

NAVAL ORDER

of the **UNITED STATES**

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USS *Tulsa* Commissioned in San Francisco



Naval officer watches over crowd at commissioning

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Companion James Scott's book on the Battle of Manila is launched in the Philippines - Page 4



Membership Has Its Privileges

Most of us recall this American Express marketing campaign from the 1980's and there isn't a better way to describe our affiliation with the Naval Order. Everyone wants to be a part of something special, and without a doubt, America's oldest hereditary exclusively naval society dedicated to naval history, has an extraordinary *raison d'être* that brings our remarkable Companions together; the Naval Order is exceptional.

The United States is a maritime nation where nearly 40% of our citizens live in counties along our Nation's shores. More than 90% of U.S. commerce moves through the Maritime Transportation System (MTS). The sea has been, and will continue to be, critical to our Nation's prosperity and strength. Our maritime history and the absolute need for continued naval prowess must be appreciated and is the reason why the Naval Order is valuable to our Nation.

Nationwide, Naval Order commanderies commemorate the 7 December 1941 attack on Pearl Harbor and celebrate our Nation's victories at Midway and Manila Bay. We've recognized significant figures in our naval history with memorials in Normandy, France; Washington, DC; San Francisco, CA; New York, NY; Houston, TX and Pearl Harbor, HI. We've placed educational markers worldwide to identify important naval persons, places and events. Annually, the Naval Order observes the extraordinary contributions by our naval leaders, outstanding achievement in training and academia, and terrific writing related to our naval history.

Depending on location, Companions participate in myriad local events to promote the sea services and our maritime heritage.

Recently Companions from the San Francisco Commandery supported the commissioning of the USS *Tulsa* (LCS 16) and the USCGC *Robert Ward* (WPC 1130), and Companions from the Charleston Commandery supported the commissioning of USS *Charleston* (LCS 18).

Companions from the New York Commandery are considering submissions for the Samuel Eliot Morison Award for Naval Literature.

This spring, Companions from the National Capital Commandery, the New York Commandery, and the Philadelphia / Delaware Valley Commandery will visit Admiral of the Navy George Dewey's flagship, USS *Olympia* (C 6) in Philadelphia. This Fall, our annual Congress will be held in Boston, the birthplace of the Naval Order and homeport of our honorary flagship, USS *Constitution*, beginning on 23 October 2019.

I encourage you to proudly don your Naval Order regalia, and consider our extraordinary Companions and important *raison d'être*. Membership has its privileges... by enabling our Companions to participate in a wide range of worthwhile activities nationwide with tremendous people with whom they share a common interest. Membership also has responsibilities... in our organization where new members are nominated by Companions, we rely on you to identify and sponsor others who share

an interest in maritime history and heritage, and look forward to an opportunity to preserve, promote, celebrate and enjoy it. Be *Semper Paratus* - prepared to inspire others to become a part of, and participate in this awesome organization.

The Naval Order's Maritime Services

- U. S. Navy - "*Non sibi sed patriae*" - "*Not for Self but Country*"
- U. S. Marine Corps - "*Semper Fidelis*" - "*Always Faithful*"
- U. S. Coast Guard - "*Semper Paratus*" - "*Always Ready*"
- U. S. Merchant Marine - "*In Peace and War*"
- National Oceanic and Atmospheric Administration - "*Science, service, stewardship*"
- U. S. Public Health Service - "*Protecting, promoting and advancing the health and safety of the Nation*"

Submitted by CAPT Paul Crissy, USCG (Ret.)

USS *Tulsa* Commissioned in San Francisco Bay - February 16, 2019

The Sailors stood at attention awaiting the order. From the podium, then came the call to take the first watch and make the ship ready. One by one they ran to the gangway, up to the decks, and lined the rails of the ship. The new commanding officer, Commander Drew Borovies, turned to Commander U.S. Pacific Fleet, Admiral John Aquilino, and announced, "USS *Tulsa* is ready for service." It was fine Navy day for everyone on Pier 30/32 in San Francisco as companions, dignitaries, local citizens, and friends and family of the crew welcomed the newest member of the Fleet.

Many officials from the City of Tulsa were present along with representatives from the Department of the Navy and contractors who were instrumental in the ship's construction. Amidst the high value speakers present, the real moment in the day was



L to R Companion John Gulick and Commander John McKnight, San Francisco Commandery.



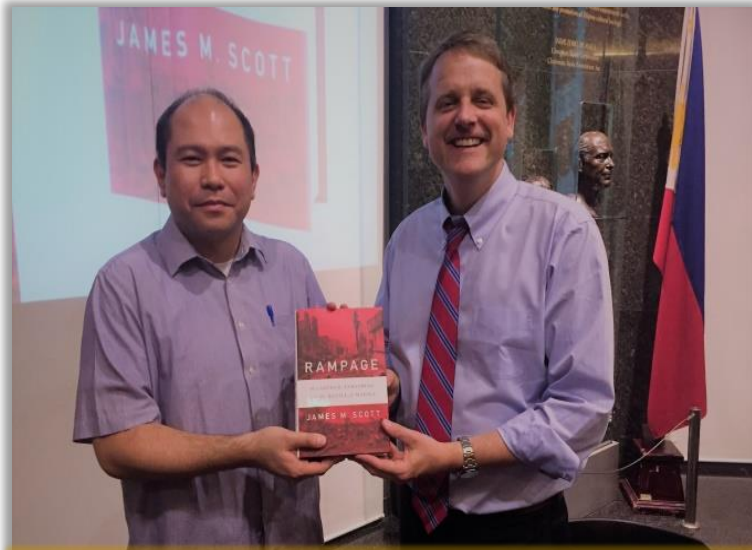
ADM John C. Aquilino, commander, U.S. Pacific Fleet (shaking hands with crewman of USS *Tulsa*).

taken, in my opinion, by the Ship's new CO who got choked up as he spoke of the commitment and hard work of his crew in preparing *Tulsa* for service. His deep sincerity and gratitude to those he commanded was inspiring; his tone said a lot about *Tulsa*, and the kind of Sailors he was preparing to take into harm's way.

Many of our Commandery's members were present along with those of our community who championed the effort to have this fine ship Commissioned in San Francisco. My gratitude and respect to Doug Moore, who led the charge, along with Sandy Lockwood (Deputy Chair), supported by the fine work of Michele Lockwood, Ken Arendt, Al Cruz, Stan Ellexson, Tom Snyder, Martin McNair, Julio Blea, Lou Lozano, and our dear and distant Companion Kris Carlock. Bravo Zulu to all.

Submitted by John McKnight

Charleston Commandery companion and author, James Scott, completed an exhausting February book launch and promotional tour in the Philippines for his new book, *Rampage: MacArthur, Yamashita and the Battle of Manila*. Scott, whose previous book *Target Tokyo: Jimmy Doolittle and the Raid that Avenged Pearl Harbor* was a finalist for the Pulitzer Prize, spent a week in Manila and city suburbs lecturing on his book and the "Battle of Manila" which inspired him to research and write the book.



James Scott poses with a signed copy of "Rampage" with Manila resident Chris Frondoso, whose grandmother was one of many civilian casualties of the war.

Scott spent his first day visiting the battlefields of Bataan and the route of the "Bataan Death March." The book, which was released in the United States in October, was officially launched at the Ayala Museum in Makati, where an overflow crowd of 270 people turned out to learn about the tragic battle that wrecked the "Pearl of the Orient."

Scott also visited the U.S. Embassy and spoke at universities and other venues in the Manila area, recounting, for students and civilians alike, the horror of the 29-day battle – the only urban battle fought by American troops during the Pacific War. It not only destroyed the city's infrastructure along with its cultural, scientific and historical heritage, but also resulted in an estimated 100,000 civilian deaths.

Many of the schools he visited are prominently featured in the book, including the University of

Santo Tomas, where nearly 3,700, mostly Americans, were interned for over three years.

During a presentation at De La Salle University he reminded attendees that the school had been the site of one of the most notorious atrocities of the battle, where rampaging troops tortured and murdered over 50 refugees and school staff.

At Far Eastern University (FEU), Scott noted the presence of Dr. Lourdes R. Montinola, whose father had founded FEU. Montinola had survived the Battle but her father, Dr. Nicanor Reyes, and other family members did not. At each venue he met other survivors of the battle, including one who still had shrapnel in her body.



On his last day in Manila, Scott spoke at the annual remembrance ceremony of the Battle, held this year on 16 February in Manila's old walled city, Intramuros.

Intramuros is the site of some of the final mass atrocities of the battle. The commemorative event is organized each year by Memorare Manila 1945 Foundation, an organization dedicated to preserving the story of the civilian sacrifices during the battle.

After the ceremony, Scott joined historian Dr. Rico Jose, Manuel Quezon III (grandson of wartime Philippine president Manuel Quezon), San Francisco Commandery companion, Bob Hansen, and others, for a personalized tour of the dungeons of Fort Santiago where hundreds of prisoners, military, and civilian alike, were murdered by the notorious Kempeitai – the Imperial Japanese Army's secret police.

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Scott concluded his tour with one special trip. Joined by local researcher C.S. Ranche and Bob Hansen, he stopped by the home of 107-year-old Jessie Lichauco.

Lichauco's husband, Marcial, was a noted attorney and author of *Dear Mother Putnam*, a day by day diary of the Second World War in the Philippines, which was an important source for Scott's book.

The Lichaucos provided aid and succor to refugees during and after the Battle of Manila. Miraculously, their home survived the battle, and although lacking food, medicine, and other basic necessities, they were able to save many lives.



(Left to Right) Researcher C.S. Ranche, Mario Benipayo, Desiree Benipayo, historian Dr. Rico Jose, Companion James Scott, Companion Bob Hansen, and Manuel Quezon III on the balustrade of Fort Santiago.

