



Naval Order 2017 Award Recipients

The Distinguished Sea Service Awards are given “to recognize the exemplary service of a senior flag officer and senior enlisted member of one of the maritime services, who has finished a continuous career of active service.” Admiral Jonathan W. Greenert, USN (Ret.), former Chief of Naval Operations, and Master Chief Petty Officer of the Coast Guard Michael P. Leavitt, USCG (Ret.) are this year’s honored recipients.

The Admiral of the Navy George Dewey Award honors a US citizen eligible for regular membership in the Naval Order who has established a record of exemplary service as a senior civilian that sets that individual apart from his or her peers. This year’s recipient is Mr. Robert J. Stevens, retired Executive Chairman of Lockheed Martin who served in the Marine Corps in the early 1970’s.

The awards will be formally presented during our annual Congress in Jacksonville, Florida, 18 – 21 October 2017.



ADM Jonathan W. Greenert, USN (Ret.)

Admiral Jonathan W. Greenert, a decorated career officer with the US Navy, retired Chief of Naval Operations, cites personal integrity and team work as essential qualities for successful leaders.

ADM Jonathan W. Greenert is a native of Butler, Pennsylvania. He graduated from the US Naval Academy in 1975 with a Bachelor of Science degree in Ocean Engineering and completed studies in nuclear power for service as a submarine officer.

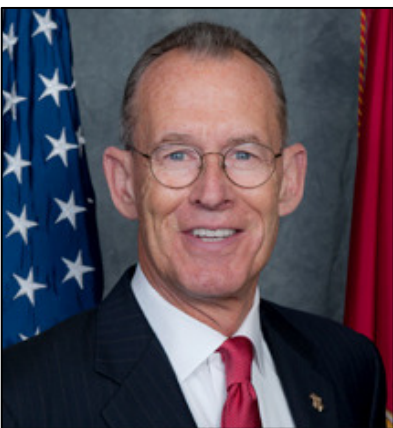
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MCPOCG Michael P. Leavitt, USCG (Ret.)

Master Chief Michael P. Leavitt served as the 11th Master Chief Petty Officer of the Coast Guard from 2010-2014.

MCPO Leavitt enlisted in the Coast Guard on 10 May 1982. During his Coast Guard career, he was assigned as the Officer in Charge of Coast Guard Cutter Point Doran, and Stations Maui, HI, Hatteras Inlet, NC, Ocracoke, NC, Humboldt Bay, CA, Tillamook Bay, OR, Cape Disappointment, Ilwaco, WA, the Executive Petty Officer of Coast Guard Cutter Kanawha and Station Siuslaw River, OR, and a crewmember of Coast Guard Cutters Boutwell and Naushon, and Stations Coos Bay, OR, and Umpqua River, OR.

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Chairman Robert J. Stevens

Robert J. Stevens is the retired Chairman, President and Chief Executive Officer of Lockheed Martin Corporation. He served as the Corporation’s CEO from August 2004 through December 2012, was elected Chairman in April 2005 and served as Executive Chairman from January through December 2013.

Mr. Stevens currently serves as the Lead Director of the Monsanto Company, and is a member of the Board of Directors of the United States Steel Corporation, the Congressional Medal of Honor Foundation, the Marine Corps Scholarship Foundation, and the Brent Scowcroft Center on International Security at the Atlantic Council.

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Commander General's Report to the Order

Insider Scoop: Anatomy of a Ship Museum – Part One

She is the length of three football fields, the width of a soccer field, almost as tall as the Chronicle Building at 690 Market Street in downtown San Francisco, and displaces 41,200 tons.

She started out as the USS *Kearsarge*, but acquired the name USS *Hornet* (CV 12) after her predecessor (CV 8) was sunk during the Battle of Santa Cruz Islands during World War II.

She saw action in the Pacific during World War II, served during the Korean and Vietnam Wars, and played a part in the Apollo Space program, recovering Apollo 11 and Apollo 12 astronauts as they returned from the Moon.

After a distinguished combat and Cold War career, the *Hornet* was decommissioned in 1970 until she was “rescued” from the scrap heap of history by the non-profit Aircraft Carrier Hornet Foundation (ACHF) in 1998. She became one of five aircraft carrier museums in the United States and was declared by the Navy to be an authentically restored aircraft carrier, so much so that she was featured in a number of film and television shows.



Recovery of Apollo 11 astronauts by USS *Hornet*.

She is now the USS *Hornet* Sea, Air and Space Museum and until the USS *Midway* Museum opened its doors in 2004, she was the only aircraft carrier museum on the West Coast.

Preservation of ship museums is for the educational benefit of future generations. The general public can experience, to some extent, the past these ship museums represent. It provides a tactile experience of what it was like to serve aboard a carrier in war and peace.

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USS *Hornet* pier-side in Alameda in full regalia

The USS *Hornet* Sea, Air and Space Museum connects the greatest generation of Americans with future generations, educating and inspiring them to meet their challenges. Its motto is HONORING THE PAST; SERVING THE PRESENT; INSPIRING THE FUTURE.

It is also a living memorial to those who died defending their country and to those who served during war and peace. As such, the USS *Hornet* Sea, Air and Space Museum is a destination for those who want to pay homage to the sacrifices experienced by fellow citizens, as well as an object of curiosity and a desire to experience life aboard an aircraft carrier.

The Museum serves as a gathering spot for veterans, military organizations, and those with an interest in WWII, the Korean and the Vietnam Wars, space enthusiasts and hobbyists, as well as for such organizations as the Boy and Girl Scouts.

How does one go about acquiring a 41,200 ton ship the size of the *Hornet*? It starts out with a desire to preserve the special history that belongs to a ship like the *Hornet*, the grit to raise the funds, and the patience to wade through the politics of declaring the ship a National Historic Landmark. It takes the recruitment of hundreds of volunteers and staff to recondition a ship to museum status and get her ready for public viewing. In short, it takes dedication, perseverance, and mind-numbing devotion to achieve such a goal. In the case of the *Hornet*, it took three years from idea to execution of the plan before *Hornet* could open her doors to the public.

Fast forward to 2017. The *Hornet* Museum is run by a combination of paid and volunteer staff. There are five volunteer groups (Docents, Security, Ship Restoration, Air Group Restoration, and Collections) that are the heart and soul of the operation of the Museum.



Docent at work, USS *Hornet* pilot house

Becoming a docent at the *Hornet* Museum is a serious and rigorous business, requiring commitment and dedication to the mission of the Museum. As of March 2017, there are 89 qualified docents with 12 people in training. The average age of a docent is 73 years old, and he or she has been in one of the branches of the military service. However there are many who have never served in the military.

Navy service, however, is not a prerequisite. There are several Army, Air Force, and Coast Guard veterans. The Museum currently has three retired chiefs, four reserve O6s, and a retired O5 Army aviator. There is one World War II veteran and many Vietnam era veterans.

Most of the former Navy officers are aviators (Skyhawks, Sky Raiders, Crusaders, Panthers) with a sprinkling of black shoes. Former enlisted are from many rates and ratings. Among the black shoes, there are at least four qualified OOD-Fs. Most are male and most are white, although the Museum would love to be more diverse, but it has difficulty in attracting that diversity. The cadre of docents is stable, so there are no gaps in coverage, although the Museum may not have enough docents on any given day to do a maximum number of tours.

Docents are governed by the Docent Manual, which is part of the Museum's SOP. It is administered by the Docent Council which is composed of eight docents, four elected each year for a two-year term.

The qualifications for becoming a docent-in-training involve an interest in volunteering, a gift of gab, and a bent toward imitating the best story-telling styles of seasoned docents. The docent-in-training or trainee generally learns by doing. The training program is flexible and oriented to the individual as much as possible.



Commander General under docent supervision in the cockpit, USS *Hornet*

Each trainee accompanies a qualified docent during regular tours to become familiar with each individual space that a guest might see during a visit (or several visits) to the Museum. In this way, the trainee becomes familiar with the location of light switches, the spaces, and the access paths to those spaces, as well as the artifacts and "lore" of the USS *Hornet*.

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In addition, especially by accompanying more than one docent over time, the trainee becomes familiar with some of the “color” used by each docent during a tour, and in that way, the trainee is best able to form his/her own manner or style of covering the information. This is why imitation and adaptation of another’s story-telling style is an important aspect of learning to become a competent and interesting docent.

The training program is divided into segments covering the material in logical bites thus facilitating the trainee’s ability to become familiar with both of the two docent divisions of the ship - the “Hangar Deck” and “Flight Deck” halves. The overall objective is to produce a docent who is qualified and engaged in touring the entire ship as a guide, despite any preference on the part of that individual to concentrate on just one of the divisions.

The other objective is to produce what can be labeled as a “space talker” as quickly as possible on a space by space basis. One trainee, after some initial training, might start out as a Navigation space talker and concentrate first on that space while also learning other areas of the Flight Deck half. Another trainee might want to concentrate on an area like Fireroom #2

while also learning the Hangar Deck half. There is no set sequence in how one proceeds in qualifying to become a docent, but two things are accomplished as quickly as possible - 1) the trainee is quickly able to serve certain special needs, such as the 4th of July event, or in support of Education and/or Live Aboard activities (the last two events pay docents on an hourly basis) and 2) by contributing as early as feasible, the trainee more quickly senses that he/she is making a real contribution and may feel less stress about the overall scope of training.

Bill Nelson has been a docent for three years. After three months of on-the-job training, he was ready to take his group on a tour by himself. Most docents spend more time on the areas they like best. Bill’s specialty is the Flight Deck Control tour. He was recruited by fellow docent, Chuck Myer. Bill’s background is not atypical of docents who serve ship museums. He joined the Naval Reserve during the Korean War, flew Cougars off the USS *Boxer*, a World War II carrier with a straight deck, and eventually retired as a captain in the Naval Reserve. Although he earned a Master’s degree in aeronautical engineering, Bill became a nuclear engineer at Lawrence Livermore Labs. But these few sentences only scratch the surface. His amazing story is featured elsewhere in this newsletter.

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USS *Hornet* with San Francisco skyline in background

Another docent, Willy Sharp, trained on the Grumman F-11 Tiger and flew Vought F-8 Crusaders during the Vietnam War. He was a distinguished combat pilot and recipient of the Navy Distinguished Flying Cross, 12 Air Medals, Purple Heart, and the Navy Commendation with Combat V (valor) Medal.

During the Vietnam War, Air Group 19 was stationed onboard aircraft carriers USS *Bon Homme Richard* (CVA-31) and USS *Ticonderoga* (CVA-14). On 18 November 1965, Sharp was shot down on a mission over North Vietnam. He had just turned 26 years old when his aircraft was hit by enemy fire forcing him to eject from his aircraft into the Tonkin Gulf. Sharp was then captured by two North Vietnamese fishermen aboard a sampan. They took his pistol from him and tried to shoot him. Two cartridges were missing from the pistol which failed to fire. Willy had another pistol on him and was able to shoot his way free. He successfully escaped while other US aircraft protected him during his rescue. His flight suit can be seen as an exhibit on the Hangar Deck on the *Hornet*.

After the War, Willy became a commercial airline pilot for United Airlines and flew the Boeing 777 around the world. He spends his retirement as a docent on the *Hornet*.

