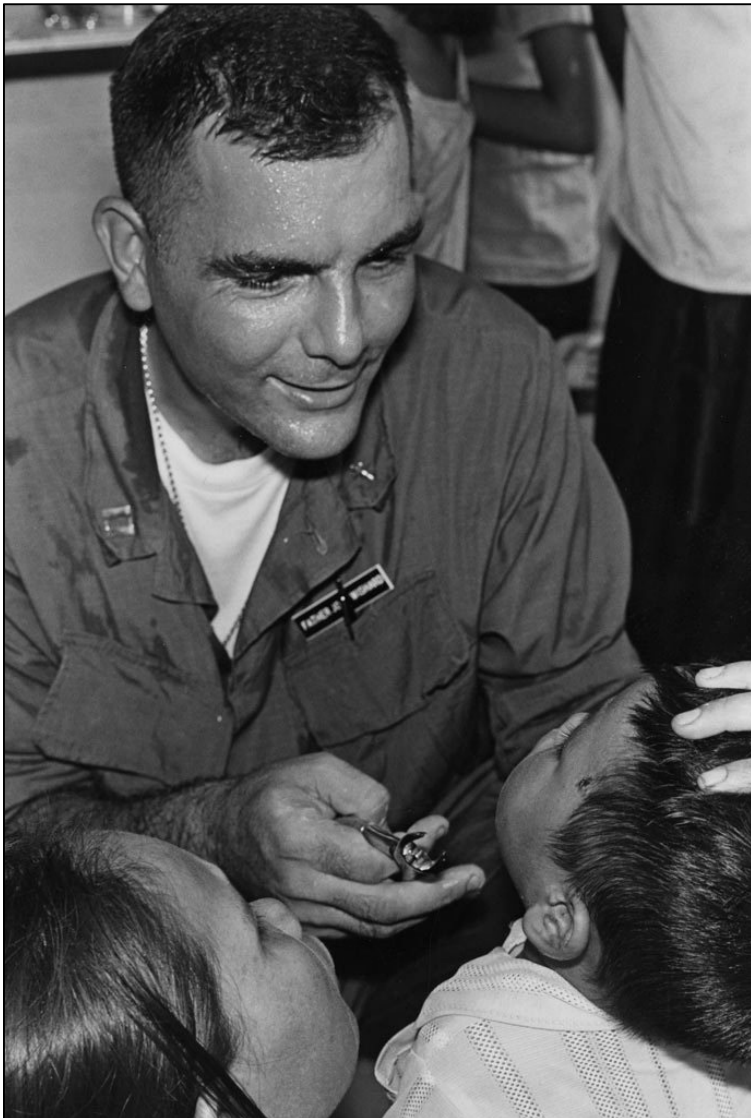
Korea marked the first time in history that enlisted men of the Navy wore dental rating badges into combat. One such man was DN Thomas A. Christianson, awarded the Navy Cross posthumously for his gallant efforts while serving with the 1st Amphibious Tractor Battalion.

A Philadelphia native, Christensen entered the Navy in April 1950. A month later, the new dentalman was deployed to Korea, attached to the 1st Amphibian Tractor Battalion, 1st Marine Division. On 6 November 1950, he was serving as a corpsman with a railroad train guard when a strong enemy force ambushed the train near Kowan, North Korea. Though wounded himself, he continued to treat others until killed by enemy fire. Posthumously awarded the Navy Cross and Purple Heart, his Navy Cross citation reads in part, "With absolute disregard for his own personal safety, he fearlessly exposed himself to enemy fire to treat wounded Marines and move them to positions of cover. When the enemy attacked the train the second time, he was mortally wounded by enemy fire and gallantly gave his life for his country." His memory is honored by the Dentalman Thomas A. Christensen, Jr. Memorial Award, presented annually by the Marine Corps Association to an outstanding corpsman of enlisted rank in performance of his duty while attached to a Fleet Marine Force.