Benipayo's grandfather, Judge Jose Abad Santos, was executed for refusing to cooperate with Japanese occupation authorities. Quezon's grandfather, Manuel Quezon, was President of the Philippines when the war started.

James Scott is a founder and companion of the Charleston Commandery. He was the Samuel Eliot Morison Award winner in 2010 for his book *The Attack on the Liberty: The Untold Story of Israel's Deadly 1967 Assault on a U.S. Spy Ship*.

Submitted by James Scott and MCCS Robert A. Hansen, USN (Ret.)

National Capital Commandery Visits the US Marine Corps Museum, Quantico, Virginia

"I have just returned from visiting the Marines at the front and there is not a finer fighting organization in the world." - General Douglas MacArthur, U.S. Army

"The safest place in Korea was right behind a platoon of Marines. Lord, how they could fight!"
- Major General Frank E. Lowe, U.S. Army

"The Marines will never disappoint the expectations of their country." - Captain C. W. Morgan, U.S. Navy

On 26 January 2019, companions of the National Capital Commandery toured the U.S. Marine Corps Museum at Quantico, Virginia. It was a day of fellowship and an opportunity to appreciate our U.S. Marines.



Entryway to the USMC Museum. The 200 foot spire replicates the angle of the U.S. flag raised over Iwo Jima.

In the spacious entry hall, we were astonished to see the range of historic aircraft on display, including the *Jenny*, as well as two *Corsairs* – one that flew in WWII and one that flew in Korea. We posed for a photo in front of a Sikorski H-34 helicopter that flew air assaults over Viet Nam.

It was the same helicopter piloted by Lt. Colonel Raul "Mad Mex" Sifuentes, USMC (Ret.), who completed three tours of duty during the Viet Nam War. In September 2016 he had been a guest speaker at our commandery meeting, where he spoke about his time in combat.

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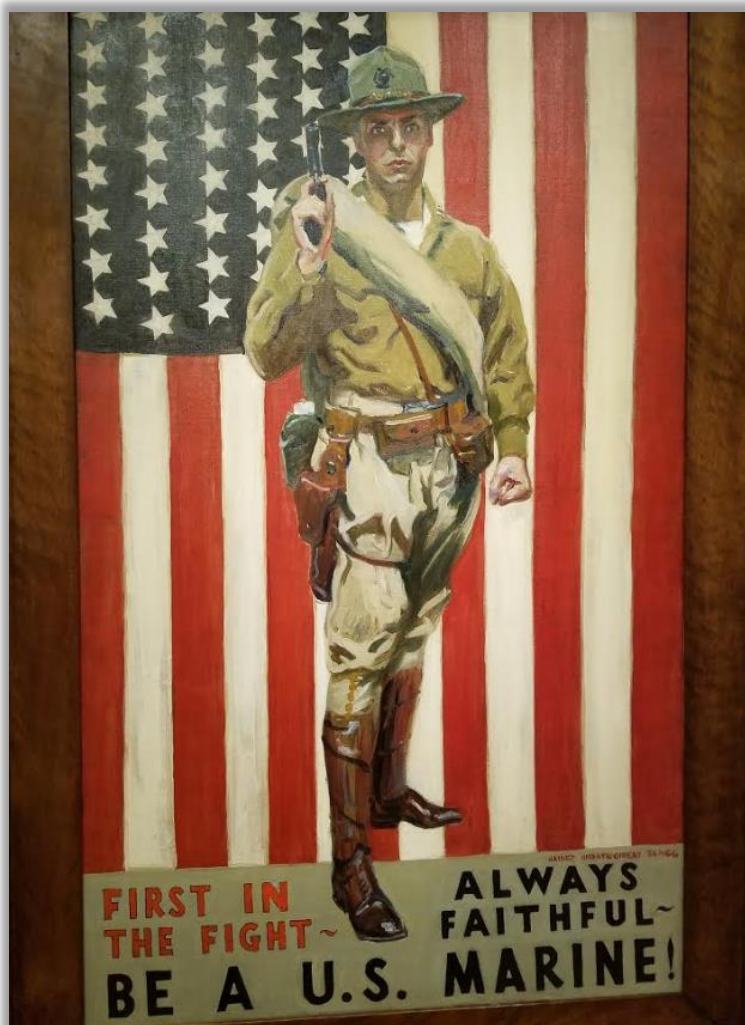


National Capital Commandery companions in front of a Sikorski H-34 combat helicopter that flew over Viet Nam.

The museum tells the stories of the Marines through recorded oral histories and thousands of artifacts including medals, weapons, trench art, recruiting posters, and military equipment, ranging in size from helmet insignia to tanks and landing craft. The sensory-immersion galleries offer the sounds, sights, voices, vibrations, and smells of battle. The docents, most of whom are veterans, are knowledgeable and happy to show visitors around and relate the human-interest stories about individual Marines who had extraordinary achievements during and after their service to the country. Marines who died in combat and those who were POWs also have a place of honor in the museum. The Medal of Honor Wall, with the names of over 300 recipients, is truly impressive.



USMC Corsairs



A Marine Corp recruiting poster from WWI.

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The life-size dioramas of Marines in combat, from 1776 to the present, are astonishing in detail – such as beads of sweat on a forehead and dirt under fingernails. Every figure is made from a life cast of an active-duty Marine stationed at Quantico.

We learned about “Sergeant Reckless”, a little sorrel mare, who served with the Marines in Korea. She made countless trips up rugged mountain terrain, delivering 75mm shells to the men there, and returned with the wounded, bringing them to safety. Her statue is on the grounds of the museum, along with “Iron Mike”, who exemplifies the Marine fighting spirit. We learned that the bulldog mascot “Chesty #14”, who lives at Quantico, regularly frequents the museum, much to the delight of visitors.



A diorama of a Marine in combat

We had lunch at Tun Tavern. The main dining room is a replica of the one in the Tun Tavern of Philadelphia, the birthplace of the Marine Corps, where two battalions of Marines were mustered in 1775. This summer the museum will expand to include galleries about Marines in Iraq and Afghanistan. It was a pleasurable day to learn more about the courage, dedication to duty, selflessness, and heroism of the U.S. Marines.

Submitted by Dr. Judy Pearson

A Wreath-Laying in Bermuda

The 25 February 2019 issue of the Bermuda *Royal Gazette* carried the headline “Remembering American Prisoners of War Who Died in Bermuda 200 Years Ago”. The occasion was the annual ceremony in St. George’s Parish, Bermuda, to honor and remember the death of Midshipman Richard Sutherland Dale, who died in Bermuda, at the age of 21, as a prisoner of war, following the sea battle between the USS *President* and HMS *Endymion*, at the end of the War of 1812.

The annual ceremony is held on the Saturday closest to the anniversary of Dale’s death on 22 February. This year, Naval Order companions CAPT John Rodgaard and Dr. Judy Pearson participated in the event, as they have for the past six years. For more information about the history of this event, and the participation of the U.S. Navy and the Naval Order, see the article on the Naval Order website: tinyurl.com/y2mutxuw

The ceremony began on King’s Square, where Mr. David Frith, the Town Crier, in 19th century costume, called everyone to order. Mr. Beau Evans, master of ceremonies, announced the sequence of the day’s activities. Training Ship Admiral Somers Sea Cadets assembled for inspection. The island’s Deputy Governor, Ms. Alison Crocket attending on the behalf of Governor John Rankin, joined Sea Cadets’ Commander Michael Frith for the inspection.



Mr. David Frith, Town Crier, calls the assemblage to order.

This year’s ceremony was unique in that approximately 30 members of The National Society of U.S. Daughters of the War of 1812 attended. They dedicated a historic marker to honor 15 U.S. sailors; prisoners of war who died in Bermuda during the war, either ashore or in prison ships off shore. With the exception of Midshipman Dale, their final resting places are unknown.

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NATIONAL CAPITAL COMMANDERY

Dale's original marble gravestone was placed by his father, Commodore Richard Dale, a naval hero of the American War for Independence. The Naval Order replaced the aging gravestone in 2016.

Following the dedication, the official party, led by a piper and drummer, walked up the hill to the graveyard behind St. Peter's Church, founded in the early 17th century.



The official party's procession to the graveyard of St. Peter's Church.

The Reverend Thomas Slawson, assisted by the Reverend Dr. Erskine Simmons and Mayor of St. George's, Ms. Quinell Francis, presided over a touching graveside ceremony, assisted by the Sea Cadets, who held wreaths and carried the flags of Bermuda and the U.S.



T.S. Admiral Somers Sea Cadets ready for inspection.

With prayers and the singing of hymns and the national anthems of the U.K. and the U.S., five people, each representing an organization, laid wreaths on the gravestone of Midshipman Dale. The U.S. Consul General, Mrs. Connie Dierman, laid a wreath on the behalf of the American People. The national president of the Daughters of the War of 1812, Ms. Mary Raye Casper, laid a wreath for the Daughters of the War of 1812. Deputy Governor Crocket laid a wreath on the behalf of the people of Bermuda. Dr. Judy Pearson laid a wreath for The 1805 Club. CAPT John Rodgaard laid a wreath for the Naval Order of the U.S. The lovely ceremony has come to symbolize the friendship and cooperation among the U.S., Great Britain, and Bermuda.



Ms. Mary Raye Casper, National President of The Daughters of the War of 1812 with Ms. Betty Oderwald, Connecticut Chapter Honorary Vice President.