The most senior docent who has been with the USS *Hornet* since it first opened as a museum nineteen years ago is Dale Berven. Dale served a tour of duty in Korea and flew 90 combat missions with 192 carrier landings as a fighter pilot onboard USS *Philippine Sea* (CVA 47). He originally joined the USS *Hornet* in 1954 as a pilot in Squadron VF91, Air Group Nine. The entire air group then embarked on a goodwill cruise around the world.

After he left the Navy in 1955, he became a teacher for 33 years and taught physical education and math.

What these three heroes have in common as docents is the desire to educate the public about what happened during the twentieth century and showcase the legacy and history of the USS *Hornet*.

The next time you tour a ship museum keep in mind that the docent who guides you through its history and exploits may be as interesting and special as the ship itself.

The next article in this series will look at the acquisition of the MQF Trailer, the Restoration team's efforts to restore aircraft and ship spaces, as well as the challenges of running a ship museum that relies so heavily on its volunteers.

Submitted by Michele Lockwood, CAPT USN (Ret.)
Commander General

The Naval Order Represented at National Maritime Day

Chief Purser Julius Jackson, a Merchant Mariner, and member of the National Capitol Commandery, represented the Naval Order at the official commemoration of National Maritime Day on 22 May at the Department of Transportation Headquarters, Washington, D.C. The Honorable Elaine Chao, Secretary of Transportation, hosted the event to honor the sacrifices and contributions of the US Merchant Marine and maritime industry. Six World War II Mariners were present, one of whom was awarded medals for his wartime service.



Chief Purser Jackson with WWII Mariners

Michael Sacco, President of the Seafarers International Union introduced Secretary Chao, saying, on behalf of the blue collar maritime workforce, "We've got the right leader at the helm of DOT. Secretary Chao knows our industry extremely well. Throughout her previous work at MARAD and the Federal Maritime Commission and, of course, as the Secretary of Labor...Secretary Chao has always been proactive, fair, approachable and energetic."

The secretary declared her purpose to be leading the nation in "recognizing the dedicated seafaring men and women of the US Merchant Marine who have served our country since its founding. This includes the tens of thousands of US citizen mariners currently employed in ocean-going, inland river, Great Lakes and maritime-related shore-side jobs.

"Throughout our history, the American Merchant Marine has contributed significantly to our country's economic strength and national security," she continued. "Merchant mariners have played a vital role by ensuring the safe and efficient waterborne delivery of commercial cargos here at home and across the globe. And they are a key factor in our country's military readiness. They transport supplies and equipment during times of conflict to our military forces abroad. The maritime industry has been a steady and important influence nationally for more than 240 years."

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As reported in the last NOUS Newsletter, we stood up the Continental Commandery to serve Companions who live in areas where attendance at organized Commandery meetings is not feasible.

I'm pleased to report that since New Years, we have gained 98 affiliated Companions; 37 came to us from the inactive Illinois Commandery, by agreement with our Commander General and that Commandery's membership. We will Charter the Commandery at the Jacksonville Congress in October.

My goal as organizer is to have a set of bylaws written to meet the special needs of a virtual commandery adopted and in place, and a slate of officers elected so that we can set the Commandery on its own independent and self-sustaining course by Congress time in 2019.

At present, our Companions hear from me at least monthly with Naval Order news and events, occasional naval history vignettes (hat tips to First Coast Companion, Hartley Porter for these), and announcements of navy and maritime related events.

Our Companions Report

One goal of this Commandery is to engage our Companions and to encourage them to tell their current navy-/maritime-related stories.

CAPT Bob Wefald reports that he gave this year's Memorial Day speech at the American Legion Hall in Beach, North Dakota. Bob says that he had 50-60 in attendance. Bob also relates that on 13 May he attended the christening of USNS City of Bismarck (T-EPF-9) as chair of the USNS City of Bismarck Committee. In January, he attended the ship's keel laying and was honored to authenticate the keel, with his initials symbolically welded to the ship's frame.

CAPT Jeff Subko writes that he and his bride have been travelling to visit WW II battle sites in Europe. Most recently, they celebrated their 18th anniversary by visiting St Nazaire to follow a historical British Commando raid there. Says Jeff, "I am indeed fortunate that Margot really seems to enjoy this stuff."

I look forward to reporting further exploits of Continentals in future newsletters.



The St Nazaire Memorial
at Falmouth

Submitted by **Thomas L Snyder**
CAPT, MC, USN Navy (Ret.)

The Florida First Coast Commandery honored the memory of USS *Stark* (FFG 31) on 17 May 2017, the 30th Anniversary of the attack on the ship by an Iraqi F-1 with an Exocet missile in the Arabian Gulf. The crowd of over 300 consisting of a large contingent of *Stark* crewmembers and families, as well as local military and government officials, gathered at the Memorial Grove at Naval Station Mayport.

The event has been co-sponsored by the Naval Order and Naval Station Mayport since the decommissioning of the ship.

Companions CAPT Pete Wynkoop, USN (Ret.), also a former CO of USS *Stark*, and CDR J. Michael McGrath, USN (Ret.) were program coordinators for the event for the Naval Order. CAPT Wynkoop recounted the history of the event and the late RADM John Gavin's role in ensuring that a memorial was created and placed in perpetuity following the *Stark's* decommissioning in 1999.



Companions CAPT Pete Wynkoop, USN (Ret.) and CDR Steve Souders, CHC, USN and official party salute as Tim Martineau, a survivor of the guided-missile frigate USS *Stark* (FFG 31) attack reads the names of his fallen shipmates during a remembrance ceremony that honored those lost during the attack on the same day in 1987.

Remarks were offered by CO Naval Station Mayport, CAPT David Yoder, USN. Keynote remarks were given by RDML John B. Mustin, USN, Deputy US Naval Surface Forces. "It was incredibly humbling to be asked to come out and share this day with you," Mustin said. "I am pleased to be here and to see so many *Stark* alumni this morning. It's a great tribute to the men who were on board that fateful night. We gather today to pay honor and respect to 37 fallen shipmates, 37 loved ones, 37 who gave the ultimate sacrifice in service to our country. Although it's now been 30 years since that fateful night, they will remain in our collective memories forever. But please make no mistake, those aren't hollow words spoken just for this day. The *Stark* tragedy is one at-sea scenario that remains in the back of my mind every single day. As the deputy commander of Surface Forces, I have the great pleasure of working with, and representing, VADM Tom Rowden, who is our Navy SWO boss, together ultimately responsible for developing the

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Former crewmembers of USS *Stark* gather around the stern plate temporarily on display at Memorial Park on the 30th anniversary of the attack on the ship.



The First Coast Commandery presented a wreath at the annual Memorial Day ceremony at the Duval County Veterans' Memorial Wall.



Vice Chief of Naval Operations ADM Bill Moran, RADM Sean Buck, Commander, US Naval Forces Southern Command/US 4th Fleet and RDML Bette Bolivar, Commander, Navy Region Southeast.

warfighting tactics, recruiting and growing sailor talents and providing the tools and training necessary to accomplish our Navy's mission of winning at sea."

He continued, "That singular focus shapes our every conversation, every decision and expenditure of every precious dollar that is within our disposal.... With every fiber of my being and to the best of my ability, I and the other 57,000 members of our extended surface force community work tirelessly to prevent

us from ever having to inform 37 families at once that their fathers, mothers, brothers, sisters or children's lives were taken too soon by acts of nefarious forces," he said. "Rest assured that while much was lost in the darkness of that night 30 years ago, the *Stark's* crews' toughness was monumental, and it has contributed significantly for force-wide tactics doctrine and our warfighting training discipline for the three decades following."

Submitted by **Bob Whitkop**

Kingsley Plantation Tour

Florida, site of the 2017 Naval Order Congress, brims with history, cultural diversity, and extraordinary natural resources. Located just northeast of Jacksonville, the Timucuan National Preserve is one of the last unspoiled coastal wetlands on the Atlantic Coast, home to 6,000 years of human history that flourished amid the beauty of salt marshes, coastal dunes, and hardwood hammocks, and includes Kingsley Plantation on Fort George Island.



The 18th and 19th centuries saw a stream of immigration to Florida. During the 100-year plantation era on Fort George Island, hundreds of men, women, and children lived and labored as slaves to the few. At Kingsley Plantation, part of the NPS, we can walk in the footsteps of those people and learn their life stories, in particular, the fascinating dichotomy that was Zephaniah

Kingsley, slave trader, slave owner, and simultaneously, emancipator. Equally intriguing is the journey of Anna Jai Kingsley (nee Anta Majigeen Ndiaye), the Senegalese woman, who as a young teenager, became first his slave, then Kingsley's wife and trusted confidante. Anna bore Kingsley four children, and actively participated in plantation management, acquiring her own land and slaves when freed by Kingsley in 1811.

Kingsley was a merchant and blue-water sailor, born in Bristol, England, and raised in Charleston, who made his living initially buying and selling Jamaican coffee until, in the first decade of the 1800s, he accumulated a small fortune buying and selling Africans, as he described it, "a respectable occupation at that time."

Though pro-slavery until his death in 1843, Kingsley's views on the practice were atypical of the general Southern plantation culture, instead based on the idea held in Spanish Florida of

racial amalgamation as a means to temper slavery's harshest aspects.

Here slaves were baptized into the Catholic Church and could aspire to self-purchase or manumission. Once freed, they could bear arms and serve in the militia, own property, and testify in court, essentially living as free men and women. This was partially a consequence of Catholicism, but also necessity in an underpopulated area subject to recurring raids by the Seminoles and the English from Georgia. A free black militia was integral to the area's defense.

them as family. Each had her own residence, and the mixed-race children were raised with tutors, took on roles within the family, and all shared in his will.

Kingsley's goal always was to minimize discord on his plantations, maximize profits and, above all, avoid rebellion. To those ends, he encouraged family formation and was opposed to breaking up family units by individual sales, a common practice in the US South.

Kingsley died in 1843, at age 78. Some family remained in Northeast Florida, including Anna Jai and her two daughters, who stayed on at a sizeable piece of Arlington riverfront. Here they fostered a multi-racial community unique to antebellum Florida, consisting of members of the four direct lines of mixed-race Kingsley stock, plus 15 separate free black households. Despite Kingsley's will stipulating that no slave families be broken up by sales, his heirs sold off a number of slaves to satisfy Kingsley's creditors. About two-thirds of the slaves sold were separated from their families.

A tour of Kingsley Plantation should be a "definite" on your list of activities at this year's Congress in Jacksonville, 18-21 October. We look forward to hosting you all!

Submitted by **Hartley Porter**



Homeport Leaders Remember the Aftermath of USS *Stark* Attack

16 May 2017 - Florida Times-Union

By Mass Communication Specialist 3rd Class Taylor Stinson,
Defense Media Activity

Sunday, May 17, 1987, was quiet and sleepy on Naval Station Mayport, Florida. Families probably went to church, to the beach or the playground. They caught up on their chores. They prepared for the week ahead.

Then, the base commander, CAPT John Mitchell, got a phone call from the commander of Destroyer Squadron (DESRON) 8 that changed everything.

