

# NAVAL ORDER

*of the* UNITED STATES

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## 2019 National Awards

ADMIRAL OF THE NAVY  
GEORGE DEWEY AWARD



ADM JAMES ROBERT HOGG  
USN (RET.)

DISTINGUISHED SEA  
SERVICE AWARD



MCPO ERIC L. JOHNSON  
USCG (RET.)

DISTINGUISHED SEA  
SERVICE AWARD



ADM MARK E. FERGUSON, III  
USN (RET.)

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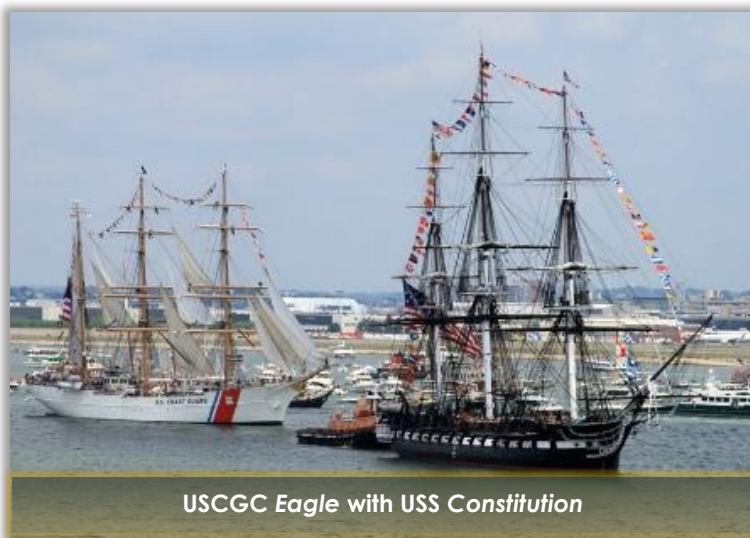
# COMMANDER GENERAL'S REPORT TO THE ORDER

Our annual Congress will be held in Boston from 23 October through 26 October. We will be staying at the Constitution Inn adjacent to the Charleston Navy Yard. Established in 1800, the Charleston Navy Yard was one of the original six yards created to support the United States Navy. For the next 174 years, the yard was a hub of innovation, an employer of skilled workers, and a home to Navy officers, sailors, and Marines.

The heart of the original Navy Yard is preserved as a historic site open to visitors year-round. The most popular attractions in the yard are the two historic warships: the undefeated sailing frigate USS *Constitution* and the 20th century Fletcher class destroyer USS *Cassin Young* (DD-793). Museum exhibits about the *Constitution*, *Cassin Young*, and the Navy Yard, are at the nearby USS *Constitution* Museum and the Charlestown Navy Yard Visitor Center.



The Naval Order's Honorary Flagship, USS *Constitution* is the jewel in the crown of our Congress. Companions will have an opportunity to learn about and explore this national treasure, the United States' Ship of State and the Naval Order's Honorary Flagship. Before we visit *Constitution*, we will visit the *Constitution* Museum to familiarize ourselves with the ship and her history. After our tour aboard *Constitution*, the Commander General's Reception will be held at the historic Commandant's House.



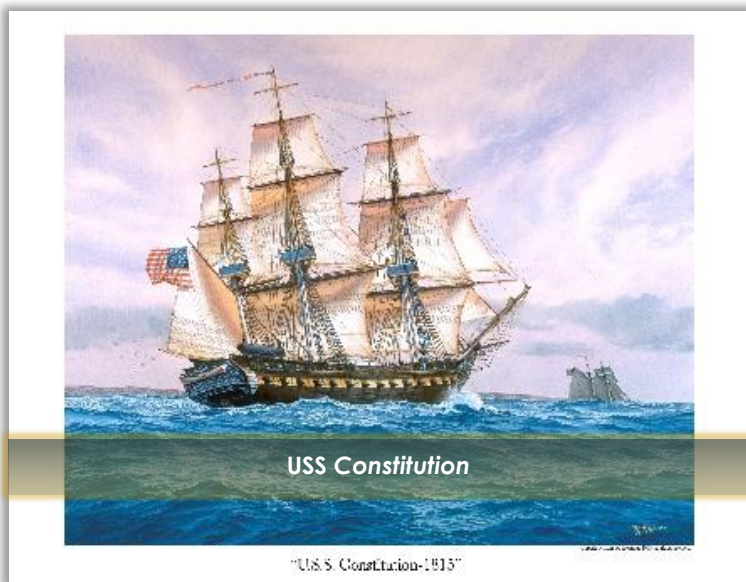
USS *Constitution* is a wooden-hulled, three-masted heavy frigate of the Navy named by President George Washington after the United States Constitution. She is the world's oldest commissioned naval vessel still afloat. She was launched in 1797, one of six original frigates authorized for construction by the Naval Act of 1794 and the third constructed. Joshua Humphreys designed the frigates to be the young Navy's capital ships. *Constitution* was larger, better fortified, and more heavily armed than standard frigates of the period. She was built at Edmund Hartt's shipyard in the North End of Boston. *Constitution's* design was unusual for the time, being deep, long on keel, narrow of beam, and mounting very heavy guns. The design called for a diagonal-riders intended to restrict hogging and sagging while supporting extremely heavy planking. This design gave the hull a greater strength than a more lightly built frigate. It was based on a realization that the developing United States could not match European navies, so they were designed to overpower any other frigate while escaping from a ship of the line.

*Constitution's* keel was laid on 1 November 1794 under the supervision of CAPT Samuel Nicholson and master shipwright Colonel George Claghorn. Her hull was built 21 in thick and the length between perpendiculars was 175 ft, with a 204 ft length overall and a width of 43 ft 6 in. In total, 60 acres of trees were needed for her construction. Primary materials consisted of pine and oak, including southern live oak which was cut from Gascoigne Bluff and milled near St. Simons, GA.

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*Constitution's* launch on 20 September 1797 was attended by President John Adams and Massachusetts Governor Increase Sumner. Upon launch, she slid down the ways only 27 ft before stopping; her weight had caused the ways to settle into the ground, preventing further movement. An attempt two days later resulted in only an additional 31 ft of travel before the ship again stopped. After a month of rebuilding the ways, *Constitution* finally slipped into Boston Harbor on 21 October 1797, with Captain James Sever breaking a bottle of Madeira wine on her bowsprit.

*Constitution* was rated as a 44-gun frigate, but she often carried more than 50 guns. Ships of this era had no permanent battery of guns. The guns and cannons were often exchanged between ships as situations warranted. Each commanding officer outfitted armaments to his liking, taking into consideration factors such as the overall tonnage of cargo, complement of personnel aboard, and planned routes to be sailed. Consequently, the armaments on ships changed often during their careers, and records of the changes were not generally kept.



*Constitution's* first duties 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. But she is most noted for her actions during the War of 1812 against England, when she captured numerous merchant ships and defeated five British warships: HMS *Guerriere*, *Java*,

*Pictou*, *Cyane*, and *Levant*. During the War of 1812, *Constitution's* battery of guns typically consisted of 30 long 24-pounder cannons, with 15 on each side of the gun deck. Another 22 guns were deployed on the spar deck, 11 per side, each a short 32-pounder carronade. Four chase guns were also positioned, two each at the stern and bow. The battle with *Guerriere* earned her the nickname "Old Ironsides" and public adoration that has repeatedly saved her from scrapping.

*Constitution* was built in an era when a ship's expected service life was 10 to 15 years. Secretary of the Navy John Branch made a routine order for surveys of ships in the reserve fleet, and commandant of the Charlestown Navy Yard Charles Morris estimated a repair cost of over \$157,000 for *Constitution*. On 14 September 1830, an article appeared in the *Boston Advertiser* which erroneously claimed that the Navy intended to scrap *Constitution*. Two days later, Oliver Wendell Holmes' poem "Old Ironsides" was published in the same paper and later all over the country, igniting public indignation and inciting efforts to save "Old Ironsides" from the scrap yard. Secretary Branch approved the costs, and *Constitution* underwent initial repairs while awaiting completion of the dry dock then under construction at the yard. In contrast to the efforts to save *Constitution*, another round of surveys in 1834 found *Congress* unfit for repair; she was unceremoniously broken up in 1835.

On 24 June 1833 *Constitution* entered dry dock. CAPT Jesse Elliott, the new commander of the Navy yard, oversaw her reconstruction. *Constitution* had 30 in of hog in her keel and remained in dry dock until 21 June 1834. This was the first of many times that souvenirs were made from her old planking; Isaac Hull ordered walking canes, picture frames, and even a phaeton that was presented to President Andrew Jackson.

