



2018 Autumn Edition

NAVAL ORDER OF THE UNITED STATES



10th Anniversary of the Dedication of the Navy D-Day Monument on Utah Beach



Unveiling of the Maquette at the SNA Conference in January 2006.
L to R: Dean Mosher, NOUS Historian; Stephen Spears, sculptor; CAPT Greg Streeter, Campaign Chairman; and VADM Mike Kalleres, 1st Coast NOUS Companion.

Article on page 4



The words of dedication on the Monument



Placing of the Monument

2018 Congress in San Antonio - What to Look Forward to...or What You're Missing

The Texas Commandery is hosting the 2018 Congress at the Wyndam San Antonio Riverwalk from Wednesday, 24 October through 27 October and assures us that our visit to the Lone Star state will be most memorable.

Although the Congress doesn't officially start until Wednesday, we will visit the National Museum of the Pacific War (Nimitz Museum) in Fredericksburg, TX on Tuesday, 23 October. Similar to the National World War II Museum that many of us visited during our 2015 Congress in New Orleans, the Nimitz Museum is a national treasure.

On Wednesday morning, 24 October, an optional tour of the Briscoe Western Art Museum presents art and artifacts from across the history and cultures of the American West covering more than five centuries from the Spanish conquest to present. Committee meetings are in the afternoon.

Thursday morning, 25 October, committee meetings will be followed by an optional after lunch tour of the Alamo which is a terrific opportunity for companions to get together with old friends and develop new friendships at countless Riverwalk venues. The Commander General's reception will be held that evening.



The Alamo

Opening ceremonies will take place on Friday morning, October 26th after a continental breakfast. Several national officers will present their reports followed by a presentation by the Texas Naval Historian. The DSSA/Lee Douglas Award Luncheon will recognize SgtMaj Angela Maness, USMC (Ret.), recipient of the Senior Enlisted Distinguished Sea Service Award. The Lee Douglas Award will be presented to the exceptional commandery for 2017. The after-lunch program will feature a presentation by author Donald Kehn Jr., renowned naval historian and researcher, and the official historian for the USS Houston (CA-30) Survivors Association and the Texas Commandery. That afternoon and evening will be available for companions to enjoy the Riverwalk venue at their leisure.

On Saturday morning, 27 October, after a continental breakfast, remaining national officer reports will be made followed by a presentation by citizen sailor, businessman and author, CAPT Mark Liebmann.

The Admiral of the Navy George Dewey Award/Commander General Awards Luncheon will recognize Mr. Marshall Cloyd, recipient of The Admiral of the Navy George Dewey Award. Additionally, RADM Douglas Moore, USN (Ret.) will receive the Distinguished Alumnus Award by the Navy Supply Corps Foundation.

After lunch a presentation will be made by James Hornfischer, one of the most commanding naval historians writing today. That afternoon will be available to enjoy the Riverwalk venue.



San Antonio's Riverwalk

On Saturday evening, the DSSA reception and banquet will recognize Admiral James Winnefeld, USN (Ret.), recipient of the Senior Officer Distinguished Sea Service Award.

The Congress will be officially concluded to be reconvened on 23 October 2019 in Boston, the birthplace of the Naval Order and homeport of our honorary flagship, USS *Constitution*.

We look hope to see you in San Antonio. If you're registered you really have something terrific to look forward to; if you're not but you're interested, I urge you to sign up now! It is an event that you won't want to miss.

Crossing the Bar

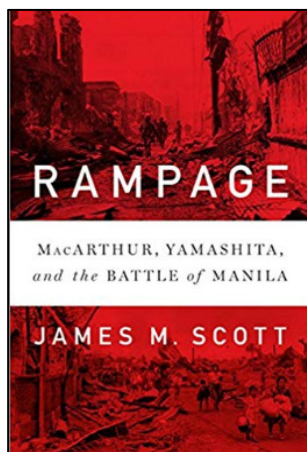
CAPT Carter B. Conlin, USN passed on Sunday, 19 August in Houston, Texas following a long bout with cancer. Carter served as your Commander General from 2005-2007 and was extremely dedicated to our entire organization but most notably, the Texas Commandery. Carter was a key figure in establishing and administering the Nimitz Leadership Award and innumerable other initiatives in Texas. I will miss his sage advice and wise counsel; he was a true gentleman of the finest order. Carter was interred at the Houston National Cemetery on Friday, 14 September. Although Carter has 'crossed the bar' he will long be remembered for his significant contributions to the Naval Order.

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CDR Merrill "Cotton" Talbott, USN peacefully passed on Wednesday, 8 August at home in Mandeville, Louisiana. Cotton served the Naval Order as Assistant Treasurer General and Ship's Store Manager since 2009. He was a quiet professional who took his responsibilities seriously and contributed to the Naval Order significantly. Cotton dealt with almost every companion at one time or another, whether they knew it or not, distributing regalia throughout our organization. A celebration of his life memorial service was held at St. Timothy United Methodist Church in Mandeville on Saturday, 8 September. Cotton led a full life, we were very fortunate to have had a chance to know him and he will also be long remembered for being a straight shooter.

Submitted by CAPT Paul Crissy, USCG (Ret.)

CHARLESTON COMMANDERY



Charleston Commandery companion James M. Scott's latest book, *Rampage*, will be officially launched on 2 October. *Rampage*, examines the February 1945 Battle of Manila, which led to some of the worst atrocities of the Pacific War, comparable in many ways to the Rape of Nanking.

To tell the story, Scott sifted through thousands of pages of victim statements, war crimes reports, and trial transcripts. He

spent time in the Philippines, combing through archives, interviewing survivors and walking massacre sites.

The result is a powerful account of the battle that has already earned starred reviews from both *Kirkus* and *Publisher's Weekly*. "Told with rich layers of perspective and cinematic immediacy that transports the reader to the streets of Manila, this is a gut-wrenching and rewarding reading experience," *Publisher's Weekly* wrote.

Scott's previous book, *Target Tokyo*, told the story of the daring Doolittle Raid, when 80 volunteer airmen flew a one-way mission in April 1942 to pummel factories, dockyards, and steel mills in the Japanese capital. Scott was a finalist for a Pulitzer Prize for *Target Tokyo*. His other books include *The War Below*, which explored the role of the undersea service in World War II. That book has subsequently been adapted as part of Smithsonian Channel's television series, *Hell Below*, where Scott is a frequent presenter.

Scott's first book --*The Attack on the Liberty* was about the 1967 Israeli attack on the American spy ship, which killed 34 sailors and marines and wounded more than 170 others.

The author's late father and former Charleston companion, John D. Scott, was the *Liberty's* damage control officer at the time of the attack. According to Scott, it was his father's stories that piqued his interest in the subject.

Scott has presented at recent Congresses. The 2013 National Congress in Charleston featured a presentation on the *Liberty* attack by Scott, followed by a panel discussion with his father and three other survivors. Last year he recounted his research tour for Target Tokyo at the Jacksonville National Congress.

Scott will soon begin a lengthy book tour that includes a presentation to the New York Commandery. For more information, check out Scott's webpage at www.jamesmccott.com.

Submitted by CAPT Don W. Schuld, USN

I'm happy to report that two commanderies are presently being "Reorganized".

Atlanta is under the leadership of Master Chief Pedro Villacorta USN (Ret.) from Cumming, Georgia. If you are a member of the Atlanta Commandery, please reach out to him at pedrovillacorta@gmail.com or 770.654.3962. He has plans to reactivate the commandery and would like to hear your thoughts and ideas. Anytime someone "steps up" to take on a challenge they need to know that others are ready to support them. We hope that once again Atlanta can join the other active commanderies by having occasional gatherings and speakers.

Just recently, former Navy (LT) Malcolm T. Hill has agreed to "reactivate" the Massachusetts commandery (originally chartered in 1893). Malcolm lives in Brookline, Massachusetts and was an engineering officer aboard the USS *Abbot* DD-629, (1959-62). He earned his commission through the Harvard NROTC program and remains active in that program today, and is currently president of The Harvard Alumni Fund.

He knows the area very well and has many Navy contacts and hopes to bring aboard a number of new members in the coming months. If you are member of the commandery there, please reach out to Malcolm at xcheng629@gmail.com or 617.566.0642. He would appreciate hearing from you. Your contact can mean a great deal to him as he strives to reactivate the commandery.

Also, if you are a member of the San Diego, Raleigh, or Hampton Roads Commandery and would once again enjoy the camaraderie of periodic gatherings as other commanderies do, please contact me at dschuld@juno.com or 973.584.9634. It all starts with just ONE enthusiastic person.

Submitted by CAPT Donald W. Schuld, USN

Navy D-Day Monument on Utah Beach in Normandy, France

The 27th of September 2018 marked the 10th anniversary of the Dedication of the Navy D-Day Monument on Utah Beach in Normandy, France. The dedication was the culmination of the largest project ever undertaken by the Naval Order. It was a five-year effort and spanned the tours of three Commander Generals starting with CAPT Fred Hawkins, CAPT Carter Conlin, and came to fruition during the term of CAPT Ken Johnson.



It all began in December 2003 with a presentation made to the Florida First Coast Commandery by Mr. Ray Pfeiffer, an historian and eminent guide of WWII battlefields in Europe. During his talk, he almost incidentally pointed out that the U.S. Navy was the only service or military unit that fought at Normandy without any memorial to mark their contribution and sacrifice. He further stated that even the French were somewhat astonished by the lack of a Navy Memorial at Normandy.

CAPT Greg Streeter, then Commandery Commander of the Jacksonville Commandery, with the full support of the commandery, made a proposal at the 2004 Congress to undertake a campaign to put a Navy Monument at Normandy.

Dean Mosher, the Naval Order Historian, informed the membership that he knew a renowned sculptor who would be willing to propose a design, at his own expense. This was most significant in that the cost of paying for two or three competitive designs would have been prohibitive. The design proposed by the sculptor, Stephen Spears, was presented to and approved by the membership in January of 2006.

The fundraising effort then began. CDR Dan Felger volunteered to lead that daunting effort which he accomplished with supreme effort and success. The total estimate to design, build, transport, install and dedicate the monument was \$500,000. To raise this amount of money was beyond anything the Naval Order had ever undertaken. We needed a tax exempt, non-profit entity to effectively implement the fund-raising process. Consequently, the Naval Order Foundation was created. Thanks to the expertise of Past Commander General, RADM Doug Moore, the Naval Order Foundation was

established quickly and effectively. It remains to this day as a key legacy of the monument project.

The construction, transportation, planning and preparation for the dedication, and many other components of this massive effort, all had to be coordinated and were the result of the efforts of many people. Last but not least, none of it could have succeeded without the financial support of hundreds of donors.