"He said, 'You might want to turn on your television: The local news is reporting that DESRON 8, USS *Stark*, has been attacked in the Persian Gulf by an Iraqi Mirage fighter jet and had fired two missiles. The news is also saying there's at least one fatality,'" recalled Mitchell.

Mitchell wouldn't know exactly what had happened for days, but an Iraqi pilot in a Dassault Falcon 50 modified business jet had fired two Exocet missiles at the frigate USS *Stark* (FFG 31), which had been patrolling the Saudi Arabian coast near the Iran-Iraq War exclusion boundary. In the initial attack, *Stark* sustained damage port side near her bridge, and then was hit on the port side a second time. Thirty-seven sailors were killed and 21 were wounded.

Information was initially limited, but Mitchell remembers believing things were going to get much worse. He quickly gathered his staff at the base headquarters and called the chaplain, requesting the chapel keep its doors open for as long as necessary to serve family members traumatized by the news.

[CAPT John Mitchell] remembers thinking "... shore station command school sure didn't prepare me for anything like this. It was awful, but ... I had sort of a sense that it was going to get worse."

He was right.

Mitchell soon discovered local media outlets were releasing information that was not correct. They were also naming fallen sailors before their families could be notified. He still remembers the dread and helplessness he felt at being unable to protect families living off-base from intrusive reporters on the scent of

an unexpected story.

"That was awful," he said.

Mitchell quickly arranged for off-base families to gather at the community center, to minimize the damaging interactions with the media. Thinking on his feet, he ensured chaplains, medical services, and Fleet and Family Service Center (FFSC) counselors would be available. On-base Navy families also rallied together to provide emotional support, as well as food, during this traumatic experience.

"It was chaos; it was very difficult," said Rachel Marcus-Mitchell, former director of social services for the Mayport FFSC and now Mitchell's wife. "It was confusing; everybody was overwhelmed. They weren't certain what to think. They were worried about their loved ones. Children were crying. We were concerned."

Marcus-Mitchell's primary duty consisted of crisis intervention, and she provided counselors for the families waiting anxiously for news at the community center.

However, she and Mitchell quickly realized that the plan had a major flaw when the families began receiving the news that they had lost their loved ones: There was no privacy: Families were notified about the deaths in an open space and couldn't grieve away from prying eyes.

"It got really tough because as soon as they saw someone come through the door, it became silent," recalled Marcus-Mitchell.

"It was dead silent, even the children. Silent, and everybody was waiting: 'Is it me? Am I next? Are they going to tell me about my husband?' That was difficult. That was very difficult," recalls Marcus-Mitchell.

Mitchell and the chaplains quickly arranged for families to receive death notifications in a separate room to provide some privacy. "The chaplain would go to the family service center person in charge ... tell them who they were looking for, the family service center would find the family, and they would go into a private room," said Mitchell. "Sometimes there was nothing, but other times ... the room was just ripped by a scream or a shriek, and you knew what was being done."

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Then, families either grieved at home with their loved ones or sought comfort from those around them in the community center, from the chaplains, from the counselors, from each other. President Ronald Reagan later commended Senior Chief Quartermaster Gary Clinefelter for helping at the coordinating center. Clinefelter's son, Brian, had been killed on the *Stark*, but he put his own grief aside to help others, reportedly saying, "I need to keep working."

By Tuesday, 48 hours after the *Stark* attack, all next-of-kin notifications had been completed. However, there was still much work to be done in response to the crisis, including planning the memorial service for the fallen.

"If my staff and I had to pull all of that together by ourselves, we would have failed miserably," said Mitchell. "We couldn't have done it, but the community, the Navy community - I often say *Stark* tore the fences down around Mayport and let the community pour in, and that feeling stayed with us and built, and that feeling is still with us today."

The memorial service was held in a helicopter hangar on Mayport that Friday, with distinguished guests who included Reagan and the First Lady. Many family members and many Americans as a whole still struggled to come to terms with the overwhelming losses, wondering why, as Reagan said, those who "embod[ied] the best of us" had to die.

Months later, in August, when USS *Stark* returned to Mayport after undergoing initial repairs in Bahrain, Clinefelter was aboard, symbolically finishing his son's deployment and trying to make peace with an inexplicable loss. Marcus-Mitchell too realized that there were more struggles yet to come.

"Sailors ... would come to see me, and some of the stories of all of the sudden being catapulted into the sea after the blast, and [it] was black, dark - you couldn't see a thing - and feeling stuff around them," she remembered, adding that one sailor in particular stands out. "There are snakes all around him and realizing he can't freak out, but they're all around him. And he couldn't sleep at night because that's all he saw and felt for weeks."

She realized she was dealing with post-traumatic stress disorder (PTSD). At the time, PTSD had little public awareness, and was

still a relatively new term. However, this did not stop her from conducting her own research and scouring every book to find ways to help sailors returning home.

"I remember sitting down with books - lots of stacks of books all over my office, researching, reading, understanding, so we could best help," said Marcus-Mitchell.

Using her research and new understanding, she revamped the Mayport FFSC, creating programs not only for sailors, but also for family members who struggled to understand the symptoms and treatment of PTSD.

She also continued to care for surviving families. Many wanted to see the ship from the inside. Although it was cleaned out and some repairs had been made, the acrid smell of burnt metal still hung about the ship during the tour. It was difficult, but Marcus-Mitchell believes it was also an important step toward closure for many.

"That was important to them," recalled Marcus-Mitchell. "Somehow it was like closure, even after the memorial. They needed that. That was very profound to me too."

Overall, both Mitchell and Marcus-Mitchell believe they did the best they could to provide support and care for the families and sailors of *Stark*. Although they admit that much of it was on-the-job training, both agree that unity and community support helped lead them toward hope and recovery.

"We don't ever want it to happen, but unfortunately, [tragedy is] going to happen," said Mitchell. "Sailors should know that the Navy, in general, is prepared and willing and committed to caring for their families, to making sure their families suffer as little as possible, and are as well cared for and comforted and provided for as possible." -----

Article originally printed in Florida Times-Union

[Yesterday's Stark Memorial Ceremony was truly memorable, emotional, and professional. CAPT Pete Wynkoop was our key organizer, in concert with Naval Station Mayport. He did a magnificent job. In his personal remarks, he recounted the history of the annual memorial including the key role of the Naval Order in sustaining the annual event.]

Submitted by CAPT Greg Streeter, USN (Ret.)

Memorial Day Services

Memorial Day services were held on the Monterey Coast Guard Station Pier ONE on 29 May with participation from many service organizations here on the Monterey Peninsula. On behalf of the Monterey Bay Commandery, a memorial wreath was “casted” upon the waters of the Monterey Bay for those that have served, and continue to serve, our Nation.

Fellow Monterey Bay Commandery Companion Commander Donald (Red) Layton, USN was remembered in prayers during the wreath ceremony. All service organizations recognized their contributions both ashore and at sea over their many years of service. Our Monterey Sea Cadets provided the honor guard. Due to security Condition BRAVO and other concerns, the Monterey based USCG Cutter *Hawksbill*

was not available to participate in the annual Memorial service. Let’s pray that we do not find ourselves in Condition ALFA when the next newsletter arrives on your door steps.

Battle of Midway Anniversary Dining-Out

The 75th Anniversary Midway Dining-Out was held on Saturday 3 June at the Naval Postgraduate School. The evening started on the quarter deck of the Old Del Monte Hotel, now the site of the Naval Postgraduate School, with a full-service reception. The immediate reception area was decorated with 4-6 June 1942 historical Battle of Midway artifacts provided by the school’s Dudley Knox Library.

The honorary President of the Battle of Midway Mess was VADM Ronald Route, USN (Ret.), President of the Naval Postgraduate School. The President of the Mess was CAPT Richard “Coyote” Wiley USN, Commanding Officer, Naval Support Activity Monterey.

As a side note, understand that when you got in his gun sights, the “Coyote” never missed a kill! Lieutenant Ryan Clifford, USN was Mr. Vice who seemed to enjoy sending many of his shipmates and new-found friends to the grog bowl. The guest speaker was fellow Companion Professor Jeffery E. Kline, USN (Ret.) whose topic was **“From Midway to Monterey: Leveraging Initiative and Technology”**.

Of the many guests attending the Commandery Annual Dining-Out on this 75th Anniversary there were LCDR Nonna Cheatham, USN (Ret.) and Mrs. Shirley Sedgwick, who both survived the 7 December 1941 Pearl Harbor attack while living on the Islands.

Joining the evening was Master Technical Sergeant Ralph Neal, USMC, who was awarded the Silver Star for conspicuous gallantry while serving with the Ninth Defense Battalion, Fleet Marine Forces, as a volunteer tank gunner in action against Japanese forces on New George, Solomon Island in July 1943.

Also present were Mr. Patrick Noon and his brother, Hank Noon, whose deceased father Commander Hank Noon, USN, a pilot at Midway Island flying with the squadron to first spot the approaching Japanese Fleet.

At the President’s Table was Captain Maury Wortham, DC, USN (Ret.). Maury joined the Navy in 1942 and following duty at the naval hospital in Portsmouth and in Newport, attended submarine school and later completed three patrols in the Pacific. Following the war, he became a naval dentist and finished his naval career as a captain serving at the Naval Postgraduate School as the senior dental officer in 1977. At 101 years young and still very active, was asked many times what the key was for such long and active life. While not sure what he said...it sounded like “join the Navy and make it a career.”

Monterey Bay Companion Jill Kleiss, daughter of the late Captain “Dusty” Jack Kleiss, USN, Companion of the Texas Commandery, was not able to attend the 75th Anniversary Dinner as she was in Norfolk for the book signing of **Never Call Me A Hero**, the story of her father N. Jack “Dusty” Kleiss. As many of our readers will remember, “Dusty” was awarded the Navy Cross for bombing the KAGA, the HIRYU, and the MIKUMA in the Battle of Midway. At the 70th Battle of Midway Anniversary Dinner at the Naval Postgraduate School, Jill presented a copy of his **VS-6 Log of the War** to the Dudley Knox Library. A signed copy of his book **Never Call Me A Hero** has now been added to the DKL collection of WWII books.



Never Call Me A Hero - the book signing of the life story of CAPT N. Jack “Dusty” Kleiss, USN (Ret.) was held at the MacArthur Memorial Museum in Norfolk, VA on Friday, 2 June. The deceased Companion, “Dusty” (1916-2016), was the last surviving Battle of Midway surviving dive-bomber pilot. Shown from left to right Jack Beal (Dusty’s nephew), Authors Tim Orr and Laura Orr, daughter Jill Kleiss (Monterey Bay Companion), and his son Rod Kleiss. Photo credit Jill Kleiss.

A memorial wreath was presented during the formal dinner by Petty Officer 1st Class Jennifer Macaaya, USN, Naval Postgraduate School Sailor of the Quarter in recognition of the valor and sacrifice of the heroes that fought at the Battle of Midway and in the Aleutians.

“They came from all walks of life – from small towns and big cities – and answered our Nation’s call to go to a place they had never seen before. We were losing the war in the Pacific until these heroes fought. Many of them gave the last full measure to help turn the tide of the war so that we could be free as Americans”.

Continued on next page...

MONTEREY BAY COMMANDERY CONT....