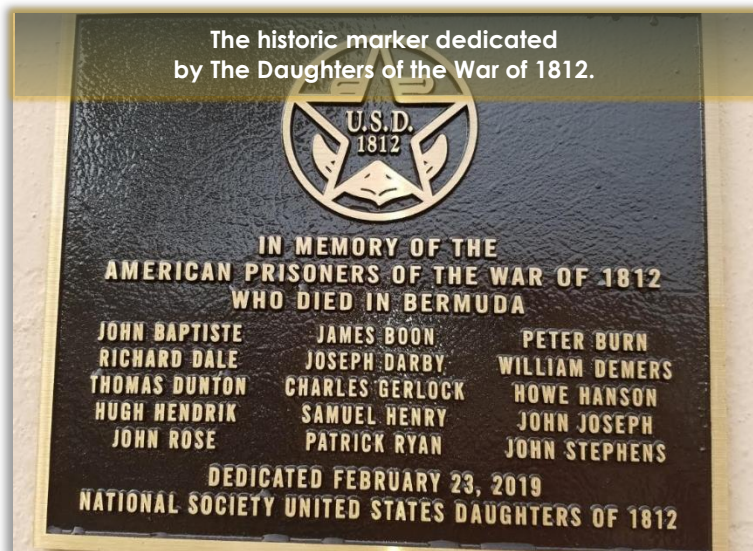
The wreath from the Naval Order of the U.S.

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Midshipman Dale's gravestone covered with wreaths.

Participants dined at the Grotto Bay hotel later in the evening for a fund-raising dinner for the Friends of St. Peter's Church. Ms. Caspar, the guest speaker, said that The Daughters of the War of 1812 organization focuses on the memory of military heroes, with historic markers in town squares and emblems on graves. Ms. Betty Oderwald, Connecticut Chapter Vice President and former Connecticut state chairperson, conducted the research for the 15 names on the marker in Bermuda. These names are shown in the photo of the marker.



Submitted by Dr. Judy Pearson

THE MAINE REMEMBERED

At noon on Friday, 15 February 2019, the National Capital Commandery observed the anniversary of the sinking of the USS *Maine* (ACR 1), a second-class battleship in Havana Harbor, Cuba, in 1898 with a loss of life for 260 officers and men, nearly two-thirds of the crew. Commandery Commander, CAPT William Steagall, USN (Ret.) in the presence of several Companions, commemorated the occasion with remarks and a wreath-laying at the Maine Memorial, Arlington National Cemetery. The remarks originally were prepared by Companion RADM James Toole, USN (Ret.) for previous *Maine* commemoration ceremonies, including the event's 100th anniversary.

The remarks emphasized the bravery and sacrifice of so many U.S. sailors and Marines, most of whom are buried next to the *Maine* Memorial. The impressive memorial consists of the ship's mast, placed on a large granite base, with engravings of the names of all of the ship's crew who lost their lives. The tragedy was the catalyst for commencing the war with Spain in 1898, the results of which suddenly turned the United States into a world power with new territories overseas, including Cuba, Guam, and the Philippines. The cause of the *Maine's* sinking has never positively been determined.



CAPT Bill Steagall and CAPT Vance Morrison with the wreath at the base of the USS *Maine* Memorial.

Submitted by CAPT Vance H. Morrison, USN (Ret.)

The New Orleans Commandery enjoyed a special dining experience at Andrea's Restaurant 19 January. Companion Samantha (Sam) Clavell PhD., Associate Professor of Military History at Southeastern University, reported on the extraordinary life of CAPT Joachim zur Horst Wedekind. He was the husband of Companion Alice Wedekind. Both had only recently passed away.

Wedekind, godson of German Field Marshall/President Paul von Hindenburg, went to sea at age 14. He first served aboard the *Deutschland* and was 17 at the start of WWII. He was aboard the German transport *Urundi* when it was torpedoed during the invasion of Norway. While aboard the *Spezia*, making resupply runs between Italy and North Africa, the ship experienced an underwater explosion while still 13 miles off from Benghazi. First thought to be caused by a torpedo, the explosion was later determined to be probably caused by an Italian mine."

In February 1945 he was aboard the *SS General von Steuben*, a former cruise ship serving as a hospital ship with 5200 aboard, including 2800 wounded soldiers and 270 doctors and nurses. The ship was torpedoed and quickly sunk with more than 4500 souls lost. Wedekind began the voyage at age 22 as Second Mate and ended up in charge.

CAPT Wedekind spent last 30 years in the US Coast Guard Auxiliary serving as a ship inspector and instructor, even flying recon missions in his own aircraft, right up to his nineties.

Companion CJ Christ also paid tribute to Joachim. CJ has conducted extensive and exhaustive research of German U-boat activity in the Gulf of Mexico. He called upon Wedekind to translate many of the original U-boat ship logs in his possession. Both were honored by the Chief of Naval Operations for their research.



L - Wedekind daughters, Befina Owens and Susan Spicer and R - Historians CJ Christ and Samantha Clavell, flank the image of CAPT Joachim Wedekind.

NOUS Northwest Extends its Reach through Video Teleconferencing

With its core membership residing near Everett Naval Station, north of Seattle, the NOUS Northwest Commandery has been examining new opportunities for increased participation by geographically distant companions residing throughout its far-flung states of Washington, Oregon and Idaho.

One potential idea currently under development is the use Skype video conferencing for all of the NOUS Northwest meetings. This idea of *remote inclusion* began with the Northwest Commandery's periodic Discussion Group, which is currently studying the history of our maritime forces in the South China Sea. Previously, those study groups have covered a variety of maritime topics and were held at a local library. But such a venue only allowed for a small attendance.

Looking ahead, by extending the Commandery's reach through a combination of video teleconferencing and selected pre-readings, NOUS Northwest companions will be able to actively join the Discussion Groups wherever they are, with their laptops, cellphones and tablets.

The Northwest Commandery is also working to use Skype to include all members in planning meetings and special tours and events. They have worked out most of the bugs and are now working on getting all members to join Skype to expand the reach to all members.

NOUS Northwest is a young, growing Commandery, which recently celebrated its second charter year anniversary on 17 January 2019. And while the above-described efforts will continue for attracting additional membership from outside the Seattle area, the Commandery looks forward to a full schedule of local meetings, maritime-focused museum tours, backyard barbecues and wonderful dinners overlooking beautiful Puget Sound!

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NOUS Northwest tests its video teleconferencing system. (L) NOUS Commander John Laible is joined by companions (clockwise) Jim Wold, Solon Webb and Floyd Kershner.

**Northwest Commandery
Upcoming Events**

5-9 June

Rose Festival Fleet Week
Tom McCall Waterfront Park, Portland, Oregon

<http://www.rosefestival.org/event/fleet-week>

1 June

Historic Celebration Brunch, at Everett Naval Station

The theme of the brunch is "The Battle of Midway"

Chapter Contacts:

NOUS Commander: CAPT John Laible, USN (Ret.)
at captjohn42@gmail.com or 206.794.5254

Communications: CAPT Solon Webb, USN (Ret.)
at mendosolo@aol.com or 707.548.3720 for additional details.

Submitted by CAPT Solon Webb, USN (Ret.)

On 24 January 2019 the San Francisco Commandery joined the Marine Corps Coordinating Council of Northern California for its Marine Day Luncheon at the Marines Memorial Club in San Francisco, CA.

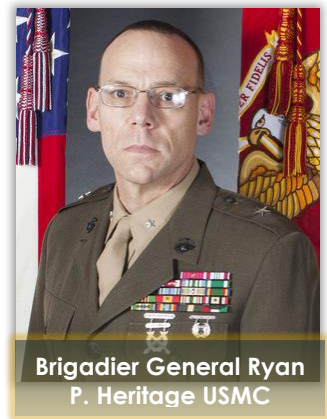
Honored at the event was Mrs. Charlotte Shultz. The "Marine in Spirit Award" acknowledged her many years of outstanding support to her husband, former Secretary of State and U.S. Marine Major, George P. Shultz.



Also noted were her many years of support to The City and County of San Francisco, the many civic organizations that she has led and supported and to the community in general. Very few individuals have had as significant an impact across a broad spectrum of organizations and deserving causes.

Lieutenant General Jan Huly, USMC (Ret.), president and CEO of the Marines Memorial Association, and his predecessor Major General Mike Myatt, USMC (Ret.) were both there to honor Mrs. Shultz.

The guest speaker at the event was Brigadier General Ryan P. Heritage USMC, Commanding General of the Western Region Recruiting Area and Marine Corps Recruit Depot San Diego, CA. General Heritage's speech was well-received and covered the history of the Depot.



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He discussed the high quality of the recruits currently coming into the Marine Corps.

He also emphasized the levels of education and physical fitness of the newly graduated Marines. He gave full credit to his recruiting force for their collective success in meeting recruiting goals and their continued efforts to find the best qualified prospective Marines.

Marines from the various commands in the Bay Area were present including the commanding officers of the 23rd Marine Regiment, Colonel White USMC; Recruiting Station San Francisco, Major Clint Hall USMC; and the Inspector-Instructor Staff of the Marine Reserve Training Center - San Jose, Major Bobby Bradford.



Marine Day Luncheon at the Marines Memorial Club



Charlotte Shultz with Colonel Allan Cruz

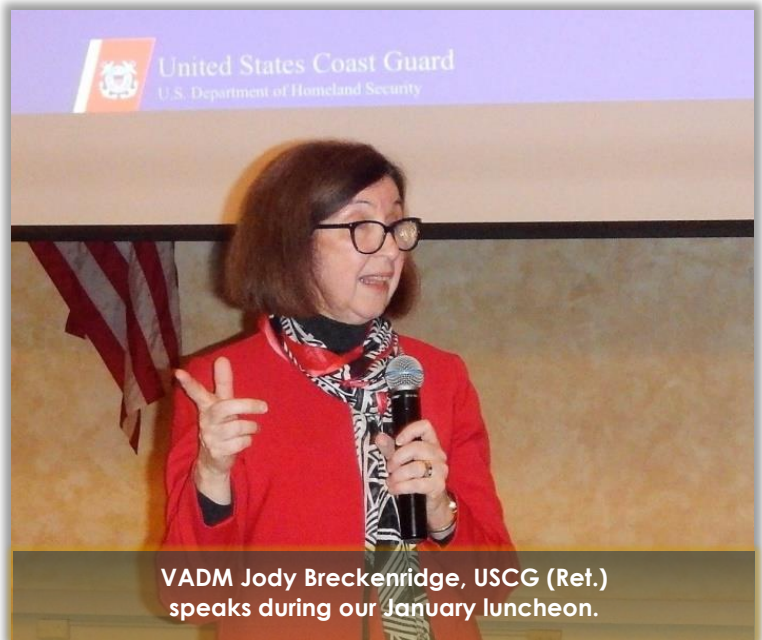
Present at the luncheon were San Francisco Commandery Commander John McKnight, Companions RADM Tom Andrews, Don Reid, Bob Hansen, John Bell, Ed and Ruth Stevenson, Mike Feddersen, Bill LaBounty, Tom Peterson, Scott Huseby, Gary and Marsha Estrella, Charles and Diane Paskerian, Wesley Rudoj, Frank and Peggy Wallace and Allan Cruz.