Our upcoming congress in San Antonio will closely coincide with this significant anniversary of the monument. The Navy D-Day Monument was an historic achievement for the Naval Order and one we can all continue to point to with great pride. Recognition of the monument and its impact in Normandy will be part of our congress agenda. Don't miss it.

Submitted by CAPT Greg Streeter

MONTEREY BAY COMMANDERY

You may have noticed that when I closed the Monterey Bay Commandery Summer newsletter input, I closed with comments from "Captain Ken" in his "in port sea cabin." Well, I am still there, but we have made the commitment to attend the 2018 Congress in San Antonio. I hope that each of you reading this edition have done the same and will join us. The schedule sounds great and I know my fellow companions should enjoy the week of planned activities.

Over the past month or so, I have received several inquiries regarding the life of one of our Battle of Midway guests,, CAPT Maury Wortham., USN (Ret.) (age 103). I want to share a little of his life as told by his son George Wortham, both residents here on the Peninsula.



CAPT Maury Wortham, USN (Ret.) celebrates his 103rd Birthday with his son George and the Naval Order of the United States, Monterey Bay.

Captain Maury Wortham, my Dad ...born November 4th 1915 in Atoka Tennessee, lived his childhood years on his family farm in a house that had no electricity or running water. Their clothes were washed by hand on a washboard.

Continued on next page...

They bathed in a wash tub. Rain or shine they used an outhouse. As a child, he attended a small schoolhouse with a bell on top and often rode a horse to school.

Born in the country about thirty miles outside of Memphis, he was raised in a house just across the road from a civil war veteran who was his grandfather's brother. It is easy to say, my Dad has seen a lot during his 103 years of life. Maury believes the "Internet" is the one thing that stands out as the greatest achievement of man that he has witnessed during his long life. He has seen our country go from the horse and buggy era to our modern times.

Maury joined the Navy in April 1942 after America entered World War II. He was assigned to Naval Hospital Portsmouth, Virginia where he completed the Navy's course in x-ray technology. He was then assigned to Naval Hospital Newport, Rhode Island, where he served for eight months. While serving in Newport, my Dad volunteered to attend submarine school in New London, Connecticut. After completing that program, he was assigned to the Navy's submarine service and served aboard the Gato-class diesel submarine, the USS *Haddo* (SS 255), an attack submarine that operated out of Perth Australia. Dad proudly served on the *Haddo* until the end of the war in 1945.



Chief Petty Officer Maury Wortham, USN in his new Chiefs uniform, bought just after he returned from the WWII. Photo credit is unknown.

Dad qualified in submarines while serving on his first patrol during the fall of 1944. He completed two successful patrols which included many close calls with the Japanese Navy and Air force.

His third patrol was cut short because the war ended. Along with many other ships in Tokyo Bay, the *Haddo* witnessed the signing of the Japanese surrender papers which officially ended the war.

Most of the fighting had ended days before the surrender papers were signed. The day before the Japanese signed the surrender papers, Dad accompanied his submarine commander, LCDR Frank Lynch, ashore for a personal view of the Japanese Naval Shipyard in Yokosuka.

Being one of the first Americans ashore after the fighting had ended, made him a little uneasy. He was not sure how the Japanese would react. Dad found the Japanese were neither friendly nor upset but were quite indifferent to U.S. servicemen.

After leaving Tokyo Bay, making 21 knots at best, about a week later, the *Haddo* finally reached Honolulu, Hawaii, where its crew enjoyed a couple of nights at the Royal Hawaiian Hotel. Much like the Naval Postgraduate School in Monterey, the Royal Hawaiian Hotel had been taken over for use by the Navy.

After refueling in Honolulu, the USS *Haddo* returned to New London, Connecticut, via the Panama Canal, arriving about the first of October. .

Dad gives much credit to the skill of his boat's captain, LCDR Frank Lynch, for the *Haddo's* successful return after the war to New London with its crew intact. My Dad has commented that the men he served with on the *Haddo* were the finest men that he served with throughout his thirty-year naval career, which spanned from 1942 until his retirement in 1977.

In 1945, while being inactive in the reserves, Dad attended the University of Tennessee Dental School. While attending the University of Tennessee dental school, he returned to active duty as a reserve officer until 1950. At this time, his request for a regular Navy commission was accepted and he finished out his naval career as an active duty officer, achieving the rank of Captain before his retirement in 1977. His last duty station was at the Naval Postgraduate School in Monterey, California, where he served for four years as its senior dental officer.

Also, I would like to mention that Dad, in 1945, was the only first class pharmacist mate that was promoted to Chief Petty Officer aboard a submarine at sea during WWII.

The commanding officer, Frank C. Lynch was first told that he could not promote him, as only the Bureau of Medicine and Surgery had the authority to promote medical personnel. Being told that he first must pass a test to be promoted, Lynch made arrangements to have Dad take the test aboard a submarine tender that was docked in Guam. He passed the test. The Bureau then gave Commanding Officer Lynch permission to promote Petty Office Maury Wortham to Chief Petty Officer.

Submitted by **CAPT Ken Johnson, USN (Ret.)**

National Capital Commandery Celebrates Coast Guard Birthday

On 4 August 2018, companions and friends of the National Capital Commandery gathered at the Holiday Inn in Roslyn, Virginia for a luncheon to celebrate the 228th birthday of the U.S. Coast Guard (USCG). The venue, on the 17th floor, offered a grand, panoramic view of the Potomac River and Georgetown University.

The guest speaker was Mr. Scott Price, Chief Historian for the USCG History and Heritage Program, who discussed the program mission and operations.

The USCG History and Heritage program is responsible for commemorations of historic USCG events, collecting and archiving historic documents and artifacts, publications and presentations, and responding to public inquiries. The program also manages the USCG Museums in New London, Connecticut and Santa Barbara, California, and contributes artifacts to the Maritime Museum in Newport News, Virginia.

The USCG History and Heritage Program preserves over 20,000 artifacts in a storage facility in Forestville, Maryland.

The small staff of contractors and federal employees carries out an enormous amount of work, to include support to veterans' groups and to the recently-instituted Coast Guard Art Program.

Following Mr. Price's presentation, Commander General Paul Crissy, USCG (Ret.) read a birthday greeting from Admiral Carl Schlutz, Commandant of the Coast Guard. Commander John Hooper, USCG (Ret.), who arranged the luncheon, and Mr. Price then cut the birthday cake that displayed the Coast Guard emblem.

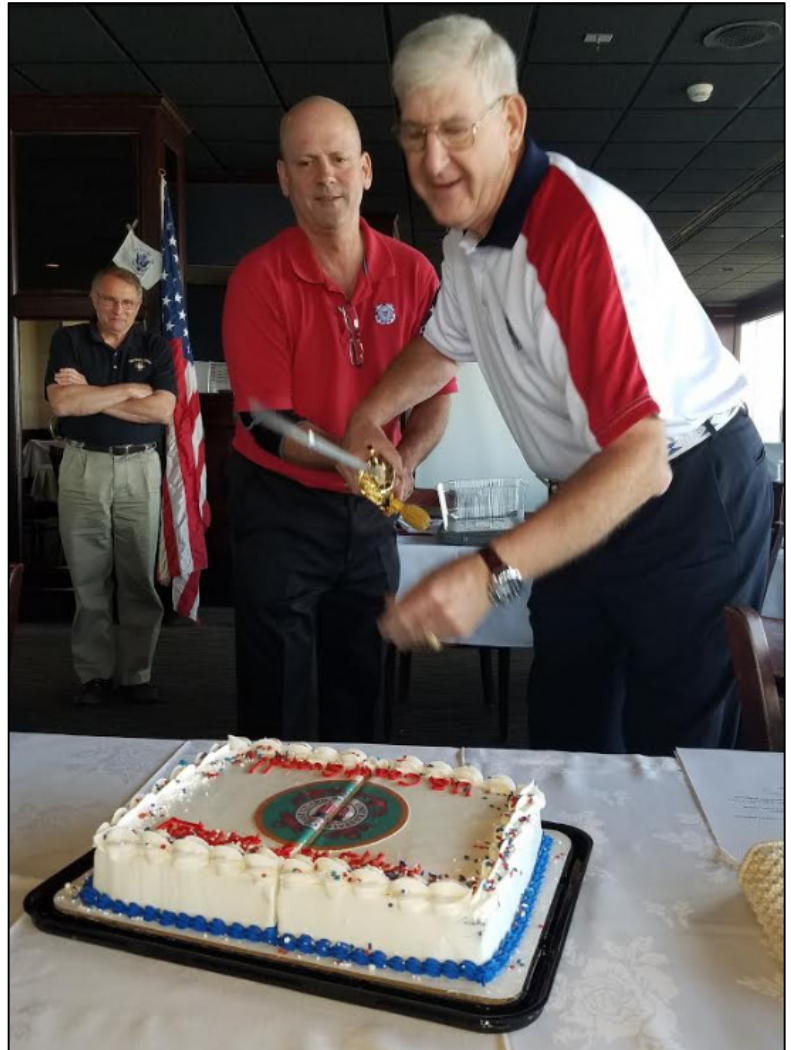
Everyone in attendance enjoyed the presentation, the cake, and the fellowship that this event afforded.

Many thanks to Mr. Scott Price and a "Bravo Zulu – well done!" to Commander John Hooper!

Submitted by Dr. Judy Pearson



Mr. Scott Price, Chief Historian of the USCG History and Heritage Program



Mr. Scott Price and CDR John Hooper, USCG (Ret.) cut the birthday cake.

On 15 June 15th New York Commandery member Michael Lipstein presented awards recognizing the top two Regimental Commanders at the US Merchant Marine Academy at Kings Point, New York.

The awards included a handsome plaque with a NOUS medallion mounted at the top and a binder containing their one-year membership in the Naval Order.

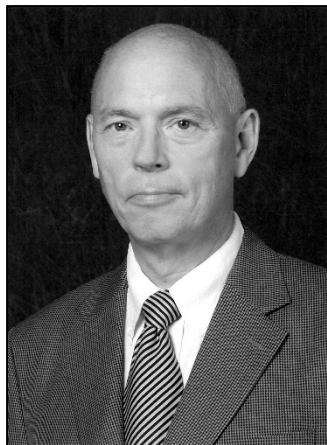


The recipients are L to R: Midshipman Robert Moore of Pensacola, FL and Midshipman Eric Aldridge of Seattle, WA. Both men have taken Naval Reserve Commissions and will serve in the the Merchant Marine.