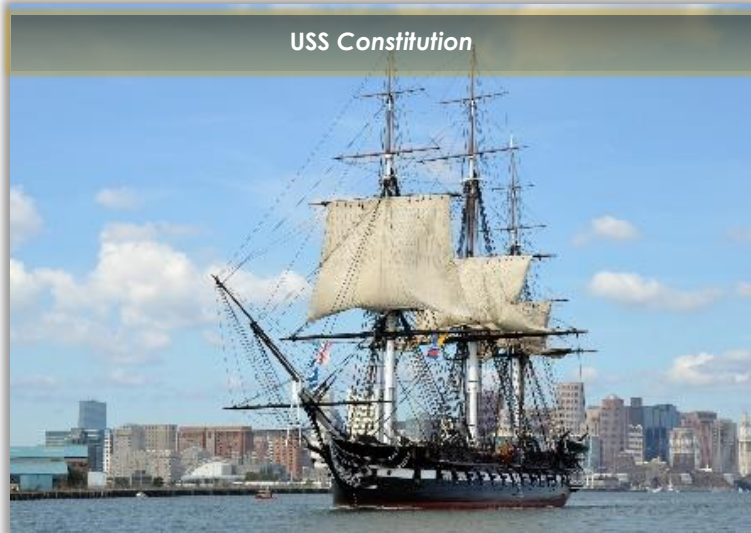
*Constitution* continued to serve as flagship in the Mediterranean and African squadrons, and she circled the world in the 1840s. During the American Civil War, she served as a training ship for the United States Naval Academy. *Constitution* was retired from active service in 1881 and served as a receiving ship to house newly recruited sailors before they were assigned to a ship's crew.

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In 1900, Congress authorized restoration of *Constitution* but did not appropriate any funds for the project. The Massachusetts Society of the United Daughters of the War of 1812 spearheaded an effort to raise funds but failed. In 1903, the Massachusetts Historical Society's president Charles Francis Adams requested Congress that *Constitution* be rehabilitated and placed back into active service.

In 1905, Secretary of the Navy Charles Joseph Bonaparte suggested that *Constitution* be towed out to sea and used as target practice, after which she would be allowed to sink. Moses H. Gulesian, a businessman from Worcester, read about this in a Boston newspaper and offered to purchase her for \$10,000. The State Department refused, but Gulesian initiated a public campaign which began in Boston and ultimately "spilled all over the country." The storms of protest from the public prompted Congress to authorize \$100,000 in 1906 for the ship's restoration.

By 1907, *Constitution* began to serve as a museum ship, with tours offered to the public. On 1 December 1917, she was renamed *Old Constitution* to free her name for a planned, new *Lexington*-class battlecruiser. The name *Constitution* was originally destined for the lead ship of the class, but it got shuffled around between hulls until CC-5 was given the name; construction of CC-5 was canceled in 1923 due to the Washington Naval Treaty. The incomplete hull was sold for scrap, and *Old Constitution* was granted the return of her original name, *Constitution*, on 24 July 1925.



In 1934, *Constitution* completed a three-year, 90-port tour of our Nation. She sailed under her own power for her 200th birthday in 1997, and again in August 2012 to commemorate the 200th anniversary of her victory over *Guerriere*.

*Constitution's* mission is to promote understanding of the Navy's role in war and peace through educational outreach, historical demonstration, and active participation in public events as part of the Naval History & Heritage Command. As a fully commissioned Navy ship, her crew of 60 officers and sailors participate in ceremonies, educational programs, and special events while keeping her open to visitors year-round and providing tours. The officers and crew are all active-duty Navy personnel, and the assignment is considered to be special duty. She is berthed at Pier 1 of the former Charlestown Navy Yard at one end of Boston's Freedom Trail.

The USS Constitution Museum has several exhibits to familiarize visitors with the ship, her history and crew:

- Forest to Frigate. After the American Revolution, the United States needed to protect American interests at sea. President George Washington's decision led to the birth of the United States Navy and the original six frigates. Meet the people who brought *Constitution* to life and learn about the tools used by shipwrights. Follow the story from the forests in which "Old Ironsides'" timbers grew to her launch as a fully formed frigate in 1797.
- All Hands on Deck: A Sailor's Life in 1812. Based on decades of research pouring over census records, memoirs, diaries, journals, letters, newspapers, and pension records, the exhibit shares stories of the 1,243 crewmen who served in *Constitution* during the War of 1812. Set sail on a voyage of discovery in this, hands-on exhibit. Swab the decks, scramble aloft to furl a sail, eat a meal of salted meat and ship's biscuit, crawl into your hammock, and meet your fellow crew—both young and old—who lived aboard "Old Ironsides" during the War of 1812.

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# COMMANDER GENERAL'S REPORT TO THE ORDER

- "Old Ironsides" War of 1812 Discovery Center. Refresh your memory of the War of 1812. Visitors recall the causes and consequences of the War of 1812, and how those outcomes shaped the territories of North America.
- "Old Ironsides" in War and Peace. This chronicles *Constitution's* long and storied career, from the ship's early beginnings in the fledgling United States Navy, to her fame earned in the War of 1812, to her continued preservation as an active, commissioned warship. Artifacts, archival records, paintings, and photographs illustrate *Constitution's* fascinating career in both war and peace, and bring together the many stories that make "Old Ironsides" America's Ship of State.
- Making "Old Ironsides" New. The story of *Constitution's* constant renewal, from her first repairs in 1801 to the recently completed major restoration work. Visitors learn about Charlestown's Dry Dock 1, a national civil engineering landmark located adjacent to the Museum, and the materials and skilled work needed to preserve "Old Ironsides." A time lapse video shows *Constitution* floating out of dry dock and being restored.
- Today's Crew: USS *Constitution*. Through video interviews and vibrant photographs, the crew shares their stories of serving in the oldest commissioned warship.

The Commandant's House is one of the oldest structures in the Charlestown Navy Yard, with panoramic views of Boston Harbor. Built for the first



Commandant of the Navy Yard and his family, the house was completed in 1805 and served as a private home and entertainment venue. Counted among its distinguished guests are two U.S. presidents, James Monroe and Andrew Johnson, domestic and foreign naval officers and numerous other dignitaries from around the world.

The historic mansion's design reflects the classical influence of the early 19th-century's Federal period. The house was modified over the years to adapt to harsh New England winters. In 1825, windows on the weather-bearing side were reduced in number and central steam heat was installed in 1835. Nearly 100 years later, the brick exterior, which had been painted white for protection against water damage, was restored to its natural state. Other renovations have included adding a sun porch on the harbor side, built as part of a Works Progress Administration Project completed during the Depression.

The historic Freedom Trail, a 2.5-mile-long path through downtown Boston passes by 16 locations significant to the history of the United States. Marked largely with brick, it winds between Boston Common to the Bunker Hill Monument in Charlestown.



Stops along the trail include simple explanatory ground markers, graveyards, notable churches and buildings, and *Constitution*. We couldn't be in a better place to consider our Nation's and naval history.

Regardless of whether you're able to join us this fall, I encourage you to ensure that this treasure trove of our Nation's and Navy's history are on your bucket list.

**Submitted by CAPT Paul Crissy, USCG (Ret.)**

Greetings from the Continental Commandery.

It has been a busy summer with lots happening in the lives of our virtual members.

I recently relocated from Virginia Beach, VA to Coral Springs, FL. It has been an interesting transition, and I find the pace of life in Broward County, FL, a bit livelier than it had been for me in Southern Virginia. Lots of cars, lots of people, and lots of action. When I go into the local shops or restaurants, I hear lots of familiar accents from the Northeast, Mid-Atlantic, and the Southeast. However, just as interestingly, I regularly encounter a diversity of cultures, when meeting people who have come from all over the Caribbean, Central America and South America. Great food, great conversations, and great people! In the meantime, I look forward to seeing everyone in Boston for the Annual Congress.

I received a slightly belated submittal from CAPT Bob Wefald (Ret.) regarding his participation in the recent D-Day memorial observations. Better late than never, I always say.



CAPT Bob Wefald,  
USN (Ret.)

As a member of the American Battle Monuments Commission, Companion CAPT Bob Wefald visited the U.S. Navy Monument on Utah Beach on 5 June. During a two day "staff ride," he and his fellow Commissioners visited many of the important D-Day sites spread out over the fifty-mile wide D-Day invasion beaches plus,

three airborne drop zones.

The U.S. Navy Monument on Utah Beach was dedicated on 27 September 2008. Wefald said, "We can be very proud our Naval Order built this very fitting monument to all the Navy units and personnel who served on the D-Day beaches and offshore." Wefald added, "Naval gunfire support played a critical role on Omaha Beach, particularly the direct gunfire missions of the destroyers, which came in

very close to the beach." Companion Wefald reports our U.S. Navy Monument has many visitors and is well maintained reflecting great credit on our Naval Order.

I received the following note from Vic Campbell. He loves to interview veterans; the history of individuals is what interests him the most. His passion for gathering personal accounts began long after he left the Navy, and it serves him well as a Companion of the Naval Order. He recently managed to find a story right under his nose. This story involved his old high school friend. He states:

*I had a mission, near Milton, Florida - with Marines. My brother, also Navy (retired-O7), supported the effort. Words like "Chosin", and "Khe Sanh" rolled off their capped teeth on hot embers of memories that won't fade.*

Dick Miller came out of the Marines to a career as a PhD polymer chemist with over 300 patents (this is a whole other story - developed Arnold Palmer's Titleist Golf Balls... and so much more). Retired and recently relocated here, he seeks to learn more of the area and find a bridge group.