Submitted by Col. Allan Cruz, USMC (Ret.)

After a series of dry years, the rain returned with a vengeance in 2019. The wet weather did not stop, or even slow down, our Commandery's programs.

In January, we were honored to have Vice Admiral Jody Breckenridge, United States Coast Guard (Ret.) as our luncheon speaker.

VADM Breckenridge, who once commanded the Coast Guard's Pacific Area, focused on the current status of the Coast Guard. However, her talk not only covered the Coast Guard's drug interdiction successes at sea but covered a wide variety of topics ranging from the funding of Coast Guard operations during the budget crisis to security on our southern border.



VADM Jody Breckenridge, USCG (Ret.) speaks during our January luncheon.

Later in the month the San Francisco Commandery joined the Marine Corps Coordinating Council to honor Charlotte Shultz for her service to the people of San Francisco (see separate article). Her husband, former Secretary of State and Secretary of the Treasury George Shultz is a member of our Commandery.

February's speaker was our own companion, Robert McLaughlin, who spoke about his research and subsequent book on the capture of the German Submarine U-505 during the Second World War's "Battle of the Atlantic."

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He noted that the Battle, which lasted almost six years, was the longest and farthest ranging battle of the war. The capture of the submarine marked the first (and only) time in centuries that a “boarding party” was ordered into action by an officer of the United States Navy. Most of us know the significance of the action, which resulted in the capture of a German “Enigma” machine and the accompanying code books, but McLaughlin's book also covered the personalities of the individuals involved, including both the American Captain, Daniel J. Gallery and members of his crew, and the German submarine crew as well. The U-505 was restored and is currently on display at Chicago's Museum of Science and Industry.

Our Commandery's most important event in February was the Commissioning of the United States Navy's newest warship, the USS *Tulsa* (LCS 16).

Our Commandery had taken the lead in the commissioning committee. Former Tulsa, Oklahoma Mayor Kathy Taylor, the ship's sponsor, was voted into Naval Order membership during our February luncheon. (See separate article on Commissioning Ceremony on page 3).



Robert McLaughlin

On 2 March, some of us also joined in welcoming the USCG *Robert Ward* (WPC 1130) into active service at Yerba Buena Island. The *Ward* is a “Fast Response Cutter” (FRC). FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment as well as over-the-horizon response

boat deployment capability and improved habitability for the crew. The ships can reach speeds of 28 knots and are equipped to coordinate operations with partner agencies and long-range Coast Guard assets such as the Coast Guard's National Security Cutters. San Francisco Companion Master Chief Julio Blea was on the *Ward*'s commissioning committee.



USCGC Robert Ward (WPC 1130)

Our March luncheon meeting included special guests and special companions. Special recognition was given to our very special companion and commandery chaplain LCDR Art Curtis, USCG (Ret.) for his work on the Korean War Memorial Foundation. Companion Don Reid, Treasurer of the Korean War Memorial Foundation, was joined by Korean Community leader and Foundation Vice President Man J. Kim to honor Art, who originally joined the committee as the United States Coast Guard representative, but grew to accept a lead role as Korean War Memorial Foundation Secretary.



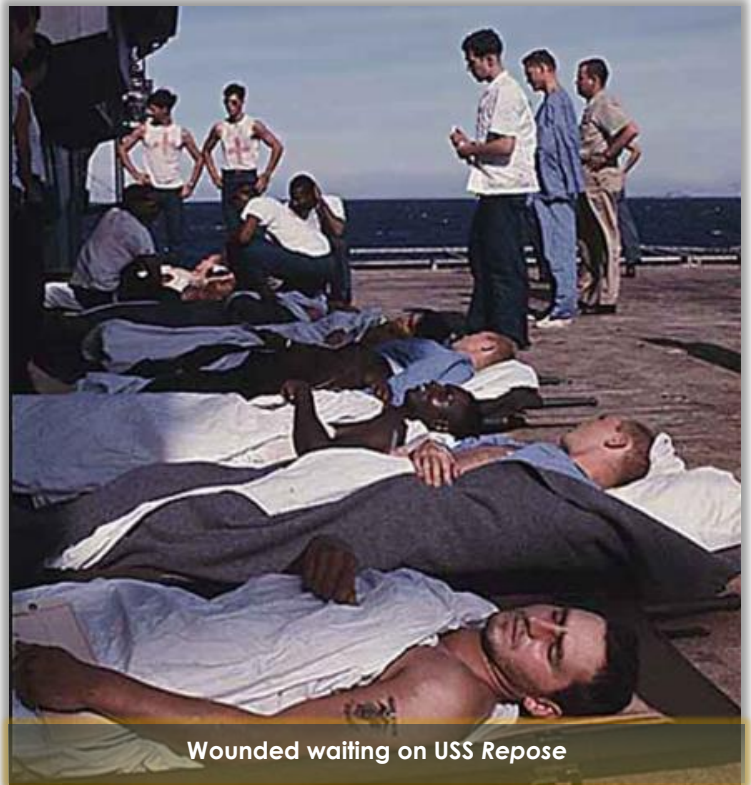
L-R: Man J. Kim, Art Curtis, and Don Reid

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USS Sanctuary

Our March luncheon speaker was our own companion CAPT Scott Huseby, MC, USN (Ret.), who talked about his experiences setting up a field hospital in Phu Bai, Vietnam. His talk covered the arrival of the 3rd Marine Division in Vietnam in 1965 and the arrival of the Hospital Ships *Repose* and *Sanctuary* as well as the establishment of the hospital at China Beach in DaNang, Vietnam. His vivid description of triage, and treating combat casualties was made even more poignant by his personal home movies of the Phu Bai Marine Corps base.



Wounded waiting on USS Repose

Upcoming events

Save these dates and check back for more information at www.navalorder.org/san-francisco-nous-home

6 May – Luncheon at the Italian Athletic Club. Speaker, CDR Jennifer Free, USN, Commanding Officer San Diego Naval Recruiting District. Topic: "Challenges to Filling our Nation's Recruiting Quotas."

13 May – Salute to Vietnam Veterans at the Marines Memorial Club, 415.673.6672

26 May – USS *San Francisco* Memorial Service at Lands End, San Francisco

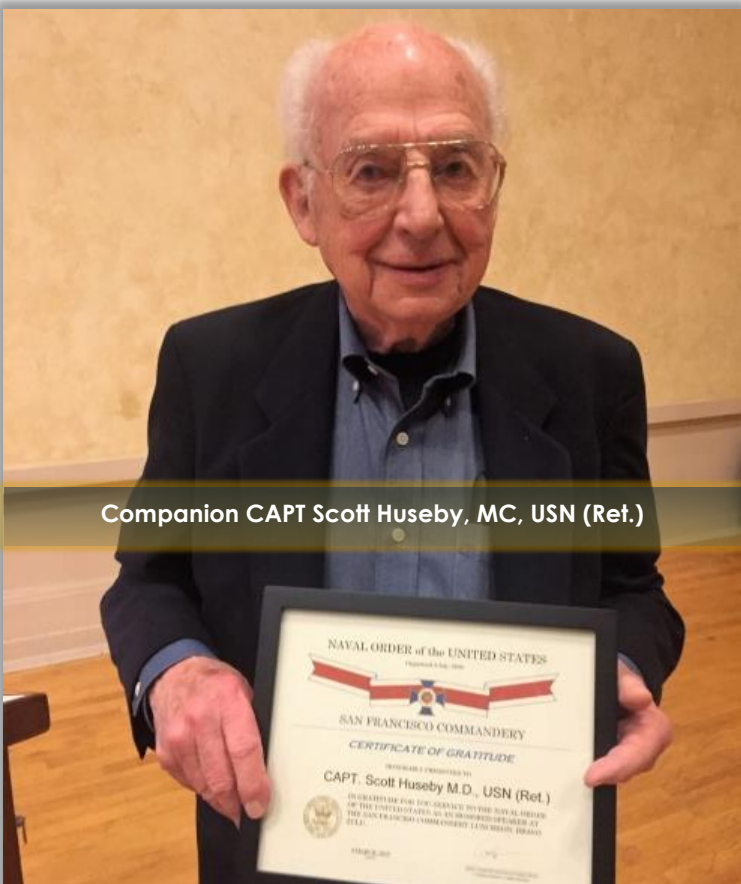
3 June – Luncheon at the Italian Athletic Club. Speaker, LtCol Todd Mahar, USMC. Topics: "The Hoover Institute and the Marine Officer in the 21st Century."

6 June – 75th Anniversary of D-Day at the Marines Memorial Club, 415.673.6672

1 July – Luncheon at the Italian Athletic Club. Speaker: Robert Canepa Topic: "North Korea: The Hermit Kingdom."

5 August – Luncheon at the Italian Athletic Club. Speaker and Subject TBA

Submitted by MCCS Bob Hansen, USN (Ret.)