Submitted by Donald W. Schuld, USN

2018 Samuel Eliot Morison Award Winner

The New York Commandery of the Naval Order of the United States announced today the winner of the 2018 Samuel Eliot Morison Award for Naval Literature. **John Wukovits** author of *Tin Can Titan: the Heroic Men and Ships of World War II's Most Decorated Navy Destroyer Squadron*, published by Da Capo Press, March 15, 2017, 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.



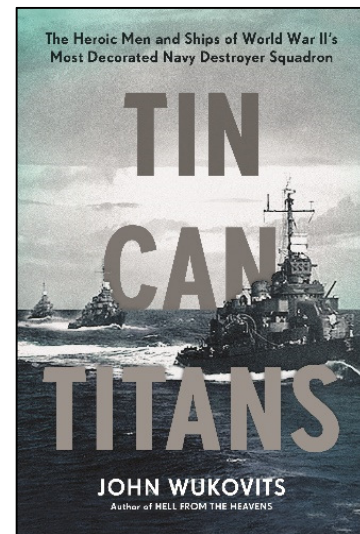
Announced today by Past Commander William H Schmidt, Esq., and Daniel M. Thys, M.D., Co-Chairmen of the RADM Samuel Eliot Morison Award Committee of the New York Commandery, the award will be presented to Mr. Wukovitz by Norman Keller, Commander, New York Commandery of the Naval Order of the United States in a ceremony at The Racquet & Tennis Club on Park Avenue, New York City on Monday, 5 November 2018.

The prize is named for the late Rear Admiral Samuel Eliot Morison, a Harvard University history professor widely considered to be America's most distinguished naval historian.

Tin Can Titans - The Heroic Men and Ships of World War II's Most Decorated Navy Destroyer Squadron by John Wukovits

On August 29, 1945, the United States Fleet entered Tokyo Bay to accept the Japanese surrender after almost four years of war. While Admiral William Halsey could have selected his flagship, *USS Missouri*, to lead the victorious

ships during the surrender ceremony, he granted that honor to a trio of destroyers—*O'Bannon*, *Nicholas*, and *Taylor*. Though far smaller than the majestic *Missouri*, the three vessels were part of Destroyer Squadron 21 (Desron 21), the most acclaimed destroyer squadron of the war.



In *Tin Can Titans: The Heroic Men and Ships of World War II's Most Decorated Navy Destroyer Squadron*, John Wukovits tells the story of Desron 21 and the officers and sailors who earned the squadron its glory. From the battle of Guadalcanal to the conflicts of Iwo Jima and Okinawa, the crews of Desron 21 sunk or helped sink 10 submarines and several surface vessels, shot down dozens of aircraft, and rescued more than 1,800 sailors and downed airmen. During these missions, 372 crewmembers were killed and many more were wounded. Of the 12 destroyers, only three survived the bombing raids and the torpedo and kamikaze attacks.

Gathering information from diaries and letters of crew members and personal interviews with Desron 21 survivors, Wukovits introduces us to several members of the destroyer squadron, like Commander Donald MacDonald, a Pennsylvania native who led *O'Bannon* through years of almost constant naval warfare and never hesitated to rescue the crews of sunken ships, even when it meant placing his destroyer between the damaged ships and direct fire; Lieutenant Hugh B. Miller, a former University of Alabama quarterback who used the determination he acquired on the football field to help his crewmembers escape a sinking ship and lead them to safety in spite of his severe internal injuries; and Dr. Dow H. Ransom Jr., a ship's doctor from California who ran on deck during a mine explosion to attend to the wounded, and stayed up for thirty consecutive hours to treat them. Through the eyes of these men, *Tin Can Titans* tells the naval side of the Pacific war, and the countless battles, patrols, and escort missions that were crucial to the United States' victory against Japan.

Northwest Commandery Museum Tour: A Great Success!

Kudos to companion Floyd Kershner for arranging a fantastic event at the Puget Sound Naval Museum on 21 July.

Activities included a slide show and museum tour followed by lunch at Anthony's Restaurant, overlooking the Bremerton waterfront.

A special note of thanks was given to prospective companions Dan Withers and Chuck Flowers for their superb talks about the history of ships protecting Seattle and the Northwest Coast.

Included among the fifteen companions and guests in attendance were Jim Rodgers; John and Cricket Laible; Floyd and Carol Kershner; Janine Whitiker; Dave and Kathleen Todd; Dick and Claire Griffin; John Gerten; Dan and Roxane Withers; Chuck Flowers; Rick and Francis Wilson; and NOUS Northwest Commander, CAPT Joe Valenta, USN (Ret.).

In addition to welcoming Dan, Chuck and Jim as prospective members, two others in attendance have submitted their applications: Janine Whitiker and Rick Wilson. As the Northwest Commandery will commemorate its second charter anniversary on 17 January 2019, we are continuing to enjoy a steady growth in our membership.

About the museum: The stated mission of the Puget Sound Naval Museum is to collect, preserve, and interpret the naval heritage of the Pacific Northwest from 1840 to the present for the benefit of the U.S. Navy and the people of the United States. Admission is free, and the facility is open daily except for Thanksgiving, Christmas, New Year's, and Easter.



Lunch at Anthony's in Bremerton, Washington. L to R: Chuck Flowers, Jim Rogers, Floyd and Carol Kershner and Roxanne and Dan Withers.

Northwest Commandery Upcoming Events

10 November

Brunch at the Everett Naval Station, Washington - Theme is "The Spanish American War" with a speaker and video planned.

7 December

Pearl Harbor Remembrance and Change of Command Dinner at Arnie's Restaurant in Mukilteo, Washington.

CAPT John Laible, USN (Ret.) will assume command from CAPT Joe Valenta, USN (Ret.), accompanied by appropriate speeches and toasts! Also, companion Harry Stengele will become Treasurer and continue as Recorder for the near term. We're fortunate the have John's vast command experience and Harry's excellent financial expertise going forward!

Contact CAPT Solon Webb at mendosolo@aol.com or 707.548.3720 for additional details.

Submitted by CAPT Solon Webb

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- Your selection will be confirmed; you can start shopping. Be sure to always use smile.amazon.com when you want to shop on Amazon, so your purchases will support the Naval Order.

Summer time in San Francisco is when the fog rolls in and tourists in shorts learn the meaning behind the supposed adage about the cold weather of a San Francisco summer.

In July our speaker was Loree Draude Hirschman, author of the book *She's Just Another Navy Pilot: An Aviator's Sea Journal*.

Hirschman, who served on active duty from 1989-1999, was a pioneer female naval aviator. Hirschman reflected on her experiences as a 27-year-old navy lieutenant and the only female pilot in the Abraham Lincoln's (CVN 72) S-3B Viking antisubmarine warfare squadron. This was a time when women were only grudgingly accepted as equals by their male compatriots.

She recounted the obstacles and challenges she faced in her chosen career and the pride she felt on being recognized as "just another Navy Pilot" by the time she left the Navy as a lieutenant commander.



Loree Hirschman speaks at our July luncheon



Michele Lockwood

We had a great August.

Our luncheon speaker was our immediate past Commander General CAPT Michele Lockwood who gave a riveting first-hand account of an incident involving the USNS *Chauvenet* - "The Unsinkable *Chauvenet*."

CAPT Lockwood discussed the role of the geophysics community in the Navy and the time she spent with the Navy's hydrographic survey efforts in the Makassar Strait in Indonesia, and the grounding of the survey ship USNS *Chauvenet*.

We were also honored to have a special visitor in August. Our very own companion Senior Chief Earl Phares joined us for lunch.



Earl Phares

Phares was in San Francisco for a commemorative program at the Marines Memorial Club for the 50th anniversary of the seizure of the USS *Pueblo* (AGER 2) by North Korea. Phares was one of the youngest members of the *Pueblo* crew and was held as a prisoner from their capture in January 1968 until their release in December the same year. The program was facilitated by Senior Chief Bob Hansen with the help of the San Francisco Commandery.

Companion Jack Cheevers, who wrote the book *Act of War – Lyndon Johnson, North Korea, and The Capture of the Spy Ship Pueblo* led a panel discussion on the incident with Phares and Charles Woodward whose father, Lt.Gen. Gilbert H. "Woody" Woodward, USA (Ret.), was the senior negotiator who secured the crew's release. Later in the month Phares spoke to newly selected chief petty officers at a heritage event on the museum ship USS *New Jersey* (BB 62) in Camden, New Jersey.

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A full house for the USS *Pueblo* panel discussion at the Marines Memorial Club.



Earl Phares, USN (Ret.) speaks on his time as a prisoner in North Korea and his life after release from captivity.



Companion Jack Cheevers recounts the timeline and background of the *Pueblo* incident.



Jack Cheevers at the podium with Earl Phares and Charles Woodward at the Marines Memorial Club for the 50th Anniversary of the “Pueblo” incident.



Two US Navy handkerchiefs cherished by a sailor’s sweetheart long ago.



L to R: Companions Bob Hansen, Tom Brown, Earl Phares with Charles Woodward at the Marines Memorial Club for the panel discussion on the “Pueblo Incident.”

For a change of pace in September, our speaker Ann Mahony, spoke about her “search and rescue mission” to save heirloom handkerchiefs, which she calls “Heroes of History”. This presentation showcased a variety of topics, including “special handkerchiefs” from WWI and WWII. Contact Ann at ann@annmahony.com for blog posts and subscription info.

Fall will mark our busiest time of year. It will begin with San Francisco’s annual Fleet Week and our National Congress and finish with a somber Pearl Harbor commemoration. Then it’s on to 2019 and another great year.

Upcoming events:

Monday, 8 October

Luncheon at the USS Hornet Museum in Alameda. Fleet Week San Francisco Special Meeting featuring CO’s of ships participating in Fleet Week.

Monday, 5 November - Luncheon at Italian Athletic Club. Status of the United States Marine Corps

Monday, 3 December - Luncheon at Italian Athletic Club, John J. Geoghegan, Japanese Submarine Warfare off the California Coast during World War II

Sunday, 9 December - University Club of San Francisco Pearl Harbor Memorial Dinner

Monday, 7 January - Luncheon at Italian Athletic club. Program TBD.

Tuesday, 8 January - Marine Day Luncheon and Program at Marines Memorial Club.

For further information contact John McKnight at 510.409.4727 or McknightNOUS@gmail.com.

Submitted by Bob Hansen

Selections from “This Day in Navy History,”

From the Navy History and Heritage Command
history.navy.mil

2 September

1777 - The frigate, USS *Raleigh*, commanded by Thomas Thompson, captures the British brig, HMS *Nancy*, while en route to France to purchase military stores.