The Navy CID Unit Monterey choir provided dinner music with patriotic songs for the enjoyment of all the guests and the evening ended with remembrances of those that have served and those still serving with the “piping” of *Amazing Grace*.

Other guests of the *mess* included the Chesty Puller Battalion

and Monterey County Division, Naval Sea Cadets Corps; the Monterey High School NJROTC who provided the honor and color guard; and, a detachment of Marine Corps Defense Language military students coordinated by SGT Matthew Enders, USMC.

Submitted by CAPT Ken Johnson, USN (Ret.)



(Top) Mrs. Kip Route, wife of the Naval Postgraduate School's President Vice Admiral Ron Route, USN (Ret.) and CAPT Maury Wortham, USN (Ret.) (101 years young) who joined the Navy in 1942 and completed three submarine patrols out of Perth Australia. Follow the war and college, he served as a dental officer until retirement in 1977 as the senior dental officer at the Naval Postgraduate School.
Photo credit: MC2 Patrick Dionne.

(Left) NPS Professor of Operations Research retired CAPT Jeff Kline, USN delivers remarks during the 75th Anniversary of the Battle of Midway Dining-Out before a crowd of 198 guests. “In the real world”, Jeff is the Vice Commander of the Monterey Bay Commandery.
Photo Credit: MC2 Patrick Dionne

On 4 May 2017, The Naval Order of the United States, along with the Cork County Council and the Port of Cork, marked the centenary of the arrival of the US Navy's Destroyer Division Eight at Queenstown (now Cobh), Ireland. The National Capitol Commandery took the lead in the NOUS effort to create a wayside marker to be placed at what was then the Naval Headquarters building and is now a Benedictine Convent (Priory) (please see the last issue of the newsletter for details on the creation of the marker). The nuns, who are in an enclosed order, seemed to thoroughly enjoy the spectacle of a military remembrance.

Mission to the Embassy of the United States, Mr. Tim Forsyth, and the Port of Cork Chairman, John Mullins; the Chief of Chaplains, Irish Navy gave the invocation. The plaque was unveiled by Elizabeth Helmer, great granddaughter of Commander Joseph Taussig, who is studying at University College Cork. The ceremony concluded with the sounding of Taps by an American Legion bugler.

Also in attendance at the ceremony was CAPT (RDML sel.) Daniel W. Dwyer, Chief of Staff, Deputy Chief of Staff for



Wayside Marker sponsors at the unveiling. (l-r) Mr. John Shanahan, Commander, Department of France, American Legion; Dr. Judith Pearson, Secretary, National Capitol Commandery, NOUS; CAPT John Rodgaard, USN (Ret.) Commander, National Capitol Commandery, NOUS; CAPT (RDML sel.) Daniel W. Dwyer, Chief of Staff, Deputy Chief of Staff for Strategy, Policy, and Requirements, US Naval Forces Europe-Africa/US 6th Fleet; LCDR Ralph D. Day, USN (Ret.) Companion, National Capitol Commandery, NOUS.

LCDR Ralph D. Day, USN (Ret.) was the Commandery's point person for the creation of the wayside marker and the organization of the event at Cobh. The Commander, National Capitol Commandery, CAPT John Rodgaard, USN (Ret.), and the Commandery's Secretary, Dr. Judith Pearson, also represented the Order at the ceremony in Cobh. Commander Day provided a short speech outlining the Naval Order's participation in the development of the marker, as well as other historic markers and monuments the Order has taken the lead or part in. The video of that speech is available on our Facebook page.

Over 150 people were in attendance at the ceremony. Mr. Sean Rickard (Newport, RI, Commandery) served as the Master of Ceremony. A color guard composed of members of the Irish veterans group ONE and members of the Cork American Legion Post initiated the ceremony as they tramped in to the sound of the bagpipes. Speakers at the event included the U.S. Deputy Chief of

Strategy, Policy, and Requirements, US Naval Forces Europe-Africa/U.S. 6th Fleet who represented ADM Michelle Howard, Commander US Naval Forces Europe-Africa/ US 6th Fleet. CAPT Dwyer's presence was a direct result of a letter sent by RDML Donald Loren, USN (Ret.) of the National Capitol Commandery to ADM Howard. ADM Howard has been and remains a strong supporter of the NOUS.

Following the ceremony at Admiralty House, the attendees traveled a short distance to the Sirius Arts Center to participate in the opening of a photographic exhibition curated by Damian Shiels entitled Portraits: Women of Cork and the US Navy 1917-19 which runs from 5 May until 17 September.

As you travel throughout the world, please be sure to make Cobh, County Cork, Ireland, a must.

Submitted by LCDR Ralph Day, USN (Ret.)



The VIPs with the wayside marker.



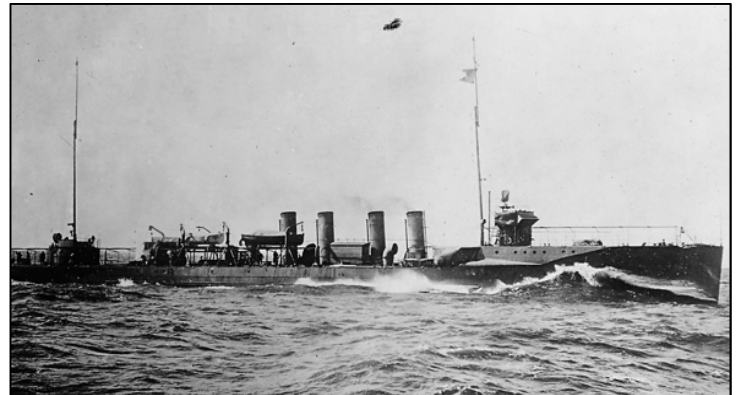
The color guard entering the ceremony, note the Naval Order of the United States flag (fourth from left). LCDR Ralph D. Day, USN (Ret.) delivers the NOUS remarks at the 4 May celebration of the US Navy's arrival in Cork, Ireland.



CAPT John Rodgaard, USN (Ret.), CAPT (RDML sel.) Daniel W. Dyer, and LCDR Ralph D. Day, USN (Ret.) at the ceremony commemorating the centenary of the U.S. Navy's arrival in Cork, Ireland.



USS *McDougal* (DD 54), one of US Navy's Destroyer Division Eight



USS *Wainwright* (DD 62) arriving in Queenstown, now Cobh

NOUS Represented at National Maritime Day



Chief Purser Jackson with RADM James A. Helis



Sec. Chao, SIU President Michael Sacco and General Darren McDew of USTRANSCOM



Chief Purser Jackson with Joel Sabat, Executive Director of MARAD

Secretary Chao called attention to the flag and motto of the US Merchant Marine... “Mariners answer the call both in peace and in war.” “We will never, never forget that America’s merchant mariners are always among the first to be called to action to help those in need, both at home and abroad,” Chao stated. “Whether it’s rushing aid to hurricane victims on the Gulf or East Coast of the United States, or shipping food, water and medicine to victims of the earthquake in Haiti, US-flag vessels bring hope and critical supplies to the victims of natural disasters. In war time, the US Merchant Marine has served heroically from the Revolutionary War to the wars in Iraq and Afghanistan, and every conflict in between. Never has this been more evident and costly than during the Second World War.”

Secretary Chao was followed by US Air Force General Darren McDew, Commander, US Transportation Command (USTRANSCOM); Lisa Wieland, Massachusetts Port Authority Director; and US Coast Guard VADM. Charles Ray. Maritime Administration (MARAD) Executive Director Joel Szabat served as master of ceremonies.



VADM Charles Ray, USCG

The ceremony ended with the tolling of “8 Bells” by SIU apprentices from the Paul Hall Center, and the playing of the Navy Hymn.

Submitted by Chief Purser, Julius Jackson, USMM

The National Capitol Commandery Visits the N.S. Savannah

“The United States knows that peaceful power from atomic energy is no dream of the future. That capability, already proved, is here—now—today. Who can doubt...that this capability would rapidly be transformed into universal, efficient, and economic usage?... Against the dark background of the atomic bomb, the United States does not wish merely to present strength, but also the desire and the hope for peace.”

- Dwight D. Eisenhower's Speech to the UN, 8 December 1953

On Saturday, 20 May 2017, in honor of National Maritime Day (on 22 May), Companions of the National Capitol Commandery made a day trip to visit the N.S. Savannah at Canton Pier, Baltimore Harbor. The tour was organized by Companion Mary Lee Giblon-Sheahan, whose father, George G. Sharp, was president of the company that designed the ship. She is married to fellow Companion Sgt. Jack Sheahan, USAF who took the photos for this article.



Naval Order attendees on the Savannah

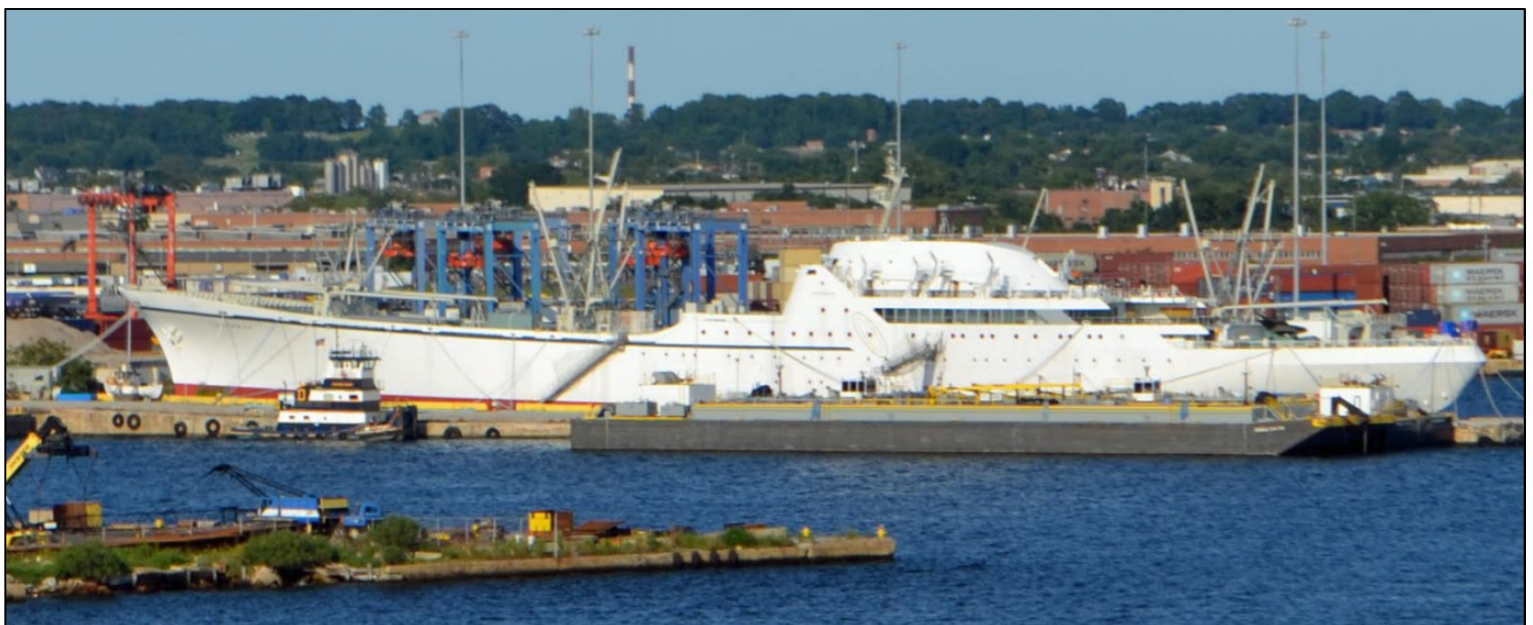
This national historic landmark is open to the public for tours, educational events, and meetings. The Commandery was hosted by the N.S. Savannah Association whose mission is the preservation of this grand dame of the merchant fleet. As guests at their annual meeting, we learned about plans for funding, public relations, and decommissioning of the nuclear reactor that rests inside the nuclear power plant that was shut down in 1970.