Jeff Bohannon (1st. Sgt. Jeff) retired and served as a prison warden before a second retirement. We also met an Army Korea-era vet at Socios. We enjoyed some time with Ed and Sandy Faxlanger, who raised seven children, most of who chose wisely to serve in the Navy. They are friends with another local Marine we admire, "Red" James (record naval aviator combat missions in Korea).

I managed to record a "fly on the wall" discussion of combat between the Marine of Chosin and the Marine of Khe Sanh. I stepped away from the table where they spoke because of an urgent call, but the recorder captured some insight to the mind of combat marines. Maybe one day I will do a formal recording to share. Chosin and Khe Sanh are embedded deep in the DNA of all Marines.

I was in the same pickup bed with Jeff on a 400-mile Future Farmer trip from Chumuckla, Florida to the Tampa State Fair in 1964. Not long after - he was a Marine.

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I was a few years behind and went Navy. I did not see Jeff again for about 40 years. I counted four purple hearts between the two Marines, Jeff and Dick.

Fascinating factoids: Vic Campbell's cousin, Rogene Kilpatrick (deceased) was in the same Marine unit as Mr. Miller at the Battle of Chosin Reservoir. 1/5 (Rogene - "H" co. - Dick "G" co.)

A nice lady stopped by to thank the vets and unknown to us - she paid for our lunch! I had given her some "Irish Blessings" when she first spoke to us.



When appropriate, Vic and his veteran shipmates from USS O'Callahan (DE/FF 1051) like to share their "Irish Blessing" cards. The idea is to use the ship's crest with its shamrock and cross to prompt a short prayer for a veteran or someone that needs it. Vic's four years in the Navy were formative. That time at sea with shipmates having a single purpose left its mark. The Navy heritage is a treasure.

It is with great sadness I write to report that Richard A. Hovious, Companion #9787 and a member of the Continental Commandery, passed away in Madrid, Spain on 18 August 2019 after a long illness. He had served in the Navy for 13 years, chiefly in "heavy attack" and on a variety of vessels, before leaving the Navy in 1961 as an AT1; he was rated 100% disabled by the VA owing to service-connected disabilities. He always fondly remembered his Navy years and fallen comrades. He wore his Coral Sea CV-43 cap the last time he left the house for a brief walk; that cap now rests next to his urn.

LT Richard Parker, Ph.D. wanted to share a recent adventure he experienced in Northern England. This past summer, he had the distinct pleasure of hiking the entire 84-mile length of Hadrian's Wall National Trail. Any other takers?



LT Richard Parker  
at Hadrian's Wall

I am also happy to share that fellow Companion and Continental Commandery member, Michael Little, has been elected by his Fellow ABs to serve as both a 3-Year member of the Board of Directors and Public Affairs Officer for the Aviation Boatswain's Mate Association! Michael joined that organization 16 years ago via the ABMA Tidewater Chapter, and was happy to be active in the ABMA San Diego Chapter as well. Congratulations Michael!

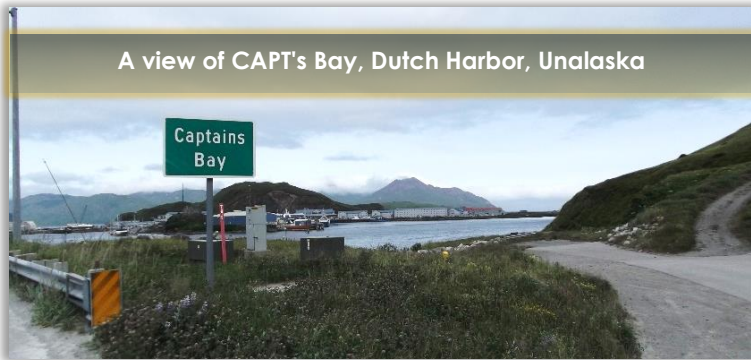
A graphic with a dark blue background. At the top, there are two circular logos on the left and right, and a central emblem featuring a yellow anchor with red, white, and blue wings. Below the emblem, the text reads: "Congratulations ABH2(AW/SW) Michael J. Little". Underneath that, it says "ABMA Board of Directors (3-Year)" and "ABMA Public Affairs Officer (PAO)". On the right side of the graphic is a portrait of Michael J. Little, a man with a beard and mustache, wearing a dark suit, a blue and yellow striped tie, and several medals on his lapel.

That is about it from the Continental Commandery. We are excited about the growth we have seen in membership in the past months. We look forward to further growth in our virtual Commandery. All are welcome. Fair winds and following seas.

Submitted by Aaron Bresnahan

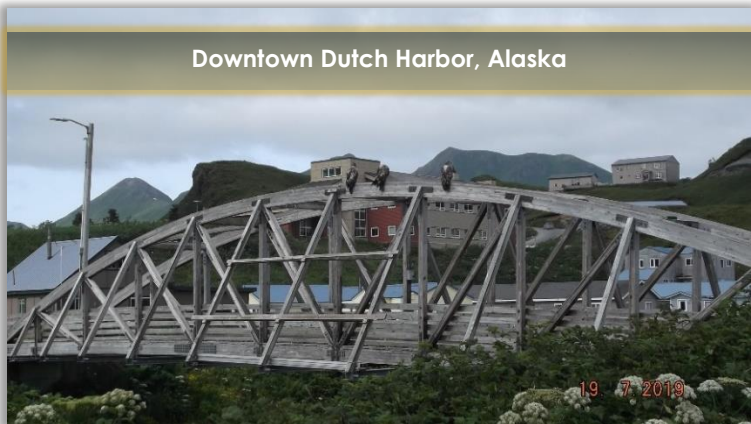
## History Beyond Our Borders

Naval History is often in our backyard, but sometimes you have to travel to far off places to find some of it. Our past First Coast Commandery Commander, CAPT John O'Neil, USN (Ret.), continues his cruise ship sailings around the Pacific with his wife Carol. Recently while sailing on Holland America's *Maasdam*, they visited Dutch Harbor in the remote Aleutian Islands; an area of a series of 1942-1943 Naval and U.S. Army engagements with the Japanese in WWII.



CAPT's Bay - just below the sign - was the operating base for six USN S-Boats. John walked down a steep hill to the former mooring quay to read a historic plaque, learning that six 1920's built, ~215' length diesel boats operated out of this small bay to scout the waters all along the Island chain. Living conditions in the subs were poor. The erratic weather, the subs' 20-year-old construction, and the winter waters made life onboard a challenge, as the crew searched for Imperial Japanese Navy ships.

The entire harbor and surrounding hills had dozens of heavily reinforced concrete bunkers and other fortifications built to withstand earthquakes and enemy attacks.



Thousands of American Bald Eagles were sighted up close and personal all over the port - brown ones were the juveniles while their magnificent adult friends and parents had bald white crowns and jet-black bodies. These juveniles were observing the tourists below and the bridge deck was white with their post fish meals.

## Jacksonville Naval Ship Museum

We recently reported that the Navy had decided to remove the *USS Charles F Adams* (DDG-2) from the donation list, which ended the efforts to bring her home to Jacksonville as a Naval Museum.

Not to be stymied in this important effort, the Jacksonville Historic Naval Ship Association turned their efforts to another opportunity. *USS Orleck* (DD-886) has been a museum in Lake Charles, LA for a number of years. When the *Orleck* Museum Team lost their lease on the pier in Lake Charles, the two organizations got together to save the ship and continue the mission of providing these important venues for public access. Discussions are now well along on moving the *Orleck* to Jacksonville. *Orleck* will first be towed to a Texas shipyard for some refurbishment and hull work.



Following completion of this work, the ship will be towed to Jacksonville as a full up and ready Museum asset.

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The City still needs to ok the lease in Jax, but the JHNSA is working diligently to take care of that. We hope that *Orleck* will be a downtown fixture on the Jacksonville waterfront by the end of the year!

**End of Summer Bash**

End of the summer in Jacksonville, FL isn't quite like in other parts of the country. Temperatures stay in the 90's for a little while yet, but it DOES usher in the hurricane window of vulnerability. Nonetheless, we held our End of Summer Bash at Cypress Village Retirement Community.



Jacksonville Pipes and Drums 'Clear the Wall' prior to the Ceremony at the Jacksonville Memorial Wall.

A feast fit for kings; with burgers, Italian sausages with peppers and onions, and traditional ballpark hot dogs, with dishes from every ethnic background you can imagine. Yes, there were some traditional summer beverages, but also a frozen concoction maker to spice things up.



Conga Line at the food table assembles to eat the delicious assortment of picnic foods

We welcomed many guests and family members on a slightly atypical summer's day (cloudy with a nice breeze). Call this a tune up for football tailgating in the lot across from TIAA Bank Field, Home of the Jaguars. We'll be there every Sunday during the season! Get in touch if you're in town (nousfc@gmail.com). Families all had a great time!