1864 - During the Civil War, the 8-gun paddle-wheeler, USS *Naiad*, engages a Confederate battery at Rowes Landing, La., and silences it.

1940 - As the Battle of Britain intensifies, U.S. Secretary of State Cordell Hull agrees to the transfer 50 warships to the Royal Navy. In exchange, the U.S. is granted land in various British possessions for the establishment of naval or air bases, on 99-year rent-free leases.

1944 - USS *Finback* (SS 230) rescues Lt. j.g. George H.W. Bush, who is shot down while attacking Chi Chi Jima. During this

time, Lt. j.g. Bush serves with Torpedo Squadron Fifty One (VT 51) based on board USS *San Jacinto* (CVL 30). Lt. j.g. Bush later becomes the 41st President. President Bush was the Admiral of the Navy George Dewey award recipient for 2002.

1945 - More than two weeks after accepting the Allies' terms, Japan formally surrenders, marking the end of World War II. The ceremonies, less than half an hour long, take place on board the battleship USS *Missouri* (BB 63), anchored with other United States and British ships in Tokyo Bay.

Note: *Missouri* was mothballed after service in the Korean War. During the Reagan administration, *Missouri* was reactivated once again as part of the effort to build a 600-ship naval fleet. After serving in the Gulf War and with the collapse of the Soviet Union, she was once again placed in reserve.

Missouri was listed on the National Register of Historic Places on 14 May 1971 for hosting the signing of the instrument of Japanese surrender that ended World War II. She is not eligible

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General of the Army Douglas MacArthur as Supreme Commander of the Allied Forces in the Pacific signs the “Instrument of Surrender” aboard the USS *Missouri* on 2 September 1945.

for designation as a National Historic Landmark because she was extensively modernized in the years following the surrender. In 1998 she was moved to Pearl Harbor as a museum ship.

On 14 October 2009, *Missouri* was moved from her berthing station on Battleship Row to a drydock at the Pearl Harbor Naval Shipyard to undergo a three-month overhaul. The work, priced at \$18 million, included installing a new anti-corrosion system, repainting the hull, and upgrading the internal mechanisms. Drydock workers reported that the ship was leaking at some points on the starboard side. The repairs were completed the first week of January 2010 and the ship was returned to her berthing station on Battleship Row on 7 January 2010. The ship's grand reopening was on 30 January.

In October 2016 during the Naval Order Congress, *Missouri* hosted the Naval Order of the United States for the Commander General's reception.

1989 - USS *Sentry* (MCM 3) is commissioned. The Avenger-class mine countermeasures ship is the second to bear that name. USS *Sentry* moves to its new homeport of Ingleside, Texas, on 25 August 1992.

September 15

1944 - USS *Pampanito* (SS 383) and USS *Sealion* (SS 315) rescue 73 British and 54 Australian POWs who survive the loss of Japanese freighter, *Rakuyo Maru*, after she is sunk by *Sealion* on Sept. 12, about 300 miles west of Cape Bojeador, Luzon. There are 1,300 men on board *Rakuyo Maru* when she is torpedoed.

Note:

USS *Pampanito* and her crew were successful during her six war patrols in the Pacific. When the war ended she returned to San Francisco. From 1945-1960 she was unused, mothballed, but maintained to be reactivated if needed. From 1961-1970 she was used as a shore side training platform, never to dive again. After that she was again unused until she became a museum and memorial in 1982. With the exception of the hatch and ladders used by visitors to enter and leave her, the submarine is virtually as she was in 1945.

2012 - USNS *Choctaw County* (JHSV 2) is christened and launched at Mobile, Alabama. The joint high-speed vessel provides rapid transport of military equipment and personnel in theater.

Continued on next page...



The USS *Pampanito* pierside in San Francisco.

September 11

2001 - The tragic events of the terrorist attack on our Nation affected every American in a very personal way that will remain a significant part of our lives for a long time to come.

Our naval services – Navy, Marine Corps, Coast Guard, Merchant Marine, National Oceanic and Atmospheric Administration, and the Public Health Service –were similarly affected.

Operation Enduring Freedom, the U.S.-led international effort to oust the Taliban regime in Afghanistan and destroy Osama bin Laden’s terrorist network based there, began on 7 October 2001. Secretary of Defense, Donald Rumsfeld, referred to the “Global War on Terror” as a ‘long war’ that our naval services continue to fight every day.

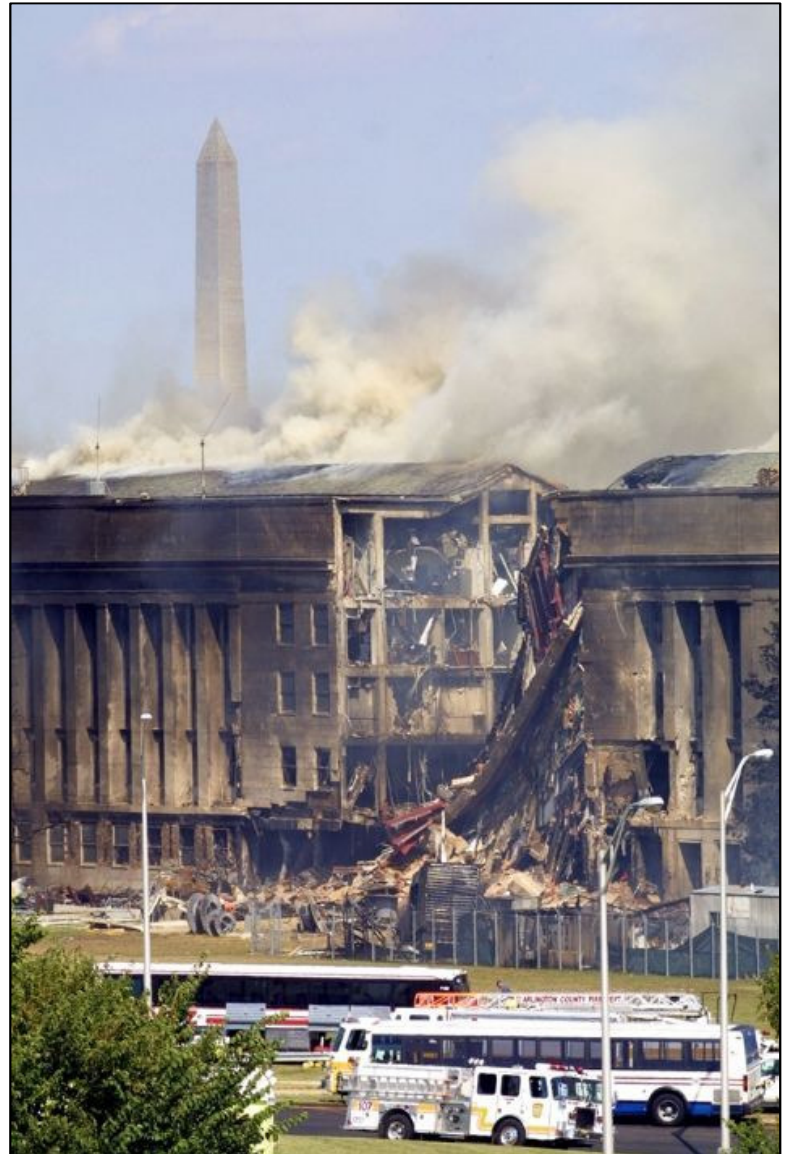
At 8:45 a.m., an American Airlines Boeing 767 loaded with 20,000 gallons of jet fuel crashes into the north tower of the

World Trade Center (WTC) in New York City. The impact left a gaping, burning hole near the 80th floor of the 110-story skyscraper, instantly killing hundreds of people and trapping hundreds more in higher floors.

As the evacuation of the tower and its twin got underway, television cameras broadcasted live images of what initially appeared to be a freak accident. Eighteen minutes later, a second Boeing 767–United Airlines Flight 175–appeared out of the sky, turned sharply toward the WTC, and sliced into the south tower at about the 60th floor. The collision caused a massive explosion that showered burning debris over surrounding buildings and the streets below.

American Airlines Flight 77 circled over downtown Washington and slammed into the west side of the Pentagon military headquarters at 9:45 a.m., killing 125 military personnel and civilians in the Pentagon along with all 64 people aboard the airliner.

Continued on next page...



Less than 15 minutes later the horror in New York took a catastrophic turn for the worse when the south tower of the WTC collapsed in a massive cloud of dust and smoke. The structural steel of the skyscraper, built to withstand winds in excess of 200 mph and a large conventional fire, could not withstand the tremendous heat generated by the burning jet fuel.

At 10:30 a.m., the other Trade Center tower collapsed. Close to 3,000 people died in the WTC and its vicinity, including a staggering 343 firefighters and paramedics, 23 New York City police officers, and 37 Port authority police officers who were struggling to complete an evacuation of the buildings and save the office workers trapped on higher floors. Almost 10,000 other people were treated for injuries.

Meanwhile, a fourth California-bound plane—United Flight 93—was hijacked about 40 minutes after leaving Newark International Airport. Because the plane had been delayed in taking off, passengers were aware of the events in New York and Washington, understood that the aircraft was not returning to an airport as the hijackers claimed and fought back causing the plane to crash in a rural field in western Pennsylvania at 10:10 a.m. All 45 people aboard were killed. Its intended target is not known, but theories include the White House, the U.S. Capitol, the Camp David presidential retreat in Maryland, or one of several nuclear power plants along the eastern seaboard.

“E Pluribus Unum” – “From Many, One”

Our Naval Services Responded

Navy

American Airlines Flight 77 impacted the Pentagon at the newly opened Navy Command Center (NCC). The NCC tracked movements of U.S. Navy vessels and aircraft and monitored significant international events, keeping the chief of naval operations and other senior Navy leaders informed of important developments.

The Watch Floor, focal point of the NCC, was staffed 24 hours a day. Seven other offices shared the center's spaces with the Watch Floor. Five-foot-high movable partitions separated most of the office cubicles. For meetings, including daily briefings during the workweek, a theater and conference room provided larger spaces. Between 50 and 70 people were normally on duty during a workday. Although its near end was some 80 feet from the outer wall of the Pentagon, the NCC had no real protection from the exploding airplane. In a matter of seconds, it became an inferno of explosion, fires, and tangled wreckage that killed or injured most of the occupants. All of the Navy's losses occurred in the Command Center - 42 military and civilian dead, including 3 contractor employees.

“Non sibi sed patriae” – “Not for Self but Country”

Marine Corps

At 9:38 a.m. a commercial airliner, piloted by terrorists, slammed into the Pentagon, the headquarters of the Department of Defense, located across the Potomac River from Washington, D.C.