At the peak of the Korean War, 1,900 dental officers and 4,700 dental technicians were on active duty. As in World War I and World War II, dental personnel served heroically. Fifteen dental officers earned personal commendations, including the Silver Star, the Bronze Star, and the Navy and Marine Corps Commendation Ribbon with Combat V.

Dental Advancements

Revolutionizing the field of dentistry worldwide, researchers led by Dr. Ferguson at the Naval Dental School developed pioneer models of the dental air turbine, hand piece and ultrasonic vibrating instruments, and sit-down lounge-type dental chair and stools. The late Dr. Ferguson was also mainly responsible for his creative ideas regarding sit-down, four-handed dentistry, Expanded Duty, and Dental Aux. Later in Dr. Ferguson's post-military career as Dean at SUNY Buffalo School of Dentistry, his efforts helped to promote the U.S. Public Health Service "Project ACORDE" to standardize all American dental



Father John Wishard, a lieutenant in the Chaplain Corps, U.S. Navy, and a dental technician, during a medical civic action program.

schools. Dr. Ferguson was also a "Founding Father" of the American Academy of Operative Dentistry (A.A.O.D). His ideas and concepts were a tremendous leap forward for the dental profession today. The prototype hardware devices that Dr. Ferguson helped to create are currently displayed at the Smithsonian Institution.

Vietnam War

By the beginning of the 60s, Navy Dentistry operated from 160 shore-based facilities and aboard 156 ships. To support Marine Corps operations, Navy Dentistry developed innovative ways to use their skills in the field. Able to deploy nine mobile dental units on trailers, they also developed more powerful rotary instruments and a field x-ray and developing unit.

These field dental capabilities proved their worth when a detachment of the 3rd Dental Company deployed with Marines to Vietnam in June 1965. Many more dental teams would follow.

Between 1965 and 1973, Dental Corps personnel from the 1st, 3rd, and 11th Dental Companies, along with detachments of the 15th Dental Company, deployed to Vietnam in support of Marine Ground and Air Combat Units. In addition to caring for Marines, dental personnel participated in many civic action programs rendering humanitarian aid to Vietnamese civilians. They were also busily training Vietnamese dentists in basic and advanced dental procedures, as part of the "Vietnamization" program. At the peak of the Vietnam War, there were 420 dental officers and 790 dental technicians (approximately one-fifth of the Dental Corps) deployed with Marine units.

Post-Vietnam War

In 1975, USS *Nimitz* (CVN 68) was commissioned. It was the most modern and capable dental facility afloat, supporting seven dental operating rooms, a prosthetic laboratory, a central sterilization room, an X-ray suite, and a preventive dentistry room. When a Navy jet crashed on the *Nimitz* flight deck on 26 May 1981, killing 14 and injuring 48, dental personnel were an integral asset to the mass casualty response and the overall team effort by the Medical and Dental Departments.

When Lebanon erupted in civil war chaos in the early 1980s, a Multinational Force including the 24th Marine Amphibious Unit was dispatched to help stabilize the situation. On 23 October 1983, two terrorist-driven truck bombs smashed their way into the Multinational Force compound at the Beirut airport and exploded, killing 299 French and U.S. Marine Corps and Navy personnel, and injuring scores of others. Among the dead were the only on-scene Navy physician and 18 Navy corpsmen. Dental officers LT Gilbert Bigelow and LT James Ware were among the survivors. They led 15 surviving corpsmen in conducting triage in the first two hours after the blasts. Bigelow and Ware received Bronze Stars for their actions that day, and both eventually retired with the rank of captain.

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Navy Dental in Modern Warfare

In July 1984, the Navy began conversion of two supertankers to hospital ships. The USNS Mercy and the USNS Comfort were placed into service in December 1986. With 1000 beds and 12 operating rooms, each ship can provide comprehensive dental services in two operating rooms, four dental treatment rooms, and a dental laboratory. More recently, when the four battleships – Iowa, Wisconsin, Missouri, New Jersey – were recommissioned, dental spaces were upgraded to provide high quality dental support.