Companion CAPT Scott Huseby, MC, USN (Ret.)

Fleet Admiral Nimitz Leadership Award

The Texas Commandery held its Annual Banquet on Saturday night, 8 February 2019 at the Lone Star Flight Museum at Ellington Field in Houston with Commandery Commander CDR Bryan Lethcoe, conducting the event.



This was the 33rd year that the Texas Commandery has recognized the leadership of Fleet Admiral Chester W. Nimitz by presenting an award in his memory. Admiral Nimitz's outstanding leadership qualities are examples of those qualities for which the Texas Commandery was chartered. Admiral Nimitz, a native Texan born in Fredericksburg, Texas, was elected to the New York Commandery of the Naval Order on 15 September 1947.



Captain Dave Burr, Chairman of the Nimitz Award Committee, gave the background for the award followed by the qualifications for this year's recipient, Rear Admiral Paul F. Thomas, USCG, Commander, Eighth Coast Guard District.

CAPT Burr and CDR Lethcoe presented RADM Thomas with a plaque, for which he expressed great appreciation. CAPT Burr also noted that, in addition to the plaque, his name will also be engraved on a small brass plate and mounted on the Naval Order plaque that is displayed at the National Museum of the Pacific War in Fredericksburg, Texas together with all of the names of previous recipients starting with John F. Lehman, Secretary of the Navy who was presented with the award on October 10, 1986.

RADM Thomas, in his acceptance speech, discussed the role, bravery, and professionalism of the Coast Guard in the aftermath of Hurricane Harvey, which struck the southeast Texas coast immediately after he assumed command of the Eighth Coast Guard District. He recognized and thanked his local commanders in attendance and praised the resilience and resourcefulness of his staff and personnel affected by the storm in the region.



RADM Paul Thomas, the 2018 Fleet Admiral Nimitz Leadership awardee, meets Marshall Cloyd, the 2018 Admiral of the Navy George Dewey award recipient. Rear Admiral Thomas's Aide, Lieutenant Shannon Ledet, looks on.

CDR Lethcoe then asked the Lone Star Flight Museum Chief Executive Officer, Lieutenant General Douglas Owens, USAF (Ret.), to speak to

Continued on next page...

the assembly about the operations and successes of the recently relocated Museum. Lt.Gen. Owens spoke of the move from Galveston to Ellington Field as a result of Hurricane Ike, the delay of the museum's grand opening as a result of Hurricane Harvey, and finally the great effect of the museums education programs to the school age children in the region.

In addition to RADM Thomas and Lt.Gen. Owens, the following other special guests were in attendance:

Rear Admiral James Watson, USCG (Ret.), the 2013 recipient of the Fleet Admiral Nimitz Leadership award; Mr. Marshall Cloyd, the 2018 recipient of the Admiral of the Navy George Dewey award; Mr. Clyde Combs, a participant in the D-Day Allied Invasion of Normandy onboard PT-515 in June 1944; and Captain Michael Foreman, USN (Ret.), the Mayor of Friendswood, Texas and former NASA astronaut.

Submitted by CDR Bryan Lethcoe, USN (Ret.)



Past and present NOUS leadership award recipients are pictured with current and former TCNOUS leadership. From left: Commander James Sterling, Commander Bob Frazier, CDR Bryan Lethcoe, Rear Admiral Paul Thomas (2018 Fleet Admiral Nimitz Leadership awardee), Mr. Marshall Cloyd (2018 Admiral of the Navy George Dewey awardee), Rear Admiral James Watson (2013 Fleet Admiral Nimitz Leadership awardee), and Lieutenant Steven Howell.

The Last Doolittle Raider Remembers the USS *Hornet* (CV 8)

The wreckage of USS *Hornet* (CV 8) was discovered early this year resting on her hull 17,000 feet below the surface of the South Pacific Ocean. The storied carrier is the final resting place of 140 of her 2,220 crew. The find had a direct link to a 103-year-old retired Air Force pilot.

Lt. Col. Richard (Dick) Cole is the last surviving member of the 80-man Doolittle Raiders, whose sixteen Army Air Force B-25 bombers were launched from the *Hornet* the morning of 18 April 1942. Their mission: To bomb Tokyo and other Japanese targets, just four months after Pearl Harbor. The Doolittle Raid and the *Hornet* are forever linked in history due to the undaunted courage of the Raiders and *Hornet* crew, as well as all of the men of Task Force 16 (TF16).

Cole was Doolittle's co-pilot of the first bomber launched. He reminisced recently about his days aboard the *Hornet*. He lavishly praised the ship and her crew for their friendship toward the raiders and their courage.

"We couldn't have done it without the *Hornet* and the rest of the Task Force," Cole said. "I have always thought it should be known as the Halsey-Doolittle Raid. They got us to the point of our takeoff at extreme risk to themselves."

After Pearl Harbor, President Roosevelt was adamant that U.S. forces strike the Japanese home islands. Navy Captain Francis Low, on the staff of Admiral Ernest J. King, Commander-in-Chief of the United States Fleet, had an idea that drew serious consideration – launch Army Air Corps bombers from a Navy Aircraft Carrier. The B-25B Mitchell bomber was the sole feasible choice.

In early March 1942, Cole and the men and bombers of the 17th Bomb Group reported to Eglin Field, Florida, just 70 miles east of the Navy's flight training center at Pensacola. There they were introduced to Doolittle. Lt. Col. Doolittle, who had the first PhD. in aeronautical engineering from the Massachusetts Institute of Technology, would be the commander of the upcoming mission. He did not

reveal the mission to the airmen until they were aboard the *Hornet*. The time for training was limited. After less than a month, they headed for Naval Air Station Alameda where they met the *Hornet*.

ADM William F. "Bull" Halsey, Jr. commanded TF16, of which the *Hornet* was one of two carriers. Halsey's flagship was the carrier USS *Enterprise* (CV 6). The plan called for the task force to bring the Raiders to a point about 400 miles off the Japanese coast, where the Army bombers would be launched at dusk to bomb targets at night.

For most of the Army fliers, Cole included, it was their first time aboard a ship when they stepped onto the deck of the *Hornet*. Cole said it was very confusing.

"The *Hornet* was as big as a small city. It had so many decks that it was hard to know where you were. And then there were so many new terms for everyday things: head, bridge, companionways, passageways, bulkheads." The date was April Fool's Day, and it seemed appropriate, he said.

The *Hornet* steamed out of the bay under cover of early morning darkness to help conceal the sixteen olive-green Army twin-engine bombers. A storyline was that the aircraft were being ferried to Hawaii. The actual plan was to join TF16 as it sailed north from Hawaii. No one, save the *Hornet*'s captain, CAPT Marc (Pete) Mitscher, and Doolittle, knew the actual destination and mission.

"We had been told we were volunteering for a dangerous mission that would greatly aid the war effort, but after a month of training none of us knew just what we were in for," Cole said. The Army bombers occupied most of the flight deck. The crewmen of the *Hornet* were at first somewhat cold to the Army airmen, until CAPT Mitscher announced: "Now hear this. This ship is bound for Tokyo!"

"That announcement changed the atmosphere completely," Cole said. "Everyone wanted to talk to us, show us around, and do things for us. I think everyone in the crew shook my hand. And they invited us to play poker. That was probably a mistake," he added.

Continued on next page...

As the days passed, classes were held for the fliers on navigation, target identification, and even rudimentary language. Navy LT Stephen Jurika, Jr., who had been the assistant naval attaché in Tokyo, gave lectures on specific targets in Tokyo and elsewhere. Jurika had gone to boarding school in Shanghai, China. He taught the men the Chinese phrase “Lusau hoo metwa fugi -- I am an American” in case they made it that far. The Army fliers also posed for photos in front of their bombers.



Crew No. 1 in front of B-25#40-2344 on the deck of *Hornet*, 18 April 1942. L to R: (front row) Lt. Col. Doolittle, pilot; Lt. Richard E. Cole, copilot; (back row) Lt. Henry A. Potter, navigator; SSgt. Fred A. Braemer, bombardier; SSgt. Paul J. Leonard, flight engineer/gunner.

boats roughly 650 miles off the Japanese home islands. A radarman aboard the *Enterprise* detected two unidentified vessels at 21,000 yards off the port bow.

Halsey ordered eight F4F fighters and three SBD Dauntless dive bombers aloft to search for enemy vessels up to 200 miles ahead. The weather was turning bad. Just before 0600, a Dauntless pilot detected one of the picket boats 42 miles away. The Task Force was about 250 miles further east than they had hoped. They didn't have enough fuel to reach pre-arranged bases in the interior of China but there was no question that they could reach Japan. The mission was a “Go.” Halsey sent word: LAUNCH PLANES X TO COL DOOLITTLE AND GALLANT COMMAND GOOD LUCK AND GOD BLESS YOU. The checkered flag was spinning, and then the signal officer dropped his arm and pointed the banner at the bow. Doolittle and Cole released the brakes, and very slowly, the B-25 began to roll. With the aid of the wind and the speed of the carrier, the

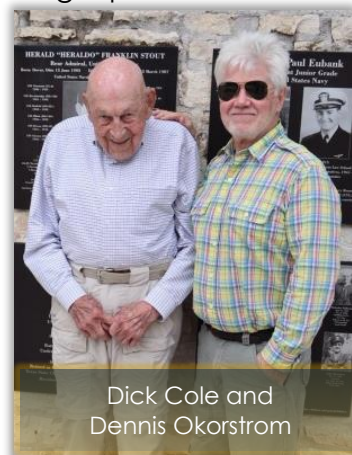
For more than two weeks, the Task Force steamed north then west through the cold waters of the North Pacific. They hoped to avoid enemy reconnaissance aircraft or ships, but their luck ran out in the early morning hours of 18 April. They were sighted by Japanese picket

bomber lifted off well before it would have dropped into the ocean. It was Cole's last physical contact with the carrier *Hornet*, and he didn't hear the cheers of her crew as he lifted off into history. It was 0820. Four hours to Tokyo, and an enemy that knew they were coming.