Erhard Koehler, Manager of N.S. Savannah Programs, led our tour, telling us the history of the ship, as well as explaining how the ship was being carefully restored, compartment by compartment, to maintain the 1960's vintage ambiance (think linoleum, vinyl, plexiglass, and stainless steel: a Star Trek look). The emblem found on the original plexiglass tables in the ship's lounge looks like the chest emblem seen on Star Trek. A coincidence?

The story of the Savannah began with an act of Congress in July 1956. She was built by New York Shipbuilding of Camden, New Jersey as a joint project of the US Maritime Association and the Atomic Energy Commission (now the Nuclear Regulatory Commission) to showcase Eisenhower's "Atoms for Peace" program: an initiative to demonstrate the peaceful uses of nuclear power. She was named after the nation's first trans-Atlantic steam-powered sailing ship, the S.S. Savannah.

The N.S. Savannah was in commercial operation from 1965 to 1970, carrying cargo and passengers. She logged in excess of 450,000 nautical miles and visited more than 70 foreign and domestic ports. Today she is maintained in compliance with the National Maritime Heritage Act and the Merchant Mariner Memorial Act.

Continued on next page...



While we enjoyed seeing the beautifully maintained dining hall, galley, cocktail lounge, conference area, and crew quarters, we were amazed at the size and engineering complexity of the immaculate power plant. At the end of our tour, Commandery Commander John Rodgaard, CAPT USN (Ret.) gave Mr. Koehler a Battle of Midway 75th Anniversary commemorative coin (in addition to a donation by all companions in attendance), amidst our thanks and applause.



CAPT John Rodgaard and Erhard Koehler

For more information about the Savannah go to nssavannah.net.

Submitted by Dr. Judy Pearson

United States Naval Academy Division of Humanities and Social Sciences Awards

NOUS National Capitol Commandery Life Member and Former Deputy Assistant Secretary of Defense, Rear Admiral Don Loren, US Navy (Ret.) represented the Naval Order during the United States Naval Academy Division of Humanities and Social Sciences Awards on 24 May 2017 as part of the Academy's Class of 2017 Commencement Week activities.

The Naval Order of the United States Prize has been presented for 83 consecutive years to those Midshipmen who have written the best essay on current national or international affairs. These awards are the senior division awards across the entire Academy Division of Humanities and Social Sciences and include the Departments of Economics, English, History, Languages and Culture, and Political Science.

RDML Loren, who has presented these awards for the past three years, has taken over this

responsibility from long-time award coordinator CAPT Jim Brooke, USN (Ret.), whose death last year was a great loss to our Order.

Loren, a 1974 graduate of the Naval Academy, served as Deputy Director, J-5, for Political-Military Affairs on the Joint Staff and has a long history of national and international security assignments on the OPNAV, Joint, and Secretary of Defense staffs.

This year's awards were selected from 13 finalists nominated by the Academy instructors and chosen by a committee of the Division professors. The 2017 recipients were:

First Place, Senior Division - Midshipman First Class Jared Hachmeister, for his paper "Brasidas: The Mastermind Behind Amphipolis. History Department

Second Place Senior Division - Midshipman Third Class Elizabeth Loyal, for her paper "Failure of the Penobscot Expedition: History Department

Winner, Junior Division - Midshipman Fourth Class Connor Wilson, for his paper "The Federal Reserve: An Existential Crisis in America's Fourth Branch. Political Science Department

Joining RDML Loren and the award recipients in the photographs are Naval Academy Academic Dean and Provost Dr. Andrew T. Phillips, and Chair of the Humanities and Social Sciences Division Colonel Jon Aytes, US Marine Corps.

Submitted by CAPT John Rodgaard, USN (Ret.)



Chair of the Humanities and Social Sciences Division Colonel Jon Aytes, US Marine Corps, Second Place Senior Division award winner - Midshipman Third Class Elizabeth Loyal, for her paper "Failure of the Penobscot Expedition: History Department, Admiral Loren and Naval Academy Academic Dean and Provost Dr. Andrew T. Phillips

The New York Commandery of the NOUS cordially invites you to the
Inaugural Presentation of the John Lehman Distinguished Naval Historian Award to James D. Hornfischer

Wednesday 19 July 2017
6:00pm - 8:00pm
Cocktail Party with Heavy Hors d'Oeuvres
Business Dress Casual - Tie Optional

The Chart House
Lincoln Harbor, Pier D-T
1700 Harbor Blvd
Weehawken, New York City

\$75.00 per person paid in advance by 12 July. Reservation or cancellation should be made by 12 July.

We are sorry but we are unable to accommodate walk-ins the evening of the event.

Name (please print) _____

Telephone _____ Email _____

Enclosed is a check for _____ # of guests _____ Please make check payable to: NOUS - NY Commandery

Send to check to:
Roy DeFranco, Treasurer
20 Orleans Lane West Milford, NJ 07480 rdefranco@yahoo.com

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

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

Please join us for the Inaugural Presentation of the John Lehman Distinguished Naval Historian Award. This award is named in honor of Hon. John F Lehman, Secretary of the Navy 1981-1987.

He is, and will continue, as the only two-time recipient of the RADM Samuel Eliot Morison Award in 1989 for "Command of the Seas" and in 2003 for "On Seas of Glory." He is also the 2015 recipient of the Admiral of the Navy George Dewey Award presented by the Naval Order of the United States.

James Hornfischer is the 2004 recipient of the RADM Samuel Eliot Morison Award for *The Last Stand of the Tin Can Sailors*. James D. Hornfischer's books have led reviewers to rate him as one of the most commanding naval historians writing today. His latest book, *The Fleet at Flood Tide: America at Total War in the Pacific, 1944-1945*, was released by Bantam on 25 October 2016.

The Fleet at Flood Tide is in part a major narrative of the US offensive into the Mariana Islands in the Central Pacific, covering in close detail the thunderous World War II air, land and sea operations that seized the strategically vital islands of Saipan, Tinian and Guam. The three bitter conquests shocked American leaders all the way up to the White House with their revelations about the true nature of their foe—not only the Imperial Japanese military, but its suicide-ready civilians as well. After a classified Army aviation outfit moved to the Marianas with its secret cargo, what happened next from these islands changed the world.

Hornfischer's *Neptune's Inferno: The U.S. Navy at Guadalcanal* (2011), a New York Times hardcover bestseller, was chosen as a best book of the year by numerous book reviews. *Ship of Ghosts: The Story of the USS Houston, FDR's Legendary Lost Cruiser, and the Epic Saga of Her Survivors* (2006) told the story of the cruiser USS *Houston* and the odyssey of its crew in Japanese captivity. *The Last Stand of the Tin Can Sailors* (2004), a combat action narrative set during the Battle of Leyte Gulf, won the Samuel Eliot Morison Award and was chosen by the Wall Street Journal as one of the five best books on "war as soldiers know it." Hornfischer has also collaborated with Marcus Luttrell, the bestselling author of *Lone Survivor*, on Luttrell's second book, *Service: A Navy SEAL at War* (2012), a New York Times bestseller.

Hornfischer's motivation to write about the US military reaches back to his childhood, from his explorations of the school library's 940.54 Dewey Decimal section, building Monogram and Revell model ships and aircraft, watching "Black Sheep Squadron" on NBC (sublimely ahistorical but redeemed by Robert Conrad's portrayal of Major Gregory "Pappy" Boyington of VMF-214), and absorbing the epic intonations of Laurence Olivier in "The World at War" on PBS.

A native of Massachusetts and a graduate of Colgate University and the University of Texas School of Law, Hornfischer lives in Austin, Texas with his wife and their children.

Submitted by Bill Schmidt

This is the first article regarding the organization of the new Northwest Commandery. The consenting Companions from Washington, Oregon, and Idaho are now combined to bring focus to the Naval Order mission to the Pacific Northwest. Our charter date is 6 January 2017, and we have a full slate of events planned for this year including the following: Monthly Council Meetings at local restaurants, Battle of Midway Brunch at the Everett Naval Base on 10 June, an Annual Meeting on 7 September, Seafair Events and Bremerton Museum Visits in early August, and Veterans Day/Navy's 242nd Birthday Celebration Luncheon on 11 November. Also, we have instituted a conference call system for some of the meetings to encourage support from our outliers who can't travel to join us.

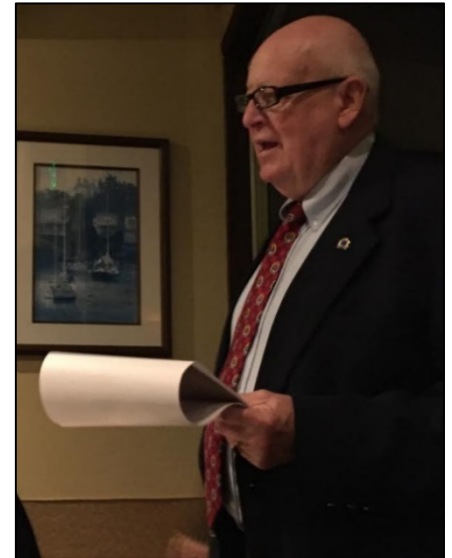
During the 1st quarter, several organization meetings were conducted, and these officers are now in place to support us going forward: CAPT John Laible - Treasurer, CAPT Solon Webb - Membership, Mr. Harry Stengele - Recorder, and CDR Dan Limberg - Technical Support. In addition, CDR Greg Fitzgerald, Lt Curt Maier, and Mr. Rich Whitkop, have joined the council along with our officers.

On Friday evening 10 March, the group celebrated our chartering in style with dinner at Arnie's Restaurant which overlooks Puget Sound. Several companions from Oregon were able to join the group. Information about the makeup of our

group was provided: we have 19 members who transferred from other Commandery's (mostly San Francisco), and we added five new members. Of our total, three are ancestral and the rest are Navy! CAPT Laible, an alumni of the Navy War College, was our speaker with a presentation entitled "The First Salute." He explained how this occurred in Naval History, a fitting topic indeed for our first

Northwest Commandery dinner.

CAPT John Laible



We are developing several other historical projects, and one is related to the naming of Navy ships, and thus we expect to be able to present some amazing stories to you in our future newsletter reports.