The Marines Corps was fortunate in that no Marines were killed or seriously injured in this attack. The weekend before, most of the Department of Marine Aviation, located directly above the site of impact, had been relocated to another area of the Pentagon, during building renovation.

Immediately following the attack, Marines set up a “command center” under an overpass of Interstate 395, which runs beside the Pentagon. Working alongside fellow servicemen and civilians for hours, days, and weeks after the tragedy, Marines played a large role in the rescue and recovery effort. Including those aboard the hijacked Boeing 757, 189 men, women, and children were killed in the terrorist attack on the Pentagon.



Photo courtesy of CAPT Cate Mueller, USN (Ret.). L to R: RADM Stephen Pietropaoli, USN, Navy Chief of Information, stands with CAPT Tom Van Leunen, USN, CDR Beci Brenton, USN, and CDR Steven Curry, USN, after leaving the Pentagon on September 11, 2001.

“Semper Fidelis” – “Always Faithful”

Coast Guard

In the immediate aftermath of the terrorist attacks on New York City and the Pentagon, and the failed attempt to use United Flight 93 as a weapon of mass destruction, the Coast Guard responded nationwide and initiated action that would impact the Service for decades. Immediately crews from Sector New York coordinated operations, and assisted and evacuated persons from Lower Manhattan. Coast to coast, Coast Guard Sectors increased security in the vicinity of critical infrastructure, throughout navigable waters and in ports and harbors.

Continued on next page...

Coast Guard cutters deployed to major ports, boarding teams increased scrutiny of ships bound for the U.S., and Port Security Units established operations at critical locations.

Follow-on actions included increased screening of merchant mariners, greater scrutiny of shipping, improved Maritime Domain Awareness, development of tailored counterterrorism capabilities and participation Global War on Terror operations such as Noble Eagle and Enduring.

"Semper Paratus" – "Always Ready"

Merchant Marine

When the towers of the WTC collapsed, lower Manhattan came to a virtual standstill as people fled to the nearby boroughs by any means possible.

We all remember the role and sacrifices of the firefighters, police officers, medics, and other first responders from that tragic day. But what many don't remember, or even realize, was the response of the U.S. Merchant Marine.

Immediately merchant mariners assisted with the safe boatlift of over 500,000 people from Lower Manhattan and the Battery using ferries, tugs, and other craft in less than nine hours, and began transporting rescue crews to Lower Manhattan to assist with disaster recovery. Subsequently there was an increased demand to transport critical logistics to support global military operations while adjusting to increased security requirements.



"In Peace and War"

National Oceanic and Atmospheric Administration (NOAA)

NOAA personnel from the Remote Sensing Division of the National Geodetic Survey were involved in mapping the WTC and Pentagon disaster sites to support recovery efforts.

For New York, GPS control points were manned in Liberty State Park across the Hudson from the WTC, while NOAA's

Cessna Citation flew aerial photography and LIDAR missions beginning on 23 September.



The data was processed and provided to disaster teams on site to aid in recovery efforts. In addition, Optech, the Canadian manufacturer of the airborne laser system, operated ILRIS, a ground based laser system, in the immediate area of ground zero.

Support was also provided at the Pentagon with airborne laser data collected on 26 September and concurrent GPS and ILRIS data collection.

The missions were completed in collaboration with the Army's Joint Precision Strike Demonstration Task Force, Optech Inc., and the Geosensing Systems Engineering department at the University of Florida.

"Science, service, stewardship."

Public Health Service

Terrorist attacks on the United States set in motion the broadest emergency response ever conducted by the U.S. Department of Health and Human Services. Although Public Health Service Commissioned Corps (PHS CC) officers participated in deployments before 9/11, this particular deployment accelerated the transformation of the PHS CC, because people came to realize the tremendous potential of a uniformed service of 6,000 health care professionals. When not responding to emergencies, PHS CC nurses daily serve the mission of the PHS to protect, promote, and advance the health and safety of the nation. In times of crisis, the PHS CC nurses stand ready to deploy in support of those in need of medical assistance.

"Protecting, promoting and advancing the health and safety of the Nation!"

Submitted by CAPT Paul Crissy, USCG (Ret.)



Presentation of the 2018 Junior Officer Instructor of the Year award given at the U. S. Coast Guard Academy convocation on 23 August 2018 to Lieutenant Dana Dougherty, USCG.

Companion RADM William F. Merlin presented the award, with Cadet 1/c Eileen Brewer, the Regimental Commander, alongside, representing the Corps of Cadets.

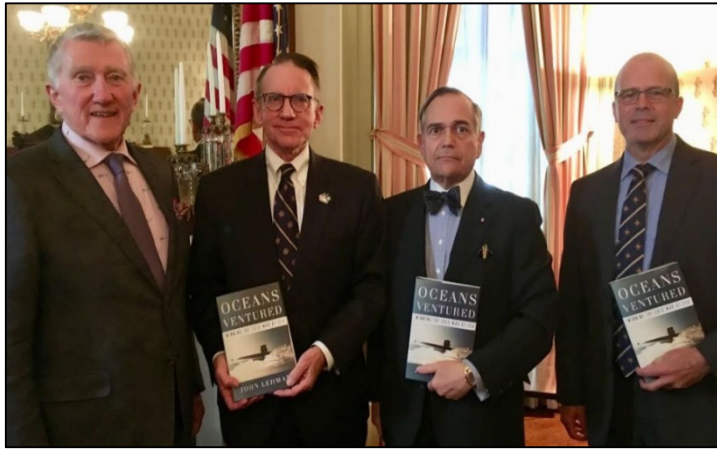
Dean Kurt Colella served as Master of Ceremonies for convocation.

LT Dougherty has been given a lifetime membership in the NOUS, as part of the award recognition.

Submitted by RADM Bill Merlin



On Monday, 9 July 2018, the Philadelphia Commandery hosted a reception and luncheon with the Honorable John F. Lehman, PhD, former Secretary of the Navy, to share his newest book, *Oceans Venture: Winning the Cold War at Sea* (available on smile.amazon.com).



L to R: John Lehman, Jonathan Jones, Jim Mallinson, and Jamie Cupschalk during our July luncheon meeting.

When Ronald Reagan took office in January 1981, the United States and NATO were losing the Cold War.

The USSR had superiority in conventional weapons and manpower in Europe, and had embarked on a massive program to gain naval preeminence. But Reagan already had a plan to end the Cold War without armed conflict.

Reagan led a bipartisan Congress to restore American command of the seas by building the navy back to 600 major ships and fifteen aircraft carriers. He adopted a bold new strategy to deploy the growing fleet to northern waters around the periphery of the Soviet Union and demonstrate that the NATO fleet could sink Soviet submarines, defeat Soviet bomber and missile forces, and strike aggressively deep into the Soviet homeland if the USSR attacked NATO in Central Europe. New technology in radars, sensors, and electronic warfare made ghosts of American submarines and surface fleets. The United States proved that it could effectively operate carriers and aircraft in the ice and storms of Arctic waters, which no other navy had attempted.

The Soviets, suffocated by this naval strategy, were forced to bankrupt their economy trying to keep pace. Shortly thereafter the Berlin Wall fell, and the USSR disbanded.

In *Oceans Ventured*, John Lehman reveals for the first time the untold story of the naval operations that played a major role in winning the Cold War.

Submitted by Jonathan Jones

Help Commemorate Sloat's Landing

Each year on the first weekend of July, The Native Sons of the Golden West, the Monterey History and Art Association, and Boat Base Monterey re-enact the raising of the American flag by the U.S. Navy in 1846, an act which subsequently brought California, Nevada, Arizona, New Mexico, Utah, Texas, and western Colorado into the Union.

We endeavor to improve the accuracy of our re-enactment each year, and hope to add better officer's uniforms to next year's presentation.

The traditional midshipman's parade uniform of the U.S. Naval Academy is the direct descendant of the 1841 naval regulation officer's uniform used in Monterey in 1846, and we're hoping some of the NOUS membership may still have their old uniform jackets, (in large or extra-large sizes) or their son's, or grandson's, and would consider donating them to a worthy Naval event.

The annual event in honor of Commodore Sloat's capture of Monterey is one of California's most historic naval commemorations. We hope to improve its presentation in a way that reflects its important U.S.Navy involvement with your help. Contact john.middleton@mail.ru to help.



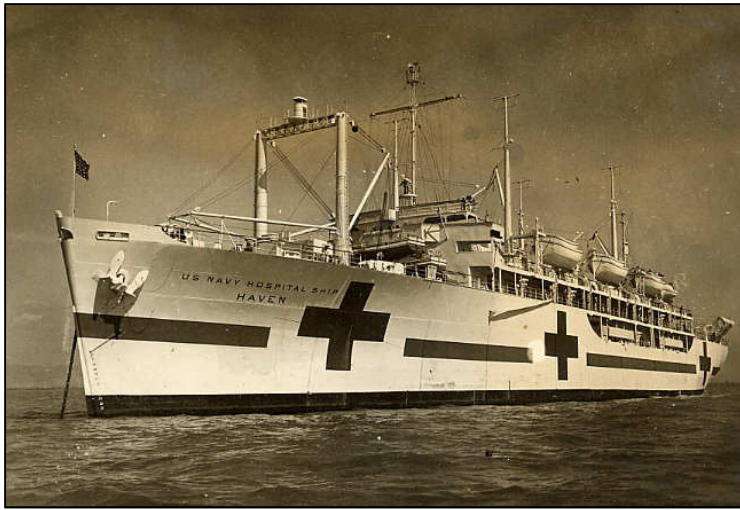
Commodore Full Dress Purser Undress Surgeon Full Dress Lieutenant Full Dress 1st Ass't Engineer Full Dress

UNITED STATES NAVY, 1841

In a previous newsletter, I posted an historical overview of the U.S. Navy's hospital ships. Included was a mention of the USS Haven (AH-12), a WWII era vessel that later saw service in the Korean War. Recently, I came across an interesting chapter in Haven's story describing her role in America's early Viet Nam involvement. This first-hand account was written by former Supply Corps Ensign Walter "Bud" Stuhldreber, who served aboard her during the Korean War and later authored "Sour M.A.S.H. at Sea", a humorous collection of his experiences. Himself a graduate of Notre Dame University, Bud was the nephew of Harry Stuhldreber, one of Knute Rockney's famed Four Horsemen of Notre Dame. With the permission of Bud's family, the following excerpt describes Haven's role in evacuating French survivors of Dien Bien Phu exactly as originally written.



This defeat ended the rule of France, and the entire French army was withdrawn. The US State Department, after many argumentative discussions, was sending the *Haven* to pick up over 700 French Legionnaires who had been wounded in this last battle.