All of the bombers were successfully launched. The last one to launch was *Bat Out of Hell* piloted by Cole's flight raining classmate Lt. William Farrow. As sailors struggled to bring his bomber into position, a seaman slipped on the wet deck and fell beneath the whirling propeller; his arm was amputated later that day. If omens exist, this might have been one. The entire crew of *Bat Out of Hell* was captured by the Japanese and Farrow was executed.

After bombing Tokyo and other Japanese targets the other fifteen bombers headed for China; one landed in Russia with critically low fuel and none landed safely. Two crews were captured, three men died during bailout or crash landing; three were executed and one died in captivity. Cole made it to Chungking and subsequently India, where he remained for a year flying cargo planes over the “Hump” into China.

The *Hornet* and the rest of TF16 returned to Hawaii, arriving 25 April. *Hornet* took part in the Battle of Midway and the Solomon Islands campaign. Severely damaged at the Battle of the Santa Cruz Islands on 27 October 1942, the *Hornet* was abandoned, and the Japanese finally sent her to the watery grave where she was discovered in January 2019. Looking back through 77 years, Cole was solemn in talking about the gallantry of the ship's company and the discovery of her final resting place on the floor of the Pacific. “Perhaps it will bring some kind of closure to the families and descendants of the men who went down with her.”



Dick Cole and Dennis Okorstrom

Cole hasn't boarded a Navy ship since launching from the *Hornet*. “Once was enough,” he said.

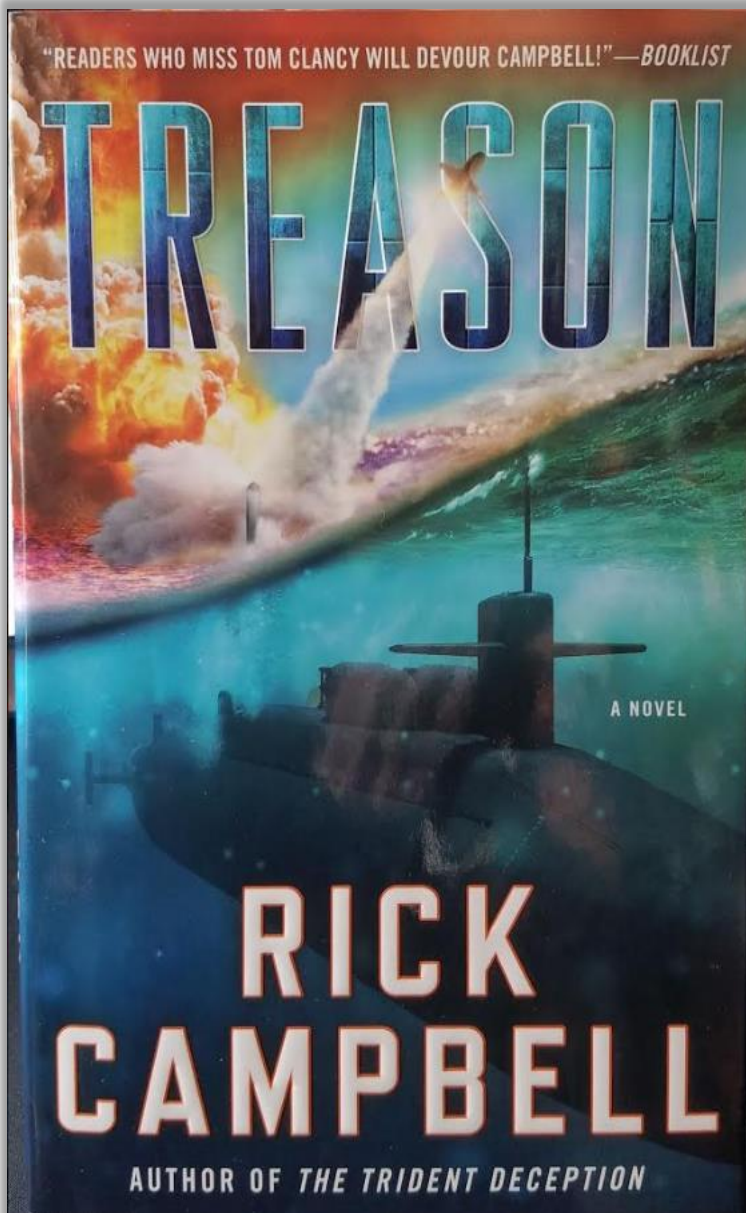
Editor's Note: (Lt.Col. Cole passed away on 9 April 2019. Burial will be at Arlington National Cemetery).

Submitted by Dennis Okorstrom, PhD

Commander Rick Campbell Launches his Fifth Novel: *Treason*

It was an exciting day on Wednesday, 20 March 2019, at the Agua 301 restaurant on the Washington, D.C. waterfront where Commander Rick Campbell USN (Ret.) launched his latest novel, *Treason*!

This is the fifth in his series of suspenseful, riveting tales about U.S. Navy nuclear submarines engaged in espionage, international intrigue, and naval combat. In this book, despite the doubts of a Russian president, Russian generals formulate a plot to disable America's strategic nuclear capability in order to seize Ukraine and the Balkan States.



Commander Campbell's book launches and signing events are always fun! About forty people attended to buy signed books, enjoy the buffet, and enter the free raffle, in which three of the prizes were to have one's name given to a character in a future Rick Campbell novel. Rick gave a lively talk about his writing life, how he first became published, his creative process, research, and characters. Then he served up a celebratory chocolate marble cake with the book cover imprinted on the top in the frosting.

Commander Campbell is a companion of the National Capital Commandery. His other four action-packed novels are *Trident Deception*, *Empire Rising*, *Ice Station Nautilus*, and *Blackmail*. He donates a considerable number of his books to organizations for young people and veterans. While the drama is gripping, his writing contains no overt sex, graphic violence, or profanity. His fan base is growing rapidly, and many readers hope that at least one of his novels will one day be a Hollywood movie. All his books, including digital and audio formats, are available via commercial book sellers.

Submitted by Dr. Judy Pearson



Commander Rick Campbell, USN (Ret.) holds his latest book: *Treason*

EWA MOORING MAST

An archeological magnetometer and ground penetrating radar survey has just found an outer "surge block anchor," one of 24 that likely still exist below the ground surface at former MCAS Ewa Field in Hawaii. Ewa Mooring Mast was one of several "Lighter Than Air" mooring stations built by the Navy in the 1920's.

The airfield became famous as one of the first sites attacked on 7 December 1941, killing four Marines, and as the training and embarkation airfield for many of the planes and pilots that flew in the June 1942 Battle of Midway.

This is the first time new archeological evidence has been uncovered about the physical remains of the 1925 Ewa Mooring Mast. The original mooring mast in Ewa was a nearly exact replication of the one first built on San Diego's North Island, and possibly also at Camp Lewis, WA.

Because of rapid wartime expansion, the Ewa mooring mast was taken down in 1942. No histories or documents exist after that point and original mooring mast design and construction plans were apparently lost.

No schematic plans or diagrams of the original Ewa Mooring Mast are available today. However, naval archives and museums may have the plans of the original San Diego mooring mast, and possibly one that was also constructed at Camp Lewis (JB Lewis McCord) in the 1920's. The mooring masts were modified in the 1930's when a new generation of Navy airships was introduced.

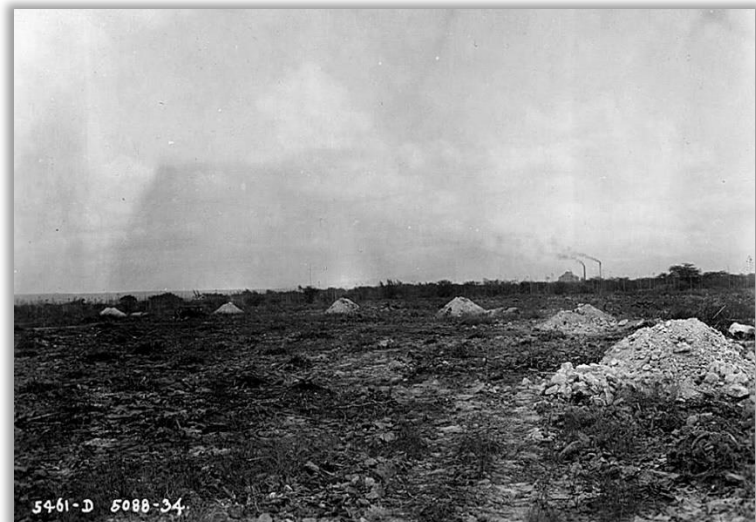
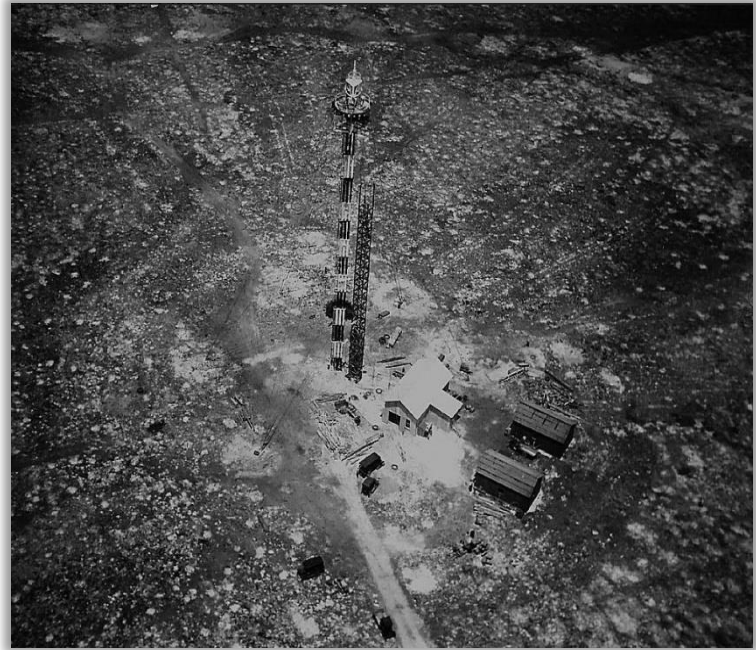
We are requesting assistance with any still existing schematics or diagrams in naval museums and archives of how the original 1920's mooring masts were laid out and constructed. It appears they all had standardized designs and fabrication to allow naval airships to move around the US continent and for forward deployment to Hawaii. We are interested in primarily in the 1920's designs but also in the 1930's modifications.