In March 1986, the Naval Dental School moved into its new spaces in Building 2 of the Bethesda Complex. What had begun as the Dental Department of the United States Naval Medical School in 1923 has evolved into a state of the art, fully accredited, Naval Graduate Dental School, recognized as one of the best in the world.

With the Iraqi invasion of Kuwait in August 1990 and the commitment of U.S. Forces to the region, detachments of the 1st, 2nd, and 3rd Dental Battalions deployed in support of the 1st and 2nd Marine Divisions. Dental Battalion personnel ultimately established 21 dental clinics in three countries, in such places as the Marine Airfield at Shaik Iza, Bahrain; the Port of Jubail in Saudi Arabia, and in the desert sands of northern Saudi Arabia and Kuwait.

The hospital ships Comfort and Mercy brought their dental assets to the war effort, and active and reserve dental personnel were deployed with each of the three Fleet Hospitals. In all, more than 90 dental officers and 300 dental technicians deployed in support of Desert Shield and Storm.

In 1992, civil unrest in Somalia erupted into all-out tribal war. In December, Marines of the 1st Force Service Support Group arrived in Mogadishu, and personnel from the 1st Dental Battalion provided dental care for Marines in country. In support of the State Department's peacekeeping efforts, they also provided humanitarian dental care to Somali citizens.

In June 1998, the Dental Corps answered the call to provide care in Port-au-Prince, Haiti. Steve Clarke, a Dental Officer, was put in charge as Commander, Medical Task Force, 2nd Medical Battalion, to deploy to Haiti. This was a unit composed of 65 medical and dental personnel from the Navy, Marine Corps, and Army. For the next six months, the unit provided advanced health service support to assigned US Support Group military personnel, United Nations personnel, and specified contracted

civilian employees. In addition, the Medical Task Force conducted humanitarian assistance missions in the Republic of Haiti.

On 11 September 2001, at the Pentagon, the Tri-service Branch Dental Clinic personnel were among the first responders to the carnage. Without regard for personal safety, five members ran into the burning building to save lives, while others began initial triage and treatment of the injured.

From its inception, the Navy Dental Corps has played an important role in restoring, preserving, and promoting the overall health and welfare of U.S.

servicemen and women and their families, as well as those in need across the globe. In many foreign lands, one of the most visible reminders of America's generosity and peaceful intentions has been the caring and effective dental care received at the hands of the Navy Dental Corps.

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Submitted by LCDR Tom Burden, MSC, USN (Ret.)



LCDR Rodney Scott, a dentist at the Emergency Medical Facility at Camp Lemonnier, Djibouti, prepares an amalgam filling as his assistant, Hospital Corpsman 3rd Class Shaunta Johnson, watches over a patient. U.S. Navy file photo

Inquiries about membership in the Naval Order continue to come in at a rate of one every 3.4 days. While that amounts to more than 100 per year it should be noted that not all of those people actually join. Current experience shows that the time between the initial inquiry and the time the new member is officially added to our membership role can be as little as two months or as long as a year. The reason for that is that some of those who inquire and have been provided an application simply don't get around to submitting their signed applications to the local commander.

Suffice it to say that those joining as a result of visiting our web site do not offset the attrition we experience each year. So it's very important for local commanders to institute plans to actively recruit new members. And it's equally important for each member to propose a new member. Prospective members are not hard to find. There are hundreds of thousands of them waiting to be asked. They can be found in your church, service clubs and everywhere else.