On September 1, 1954, the *Haven* left Pier 2, Yokosuka Naval Station, and started a week-long passage to Saigon, Viet Nam's "Paris of the East," where it would begin its 35,000 nautical miles long trip home, sailing through the Indian Ocean, the Suez Canal, the Atlantic Ocean, the Panama Canal and the Pacific Ocean, returning to Long Beach. An immensely grueling trip in those long-ago days, before GPS, Loran or any other navigation aid. With outdated charts – some missing – the navigator, my friend Lt(jg) Richard Ruehlin, USNR, faced an almost impossible task.

In August 1954, the USS *Haven* (AH-12) was sitting off Inchon, Korea, as required by the Geneva Convention in a war zone. After serving four tours in Korea, away from the States 49 of the past 57 months, the 700-bed hospital ship was preparing to return to San Francisco. The ship was worn out; its officers, doctors, and enlisted men were also more than ready to return home. Not to be. Its captain, CAPT John P. Clark, USNR, was surprised to receive a radiogram directing it to proceed to Yokosuka, Japan, to off-load any wounded and load supplies in preparation for a long trip which would start in Saigon, French Indochina.

The reservist doctors and regular officers, like me, due to be transferred to other ships, had been released from the ship. Thus, the *Haven* was left with a reduced medical complement. The 56 doctors had been reduced to nine. Not a single dispatch had been received from the French regarding the medical condition of the Legionnaires, just that over 700 needed transport back home. Based on the assumption that the wounded would have been operated on, most of the surgeons had been released. On board were 24 ship's company officers, 9 doctors, 28 nurses, three dentists, one female pharmacist officer and 424 enlisted men, including a couple hundred corpsmen.

The ship had handled over 18,000 inpatients and over 35,000 outpatients during its four tours in Korea, both enemy and Allied Forces, mostly American. 54% of the wounded were patched up and returned to the front lines. (The nurses always said this was their toughest duty.) It was justifiably proud of its low death rate, ½ of 1%. The news was a blow to the crew who had left Long Beach, CA, on 4 January 1954, eight long months earlier, so not going home now was bad news.

Arriving on 8 September, the ship had a five-hour trip up the Riviere de Saigon prior to docking. The *Haven* was greeted by a military band and several hundred soldiers standing at attention. But no wounded! It turned out to be the first of many French screw-ups and tomorrow was the best they could do regarding loading the wounded. So, at 0200 the crew was awakened, had breakfast and was ready to accept what turned out to be 721 patients at 0600. As far as the eye could see, French ambulances of varying sizes stretched out in an orderly row along the broad, tree-lined boulevard.

Recently, the Communist Vietnamese had decisively defeated the French at Dien Bien Phu, in western Tonkin. The 55-day siege of this fortress cost the French 16,000 casualties, the Vietnamese lost about 20,000.

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The ambulatory patients were assisted aboard, and the first words spoken were “Ou est la head?” The rest were either carried up the ship’s ladders or were winched up in litters. Red tape reared its ugly head, requiring many documents to be signed, slowing up the process. Four French officers also came aboard for the trip: a paymaster, chaplain and two doctors to assist the crew, interpreting when necessary, otherwise handling administrative duties.

The wounded were a disparate bunch: 420 enlisted Foreign Legionnaires plus 300 regular French Army, French Navy and Legionnaire officers. Among the enlisted Legionnaires were two Americans. As the ship left the dock the next day the French military band played the French National Anthem. As the soldiers on the pier held their salutes, they were probably wishing they were going home in the air-conditioned comfort of the *Haven*, so generously loaned by the US Government. You would think this sentiment would be shared by the grateful 721 French wounded, so recently mired in heat, isolation, harsh conditions and defeat. But, as you shall see, they didn’t, indeed, made the difficult trip a bitter one for the crew with their incessant bitching. French to the core, I guess.

The plan was to transport the wounded enlisted Legionnaires to Oran, Algeria, then proceed to Marseilles, France, to off-load the wounded Legionnaires officers. (Enlisted Legionnaires weren’t allowed in France then.) The regular French Army and Navy wounded would also be off-loaded in Marseilles.

Trouble Onboard

Islam requirements were demanded by the French Chaplain the first day at sea. Accordingly, the helicopter landing deck area was reserved for the Muslim patients for their prayer services which occur several times a day. The Muslims would face the east, remove their slippers and kneel down. Prayer would then start with the recorded cry ‘La ilaha illa-liauhu, Muhammad rasul aliahi’ (there is no God but Allah, and Mohammed is his prophet).

Prayers would then last about 20 minutes.

Although dumbfounded by this strange request, CAPT Clark acquiesced, however, he refused to require the smoking lamp be out throughout the ship during the several daily services. But peace with these fussy patients was hard to come by. After the first service the Muslim patients complained bitterly. Apparently, the working sailors had gawked at the kneeling patients, chanting prayers loudly in a foreign language. The helicopter landing deck might not be a mosque, but it was a sacred place six times a day, and such rude behavior by the Americans would not be tolerated! So, the sailors were instructed to stay away from that area but, if their duties required them to be there, they had to keep their eyes averted.

While the medics had treated many nationalities in the Allied Forces in Korea, including the intractable Turks, and also enemy troops, many infected with lice, the French Foreign Legionnaires were setting new records in behaving badly. Although defeated, they had survived the terrible fighting and were now living in undreamed-of comfort. They were being attended by pretty young women while lying in comfortable beds in air-conditioned wards. You would think they’d be happy, but you would be wrong. With little education few could write but all could curse. The word “thanks” apparently wasn’t one of the few English words they knew.

Their number one complaint, expressed loudly and often, was the loss of their daily wine ration. Forget that it was issued to make them over-look their substandard living condition – they were now living in better conditions than they had in their entire lives! No, by god, they were entitled to their wine and where was it? Not aboard a U.S. Navy ship, that’s for sure! So, they were out of luck, but they never quit bitching about their lack of wine.

Since the deployment had been made so fast, the food served didn’t match their normal diet. The hot dogs and baked beans, etc., were replaced by fish and rice. Baked potatoes, not mashed, were OK also. But bitching over the food was a constant. Truth to tell, the French wore out their welcome long before reaching Algeria and France.

A bigger problem was the Legionnaires from Senegal, the westernmost country in Africa. Volunteers from the six main tribal groups, the Senegalese Legionnaires were huge fellows with ebony skin and white teeth filed to sharp points. Scary patients, indeed. But their worst trait was grabbing the nurses every time they went by, fondling them, touching them in inappropriate places. It got so bad that CAPT O. Henry Alexander, MC, USN, officer in command of the U.S.N.H., ordered that no nurse enter Ward D, the lowest ward in the ship, unless escorted by an armed guard.

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The Suez Canal Debacle

Space constraints don't permit the full sorry story, suffice to say the *Haven* screwed-up big time and almost shut down the whole canal. (Caused by heading the wrong way into a bunch of huge cargo ships that were impossible to stop, even slowly.) The British, due to turn over the canal to Egypt in two years but still operating the canal at the time, hurriedly rushed out an Egyptian pilot to assume command and stop the carnage. He was in such a hurry he arrived in his underwear carrying a bottle of booze for support!

With the *Haven* safely anchored off to one side, the Brits refused passage and ordered her out. This meant the *Haven* would have to take the long way to the Mediterranean Ocean, steaming around Africa and the Cape of Good Hope. This would add another 4,000 miles and several days to their journey. While the British were livid, they finally noted the crew had never attempted passage through the canal before and were ignorant of its rules. Further, they were impressed with its mission, one of mercy and compassion. They relented and, with the ship firmly under British control, the *Haven* proceeded through. (The crew on the bridge swears the Brit responsible for radioing proper instructions to the *Haven*, sleeping off one too many Horse's Necks. [brandy and ginger ale,] a British favorite throughout the world, failed to instruct properly. The Brits never admitted this, possibly afraid of being implicated in the mess.)

Oran, Algeria

On 2 October, early in the morning, the *Haven* arrived at Mers El Kebir, the closest port to Sidi-bel-Abbes, headquarters of the French Foreign Legion. The 420 enlisted Legionnaires either walked down the gangway or were carried in litters to the waiting ambulances. Eager to lay claim to their long-absent wine ration! The horny crew took advantage of the port and starboard liberty parties and, after 22 days at sea, found the only whorehouse in the dirty little town and returned with exotic venereal diseases, some of which defeated the doctors who were experienced with Asian STDs. But, after months of no mail, the 12 sacks of mail saved the day!

Marseilles, France

On 4 October, the *Haven* arrived for a four-day stay and was greeted by a military band. Unfortunately, their melodies included "Sherman's March Through Georgia" and the rebels had to be restrained. The whole ship, especially the medical people and the commissary men, breathed a sigh of relief as the last patient was carried off at 1105, ending their care of the 421 French Army, Navy and Foreign Legionnaires patients embarked at Saigon. It had been a difficult trip with an onerous bunch of patients, few of whom thanked anyone as they left the ship.

The crew was certain Marseilles was well stocked with beautiful Mademoiselles and French wine. Well, half-right wasn't all that bad. It truly was a sorry excuse of a town. The crew was glad to see it over the fantail as they left, but scared, as the local newspaper had mistakenly reported their next destination as Saigon. They were mightily relieved to see the Rock of Gibraltar on their starboard side since they now knew their destination really was Long Beach.

Long Beach, California

On 1 November, they arrived, after 60 days, two canals and almost 30,000 nautical miles of an un-heard of grueling trip to the Long Beach Municipal Pier marked by a lack of the Navy's appreciation. Not a single naval official greeted them! Not even a Navy band, but the Long Beach Junior High School Band and relatives, friends and well-wishers were there. Without a doubt, it was the only Navy ship to return from an around-the-world cruise that year, yet the shore establishment didn't even bother to send a single representative!

Mail and relatives were received on board, followed by a mass migration to the Navy Receiving Station by a sizeable percentage of the crew, with either discharge or transfer to another ship their immediate future.

Aftermath

Several years later, Ruehlin was visiting CAPT Clark (Ret.) in New England and asked him if he thought the unreported mess in the Suez Canal had affected his chances for promotion. He thought it over and replied probably not. But he went on to say it was interesting that not a single officer involved left the Navy at a higher rank. The CO, XO, Navigator, OOD, JOOD – all were separated at their rank at the time. I don't know about you readers but, fifty years later, I want to say, in the time-honored brief Navy fashion, a heartfelt "Well Done!"

With specials thanks to Ms. Lisa Durham and the family of Walter "Bud" Stuhldreher.

Walter "Bud" Stuhldreher was the author of five books, which described humorous escapades from the author's Navy life and civilian life. The titles are available on Amazon.