**Submitted by CAPT Joe Valenta, USN (Ret.)
Commander-Northwest Commandery**

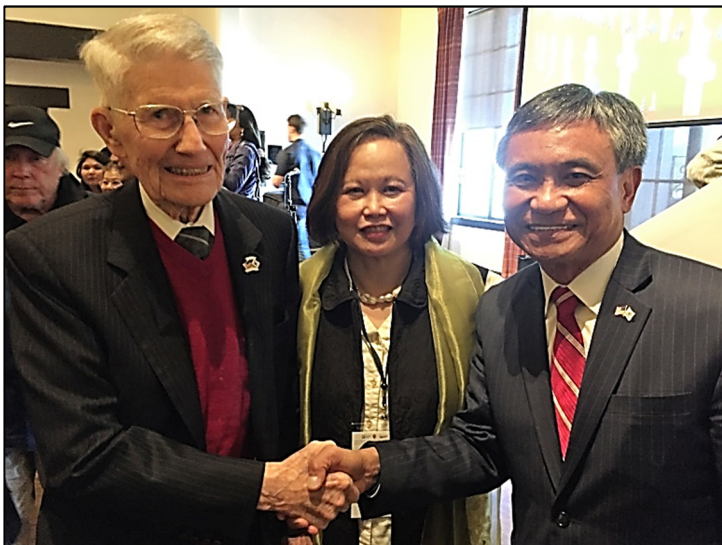


Enjoying the evening at Arnie's Restaurant in Mukilteo

The San Francisco Commandery had an extremely busy quarter. It began on 8 April when Companion Cecilia Gaerlan led a commemoration of the 75th anniversary of the Bataan Death March. Gaerlan, whose father survived the Death March organized special events at the Presidio of San Francisco that included a memorial “valor run” and a program in the old Presidio Officers Club. The event was covered by local and national media including Fox News and coincided with other commemorative events across the country.



Companions Tom Brown (far left) and John Stevens (center) join Death March Veterans and their families for a program at the Presidio Officer’s Club commemorating the 75th Anniversary of the Bataan Death March.



(Right) Major General Antonio Taguba, USA (Ret.) is introduced to Companion LtCol John Stevens, USMC (Ret.) by Companion Cecilia Gaerlan at the Presidio Officers Club during a program recalling the sacrifices of those who suffered during the Bataan Death March. Gaerlan is Executive Director of the Bataan Legacy Historical Society.

Many of our companions are on the advisory board for the historic aircraft carrier USS *Hornet* (CV 12) which is moored as a museum pierside at the (former) Alameda Naval Air Station.

Our April luncheon speaker was *Hornet* docent Chuck Myers who updated us on the efforts to keep the historic ship a viable attraction. He noted that we were marking the 75th anniversary of the famed Doolittle raid on Tokyo launched from the original *Hornet* that had left from the same pier in 1942.

Members of the *Hornet* advisory board presented a certificate of appreciation to Chuck Myers after our April luncheon.



L-R Companion Diz Laird, *Hornet* Docent Chuck Myers, Companion Tom Brown, Commandery Commander Tom Snyder, Companion Kurt Libby, Companion Al McDonnell, and Commander General Michele Lockwood

Later in April many companions participated in a “salute to Afghanistan and Iraq Veterans” at the Marines Memorial Club. The Club, located in the Union Square district of San Francisco is a hub for many military themed events in the greater Bay Area.



Companion Don Reid (left) poses with Iraq Veteran, Builder First Class Peter Mellett, USN during the salute to Iraq and Afghanistan veterans at the Marines Memorial Club.

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Our May speaker, historian Jack Cheevers, talked about the USS *Pueblo* (AGER-2) incident of 1968. The *Pueblo* was in international waters when it was seized by North Korea. It took almost a year to negotiate the release of the crew. The ship is still officially in commission and held by North Korea.

Jack Cheevers talks about the *Pueblo* incident during our May luncheon

Cheevers wrote a book *Act of War*, which details the events

leading up to seizure of the ship as well as the controversies following the crew's release. Members of the crew have said that Cheevers' extensively researched book is the most accurate account of the incident.



The USS *Pueblo* (AGER-2) prior to seizure by North Korea

Later in the week we were honored to attend the Change of Command Ceremony at Naval Operational Support Center San Jose. Companions bid "fair winds and following seas" to our February speaker Commander Amy Hunt who moved to San Diego for an assignment with Navy Special Forces.

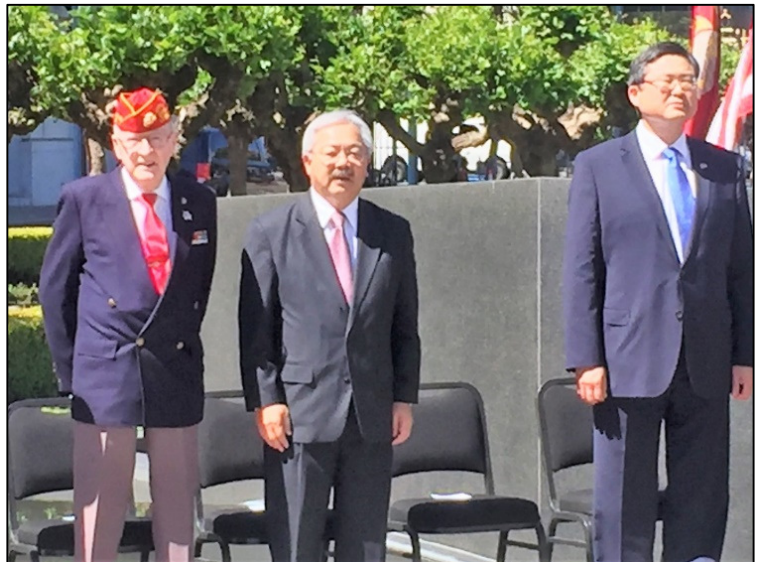


Companion Mark Flegel wishes CDR Amy Hunt well at her change of command.

May continued with more events at the Marines Memorial Club including a "Salute to Vietnam Veterans" which coincided with a preview of Ken Burns' new TV series on the Vietnam War. Later in the month we were honored to have our own companions and Korean War veterans Don Reid and John Stevens participate in a somber ceremony placing soil from the battlefields of Korea in the War Memorial Monument between the War Memorial Opera House and Veterans Building.



Companions Jim Lansing (left) and Bob Hansen at the salute to Vietnam Veterans at the Marines Memorial Club May luncheon



LtoR Companion Don Reid, San Francisco Mayor Ed Lee, and Korean Consul General Shin Chae-Hyun at the dedication of soil from the Korean War at the War Memorial Plaza.

The weekend started with a Memorial Day service honoring Gold Star families at the Marines Memorial Club on Saturday. On Sunday, Memorial Day continued with our annual USS *San Francisco* (CA 38) commemoration (see separate article).

Continued on next page...

The USS *San Francisco* (CA 38) Memorial Foundation selected RADM Thomas Brown as its Chair of Honor recipient for 2017. Companion John McKnight, President of the Foundation, presided over the event. Special guest speakers included retired Judge and Korean War Veteran Quentin Kopp and Japanese Consul General Jun Yamada. (Complete story on Page 23)

On Memorial Day itself, companions participated in events spread all over the San Francisco Bay Area. We participated in remembrances at many locales including Lone Star Cemetery in Hayward, Golden Gate National Cemetery in San Bruno, and the largest one at San Francisco National Cemetery at the Presidio.

June began with our annual Battle of Midway celebratory dinner at the Marines Memorial Club. Whereas we started the quarter remembering the sacrifices of those who had suffered during our country's greatest defeat in Bataan, the Battle of Midway was the event that set the stage for our ultimate victory in the Pacific War.

Since it marked the 75th anniversary, it was an especially notable event with a sold-out attendance of 250. The speaker, Admiral Scott Swift, Commander of the US Pacific Fleet made a point of acknowledging the young men and women currently serving in today's military and noted that the sacrifices remain the same even if the locations are

different. Although no Battle of Midway Veterans were in attendance, we honored their families and other World War II veterans in attendance with their stories.

Our June luncheon speaker was our own companion Sergeant Major Daniel Sebby who talked about the California State Military Museum and the "military forces" of the State of California which not only encompass National Guard forces but a Naval Militia as well.



Companion CAPT Sandy Lockwood, USN (Ret.) with Admiral and Mrs. Scott Swift at our Battle of Midway Celebration.



Chair of Honor Recipient RADM Thomas Brown delivers his remarks during Memorial Day remembrance at Land's End, San Francisco. LtoR Japanese Consul General Jun Yamada, RADM Tom Brown, CAPT Stan Ellexson, and Judge Quentin Kopp



Admiral Scott Swift, Commander, U.S. Pacific Fleet shares thoughts with Pearl Harbor Veteran QMCS Mickey Ganitch

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San Francisco Commandery and the USS *San Francisco* (CA 38) Foundation

For the San Francisco Commandery, Memorial Day Weekend may be the busiest weekend of the year. Besides the usual events at the Marines Memorial Club and local cemeteries, we host our own special commemoration to remember and honor sailors and marines who gave their lives in defense of their country in a series of events known as the Battle of Guadalcanal. While the Battle of Midway marks the point of the Pacific War where America turned back the enemy, Guadalcanal marks the true turning point – where America took the offensive.

Located at a promontory called Lands End in San Francisco, on what was once part of the old Fort Miley army base, is a monument to the USS *San Francisco* (CA 38) which played a key role in that historic naval battle. The *San Francisco* had been at Pearl Harbor on 7 December 1941 but had miraculously escaped damage. That was not the case at Guadalcanal where 107 sailors and marines were killed and 129 wounded during action on 12-13 November 1942. Thirty-two men received the Navy Cross for heroism in action. Twenty-one received the Silver Star, and four were awarded Medals of Honor, including the task force commander RADM Daniel J. Callaghan, who was killed in action. Incorporated into the monument is a heavily damaged section of the bridge removed during repairs after the battle and preserved for prosperity.



USS *San Francisco* (CA 38) (engulfed in smoke center) under attack during the Battle of Guadalcanal.

The USS *San Francisco* foundation was founded as a 501 (c) (3) Not-for-Profit foundation in order to maintain the memorial and host the commemoration ceremony. The Officers and Directors of the foundation are composed largely of companions of the San Francisco Commandery and other civic and military leaders from the local community. The ceremony held on Sunday of Memorial Day weekend this year included a Sea Cadet Band, a

bagpiper, a color guard provided by the Scottish American Military Society Post 1921, and members of local veterans' organizations along with the Naval Order companions. Master of Ceremonies was CAPT Stan Ellexson. Companion and President of the USS *San Francisco* Memorial Foundation John McKnight presented a special award to RADM Tom Brown, who was Chair of Honor for the ceremony. Special guest speaker was retired Judge and Korean War Veteran Quentin Kopp.