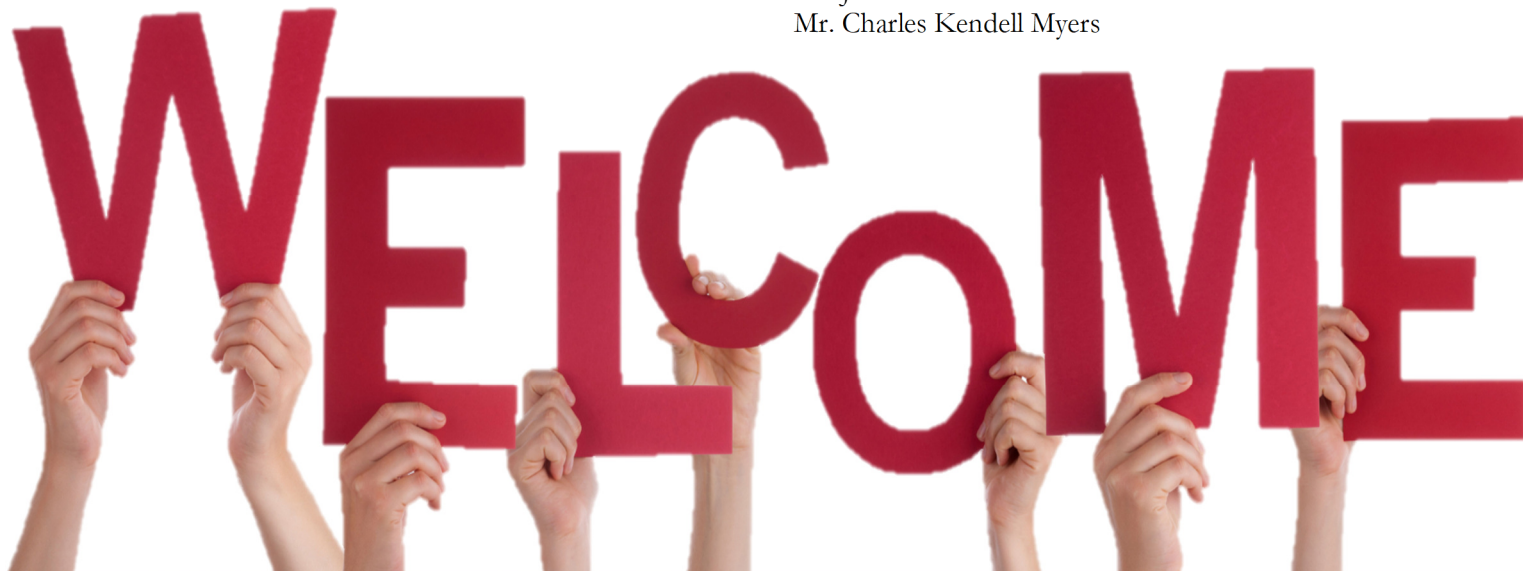
At the upcoming Congress, each local commander will be given three handsome booklets entitled "An Introduction to The Naval Order of the United States" which they can make available to their membership chairman or any other member to aide them in recruiting. It's a complete story, with photos of our Mission and History and can be used over and over again. Ask your local commander for a copy and put it to good use.

Surely everyone reading this newsletter will come in contact with a prospective member in the coming weeks. Here is your chance to tell them the story of who we are and why they should join.

Membership application will be available to you within hours of your request by contacting me at dschuld@juno.com.

Good Hunting!

Donald W. Schuld, USN
Vice Commander General-Membership



Welcome New Companions!

Continental

CAPT Lynn Joseph Albi, USN (Ret.)

CDR Tyler Lowen Goad, USN

Florida First Coast

Mr. William Norwood Webb

CAPT Thomas Gridley Wright, USN (Ret.)

Massachusetts

Mr. David William Chester

LCDR Seamus Michael McGovern, USN (Ret.)

YN2(SW/AW) Sean Patrick Roraback, USN (Ret.)

National Capitol

Dr. Erin Angela Felger

LtCol Hunter Ripley Rawlings, IV, USMC

LtCol Raul Art Sifuentes, USMC (Ret.)

MA1 Matthew John Lang, USN

Northwest

ENS Alex Douglas Sallander, USN

Mr. Mark William Thompson

Mr. James Arthur Wold

New York City

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Philadelphia/Delaware Valley

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San Francisco

Mr. Douglas Paul Bachmann

YNCM (AW/EXW) Douglas Paul Davis USN (Ret.)