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

CAPT Carter B. Conlin, USN (Ret.)

11 May 1924 – 19 August 2018



CAPT Carter Barry Conlin, USN (Ret.) 'Crossed the Bar' 19 August 2018.

Carter served as our Commander General from 2005-2007 and was extremely dedicated to our entire organization but most notably, the Texas Commandery. Carter was a key figure in establishing and administering the Nimitz Leadership Award and innumerable other initiatives in Texas. I know that I will miss his sage advice and wise counsel; he was a true gentleman of the finest order. We often say that the most important part of a person's life is the 'dash' between the day an individual was born and the day they perish; for Carter this truly an extraordinary sprint!

Carter was born and raised in Los Angeles, California. He was just 17 on 7 December 1941 when the Japanese carried out the surprise attack on the U.S. Fleet in Pearl Harbor, Hawaii and the United States entered World War II.

Carter enlisted in the Navy on 30 October 1942. He reported for active duty in the Navy's V-12 college program at the University of Southern California (USC) on 1 July 1943 where he graduated with a B.S. degree in chemical engineering in June 1945. After graduation Carter attended Midshipmen's school (officer's

training program) at Columbia University in New York City. He was commissioned an Ensign on 2 November 1945 and assigned duty in USS *Horace A Bass* (APD 124), a highspeed destroyer transport operating in the Pacific. In June 1946, Carter was separated from active duty to continue his Naval service in the Naval Reserve.

In April 1951, as part of the Korean Conflict actions, the Navy recalled Carter to active duty. During his recall to active duty he served as Combat Information Center Officer (CICO) on USS *Lloyd Thomas* (DD-764) and as Operations Officer (OPO) USS *Jack Wilke* (DE800). While aboard the *Wilke* he was promoted to be her Executive Officer. In April 1953, Carter was released from active duty to resume his inactive duty service in the Navy Reserve.

While serving in the Naval Reserve, Carter earned a M.S. degree in chemical engineering at USC and embarked on a long career with Texaco. 1982 was a milestone year for Carter when he retired from Texaco after 35 years of service and from the Navy after 40 years of service.

Then Carter began his third career as a consulting chemical engineer for small oil companies and other clients. He continued to be an active supporter of the sea services as a member of the Navy League and Naval Order, as well as a strong advocate for the USS *Houston* CA 30 Survivors Association and Next Generations.

Carter was a past Commander of the Texas Commandery and a Commander General of the Naval Order. In his service to the Texas Commandery, he was a key member on the committee of the Texas Commandery that brought the ship's bell from the USS *Houston* (CA-30) to Houston to be placed atop a memorial to that ship and the other ships of the American-British-Dutch-Australian Command (ABDA) in the early days of WW II. Carter served as the Chairman of the 'TCNOUS' Fleet Admiral Chester W. Nimitz Leadership Award selection committee, a position he held since the inception of that award.

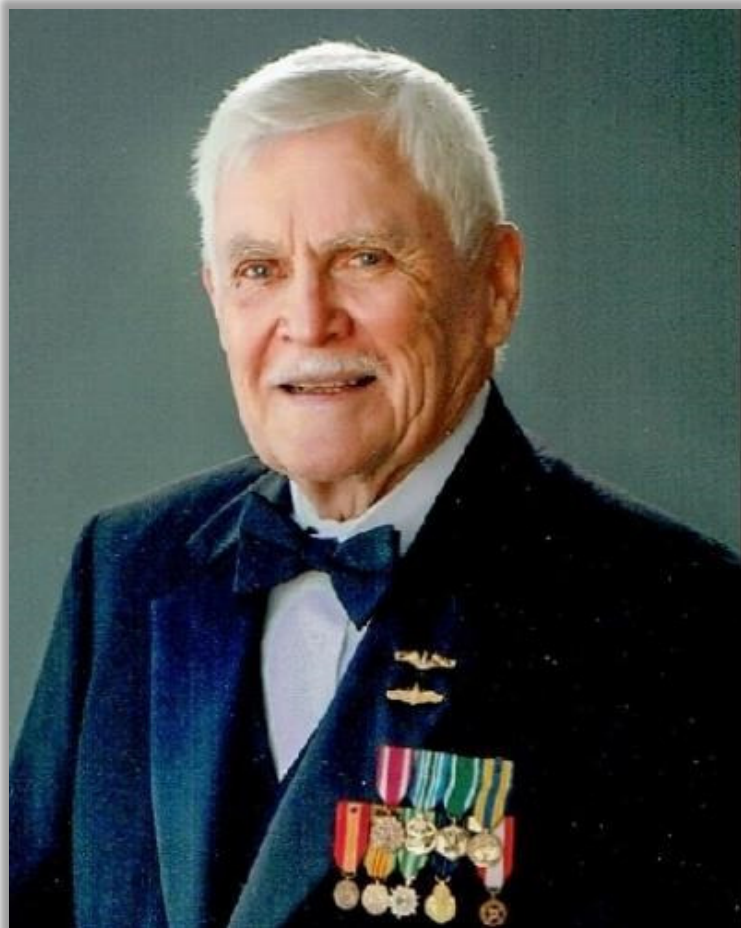
A renaissance man, Carter had many loves: first and foremost, God, his family and his country. His many interests included playing the piano, reading, Bible study, photography, tennis, gymnastics, woodworking, and flying as a licensed pilot.

Carter is survived by his wife of 45 years, Nancy Conlin, and his five children, John, Carter Barry Conlin, Jr., Kevin, Brian, Ann Conlin Sommerfeld, and three grandchildren.

Members of the Texas Commandery, including CAPT Chuck Hewell and CDR Jim Sterling, both past Commanders of the Texas Commandery, served as Pall Bearers at CAPT Conlin's internment at the Houston National Cemetery on 14 September 2018. CAPT Conlin's service was marked by the rendering of full military honors where his widow, Nancy, was presented the National Ensign that draped his casket.

CDM Merrill L. 'Cotton' Talbott, USN (Ret.)

31 January 1931 - 8 August 2018



On Wednesday 8 August 2018, Commander Merrill "Cotton" Talbott died peacefully, but unexpectedly, while resting at his home in Mandeville, Louisiana.

He was born in Chillicothe, Ohio, 31 January 1931. The family moved from Chillicothe to Corpus Christi, Texas when Cotton was 4 years old. He was quickly nicknamed "Cotton" by schoolmates because of his white-blonde hair. This name he enjoyed and retained his entire life.

Cotton later graduated from Sulphur High School in 1947 and McNeese State University in 1955. While at McNeese, the rodeo team, of which he was a founding member, won the National AAA Intercollegiate Rodeo Championship.

His naval reserve summer duties earned him the "Honor Man" award at the Great Lakes, Illinois Naval Training Center. Following graduation, Cotton was commissioned as an officer and assigned to his first destroyer escort in Newport, Rhode Island. Cotton was sent to the Navy Submarine School in New London, Connecticut, where he returned as an instructor after being stationed in Key West, Florida aboard the USS *Spikefish*.

After these tours, new orders sent him to submarine duty in Charleston, South Carolina. Cotton requested a transfer to surface warfare during the Vietnam War. He was stationed aboard the ammunition ship, USS *Rainier*, berthed in Walnut Creek, California. While serving two tours, the USS *Rainier* earned the "E" award for excellence and Cotton was awarded the Navy Commendation Medal.

After this tour he was sent to Virginia Beach, Virginia where he served on the CINCLANT staff and was awarded the Joint Service Commendation Medal. Retiring from the 8th Naval District New Orleans, Cotton received the Meritorious Service Medal for 28 years active military service.

Following military service, Cotton's civilian profession combined his military training with his love of the sea. He attained the difficult Coast Guard certification All-Oceans license, and for 12 years delivered tugs and supply boats all over the world.

Cotton was a competitive and champion skeet shooter. During his military career, he was a founding member of the Armed Forces Skeet Association. He served as the All-Navy Shotgun Team Captain for 10 years and was Military All-American twice. A true ambassador for the sport, Cotton was an active member of various skeet associations and provided leadership in skeet shoots across the country. The AFSA inducted Cotton into the Hall of Fame in 1991. In 1992, he was awarded the General Kenneth Pletcher award for his service to the association and to skeet shooting. In 2011, Cotton was selected as one of AFSA's Directors Emeritus and continued to provide guidance and mentorship until his passing. Cotton was elected to the Louisiana Sporting Clays Association Hall of Fame in 2011. In 2014 Cotton was the recipient of the coveted Ray Boller award and was inducted into National Skeet Shooting Association Hall of Fame at that time.

He was a life member of the Navy League; member of the Military Officers Association of America; Redfish Submariners; United States Submarine Veterans; The Holland Club, Submarine Veterans and Naval Order of the United States. He served the Naval Order as Assistant Treasurer General/Ship's Store Manager since 2009. He took his responsibilities seriously and contributed to the Naval Order significantly. Cotton dealt with almost every companion at one time or another, whether they knew it or not, distributing regalia throughout the organization. He was also a Board Member of Forest Park Homeowner Association. Cotton made life-long friends in all of these many endeavors.

A celebration of his life memorial service was held at St. Timothy's United Methodist Church in Mandeville on Saturday, September 8th. Cotton led a full life. We were very fortunate to have had a chance to know him.

Cotton was always grateful for all the gifts given to him. We will miss him terribly.

Welcome New Companions!

Charleston

LT Bilal Ossama Awad, USN
 RADM Robert Franklin Birtcil
 SHCE, USN (Ret.)
 CAPT Patricia Tackitt Birtcil
 NC, USN (Ret.)

Continental

Mr. Dennis Raymond Okerstrom
 Mr. Steven Harry Steinberg
 Mr. Matthew Stephen Whisman
 Mr. Michael Lee Williams

Hawaii

CAPT Larry Micah Dicks, USAF

Monterey

Mrs. Virginia Elizabeth Allen

National Capitol

Ms. Margaret Ann Barham
 DC2 Matthew Robert Bowling, USN

Northwest

Mr. Charles Tilden Davis

Ms. Janine Gay Whitaker
 CDR Rick "T." Wilson, USN (Ret.)

Philadelphia/Delaware Valley

LCDR Lee Ellis Girer, USN

San Francisco

CAPT Keith Montgomery Ott, USN (Ret.)
 Mr. Stephen Robert Renouf
 Mr. Zach Redington Stewart
 Mr. Carl Alvin Trexel
 LT Dana T. Dougherty, USCG

We note the passing of our fellow companions. May their memories be a blessing.