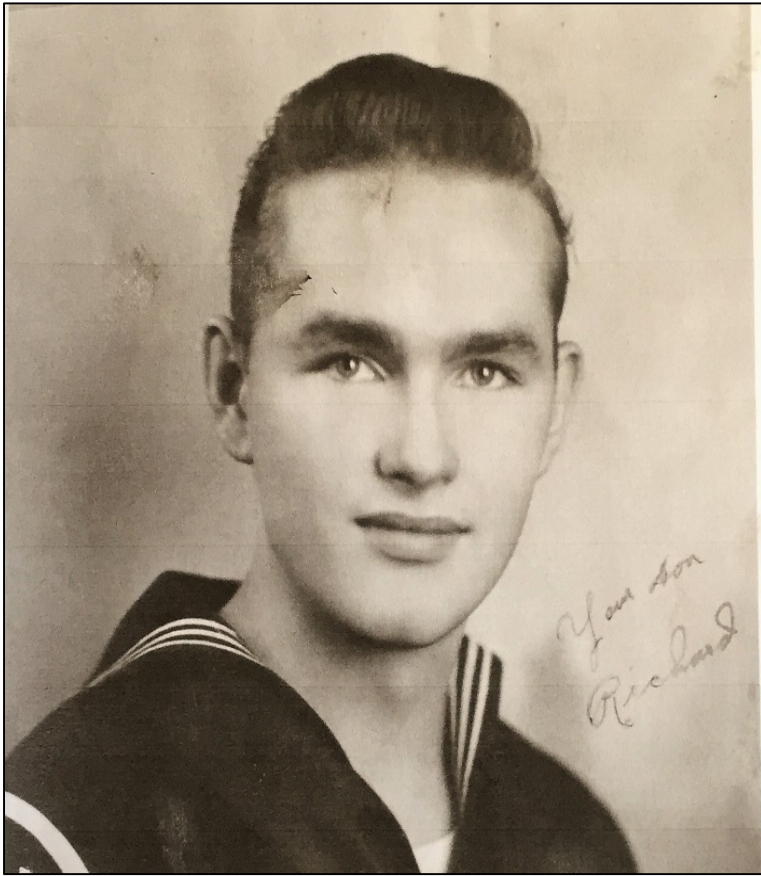


Companion CAPT Stan Ellexson (R) poses for a photo with guest speaker, retired Judge Quentin Kopp at the USS *San Francisco* Memorial commemoration. CAPT Ellexson was Master of Ceremonies for the event. Judge Kopp is a former member of the San Francisco Board of Supervisors.



Companion RADM Tom Brown, USN (Ret.), past Naval Order Commander General acknowledges applause after presentation of the plaque recognizing him as Chair of Honor for this year's ceremony. Visible in the photo from LtoR are companions John McKnight, Stan Ellexson, Tom Brown, Nelson, Lum, Commander General Michele Lockwood, and Companion "Chief Johnny."

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"Chief Johnny" as a young sailor aboard the USS *San Francisco* (CA 38)

Sitting quietly on stage was San Francisco Commandery's own John Johnson Jongordon, "Chief Johnny." Johnny was a messcook aboard the *San Francisco* during the war and was aboard the ship at both Guadalcanal, and Pearl Harbor.

In past years, he often played a prominent role in the ceremony but now stays largely behind the scenes. He continues to serve on the board.

The ceremony included a tribute to those Missing or Killed in action and a reading of the "Roll of Honor" – the names of those who gave their lives during those climatic battles. A bugler played taps to close the ceremony.

The Ship's Bell for the USS *San Francisco* is on permanent display at the Marines Memorial Club. Later this year a special commemoration will be held at the club to mark the 75th Anniversary of the Battle of Guadalcanal. Although CA 38 was decommissioned in 1946 and stricken from the Naval register in 1959, the submarine USS *San Francisco* (SSN-711) now carries that hallowed name.

For further information, email FriscoFoundation@gmail.com or visit the website at ussanfrancisco.org.

Submitted by MCCS Robert Hansen, USN (Ret.)

Introduction of RADM Thomas F. Brown III

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

It is my distinct honor and privilege to introduce this year's USS *San Francisco* Memorial Foundation Chair of Honor recipient RADM Thomas F. Brown III.

Admiral Brown is a seasoned warrior with 31 years of service in the navy, a loving husband and father of four adult children, grandfather of seven grandchildren, a man of faith, a man of action, and mentor and friend of half the people in this audience.

Admiral Brown became a seasoned and decorated warrior and honed his leadership skills during Vietnam. At the winddown of the Korean war, America was concerned about communist expansion. In an attempt to stop the domino effect of communist encroachment in Indochina, the United States became embroiled in the longest war in our history to that time.

As a young pilot, RADM Brown participated in a total of 343 combat missions in three deployments in the Gulf of Tonkin, Vietnam aboard the USS *Oriskany* and USS *Coral Sea*. He held command in six aviation commands including commanding officer of the USS *Midway*, which currently serves as a ship museum in San Diego. He accumulated nearly 5,000 flight hours and 1,017 carrier arrested landings.



His combat performance and leadership experience earned him the silver star, the defense superior service medal, five legions of merit (one with combat "v"), four distinguished flying crosses, 36 air medals, and the navy commendation medal with combat "v."

Admiral Brown's achievements and involvement in the community didn't stop when he retired from the Navy in 1985. After earning a master's degree in political science from the University of California and graduating from the National War College while serving in the Navy, he picked up a teaching credential at San Francisco State University in 1987 and was the recipient of the highest academic honor from Mount St. Mary's College, the degree of Doctor of Humane Letters. RADM Brown became a mathematics teacher and junior high school administrator, while serving as an adjunct professor for the Naval War College in the Bay Area.

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As a man of faith, action, and achievement, he became president of the St Peter and Paul Parish Council, chairman of the board of the Tailhook Association, chairman of commissioning committees for the USS *Hopper*, USS *McCampbell*, and the USS *America*. He served as Commander General of the Naval Order, president of the San Francisco Council of the Navy League, and president of the A-4 Skyhawk Association.

So you can understand why RADM Brown received lifetime achievement awards from the Tailhook Association and the Naval Order, and why we are here to celebrate his selection as the recipient of this year's USS *San Francisco* Memorial Foundation's Chair of Honor, and I've only touched on some of this remarkable man's accomplishments and achievements.

Ladies and gentlemen, please stand and join me in welcoming to the podium this year's Chair of Honor recipient, RADM Thomas Brown.

Thank you, Michele, for that very kind introduction. Sure am glad Marty is here to hear it! By the way, I'd like to introduce my wife, Marty, to those of you who don't know her – please stand, Honey. Folks, please welcome former navy nurse, LTJG Martha Brown. We met at Oakland Naval Hospital in December 1956 and next month on 15 June we will celebrate 60 years of married life. Thank you, Honey!



John McKnight, CAPT Ellexson, Judge Copp, Supervisor Farrell, Consul General Yamada, Former USS I crew members and families, other distinguished guests, veterans, ladies and gentleman.

I am so proud to be selected to occupy the Chair of Honor following behind numerous USS *San Francisco* veterans, including Chief Johnny Johnson and more recently, LTCOL John Stevens and last year Sergeant Don Reid, both USMC (Ret.). I am deeply honored and humbled, to say the least.

In reality, I am here today to represent the Vietnam War Veterans... would the Vietnam Vets please stand. Veterans, thank you for your service! Since today we are honoring those who served in the Vietnam War the remainder of my remarks will focus on this.

First, a little history: the US became involved in the conflict in

the Southeast Asia country of Vietnam between 1964 and 1973 and more than 2.5 million Americans served in Vietnam.

The average age of those who served was about 22 years – 4 years younger than in WWII. About 4% of our population served during Vietnam – this compared to 11% in WWII and less than 1% in 2001 in the war on terror. Regarding our losses in Vietnam, we suffered 58,169 killed or missing in action and one out of every 10 Americans was a casualty.

Now to three misconceptions:

First myth: Most Vietnam Vets were drafted into the service. The truth: Two thirds of those who served were volunteers and 72% of those who died were volunteers.

Second myth: The war was fought largely by the poor and uneducated. The truth: 79% of those who fought had a high school education or better.

Thirdly, it is rumored that the war in the South Pacific was more severe during WWII. This is not true. During WW II the average soldier there saw 40 days of combat in four years. During Vietnam, the average soldier saw 240 days of combat in one year.

The bottom line here is: Vietnam veterans are not victims. A comprehensive survey, commissioned in 1980 by the Veteran's Administration, reported that 91% of those who had seen combat in Vietnam were "glad they had served their country." A healthy 80% disagreed with the statement that "the US took advantage of me." And finally, two out of every three said that they would go to Vietnam again – even knowing how the war would end. Perhaps this is a surprise to some.

A few years ago, I started reading the book *We Were Soldiers Once... And Young* by Lt. Gen. Hal Moore and Joe Galloway, written in 1992. As I was reading through the prologue, five paragraphs hit me between the eyes. I want to share them with you now. I guess they explain, at least in part, why I am the way I am.

"Many of our countrymen came to hate the war we fought. Those who hated it the most – the professionally sensitive – were not, in the end, sensitive enough to differentiate between the war and the soldiers who had been ordered to fight it. They hated us as well, and we went to ground in the crossfire, as we had learned in the jungles.

In time our battles were forgotten, our sacrifices discounted and both our sanity and our suitability for life in polite progressive American society were publicly questioned. Our young-old faces, chiseled and gaunt from the fever and the heat and the

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sleepless nights, now stare back at us, lost and damned strangers, frozen in yellowing snapshots packed away in cardboard boxes with our medals and ribbons.

We rebuilt our lives, found jobs or professions, married, raised families and waited patiently for America to come to its senses. As the years passed we searched each other out and found that the half-remembered pride of service was shared by those who had shared everything else with us. With them, and only with them, could we talk about what had really happened over there – what we had seen, what we had done, what we had survived.

We knew what Vietnam had been like, and how we looked and acted and talked and smelled. No one in America did. Hollywood got it wrong every damned time, whetting twisted political knives on the bones of our dead brothers.

So once, just this once, this is how it all began, what it was really like, what it meant to us and what we meant to each other. It was no movie. When it was over, the dead did not get up and dust themselves off and walk away. The wounded did not wash away the red and go on with life unhurt. Those who were, miraculously, unscratched were by no means untouched. Not one of us left Vietnam the same person they were when they arrived.”

Hope you find it meaningful!

Next are some more very personal thoughts:

There are three things about the Vietnam war that bother me more than some other things.

First, when we got involved in 1964 I felt that it was the right war, in the right place, at the right time. Then in May 1965 I flew my first combat missions there. In June, I wrote to my mom and told her I felt the war was a loser. We were passing up good military targets to go bomb crappy, worthless targets and risking lives at the same time. I said we were not getting the enemy's attention. We were not fighting to win! (Even worse, I learned recently that President Johnson had told Secretary of State, Dean Rusk, back then to give the North Vietnamese 24 hours notice regarding which targets we were going to bomb next! He said that way civilian casualties can be avoided!) One conclusion here, we should not go to war unless we are going to fight to win as we did in WWII.

You might ask me, “if you felt that way why did you go back in 1967-68 and then again in 1972-73?” That's fair. My Cag, Jim Stockdale, was shot down and captured on 8 September 1965. Other friends suffered the same fate later, in addition to many KIA.

To put it simply I wanted to be able to look the POWs square in the eye when they came back knowing that I did all I could to gain their release and return home!

Second, the Tet Offensive occurred in early 1968. It was a defeat

for the North Vietnamese but it was not presented that way by our media. Specifically, Walter Cronkite and most of the rest of the media, changed from lukewarm supporters of the war to opponents of the war. In my opinion, objective, unbiased reporting of the war stopped right then. In many respects, that same type of biased reporting continues to this day in the so-called main stream media.