If you have any information that might be helpful, please don't hesitate to call John Bond at 808.685.3045.

Submitted by John Bond, Ewa Field Historian



Sugar of Hawaii — Navy Dirigible Mast — Kiawa — Sial — Coral — Near Ewa, Oahu.
Official U. S. Navy Photograph.



54-61-D 5088-34

“The Philippines Enlisted Program” continued from Winter 2019 newsletter.

Applicant Processing

To generate candidates for enlistment, we would coordinate news releases with the Commander, U.S. Navy Philippines (COMUSNAVPHIL) Public Affairs Officer who would arrange for one or two articles in local English language newspapers, and announcements on local radio stations. The applications consisted of a simple wallet-sized 2"x3" portrait photo of the applicant with his name, date of birth, and mailing address printed on the photo's reverse. We would normally hold the application period open for about 3-4 weeks, and then stop receiving new mail. Within a week or so of the announcements, the Naval Station (NAVSTA) Post Office would begin receiving about 6-8 regulation U.S. mail sacks per day containing literally thousands of applications. Despite being advised to submit only one application, candidates would typically submit multiple applications on multiple days, thinking this tactic would somehow increase their chances of acceptance. It was not uncommon to receive well over 800,000 applications during these short periods.

To open and process the applications, we made use of the current week's batch of new recruits who were typically received and sworn in on Mondays and held at the Recruiting Station until their departure for Recruit Training Center, San Diego via Clark AFB on Fridays. This temporary labor would open the mail and sort the photos by year of birth and name, discarding all duplicates. We would usually process the new applicants in order of birth year, starting with the oldest. About three to five weeks in advance of the expected testing date, our temporary recruit staff would type 5"x8" post cards for mailing to the candidates. The "calling cards" would specify the required reporting date and time and instruct the applicant to bring a certified copy of their birth certificate and high school transcript. No extensions or alternate dates were accommodated.

At 0700 on examination days, which were typically each Tuesday, Wednesday, and Thursday, a recruiter would take a classic Navy "cattle car" to the Naval Base Main Gate and admit 150

candidates for the first session of testing. At the Recruiting Station, the applicants were seated in carrels and administered the Armed Services Vocational Aptitude Battery (ASVAB). The tests were immediately scored, and between three to five of the highest scoring applicants were asked to remain for an English proficiency interview. Unsuccessful candidates were escorted back to the gate and the next 150 candidates were admitted. Again, three to five of the highest scorers were allowed to remain for the interview. Depending on assigned quotas for future accessions, two to five of those displaying the needed English proficiency were selected for further processing. This meant the success rate for applicants at this stage was between 0.6 and 1.6%. However, this was just the beginning.

Usually, once a month following the written test and English interview, the candidates were instructed to bring all completed paperwork and required documents, and report back for a document review and physical examination. As the Station's Medical Representative, these were typically busy days for me. With some assistance from the Naval Station Dispensary crew, I would process between 75 and 100 medical history and physical entrance examinations and obtain a final approval from one of the dispensary medical officers. For those who haven't enjoyed the experience, I can say that after 100 exams, I didn't want to put a stethoscope in my ears again for at least another month.



From the physical exam, it was not uncommon to fail or defer 10-15 candidates due to medical conditions. Some with easily correctable conditions, such as corrective eyewear or simple hernia repair, were allowed to reschedule.

Continued on next page...

That afternoon, those who passed the physical examination were processed by the Station's personnel department for document review. It was not unusual to see another 10-12 applicants disqualified for incomplete or fraudulent documents such as transcripts or altered birth certificates. At the end of the day, those who had completed the gauntlet were assigned a reporting date and instructed to return for enlistment and travel to San Diego.

The path to success along the way was not without challenges. Various fly-by-night "review schools" in Olongapo City were happy to accept hard-earned pesos in exchange for promises that they had insider connections with the recruiters or possessed the actual exam questions and answers, etc. Many applicants came from distant provinces such as Cebu and Mindanao and traveled at great cost and sacrifice to their families. Those who did not succeed were embarrassed to return home and disappoint their families.

It is probably no great surprise that those who successfully completed the highly competitive recruitment process represented the "cream of the crop." Most had at least some post high school college or technical school. Many were graduates of prestigious Philippine colleges and Universities or were accomplished professionals in civilian life.

Enlistment

Enlistment and swearing in was normally Monday. We typically received 50 recruits for initial processing. First stop was the Dispensary where a brief physical exam was conducted to ensure each candidate remained qualified. Those deemed qualified were administered their initial round of immunizations and cleared for travel. Next stop was the Barber Shop for a recruit haircut, and then off to Small Stores for an initial seabag issue consisting of one set of dress blues and two sets of working uniforms, footwear, and accessories. Following the preliminaries, the Officer in Charge would administer the Oath of Enlistment, and the recruits would receive instructions in wearing and stowing their uniforms. Three times daily, the recruits would be transported to the galley for meals.

During the week they remained at the recruiting station. The recruiters provided the recruits with some basic military instruction along with orientation on what to expect at Recruit Training Command, San Diego and adjusting to American culture. The recruits also performed various administrative and housekeeping tasks, most of which were essential to the continuous processing of applications. Each Friday morning, the week's entire cohort of recruits would don their dress blues for the first time and were bussed to Clark Air Force Base (AFB) for travel to Travis AFB, California and the connecting flight to San Diego for recruit training.

Personal Observations

"I actually knew about [PEP] since I was young," said Fleet Logistics Support Squadron (VRC) 30 Command Master Chief (AW/SW) Eduardo Castro, who enlisted 5 October 1981. "I sent two applications. The first one was after I graduated from high school, but I was not lucky enough to be accepted. I submitted the second one during college. There were 150 applicants; four people passed the test, but only three of us passed the interview." Castro said Filipinos tried to join the Navy because there were few good job opportunities in the Philippines and getting accepted changed his life.

Chief Storekeeper (SW/AW) Geoffrey Ventura, assigned to VRC-30 and a native of Baguio City, Philippines, said the Navy sent out calling cards for recruiting, and receiving one was like having a winning lottery ticket. Like Castro, Ventura took the test along with 300 other applicants, but only Ventura was accepted.

According to the Military Personnel Center, more than 19,000 Filipinos signed up in 1989, but when the U.S.-Philippine Military Bases Agreement expired in 1992, the recruitment program also ended. Most Subic Bay Sailors are now retired or serving as senior leaders like Castro and Ventura.

"I really feel sad sometimes because we are a dying

Continued on next page...

breed," said Ventura. "Subic Bay has been the golden melting pot, and I'm proud to say that, because they did not just recruit high school graduates, but they recruited Sailors with degrees or with college backgrounds."

"The Navy is a diverse community," said Castro, a native of San Quintin, Pangasinan, Philippines. "Filipinos make up one aspect of the Navy's many cultures and being in a position of leadership gives a better picture of how Filipinos contribute to the success of the mission."

Castro added that his biggest life accomplishment was joining the Navy. "I believe in the saying, 'the United States of America is the land of opportunity,'" said Castro. "The Navy gave me everything that I have."

Ventura said he's thankful of the opportunities the Navy provided him, but he never took it for granted. "To be successful in the Navy, everything is hard work," said Ventura. "It depends on the person, whether they accept this responsibility. If you can learn to value hard work, then you will be successful in life."

Program Results

Program statistics, some of which are shown in the following tables, tell only part of the story for the Philippines Recruiting Program. From its inception, the sailors recruited from the PEP served with distinction and dedication. They rose to senior enlisted leadership positions and many were subsequently commissioned as officers. Filipino sailors enjoyed higher than average reenlistment rates, and many took advantage of a policy that allowed them to reenlist for U.S. citizenship.

An objective review shows that the PEP was a net plus for the United States. Today, Filipino Americans continue to serve in the United States Navy and are not only found in enlisted ranks but as senior officers including Flag Rank as well.