**Submitted by CAPT Pete Wynkoop, USN (Ret.) and CAPT Bob Whitkop, USN (Ret.)**

**Celebrating the 229th Birthday of the U.S. Coast Guard**

On 4 August 2019, companions of the National Capital Commandery gathered to celebrate the 229th Birthday of the U.S. Coast Guard. VIPs in attendance included Commander General CAPT Paul Crissy, USCG (Ret.) and past Commander General CAPT Vance Morrison, USN (Ret.).

CDR John Hooper, USCG (Ret.), himself a third-generation Coast Guard officer, organized the mid-day event and served as host and emcee. The celebration began with an hour for socializing, followed by a buffet lunch. The guest speaker was one of the commandery's newest members, U.S. Coast Guard CAPT Michael Davanzo, who is the Chief of Major Cutter Forces at USCG Headquarters. His wife, Allyson, also joined us. He has 22 years of experience on Coast Guard cutters, predominantly buoy tenders and icebreakers, including, most recently, command of the heavy USCGC icebreaker *Polar Star*.

CAPT Davanzo presented a history of icebreaker operations, beginning in 1867 when the U.S. acquired the Alaskan Territory. The Revenue Cutter Service (RCS) became the presence of the federal government in the new territory, patrolling the waters, enforcing the law, conducting rescue operations, and assisting scientific expeditions. The RCS established the Bering Sea Patrol in 1895, while icebreakers extended their operations to patrol the Grand Banks (replacing Navy ships) after the sinking of the Titanic.

A multi-national initiative, the International Ice Patrol, was established in 1914 to track icebergs and ice conditions in the Arctic. The first icebreaker, the USCGC *Kickapoo*, came into service in 1926, followed by additional icebreaking cutters, such as *Marion*, in 1928, which conducted the most comprehensive U.S. oceanographic expedition in the nation's history.

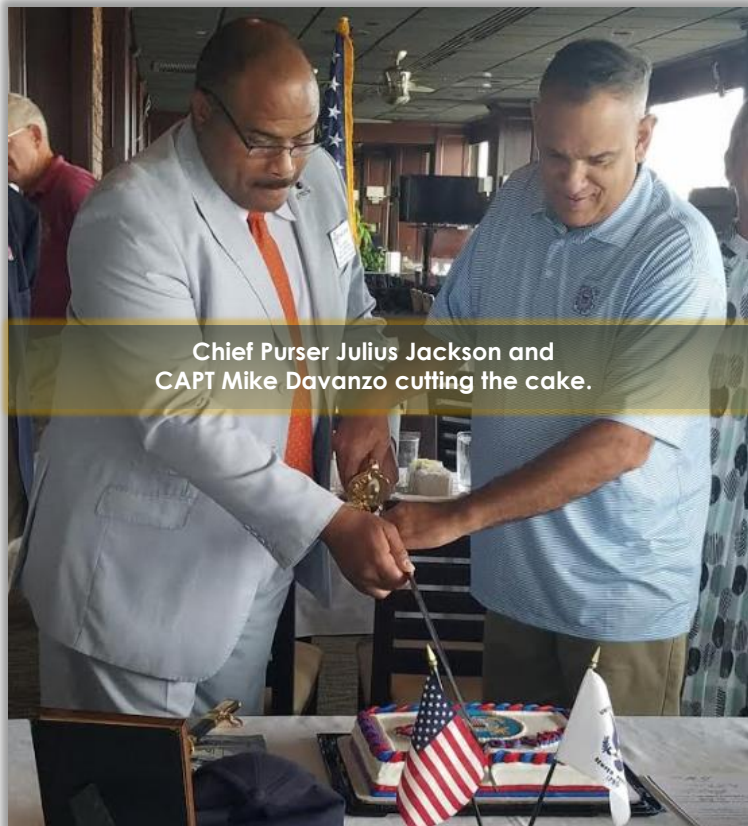
Since that time, Coast Guard icebreakers continue to patrol the world's polar waters to ensure safe navigation for fishing fleets, ocean liners, and

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merchant ships, to conduct and assist scientific endeavors, to support marine environmental protection, and to perform search and rescue operations at sea.

With the future in mind, the USCG seeks a multi-mission-capable, heavy icebreaking vessel with state-of-the-art technologies. It must be worldwide deployable year-round, in various climates, and Panama Canal compliant. The Coast Guard has developed a concept of operations and performance requirements for this future Polar Security Cutter. On 23 April 2019, the USCG and the U.S. Navy competitively awarded Halter Marine of Pascagoula, Mississippi the contract for this ship, which will be commissioned in the next few years.

Following CAPT Davanzo's talk, CDR Hooper announced it was time to cut the birthday cake. CAPT Davanzo and Chief Purser Julius Jackson (MM) did the honors. Then CDR Hooper led the singing of the Coast Guard song "Semper Paratus". Through this event, the National Capital Commandery honored the USCG for over two centuries of worldwide service to ships and people on the seas.



Chief Purser Julius Jackson and CAPT Mike Davanzo cutting the cake.

Submitted by Dr. Judy Pearson and CDR John Hooper

## NOUS Northwest Tours USS Ralph Johnson (DDG 114)

On Saturday, 27 July, fifteen NOUS Northwest companions and guests were treated to a personal tour of USS Ralph Johnson (DDG 114) by the ship's commanding officer, CDR Casey M. Mahon, USN. The Arleigh Burke-class guided-missile destroyer is homeported in Everett, WA.



CDR Mahon led the tour of his command, USS Ralph Johnson (DD 114)

NOUS Northwest's attendees included CAPT Ken and Karen Simpson (up from Kalamath Falls, Oregon) and CAPT John and Polly Derr (from Anacortes, Washington), with this being the first commandery activity for both couples.

Also present were companions and guests: Mark and Michelle Thompson; Harry and Nancy Stengele; Floyd and Carol Kershner; John Gertner; our skipper John Laible; and Joe and Cindy Valenta with their son-in-law, Brad Aungst.



CDR Mahon and NOUS Northwest companions and guests during a ship's visit to USS Ralph Johnson (DD 114)

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## NOUS Northwest Welcomes New Companion, Descendent of NOUS Co-Founder

NOUS Northwest's commander, CAPT John Laible, recently welcomed new companion CAPT James A. McGinnis, MSC, USN (Ret.), the great-great grandson of NOUS co-founder Charles Calhoun Philbrook.

CAPT McGinnis and his wife, Carol, are currently working together on a historical biography of Charles and his son, Frederick Philbrook, who along with a third gentleman, Franklin Senter Frisbie, initiated the Naval Commandery of the United States in 1890 at Boston, MA. That organization would merge three years later with the Naval Legion of the United States to form the Naval Order.

Charles Philbrook was born in 1841 in Bradford, VT and grew up in Claremont, NH, where his father, Alfred Philbrook, was a machinist. Charles probably

From a 1906 photo taken in Boston, MA Charles and Elvira Philbrook, standing. Seated are their daughter Lilla and grand-daughter Eleanor Philbrook Clark next to Frederick Bacon Philbrook.



only completed the eighth grade, as his town had no high school until after the Civil War. Charles enlisted in the USMC in 1861 at Marine Barracks, Boston, MA, and served as a fleet Marine in the guard aboard numerous ships in the South Atlantic Blockading Squadron, including the sidewheel steam gunboat USS *Paul Jones* at the battle of Charleston Harbor, SC in 1863. During that engagement, a 100 pounder Parrott Rifle exploded after extensive firing. Fortunately for Jim, Charles survived the battle and after serving as a blue-water fleet Marine on several ships was discharged as a sergeant from Marine Barracks, Boston, MA in 1865.

Frederick Philbrook served as a Navy Warrant Officer Paymaster aboard troopship USS *Prairie* in Cuba during the 1898 Spanish American War.

CAPT McGinnis is a career Navy man with 31 years of active duty and four in the Navy Reserve as a Navy Preventive Medicine Specialist, retiring in 2004 at Naval Medical Center, Portsmouth, VA. He and Carol reside in Vancouver, WA where they relocated from Virginia to the Pacific Northwest in June 2009. Upon his Navy retirement, Jim attended seminary in Washington D.C. earning Master of Divinity and Doctor of Ministry degrees. He has served in pastoral ministry and hospital chaplaincy from 2004-2019 as a United Methodist Minister.

## Upcoming Events

**9 September** - Annual Business Meeting

**23 September** - Discussion Group: "Navy Planning, Programming, Budgeting and Execution"

**9 November** - Historic Celebration Brunch: Navy and Marine Corps Birthdays/Veterans Day

**6 December** - Pearl Harbor Historic Remembrance Dinner

## Chapter Contacts

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Submitted by CAPT Solon Webb, USN (Ret.)