Mr. Richard Paul Granzella

Mr. Wallace Ivan Levin

Mr. William Lionel McGee

Mr. John C. Middleton-Tidwell

Mr. Charles Kendell Myers

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

Col Carol Bernard, SC, USMC (Ret.)
(Certificate 7054)
Southeast Florida Commandery
Joined 15 March 1993
Died 08 November 2003

RADM Russell William Gorman, USN (Ret.)
(Certificate 5462)
San Francisco Commandery
Joined 06 April 1981
Died 20 July 2017

RADM Charles Norman Paxton, USN (Ret.)
(Certificate 2244)
Arizona Commandery
Joined 18 November 1951
Died 11 October 1996

CAPT Ricard Graves Duncan, MC, USN (Ret.)
(Certificate 6430)
San Diego Commandery
Joined 15 August 1987
Died 08 June 2014

CDR Robert Lewis Herman, CEC, USN (Ret.)
(Certificate 7021)
Philadelphia/Delaware Valley Commandery
Joined 25 November 1992
Died 08 November 2016

Mr. Robert Warren Pohle
(Certificate 9481)
Florida First Coast Commandery
Joined 18 April 2015
Died 25 June 2017

Mr. Joseph Edone
(Certificate 7589)
San Diego Commandery
Joined 21 November 1997
Died 4 October 2016

VADM Cecil Kempf, USN (Ret.)
(Certificate 6045)
VADM Cecil Kempf Commandery
Joined 01 January 1988
Died 17 February 2017

AKCM Richard John Vannucci
(Certificate 8758)
San Francisco Commandery
Joined 27 March 2008
Died 10 August 2017

RADM James Emery Forrest, SC, USN (Ret.)
(Certificate 5352)
National Capitol Commandery
Joined 02 November 1979
Died 15 June 2017

RADM Gerald Mackay, USN (Ret.)
(Certificate 8427)
San Francisco Commandery
Joined 01 November 2004
Died 10 August 2017

LCDR Roy Lincoln Wonder, USN (Ret.)
(Certificate 6179)
San Francisco Commandery
Joined 11 November 1988
Died 29 July 2017

A Personal Tribute to RADM Russell W. Gorman

Russ had two loves in his life – his wife, Eriko, and the United States Navy. He was a naval officer, businessman, husband, mentor, and friend.

It was as a friend that Russ was particularly gifted. There was nothing he wouldn't do for you if he called you his friend. His personality was genial but formal. He was careful with his money, but generous to a fault. He was interested in what you did in your civilian life, but was quick to inspire you to achieve great things as a naval officer. His formula for success in the Navy was "Command, command, command."



Russ was reserved in his manners, but loved to spring surprises on the unsuspecting. Very few people knew he spoke Japanese, but he used it in business situations where the element of surprise could carry the day. Russ volunteered to attend a meeting with me where two of the gentlemen represented a Japanese firm I was trying to do business with. The two businessmen discussed the issues before them in Japanese, and I felt that the meeting wasn't going well. Russ was taken back by their rudeness and started speaking to them in fluent Japanese immediately changing the dynamics of the meeting. We were successful in getting the deal done because of him.

Russ was humble and modest as an individual, but he knew his rank as a Rear Admiral carried weight. As my business partner in an enterprise involving efficiency gains for the Navy's LM-2500 gas turbine program, he was instrumental in getting the project before the decision makers at Naval Sea Systems Command resulting in securing much needed test data for eventual commercial sales.

In a world of chaos and change, Russ could find peace in a garden. He appreciated the serenity and beauty of a Japanese garden and could stroll quietly through the plants and ponds and enjoy the calm. On a business trip to Hilo, Hawaii, Russ brought me to such a garden near our hotel. Without a word spoken between us, we sauntered along the paths and felt refreshed by the quiet around us.

When Eriko passed, Russ seemed to deflate, later succumbing to dementia and finally joining her in life everlasting. If we could but hear them once more, Russ and Eriko would wish all of us sea service warriors – peace, fair winds, and following seas.

Submitted by CAPT Sandy Lockwood, USN (Ret.)

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18 October - 21 October, 2017**

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