RESOURCES: "Study of the U.S. Navy's Philippines Enlistment Program", June 2000, Luisito G. Maligat, Naval Postgraduate School, Monterey, CA

"Filipinos in the United States Navy", Prepared by: Bureau of Naval Personnel October 1976, Naval History and Heritage Command

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

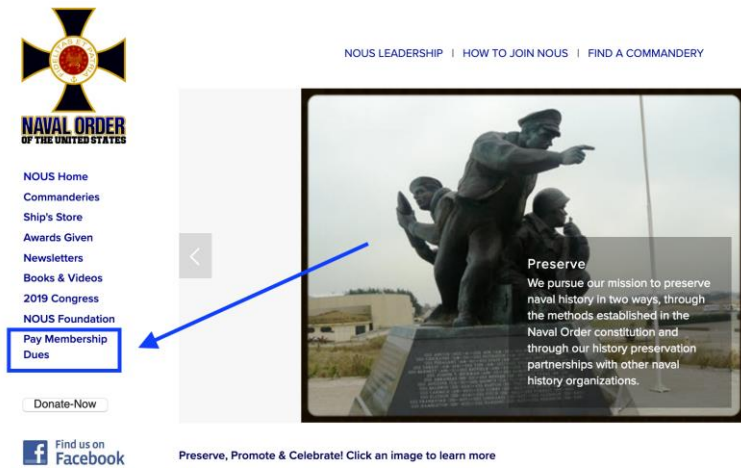
FILIPINOS ENLISTED IN THE NAVY	
Fiscal Years	Numbers
1944-1946	2,289
1947-1952	none
1953-1958	5,525
1959	980
1960	1,169
1961	1,675
1962	644
1963	590
1964	1,248
1965	1,964
1966	1,716
1967	1,845
1968	2,146
1969	1,284
1970	633
1971	422
1972	484
1973	1,496
1974	1,271
1975	1,862

FILIPINO OFFICER AND ENLISTED DISTRIBUTION BY RANK AND PAY GRADE		
OFFICER	MALE	FEMALE
FLAG	0	0
CAPT	0	0
CDR	7	0
LCDR	13	3
LT	20	6
LTJG	12	1
ENS	11	1
CWO4	0	0
CWO3	9	0
CWO2	7	0
WO1	1	0
TOTAL	80	11
ENLISTED		
E-9	35	0
E-8	148	0
E-7	988	0
E-6	3,075	0
E-5	5,005	2
E-4	3,896	19
E-3	2,171	18
E-2	1,353	18
E-1	290	11
TOTAL	16,961	68

NOTES FROM YOUR REGISTRAR GENERAL

We have just updated the Naval Order website to include a hyperlink to allow you to pay your dues online. We have also automated the Ship's Store section so you may order and pay for your Naval Order regalia via the web site.

After you receive your dues invoice, go to navalorder.org. On the left side of the screen click on "Pay My Dues".



This screen asks for your contact information that we use to keep our database up to date. Make sure you fill out all the red sections and the sections with a red star.

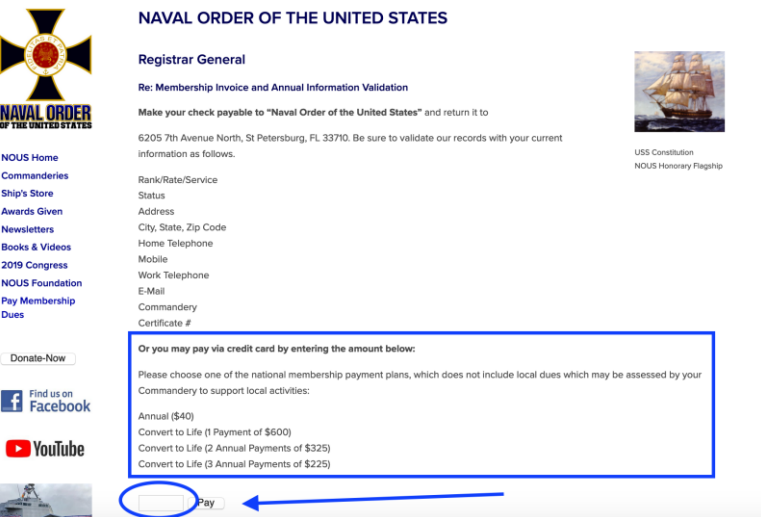
Secure Transaction

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On the next screen, you can opt to write a check or use the online credit card function. To use the credit card function, click the "PAY" button.



The next few screens will get your credit card info and have you choose the amount you will be paying. After you complete the entire process, you will receive a receipt via email at the address you gave on the form.

If you have any questions or concerns, please contact CAPT Kris Carlock at 415-725-2101 or M.K.Carlock@gmail.com.

**Submitted by CAPT M. K. Carlock, USN, (Ret.)
Registrar General**

How is your Commandery Doing?

Many commanderies such as New York, National Capital, Charleston, Monterey, San Francisco, and several others continue to have regularly scheduled meetings and other special event gatherings. These commanderies are enjoying a full measure of what Naval Order membership provides.

Still others of our "brick and mortar" commanderies do not enjoy that great experience yet. If you are a member of an inactive commandery (Atlanta, Raleigh & Massachusetts) and would like to offer some assistance or have any thoughts on reactivating your commandery, we would very much like to hear from you. Perhaps with your assistance we can develop a plan to reactivate.

I'm pleased to say at this time that CAPT R. Scott Saunders, USN (Ret.) of Virginia Beach has stepped up to reorganize the Hampton Roads Commandery. He planned a 3 March "Meet & Greet" for members of the commandery at the Mariner's Museum in Newport News.

While that date will be well passed when this is read, I would ask all members of the Hampton Roads Commandery to reach out to CAPT Saunders letting him know you support his efforts. He can be reached at rsaun58043@cox.net or 757.621.6328. Perhaps when you contact him, you could mention that you would like to propose a new member.

Research shows that the population in six of the towns in the Tidewater area total 1.3 million people, 215,000 of who are VETERANS! Let's get some.

Submitted by Donald W. Schuld, USN



Continental

LCDR Jeffrey Thomas Chewning, USN
 FCC Donald Howard Elliot, USN (Ret.)
 Mr. Michael Karl Skrocki

Hampton Roads

COL Stuart Alan Whiteside, USA (Ret.)

Florida First Coast

CAPT Robert William Peterson, USN (Ret.)

National Capital

Mr. Bernard Barston
 RADM Michael Joseph Lyden, SC, USN (Ret.)
 CAPT Richard Warren Myllenbeck, USN (Ret.)
 CAPT Rafael Alan Ortiz, USCG (Ret.)
 LT Peter Pennington, RN (Ret.)
 ADM James Alexander Winnefeld, Jr., USN (Ret.)

New Orleans

Ms. Emily Harper
 Mr. Peter Scott Michell
 CAPT Anthony Francis Scarpino, USN

Newport

CAPT James Paul McGrath, III, USN (Ret.)

Northwest

Mr. Dan Leroy Withers

New York City

CAPT Frank Henry Arlinghaus, Jr., USN (Ret.)
 BMCN Marcus Scott Evans, USCG
 Mr. Gustave John Gravot
 Ms. Anne Christine Ware Teasdale
 Mr. John Francis Wukovits

Philadelphia/Delaware Valley

Mr. Jeffrey Scott McCallum
 CAPT John Joseph Mulhern, SC, USN (Ret.)

San Francisco

The Honorable Kathryn Louise Taylor

Texas

CAPT Gary Eugene Bell, USN (Ret.)
 CAPT Michael James Foreman, USN (Ret.)
 LT Frank Sharp Hooton, Sr., TXSG
 CAPT Marc Evan Leibman, USN (Ret.)
 SgtMaj Angela M. Maness, USMC (Ret.)
 CAPT Timothy Edward Symons, USN
 MCPO Gary Ray Wilson, TXSG
 RMC(SS) Paul Gerard Winslow, USN (Ret.)

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

CDR Dean Conrad Allard, Jr., USN (Ret.)
(Certificate 7548)
National Capital Commandery
Joined 06 September 1991
Died 27 September 2018

CAPT George Alfred Oberle, USN (Ret.)
(Certificate 4407)
New York City Commandery
Joined 27 October 1964
Died 31 March 2018

LCDR Daniel A. Benton, USN (Ret.)
(Certificate 8490)
New Orleans Commandery
Joined 05 August 2005
Died 08 December 2018

Raymond Pfeiffer
(Certificate 8301)
Florida First Coast Commandery
Joined 31 December 2003
Died 06 July 2018

CAPT Larry Robert Danielson, USN (Ret.)
(Certificate 6206)
Continental and Illinois Commandery
Joined 14 December 1988
Died 02 December 2017

Joy Ellenwood Somerville
(Certificate 7476)
San Francisco Commandery
Joined 02 December 2013
Died 16 November 2018

RADM Mack Charles Gaston, USN (Ret.)
(Certificate 6843)
San Diego Commandery
Joined 24 December 1991
Died 10 December 2018

CAPT Lisle Arthur Stroud, Jr., USN (Ret.)
(Certificate 5094)
National Capital Commandery
Joined 04 November 1974
Died 31 January 2019

CAPT John Eric Lindell, USN (Ret.)
(Certificate 5495)
Texas Commandery
Joined 12 September 1981
Died 12 September 2018

RADM William Thompson, USN (Ret.)
(Certificate 5835)
National Capital Commandery
Joined 17 June 1986
Died 15 October 2018

CAPT John Douglas Lindstrom, USN (Ret.)
(Certificate 5609)
Continental Commandery
Joined 02 April 1984
Died 05 November 2018

VADM Jerry Owen Tuttle, USN (Ret.)
(Certificate 6402)
National Capital Commandery
Joined 01 September 1989
Died 30 October 2018

CAPT John S. Myhre, USN (Ret.)
(Certificate 6939)
New York City Commandery
Joined 10 June 1992
Died 04 March 2006

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



Naval Order of the United States 2019 National Congress Registration

Boston, Massachusetts

October 23-27

Congress Registration Information	
Name _____	Rank/Service _____
Address _____	
Email _____	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 Receptions, Luncheons, Continental Breakfasts, DSSA Banquet, Refreshments, Hospitality Suite, tax & gratuities)</i>	\$325		
Commander General's Receptions <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>	\$125		
Total Enclosed: <i>Hotel reservations must be made separately; please see www.navalorder.org or hotel information</i>			

Please Make Check Payable to: NOUS 2019 Congress

Send Check & Registration form to: LT Jim Lansing
1048 Union Street Apt 7
San Francisco, CA 94133



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	<u>Quantity</u>	<u>Price</u>
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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
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Naval Order Cross Lapel Pin	_____	\$10.00
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"Navy Heroes of Normandy" DVD	_____	\$ 5.00
Challenge Coin (commemorating 100 Years of Naval Aviation)	_____	\$ 5.00

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