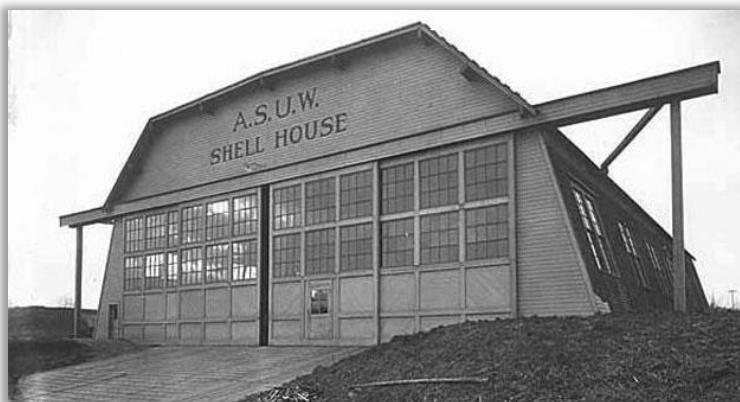
Here, in Seattle, on the campus of the University of Washington, we have the only WWI-era, all-wood, U.S. Navy seaplane hangar remaining in the world. Construction was completed just months, weeks really, before the armistice was signed.



The University of Washington Naval aviation detachment was one of only three Naval ground schools established during the war, and graduated approximately 200 cadets who would go on to flight training, primarily down in San Diego.

When the war ended, the hangar was turned over to the UW. Recognizing that a seaplane hangar, on the campus shores of Lake Washington, would make a perfect 'shell house' for the rowing team, the hangar was turned into the team's headquarters. It would remain as such for the next 20 years, including, the 1936 Olympic "Boys in the Boat" Gold Medal team in Berlin.

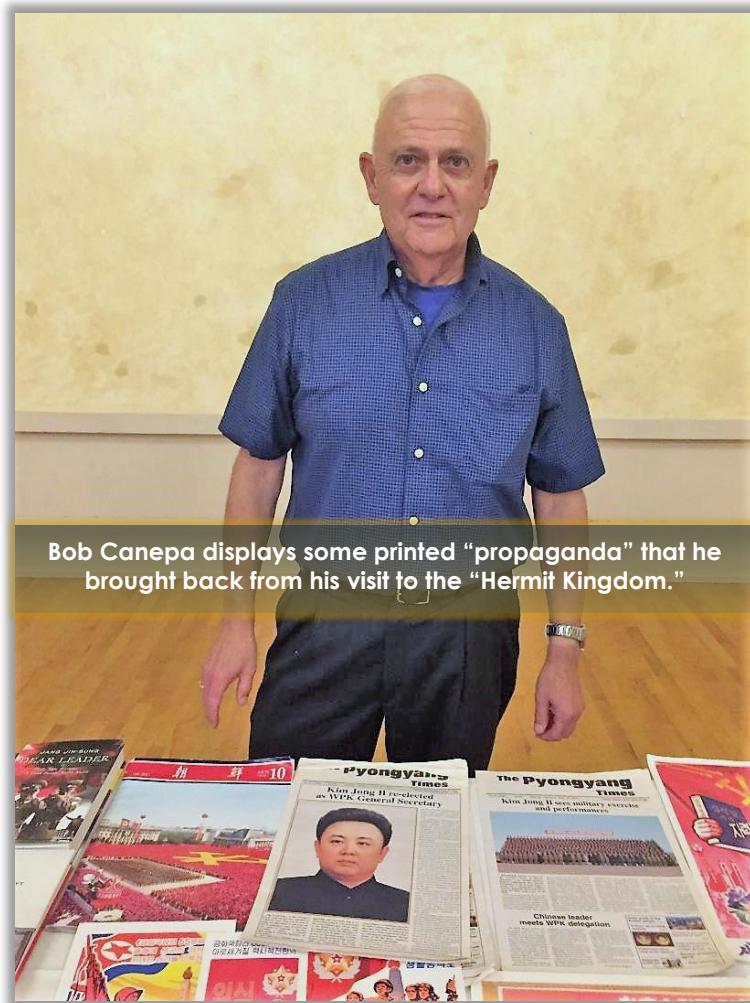
If you'd like more information, please let me know, please contact me at Seattle-GAR@comcast.net.



**Submitted by Lee Corbin,  
Hangar Aviation History Volunteer**

Summer weather in the San Francisco area has a reputation for being a series of microclimates. Our companions travel from all over the greater Bay Area. That itself makes it a challenge to decide what to wear to our monthly luncheons. Some of us attend in Hawaiian attire, and even shorts, while others come in attire suitable for a law firm. The one common thread is the Naval Order regalia that we wear that remind us of our raison d'être – History and Heritage.

Our July luncheon speaker's topic was very much attuned to current events. World traveler, Bob Canepa, has been to a place very few, if any, of us has visited and most of us don't aspire to visit – North Korea.



**Bob Canepa displays some printed "propaganda" that he brought back from his visit to the "Hermit Kingdom."**

Bob's presentation and photos from his trip were very enlightening and reinforced how fortunate we all are to live in the United States of America.

Continued on next page...

He recalled his visit to the USS *Pueblo* (AGER 2), which is now a museum, and noted how challenging it was to take photos during his visit. His tour guide made sure his group stayed within the bounds of authorized places, events, and photo-ops. He organized a display of some printed material he brought back from his trip. The display elicited many questions from companions.

Our August luncheon speaker was a two-fer. We were honored to host California's "National History Day" winner Christy Han and her family. Christy shared her award-winning presentation on "D-Day" with our commandery. Her speech and exhibit clearly demonstrated that many of the younger generation really do care and understand the importance of our nation's history and heritage.



Christy Han and Professor Armstead

After Christy spoke, we were honored and privileged to have our old friend, Professor James Armstead, speak on the 100th Anniversary of the Versailles Treaty which officially ended the Great War. Professor Armstead spoke on the behind-the-scenes politics and machinations of the participants in the peace negotiations. He noted that some of the participants were more interested in revenge and territorial aggrandizement than in American President Wilson's aspirations for a just peace and national self-determination. Frustrated, Wilson left the conference and the machinations continued unabated. Companion Chuck Paskerian, a leader in the local Armenian community, asked Professor Armstead why the Armenians and other minority groups were not granted the same rights of

self-determination as the Poles and Czechs, among others. Professor Armstead acknowledged that post war borders were not drawn for logical reasons but rather for political expedience. The situation ultimately led to World War II.

Of course, the summer months don't limit themselves to our outstanding luncheon speakers. Our companions continue to frequent the Marines Memorial Club for events that attract our attention. Our companion, RADM Tom Andrews, travelled to Mobile, Alabama for the christening of the USS *Oakland* (LCS 24). Tom is part of a local group that hopes to have the commissioning ceremony in Oakland itself sometime in 2020.

Companion Senior Chief Bob Hansen is an advisor to the Bataan Legacy Historical Society, which our commandery supports. He participated in events at the Philippine Consulate and is actively helping to plan an event to commemorate the 75th Anniversary of the Battle of Leyte Gulf, which will feature companion and DSSA awardee, ADM William J. Fallon, USN (Ret.), as the featured speaker.

The historic USS *Hornet* (CV 12) was the topic of our September luncheon. CAPT Michael C. McCarron, USN (Ret.), the Executive Director of the USS *Hornet* Museum, talked about the history of the storied ship and its namesake predecessor's participation in the Doolittle Raid. He reflected on the 50th Anniversary of the Apollo 11 moon landing and the role *Hornet* played in the recovery of the Apollo astronauts. *Hornet* recovered Apollo 12 as well.



CAPT McCarron

Of course, the fall months are our busiest with the Navy Birthday Ball and events aboard the USS *Hornet* museum in concert with San Francisco's annual Fleet Week.

Continued on next page...

That will all be a prelude to the Naval Order Congress in Boston. Hope to see you all there!

**Upcoming Events**

- 22-27 October** Naval Order Congress in Boston.
  - 4 November** Luncheon at the Italian Athletic Club.
  - 2 December** Luncheon at the Italian Athletic Club.
  - 8 December** Pearl Harbor Day Dinner at the University Club.
- For more Information please email us at [sfnouscommander@gmail.com](mailto:sfnouscommander@gmail.com).

**Submitted by MCCS Bob Hansen, USN (Ret.)**

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WANTED; DEDICATED COMPANIONS, willing to step forward and help our inactive commanderies. In any commandery it can just take ONE companion to start things moving ahead.

If you are a member of one of the following commanderies and would like to enjoy NOUS activities as other commanderies do, please let us know so that we might offer the assistance you would need to reactivate your commandery. We would like to hear from the Massachusetts, Atlanta, Raleigh, San Diego, and Western New York commanderies. We are ready to assist your reactivation efforts.

BZ to CAPT Scott Saunders for his efforts to reactivate the Hampton Roads Commandery. We expect to hear more about their progress in the very near future.

I can be reached at [dschuld@juno.com](mailto:dschuld@juno.com) or 973-584-9634 (h), 201-874-0730 (c).

**Submitted by Donald W. Schuld, USN**

**From Sailor to Saint-CAPT Leonard LaRue**

The annals of United States military history are filled with heroism and legendary battles; Gettysburg, Belleau Wood, Utah Beach, Iwo Jima, and Okinawa are just a few among the many that echo through the generations.