**CAPT Louis Nevin Anciaux
USN (Ret.)**

(Certificate 5967)
 San Diego Commandery
 Joined 18 July 1987
 Died 20 October 2016

**Col John Henry Bowers
USMC (Ret.)**

(Certificate 6601)
 San Francisco Commandery
 Joined 04 June 1990
 Died 30 January 2017

**CAPT David Jackson Cooper
JAGC, USN (Ret.)**

(Certificate 6738)
 Charleston Commandery
 Joined 04 March 1991
 Died 10 February 2015

**MajGen Paul A. Fratarangelo
USMC (Ret.)**

(Certificate 7435)
 Florida First Coast Commandery
 Joined 09 September 1996
 Died 24 August 2017

**CAPT Carter B. Conlin
USN (Ret.)**

(Certificate 5864)
 Texas Commandery
 Joined 02 September 1986
 Died 19 August 2018

Mr. James Michael Dempsey

(Certificate 9315)
 San Francisco Commandery
 Joined 18 November 2013
 Died 07 July 2018

**Col Roger Karr Harter
USMC (Ret.)**

(Certificate 6323)
 Illinois Commandery
 Joined 13 June 1989
 Died 19 September 2007

Senator John McCain

(Certificate 5536)
 Arizona Commandery
 Joined 14 December 1982
 Died 25 August 2018

Mr. Dennis Louis Nasuti

(Certificate 9789)
 National Capital Commandery
 Joined 06 February 2018
 Died 04 July 2018

Mrs. Elaine Rinard

(Certificate 6346)
 New Orleans Commandery
 Joined 19 July 1989
 Died 23 May 2016

**CAPT John S. Spratt, Jr.
MC, USN (Ret.)**

(Certificate 5505)
 Illinois Commandery
 Joined 24 February 1982
 Died 13 February 2005

**CDR Bernard Canning Stuhr
USN (Ret.)**

(Certificate 6354)
 New York City Commandery
 Joined 01 February 1951
 Died 01 February 2007

**CDR Robert Leo Gillen
USN (Ret.)**

(Certificate 6458)
 Massachusetts Commandery
 Joined 17 October 1989
 Died 06 July 2018e

**Col Roger Karr Harter
USMC (Ret.)**

(Certificate 6323)
 Illinois Commandery
 Joined 13 June 1989
 Died 19 September 2007
 Died 01 February 2007

**CDR Merrill L. "Cotton" Talbott
USN (Ret.)**

(Certificate 8549)
 New Orleans Commandery
 Joined 01 March 2006
 Died 08 August 2018

**CDR Ferd Scott Vestal
USN (Ret.)**

(Certificate 2721)
 New York City Commandery
 Joined 07 December 1952
 Died 26 March 2004

Send all contact info changes to CAPT M. K. Carlock 929 Willow St Martinez, CA 94553 M.K.Carlock@gmail.com 4157252101

TUESDAY 10/23

0730-1800 Optional Excursion National Museum of the Pacific War (Nimitz Museum) Fredericksburg

WEDNESDAY 10/24

0730-1800 Registration Desk/Welcome
 0900-1200: Optional Tour Briscoe Western Art Museum OR On-Your-Own Options
 Lunch (individually arranged)
 1300-1345 Communications Committee
 1400-1445 Membership and Retention Committee
 1500-1545 Commandery Support
 1600-1645 Investment Committee
 1700-1745 Finance and Audit Committee
 1600-1645 Foundation Board
 Dinner (individually arranged)
 2100-2300 Hospitality Suite

THURSDAY 10/25

0730-1130 Registration Desk
 0800-0845 Historian General's Committee
 0800-0845 Awards Committee
 0900-0945 By-Law Constitution Committee
 0900-0945 Site Committee
 1000-1145 General Council
 Lunch (individually arranged)
 1330-1600: Optional Tour Alamo OR On-Your-Own Options
 1800-2000: Commander General's Reception
 Dinner (individually arranged)
 2100-2300: Hospitality Suite

FRIDAY 10/26

0700-0830 Continental Breakfast
 0830-0900 General Session – Opening Ceremonies
 Administrative remarks by Congress Host

0900-0905 Credentials Committee Report
 0905-0920 Commander General's Report
 0920-0935 Recorder General's Report
 0935-0950 Registrar General's Report
 0950-1000 BREAK
 1000-1015 Membership Report
 1015-1030 Commandery Support Report
 1030-1045 Communications Report
 1100-1200 Presentation by Texas Naval Historian (TBD)
 1230-1400 DSSA-SE/LCDR Lee Douglas Award Luncheon
 Award Luncheon:
 General Session Reconvenes/Remarks
 1415-1420 Presentation by Don Kehn Jr.
 1420-1520 Administrative Remarks
 1520-1530 individually arranged
 Dinner
 1800: Optional Tour/Night Out Option
 2100-2300: Hospitality Suite

SATURDAY 10/27

0730-0830: Continental Breakfast
 0830-0840 General Session Reconvenes/Remarks
 0840-0900 Historian General Report
 0900-0915 Auditor General Report
 0915-0930 National Investment Committee Report
 0930-0945 National Finance Committee Report
 0945-1000 BREAK
 1000-1015 Awards Committee Report
 1015-1030 Project Manager Report
 1030-1045 Site Committee Report
 1045-1100 President Naval Order Foundation Report
 1115-1215 Presentation by Marc Liebman
 1230-1400 ADM George Dewey/CG Medal and Certificate Awards Luncheon
 1415-1420 General Session Reconvenes/Remarks
 1420-1520 Presentation by James Hornfischer
 1520-1530 General Sessions Ends/Final Remarks
 1800-1900: DSSA Cocktail Reception
 1900-2200: Distinguished Sea Service Award Banquet
 2200: Congress officially concludes
 2230-2400 Hospitality Suite



Details of the 2018 Naval Order Congress Excursions and Tours 24 October – 28 October 2018

National Museum of the Pacific War

\$50 per person, transportation and admission included
Tuesday, 23 October, departing at 0730 and returning at 1700

The Fleet Admiral Chester W. Nimitz Museum was established on February 24, 1967 in the restored Nimitz "Steamboat" Hotel in Fredericksburg, Tx. Over the years, the Museum has since expanded to occupy a six-acre campus and has grown to accommodate the Memorial Courtyard, the Plaza of Presidents and the Japanese Garden of Peace. In 2000, the complex was renamed Admiral Nimitz State Historic Site - National Museum of the Pacific War and is dedicated exclusively to the Pacific Theater battles of World War II.

The expanded George H. W. Bush Gallery was opened in 2009. The Gallery's state-of-the-art 33,000 square foot exhibition features 40 media installations, approximately 900 artifacts in 97 climate-controlled cases, 15 macro-artifacts, and hundreds of photographs. Two blocks east of the main campus is the Pacific Combat Zone with macro-artifacts and regularly scheduled combat re-enactments.



The Briscoe Western Art Museum

\$30 per person, transportation and admission included
Wednesday, 24 October, departing at 1000 and returning at 1230

The Briscoe Western Art Museum, named in honor of the late Texas Governor, Dolph Briscoe, Jr. and his wife, Janey, preserves and interprets the art, history, and culture of the American West through engaging exhibitions, educational programs, and public events reflective of the region's rich traditions and shared heritage.

Located on San Antonio's famed River Walk, the institution is housed in San Antonio's first Public Library and newly constructed pavilion designed by a nationally recognized architecture firm. The Briscoe Campus consists of the historic Museum building, the Jack Guenther Pavilion and the adjacent McNutt Sculpture Garden spread across one-and-a-quarter acres in downtown San Antonio.

The Alamo

\$40 per person, transportation and admission included
Thursday, 25 October, departing at 1330 and returning at 1600

In the heart of downtown San Antonio, the Alamo stands as a Shrine to Texas Liberty. The 1836 Battle of the Alamo is one of the most pivotal battles in world history, signifying Texan identity, the fight for liberty, and bravery in the face of impossible odds.

CONGRESS CREDIT CARD PAYMENT FORM

This is the supplement to your Registration for the NOUS 2018 National Congress.

If you prefer to remit your Registration-related fees by personal credit card, please complete this form and mail it, along with your completed Registration:

Credit card type: (MasterCard, Visa, American Express, etc.) - _____

Credit card number - _____

Credit card expiration date (month and year) - _____

Credit card security code - _____

Authorized amount to charge - _____

Name on the credit card - _____

Your signature and date - _____

Register online at <https://goo.gl/hD55cq> or tear out this form and send it in.



NAVAL ORDER OF THE UNITED STATES

2018 National Congress Registration

San Antonio, Texas
24 October – 28 October 2018

CONGRESS REGISTRATION INFORMATION			
Name	<div style="display: flex; justify-content: space-between; font-size: 8px;"> (Last) (First) (MI) </div>	Rank/Service	
Address	<div style="display: flex; justify-content: space-between; font-size: 8px;"> (Number) (Street) (Apt #) (City) (State) (Zip Code) </div>		
E-mail		Telephone	
Commandery		Spouse/Guest	
Name Badge		Name Badge	
Projected Arrival		Projected Departure	

CONGRESS RESERVATIONS / FEES & PAYMENT			
RESERVATIONS	COST PER PERSON	NUMBER	TOTAL
General Registration for Companion and spouse/partner <i>(Includes Commander General's Reception, Luncheons, Continental Breakfasts, DSSA Banquet, Refreshments, Hospitality Suite, tax & gratuities)</i>	\$300		
Commander General's Reception <i>Non-registered Guest</i>	\$60		
DSSA-SE / Lee Douglas Luncheon <i>Non-registered Guest</i>	\$40		
Dewey Award Luncheon <i>Non-registered Guest</i>	\$40		
Distinguished Sea Service Award Banquet <i>Non-registered Guest</i>	\$80		
Briscoe Western Art Museum <i>Guided Group Tour plus Transportation</i>	\$30		
The Alamo <i>Guided Group Tour plus Transportation</i>	\$40		
National Museum of the Pacific War (Nimitz Museum) <i>Museum Admission plus Transportation – tour is Tuesday, 23 October</i>	\$50		
Total Enclosed:			
<i>Hotel reservations must be made separately; please see www.navalorder.org for hotel information</i>			
Please Make Check Payable to:		NOUS 2018 Congress	
Send Check & Registration form to:		CDR Robert B. Frazier, SC, USN (Ret) 1504 Harold Street Houston, TX 77006	



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

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ADDRESS SERVICE REQUESTED

Items will be available for purchase at the Congress in San Antonio, Texas in October 2018.
 Mail ordering information will be made available soon. Thank you for your patience.

Authorized for all Companions:

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

For past and present National Officers and Commandery Commanders only:

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

SHIPPING \$ 6.00

TOTAL AMOUNT ENCLOSED \$ _____