One battle that some of our Naval Order companions vividly remember was not a victory and is not marked by parades. In fact, it was a tactical withdrawal. However, there were many heroes of that battle not so long ago. It was the Battle of Chosin Reservoir; "Frozen Chosin" in North Korea in December 1950. Seventeen Medals of Honor were awarded to heroes of the battle along with many other medals for heroism.

One member of the Sea Services was recognized for heroism, not as a participant in the actual battle, but for actions after the battle. He is now up for a rather unique honor. Leonard LaRue, the Captain of the Merchant Ship *SS Meredith Victory* who helped evacuate refugees from the port of Hungnam, North Korea, is being considered for sainthood in the Catholic Church.



*SS Meredith Victory*

Frozen Chosin may have marked the nadir of American forces during the Korean War. It came weeks after the successful amphibious landing at Inchon on 15 September, which led to the rapid advance of United Nations forces toward the Yalu River, which separates Korea from China. On 25 October, China launched an offensive across the border isolating UN Troops and tens of thousands of refugees in the northeastern Korean peninsula.

Continued on next page...

## FROM SAILOR TO SAINT

On 27 November, the Chinese began the Battle of Chosin Reservoir, and attempted to encircle the United Nations forces. However, encirclement was avoided, and a defensive perimeter was established around the port of Hungnam. It is estimated that about 193 shiploads of UN forces and materiel (approximately 105,000 soldiers, 98,000 civilians, 17,500 vehicles, and 350,000 tons of supplies) were evacuated to Pusan in the south.

Although designed to carry only 12 passengers, the *Meredith Victory* successfully evacuated some 14,000 refugees. The ship had to dump much of its cargo of weapons and supplies to accommodate the refugees who were forced to stand shoulder to shoulder in freezing conditions in the hold and on the deck of the ship. Despite all this, CAPT LaRue was able to bring them to Pusan to load supplies for the refugees, and then to nearby Goeje Island, where they arrived on Christmas Day.



Refugees crowd the deck of the *Meredith Victory*.

Four years later, LaRue entered the religious life at Saint Paul's Abbey in Newton, New Jersey as a Benedictine monk to pursue a life of prayer and took vows of poverty, chastity and obedience. He lived the rest of his life as "Brother Marinus." He died on 14 October 2001. On 25 March 2019, Bishop Arthur Serratelli, bishop of the Roman Catholic Diocese of Paterson, opened the canonization cause for Brother Marinus.

One of those who testified on LaRue's behalf at the Diocesan Pastoral Center hearing was CAPT J. Robert Lunney, USNR (Ret.), who served under

LaRue on the *Meredith Victory*. He said that "the heroic voyage is considered the greatest rescue mission by a single ship." Lunney is now a Rear Admiral in the New York State Naval Militia.

The life of Brother Marinus is well known in South Korea. The parents of current South Korean, President Moon Jae-in, were among the refugees. Moon, a Catholic, credits Brother Marinus with saving his parents' lives.

After the Korean War, the ship was part of the mothball fleet. She was put back in service for use as a troop ship during the Vietnam War. Laid up in 1973, she was eventually scrapped.

Dr. Mary Mazzarella, diocesan consultant for the Office of Respect Life, is serving as a consultant for the sainthood cause. "We are currently in the phase in which we have to prove that Brother Marinus, Servant of God, lived a life of heroic virtue and was very holy," she said. "In order to gather the facts and information, the Tribunal meets with witnesses who knew Brother Marinus and collect any pertinent information about him."

Dr. Mazzarella said, "It's a long process, which takes years and years, but I think it's important that the Church does a thorough investigation on those who would be considered saints. Brother Marinus' life definitely seems to be one of heroic virtue."



CAPT Leonard LaRue (L) receives the Merchant Marine Service Medal from then Secretary of Commerce, Frederick Mueller, in 1960.

**Submitted by MCCS Bob Hansen, USN (Ret.)**  
Details courtesy of THE BEACON, Weekly Newspaper of the Roman Catholic Diocese of Paterson, NJ

## The 75th Anniversary of D-Day The Navy Monument on Omaha Beach Tells an Important Story

I read Dr. William Dudley's article "The Navy's D-Day" while my wife, son, and I were visiting the Normandy beaches and museums a week after D-Day's 75th Anniversary. Among many other things, the article tells a naval story almost never heard when visiting Normandy.

In the films, photo captions, and other information about Omaha Beach seen or read there, one understands that the American soldiers were seriously bogged down for hours at Omaha, hiding behind the obstacles on the beach and going nowhere. One is then told of some stalwart Army leaders striding up and down the beach, ignoring bullets and shells, and exhorting the troops to move inland—which (it's implied) finally gets the troops to move.



Only in one small caption (at the Musée du Débarquement at Arromanches) did I finally hear of what seems to have been the key reason those stalwart Army leaders could stand up and exhort the troops on Omaha Beach without simply being shredded by fire: "Eventually, disaster was averted thanks to the courage of individuals and the intervention of the Allied Navy with its close fire support".



Dr. Dudley tells us more. He cites the recollection of the gunnery officer of the USS *Frankford* (DD-497) about his captain's initiative, taken once his ship's orders were changed from screening to fire support:

Lieutenant Owen Keeler, *Frankford's* gunnery officer, remembered that when his ship was released from the screen and went in to 1,000 yards, he could not contact the shore fire control party. Without communication and unable to identify the well camouflaged German firing positions, the ship's commanding officer, Commander James Semmes, decided to press farther in to about 300 or 400 yards. He saw a disabled tank on the beach fire at a target. *Frankford* followed up with a five-inch salvo at the same target. The tank's commander was so amazed he popped his hatch, waved at the ship, dropped down and fired at another target. The ship followed suit, thereafter, using the ship's rangefinder optics. . . .



Apparently, it was only after so much shooting of this kind that it literally exhausted the destroyer's 5-inch

Continued on next page...





ammunition (!) that the troops were finally able to begin to move off Omaha Beach at their officers' urging.

At the American Cemetery in Normandy, one sees only an occasional name of a Navy servicemember among the nine thousand or so Army graves there. One learns from Dr. Dudley's article that no fewer than 1,068 sailors died on D-Day. Unless you happened to come upon the Naval Order's monument to those Navy sailors, you wouldn't know it from visiting Normandy.

**Submitted by CAPT Robert Shenk, USN (Ret.)**

Post Script: This is not an uncommon observation. The United States Navy Memorial recently initiated a campaign to install the Lone Sailor Memorial at Omaha Beach. We look forward to working with them to improve the visibility of Operation Neptune (D-Day - the largest amphibious assault in history) and its support for Operation Overlord (The Battle of Normandy) to better publicize the Navy's vital role in this pivotal battle of World War II.

**Submitted by CAPT Paul Crissy, USCG (Ret.)**

## Rear Admiral Thurston H. James Memorial Award for 2018

Lieutenant (Junior Grade) Nicole J. Nordlie, USN was selected by the Chief of Naval Air Training to receive the Rear Admiral Thurston H. James Memorial Award for 2018, which has been presented annually to the outstanding graduate of the Naval Flight Officer program achieving the highest overall flight and academic grades.



LTJG Nicole Nordlie, USN is recipient of the Rear Admiral Thurston H. James Memorial Award for 2018 Top Scope Award as the best Weapons System Officer in the Patching Class.

The award was established in 1965 by the General Commandery in honor of the 13th Commander General, who was designated a naval pilot in 1928.

The five phase Naval Flight School program includes Aviation Pre-flight Indoctrination (API), Primary Flight Training, Second Level Primary, Intermediate Flight Training, and Advanced Flight Training. Lieutenant Nordlie, a 2016 Naval Academy graduate, completed the six-week API at NAS Pensacola with classes in engineering, aerodynamics, air navigation, aviation physiology, and water survival.

Continued on next page...

She then completed eight months of primary, secondary, and intermediate flight training at NAS Pensacola, FL, which included ground-based academics, simulators and flight training in the T-6A Texan II. The multi-stage program included Familiarization (FAM), Basic Instruments, Precision Aerobatics, Formation, Night FAM, Radio Instruments, and Low-Level Navigation.

Lieutenant Nordlie next completed 12 months of advanced flight training in the Jet/Strike pipeline at NAS Pensacola, FL flying the T-45 Goshawk. During Strike-Fighter training, she learned Air-to-Surface tactics, weapons delivery, Air-to-Air tactics, and combat maneuvering. Most recently, she completed the 11-month Fleet Replacement Squadron training program to learn the basics of air-to-air and air-to-ground missions of the F/A-18F Super Hornet at Strike Fighter Squadron 106 (VFA-106) at NAS Oceana, VA.

Lieutenant Nordlie was presented the Rear Admiral Thurston H. James Memorial Award by CAPT Paul Crissy, USCG (Ret.) on 19 June 2019 during VFA-106's patching ceremony, where she learned that she would be assigned to Strike Fighter Squadron 102 (VFA-102), the 'Diamondbacks' at Naval Air Facility Iwakuni flying the F/A-18F Super Hornet. In making the presentation, Crissy noted that "This award is an awesome accomplishment. Drawing from a pool of our most talented junior officers in a demanding training curriculum, Lieutenant Nordlie's academic performance and proficiency is remarkable. This is the first step in what I am sure will prove to be an extraordinary career."

Lieutenant Nordlie was excited about her upcoming assignment and the opportunity to serve in a forward deployed command. In receiving the award, she thanked "the countless persons who supported and mentored her throughout the training program."

Lieutenant Aubrey Bennett, USN her class advisor at VFA-106, noted that "LT Nordlie distinguished herself as a professional 'in search of excellence;' a naval aviator who can be relied on in every mission."

BZ Lieutenant Nordlie!

**Submitted by CAPT Paul Crissy, USCG (Ret.)**

So, you ask what's new in the world? How about an underwater sculpture memorial? That's right, a memorial known as the Circle of Heroes has been created and is located in 40 feet of water about 10 miles off the coast of Dunedin Beach, Florida near Tampa Bay.



The memorial consists of 24 concrete statues of service members to represent the Air Force, Army, Navy, Marines and Coast Guard. The first 12 statues have been placed and the next 12 will be installed in early 2020.

Each statue is anchored by a 2000-pound base. Together they form a 100-foot circle facing a pentagon shaped monument honoring the services with bronze emblems on all five sides.



Professor Hayward Mathews of the Oceanography Department of St. Petersburg College devised this scheme about 10 years ago. He is quoted as saying he "wanted something that was going to be permanent and would honor our veterans in a very unique way."

Professor Mathews is also quoted as saying "the memorial would be a therapeutic dive for disabled veterans, and as an aside, it will serve as an artificial reef to help marine life."

For more information on this topic please check [militarytimes.com](http://militarytimes.com) for updates and pictures.

**Submitted by CAPT Jerry Rovner, USN (Ret.)**

# 2019 ADMIRAL OF THE NAVY GEORGE DEWEY AWARD

The Naval Order of the United States is pleased to announce that Admiral James Robert Hogg, USN (Ret.) has been selected to be the recipient of the 2019 Admiral of the Navy George Dewey Award. Admiral Hogg will be recognized during our annual Congress in Boston, Massachusetts in October.

Any United States civilian eligible for Regular membership, whose record for service sets him/her apart among his/her peers is deemed eligible for the Admiral of the Navy George Dewey award.

Admiral Hogg culminated his Navy career as the United States Military Representative to the North Atlantic Treaty Organization Military Committee. He was Commander, Seventh Fleet, Commander of a Cruiser-Destroyer Group, Director of Military Personnel Policy, Director of Naval Warfare for Military Requirements

and Acquisition, and Executive Assistant to the Chief of Naval Personnel. Admiral Hogg's sea commands included USS *England* (CG-22) and two destroyer squadrons.

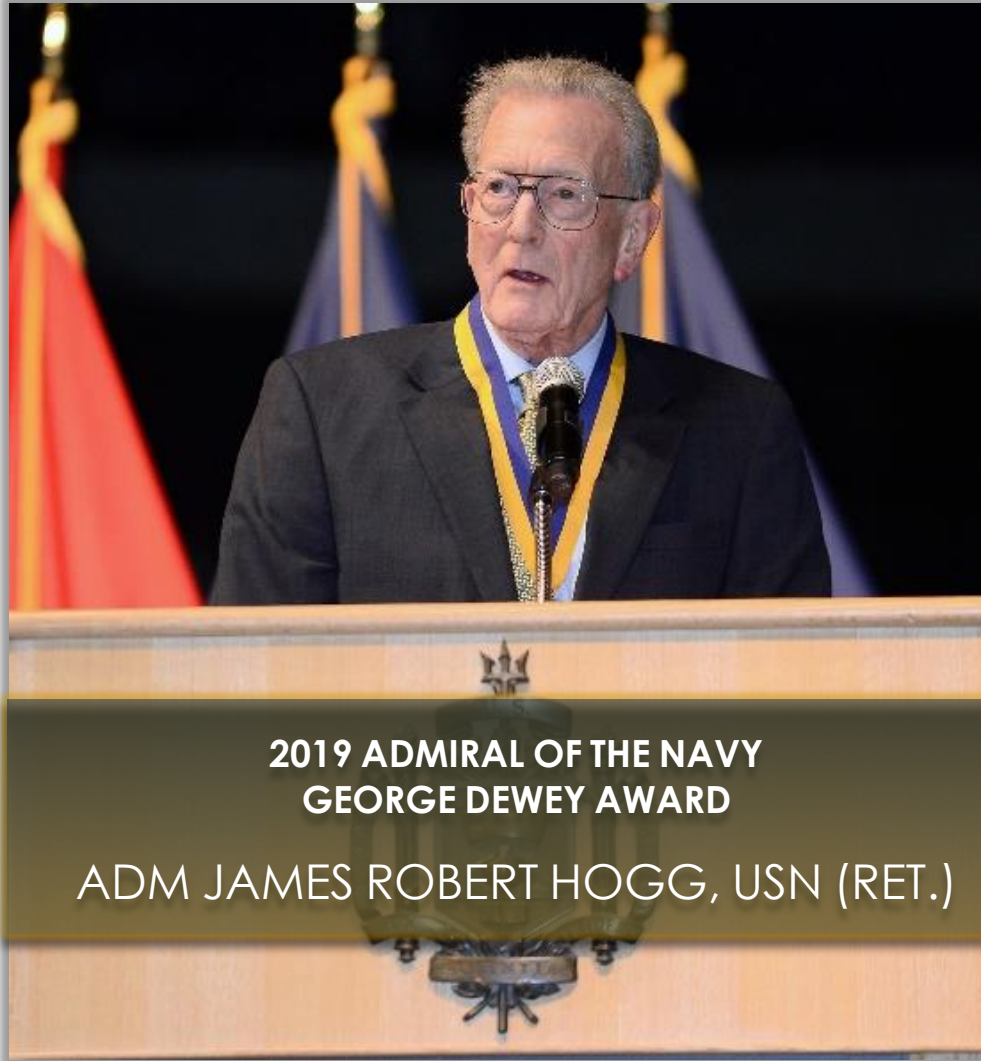
Admiral Hogg was President of the National Security Industrial Association. The Chief of Naval Operations, Admiral Jeremy M. Boorda personally selected him as Director, CNO Strategic Studies Group.

For 18 years, Admiral Hogg earned the continuing trust and confidence of six successive Chiefs of Naval Operations, including Admirals Boorda, Johnson, Clark, Mullen, Roughead, and Greenert. Under ADM Hogg's leadership, the CNO Strategic Studies Group was the Navy's primary source of innovative concepts for future combat operations. In developing these concepts, he personally mentored and fostered the development of 168 captains or colonels from the Navy, Marine

Corps, Coast Guard, and Air Force, who served as SSG Fellows, of whom 47 went on to become flag and general officers; 242 E-9s to O-5s Director Fellows, and 69 civilians (GS-13-to GS-15 equivalent), who served as Science and Technology Fellows. Innovative ideas developed under Admiral Hogg's leadership included the electromagnetic railgun and freeform-three-dimensional fabrication as well as

significant upgrades to directed energy weapons, lasers, and prototype unmanned air vehicles.

Admiral Hogg graduated from the U.S. Naval Academy, the U.S. Air Force Air Command and Staff College and holds a degree of Master of Science in Business Administration at George Washington University.



Continued on next page...

## 2019 DISTINGUISHED SEA SERVICE AWARD

The Naval Order of the United States is pleased to announce that Admiral Mark E. Ferguson, III, USN (Ret.) has been selected to be the recipient of the 2019 Distinguished Sea Service Award. Admiral Ferguson will be recognized during our annual Congress in Boston, MA in October.

The Distinguished Sea Service Award recognizes the exemplary service of a recently retired United States

Naval Officer who, over their total career, distinguished them self and the naval services, such that they should be singled out as one who stands "First Among Firsts."

Admiral Ferguson culminated his career as Commander, U.S. Naval Forces Europe, U.S. Naval Forces Africa and Commander, Allied Joint Force Command Naples. His area of

responsibility included the waters bordering the coasts of Europe and Africa, including the Baltic, Mediterranean and Black Seas.

Admiral Ferguson's previous flag assignments included duty as the 37th Vice Chief of Naval Operations, the 55th Chief of Naval Personnel, Deputy Chief of Naval Operations for Manpower, Personnel, Training & Education), and Chief of

Legislative Affairs and Assistant Commander for Distribution at Navy Personnel Command.

Prior to selection for Flag Officer, Admiral Ferguson was Director of the Senate Liaison Office, Special Assistant to the Supreme Allied Commander, Europe, responsible for readiness and surface warfare programs in the Office of Legislative Affairs,

and as an assignment officer at the Bureau of Personnel.

Over his career, he operated in both the Atlantic and Pacific fleets in ships ranging from destroyers to aircraft carriers. He was Commander of Destroyer Squadron (DESRON) 18, Commanding Officer of USS *Benfold* (DDG-65), Reactor Officer on board USS *Dwight D. Eisenhower*

(CVN-69), Operations Officer in USS *Fife* (DD 991), and a division officer in USS *South Carolina* (CGN-37).

Admiral Ferguson graduated from the U.S. Naval Academy, the Naval Post Graduate School and the Air Command and Staff College, and was a National Security Fellow at the Harvard Kennedy School.



2019 DISTINGUISHED SEA SERVICE AWARD

ADM MARK E. FERGUSON, III, USN (RET.)

## 2019 DISTINGUISHED SEA SERVICE AWARD - SENIOR ENLISTED

The Naval Order of the United States is pleased to announce that Master Chief Petty Officer of the Coast Guard Reserve Eric L. Johnson, USCG (Ret.) has been selected to be the recipient of the 2019 Distinguished Sea Service Award – Senior Enlisted. Master Chief Johnson will be recognized during our annual Congress in Boston, Massachusetts in October. The Distinguished Sea Service Award – Senior Enlisted recognizes the

exemplary service of a recently retired senior enlisted person who, over their total career, distinguished them self and the naval services, such that they should be singled out as one who stands "First Among Firsts."

Master Chief Johnson culminated his career as the personal advisor and assistant to the Commandant in matters affecting the enlisted members of the Coast Guard reserve and their families.

He guided the development of policy for managing the enlisted Reserve workforce, represented the Coast Guard on the Assistant Secretary of Defense for Reserve Affairs Senior Enlisted Advisor Council, testified to Congress, spoke at myriad civilian and military forums, and worked closely with service organizations that support enlisted Reserve personnel issues. He traveled worldwide to ensure that policies best supported Coast Guard

commands, detachments, and personnel. Under his leadership, the Coast Guard Reserve was more effectively integrated into operations, experienced a 45% reduction in members assigned to billets outside of reasonable commuting distances, and experienced a significant improvement in retention; a critical effort as the citizen-sailor becomes an increasingly integral part of our Nation's defense.

Master Chief Johnson was a program reviewer in the Office of Budget and Programs at Coast Guard Headquarters. He was the Command Master Chief for Coast Guard Sector San Juan, PR, and served at Group South Portland, MA, and Port Security Unit 301 at Joint Base Cape Cod, MA. He served in the Selected Reserve at Coast Guard Group Long Island Sound and at Aids to Navigation Team Redwood. He deployed to Operation Desert Storm for

the Coast Guard's first deployment of a 'notional' port security unit comprised of reservists qualified in specific assignments who trained nationwide.

Master Chief Johnson served in USCGC *Unimak* (WHEC 379), USCGC *Duane* (WHEC 33) and at the Coast Guard Research and Development Center.

Master Chief Johnson was a State Trooper for the states of Connecticut and New Hampshire from 1987 until 2007.



**2019 DISTINGUISHED SEA SERVICE AWARD WINNER**

**MCPO ERIC L. JOHNSON, USCG (RET.)**

PHOTO BY PETTY OFFICER 3RD CLASS JOURDIN, M. BEGO

## Incoming Commander General Colonel Allan F.P. Cruz, USMC (Ret.)



Col. Cruz was born in San Francisco. He enlisted in the Marine Corps on 20 February 1966 and served on active duty from 1966-1970; served in Vietnam as a sergeant/operations chief in Mike Btry 4/12 and Kilo Btry 4/13 for 21 months with the 3d Marine

Division; affiliated with the Marine Corps Reserve as a staff sergeant in 1971; received direct commission in 1975, after receiving his BA in Engineering from San Francisco State University in 1975.

He was activated for Battle Griffin-91 in Norway during Desert Shield/Desert Storm as the Executive Officer of 1st Bn, 14th Marines (attached 2d Marine Division); activated again for Operation Enduring Freedom and Iraqi Freedom in November 2002 and served 17 months in theater; assigned as the Asst C/S G-4 Logistics for I MEF at Camp Pendleton, CA until he retired from the Marine Corps on 1 Apr 2005.

He has completed the NATO Joint Warfare Course in the United Kingdom, the Naval War College's Joint Operations, Strategy and Policy, and National Security Decision Making Courses, the Reserve Components National Security Course and the U.S. Army's Airborne Course and Air Delivery Course. He qualified as a nuclear test engineer, under Admiral Rickover's Naval Nuclear Propulsion Systems Program at Mare Island Naval Shipyard, Vallejo, CA.

He was a vice president with Enova Engineering Services, a nuclear engineering and information services consulting firm in Walnut Creek, CA; vice president with Radiance Services Company, a laser-cleaning technology company for microelectronics industry; project director for ABB Energy Systems, an energy management and information systems engineering firm in Santa Clara, CA.

Colonel Cruz and his wife, Susan Lynn, live in Walnut Creek, CA. They have two sons: Nathan, who works as a financial manager for the District of Columbia in Washington, DC, and Brian, a LCDR in the U.S. Navy Reserve, who works for the National Security Agency.



### Welcome New Companions!

#### Charleston

HMC John Carter Pollard, Sr., USN (Ret.)

#### Continental

Mr. Christopher Martin Foley

Mr. Dale John Joseph Leppard

Mr. James Leslie Petres

EOC Robert Joseph Welch, USN (Ret.)

Mr. Milton Oliver Whitaker, Jr.

#### Monterey

Mr. Jared James Nathan

#### National Capitol

LCDR Henry Thomas Adams, III, USN (Ret.)

Ms. Katherine Ann Snow

RADM Frank Thorp, IV, USN (Ret.)

LCDR Richard Francis Woodford, Jr., USN (Ret.)

#### Northwest

CAPT James Alan McGinnis, MSC, USN (Ret.)

#### New York City

ENS John Brooks Robertson, USN

2ndLt Jacob Andrew Wallace, USMC

#### Philadelphia/Delaware Valley

Mr. William Joseph Moran

#### San Francisco

Ms. Jamie Anne Lopez

#### Texas

Mr. John Gresham Minniece, III

#### Send all contact info changes to:

CAPT M. K. Carlock

6205 7th Ave N St. Petersburg, FL 33710

M.K.Carlock@gmail.com

415-725-2101

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

**LCDR Robert Wallace Blake, USN (Ret.)**

(Certificate 5522)  
San Francisco Commandery  
Joined 02 August 1982  
Died 16 November 2019

**Elbert Leon Brown, Jr.**

(Certificate 7778)  
San Francisco Commandery  
Joined 05 April 1999  
Died 09 May 2019

**Dr. Howard J. "Howie" Burnett, Jr., PhD**

(Certificate 6804)  
Philadelphia/Delaware Valley Commandery  
Joined 01 September 1991  
Died 16 June 2019

**CAPT Edward Joseph Cummings, Jr., USN (Ret.)**

(Certificate 4995)  
San Francisco Commandery  
Joined 07 May 1973  
Died 31 December 2018

**CAPT John William Howe, USN (Ret.)**

(Certificate 5606)  
San Diego Commandery  
Joined 01 September 1976  
Died 03 February 2018

**Charles Turner Lincoln**

(Certificate 7299)  
Philadelphia/Delaware Valley Commandery  
Joined 01 May 1995  
Died 23 December 2006

**Richard Stanley McKee**

(Certificate 8222)  
National Capital Commandery  
Joined 10 April 1903  
Died 18 February 2019

**VADM William Edward Ramsey, USN (Ret.)**

(Certificate 5984)  
Florida First Coast Commandery  
Joined 23 September 1987  
Died 02 May 2018

**Benedict Peter Reyes, Sr.**

(Certificate 8846)  
New York City Commandery  
Joined 11 November 2008  
Died 13 December 2013

**CAPT Donald Mason Wells, USN (Ret.)**

(Certificate 6213)  
Florida First Coast Commandery  
Joined 30 December 1988  
Died 27 March 2019

**CAPT Roy W. F. Werthmuller, USN (Ret.)**

(Certificate 8105)  
Hampton Roads Commandery  
Joined 12 March 2002  
Died 19 May 2016

**CAPT Roy Edward Williams, USN (Ret.)**

(Certificate 5669)  
San Diego Commandery  
Joined 01 January 1981  
Died 30 May 2006





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The Naval Order Cross (Miniature medal, 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	_____	\$20.00
Naval Order Blazer Patch	_____	\$20.00
Naval Order Flag (3' x 5') two sides	_____	\$95.00
Naval Order Banner (3' x 5') one side	_____	\$60.00
NOUS Baseball Cap - 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 - Black, White, Royal Blue - Size S M L XL XXL	_____	\$40.00
Aloha Shirt XXL	_____	\$40.00
"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
Large Cross with Neck Ribbon - (Worn with formal attire only)	_____	\$45.00

Unless stated differently, **ADD SHIPPING** (domestic) \$6.00 (international) \$15.00  
**TOTAL AMOUNT ENCLOSED \$** \_\_\_\_\_