My third and final item concerns the way many of the American people treated our troops when they returned home from serving in Vietnam. Recall most of these boys were drafted into the service, the same as many of you and I were. They were ordered to Vietnam in an undeclared war that was started by our President, with the support of the Congress, the representatives of “We, the People.” So they served and we literally spat at many of them when they returned. As I noted before, about 58,000 of them did not return and, in addition, we left a significant number behind as abandoned POWs!

I want to conclude with this personal story. After my first combat tour in Vietnam in 1965, I served in the A-4 Skyhawk training squadron at NAS Lemoore, California. One day my former Commanding Officer, CDR Dutch Netherland, showed up in the ready room. He was an absolutely outstanding CO whom I highly respected! When I saw him I said, “Hey, Skipper, how are you doing? I thought you were going to an East Coast Air Wing!” He said, “Well I was but I requested a change to the West Coast.” “How come?” I said. He replied, “Well I haven't been to Vietnam... it's my turn.” He went on to say, “I believe when you sign on as a coop-scraper” (for any non-farmers out there, coop stands for a chicken coop). “when you sign on as a coop-scraper and it comes time to scrape coops, you've got to scrape coops.”

CDR Netherland became an Air Wing commander and on 10 May 1966, while leading his first strike into North Vietnam, he was hit by a SAM and was killed-in-action. CDR Netherland's words still ring in my ears... “when you sign on as a coop-scraper and it comes time to scrape coops, you've got to scrape coops.”

Veterans: When it came time to scrape coops, you scraped coops! Thank you for that, my friends.

Ladies and gentlemen... It's the coop-scrappers of America whom we are honoring today!

Please remember in your prayers our families who have lost loved ones in military service. Also, take the opportunity to thank our veterans for their service whenever possible.

Thank you... and may God bless you and may God continue to bless America!

RADM Thomas F. Brown III
USS *San Francisco* Memorial Foundation's
2017 Chair of Honor Recipient



Companion LtCol John Stevens, USMC (Ret.) with his wife Jody, celebrates his 96th birthday at the Marines Memorial Club in April. Stevens is on the board of the Korea War Memorial Foundation and the USS *San Francisco* Memorial Foundation. A Pearl Harbor and “Frozen Chosin” veteran, we are proud to have him as a companion in the San Francisco Commandery.

Photo by M. Christine Torrington

Texas Commandery

We held a “Battle of Midway” Luncheon at the Briar Club in Houston on 6 June, the 75th anniversary of the battle. Texas Commandery Commander CAPT Chuck Hewell, USN (Ret.) conducted the meeting. CAPT Hewell was the speaker and his topic was “How the Japanese Navy Fought the Battle of Midway”, which was from the Japanese aspect based on the excellent discussion of this topic given in the book *Shattered Sword* by Jonathan Parshall and Anthony Tully. He also made reference to another good book, *Midway Inquest* by Dallas W. Isom, but recommended reading the former reference first.



Texas Commandery Commander CAPT Chuck Hewell, USN (Ret.) speaking at the podium.

The speaker mentioned that he had attended a great many Midway luncheons given under the sponsorship of the Texas Commandery, but most of them had been centered on the actions of the US forces.

He felt that it would be interesting to focus on the activities and motives of the Imperial Japanese Navy (IJN) First Air Fleet (Kido Butai) and discuss the possible reasons for their losing the battle.

He first reviewed the characteristics of the four Japanese aircraft carriers, Akagi, Kaga, Soryu and Hiryu. Then he considered a great many possible causes explaining why the Japanese lost the battle, the first of which was called “Victory Disease.” They were overconfident because of the long string of relatively easy victories achieved during the first six months of the war.

However, this was considered to be too easy an explanation. After considering and evaluating a great many possible causes for the defeat, he gave the concluding statement from *Shattered Sword* that the defeat came as a result of “...what appears is a complex, comprehensive web of failures stretching across every level of the battle – strategic, operational, and tactical... They were the end product of an organization that failed to learn from its past, failed to plan correctly for its future, and then failed to adapt correctly to circumstances once those plans were shown to be flawed.”

In the Q&A portion of the presentation, questions were raised and discussed concerning the significance of the Coral Sea Battle; the loss of the presence of the other two Japanese carriers and their air groups that had been present during the Pearl Harbor attack, Shokaku and Zuikaku; and the influence of the Doolittle Raid in hastening the attack on Midway.



LtoR RADM Peter Andrus, Surgeon, QM2 Clyde Combs, CAPT Carter Conlin, CDR Bob Frazier, Secy. (Recorder), CAPT Chuck Hewell, USN (Ret.), Texas Commandery Commander, CAPT Kerry Magee, CDR Bryan Lethcoe and LT Steven Howell.

Submitted by CAPT Carter B. Conlin, USN (Ret.)

FIRST PERSON

The article below was written by CAPT William E. Nelson, USN (Ret.) who is currently a docent with the USS *Hornet* Museum in Alameda, CA. Bill is a Korean War-era Navy carrier pilot who retired as Captain, USNR, in 1977 with nearly 27 years of active and reserve service.

Bill also retired in 1996 from the Lawrence Livermore National Laboratory (LLNL), where he had been Emergency Preparedness and Response Division Leader in the Nonproliferation, Arms Control and International Security Directorate. In this assignment, he spent 16 years directing research, development, training and operational readiness programs in support of the Department of Energy in worldwide response to nuclear emergencies.

He was also responsible for LLNL organizational preparedness for natural or man-made disasters on the Livermore site. Bill served in 1991 as a UN-designated technical specialist on the first and sixth IAEA nuclear inspection teams that entered Iraq after the Persian Gulf War. IAEA Team 6 was detained for four days in a Baghdad parking lot after confiscating thousands of documents relating to the Iraq nuclear weapon program. Bill was awarded the DOE Exceptional Public Service Award and a State Department Certificate of Appreciation for these activities.

He participated for over 20 years as an official representative in various US government-sponsored bilateral nuclear terrorism exchanges, notably with the United Kingdom, France, Sweden, South Korea and Russia. In 1996, he was awarded the Department of Energy Division of Military Applications "Award of Excellence" for activities as LLNL Emergency Response Leader.

We are proud to showcase Bill's experience as a fighter pilot in 1956.

MIDAIR

It was a warm, sunny day in Guam on the 17th of January 1956. I was assigned to Fighter Squadron VF-142, which was part of Air Group Fourteen aboard the USS *Boxer*, CVA-21. The ship was returning from an 8-month Far East deployment with Task Force 77 and had been diverted to the Island of Guam to conduct tests of the operational capabilities of Naval Air Station Agana for handling a "modern" carrier Air Group.

Air Group pilots were happy to have the opportunity for some flight time, as we had not conducted flight operations since early December. We had made a port call to Hong Kong and spent time in the yard at Yokosuka having the flight deck replaced during the interim.

I was flying the Grumman F9F-6 "Cougar," which was the first swept-wing fighter in US Naval service. It was "trans-sonic," but only if you climbed to 40,000 feet and dove straight down at full power. Even so, we were the only ones in the Navy who could



break the speed of sound at that time. It was not a great airplane for landing on straight-deck carriers, but that was all that there were at the time. The USS *Boxer* had WWII H-4B hydraulic catapults, and they needed 36 knots of wind across the deck to launch our Cougars, so there were times when we could not launch or barely made it into the air.

We launched from the ship on 16 January, and took the opportunity to fly over the Islands of Saipan and Tinian, of WWII note. You could still see the runways used for launching B-29 raids on Japan, including those on Hiroshima and Nagasaki. We landed at NAS Agana, which had a 7000 foot runway with a hump in the middle that began on a cliff on the western side of the Island. My four-plane Division managed to get two more flights in that day, making up for the 35-day layoff that we had experienced since leaving Task Force 77.

The next morning, I took off on a two-plane "Type Instrument" flight and experienced a hydraulic failure in my aircraft. That meant that I had to make a no-Flap, no Flaperon approach to NAS Agana, but all came out well. Lateral control in the Cougar was done with spoilers on the upper surface of the wing called "Flaperons." To bank either way, when you moved the stick to the side a small flap-like airfoil would rise out of the top wing surface and reduce lift on that wing, thus

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causing roll around the upper wing tip rather than the center of the fuselage. This was not noticeable to a pilot flying formation with other Cougars, but the difference between this design feature and conventional ailerons was very noticeable if you happened to be flying wing on an aileron-equipped aircraft. In the case of a hydraulic failure, there was an air bottle that gave you some 20 operations of “Flaperettes,” which were smaller segments of the Flaperons. When the air ran out, all you could do was kick rudder for highly asymmetric turns.



My second flight that day was as one of a three-plane “mini-Division” taking off at around 1400. We were all LTJG’s out to get some more flight time. Almost immediately after take-off, we were “bounced” by another Division from the squadron who were burning down fuel in preparation for an FCLP (Field Carrier Landing Practice) session. This proceeded into a 7-plane hassle, where we were all trying to get gun camera film of each other’s tail. The other Division eventually broke it off and departed for their FCLP’s, and our separated original three set up a rendezvous.

The original leader set up a Port (left) orbit over Apra Harbor, which is on the west coast of Guam, at 20,000 feet. I was the first to join as number two on his right wing, although I had been number three when we took off. The original number two then slid across the orbit and joined on my right wing, and I slid under the leader to balance the formation on his left wing, in my original number three position.

What I didn’t know at the time, was that number two had only sat on my right wing for a few seconds and had then done a roll around the formation to balance it—at the same time that I was sliding under the leader. We were both focused on the leader, and the timing was such that we did not see each other. As we both approached the same point in space on the leader’s left wing, the leader yelled on the radio “you guys are too close.” At that point, I looked left and saw another Cougar climbing into the cockpit with me!

As the two aircrafts got close to each other, “Bernoulli effect” drew them together, and they started banging at each other. I saw

my nose take off one of his wings and break off while his tail section knocked everything aft of my cockpit off and broke my canopy—resulting in some scratches on my flight helmet which I found later. The loss of engine caused my aircraft to decelerate more quickly than the other one, both separated, and things got very quiet.

I was in a state of shock by this time and reacting from training more than rational thought. I knew that I had to get rid of the remaining canopy rail to arm the ejection seat, but I did not know what altitude I was at—since I had been flying formation and not looking at my instruments. The ejection seat that we had at that time operated by firing a pyrotechnic shell, and its propellant was calibrated to apply the maximum acceleration that the human body could take in the vertical direction—about 18 “Gs.” Unfortunately, this was not enough to get you out of the airplane below about 1000 feet (current rocket seats can safely eject at ground level).

So, I found the emergency canopy lever, pulled it and then pulled the face-curtain out of the seat headrest over my head to fire the ejection seat. It gave me a big wallop in the butt, and I and my seat were soon tumbling in the air. Nothing in the set-up was automatic in those days, and my next activity was to unlatch my seat belt, kick away the seat and look for the ripcord for the parachute. Had I known that I was still at 20,000 feet and flying through the air at about 250 knots, I would have waited to slow down and free-fall to a warmer altitude, however, the main concern in my mind was to get the chute open before I was too low—so I pulled the ripcord immediately. This resulted in a second large shock to my body as the parachute opened at the high velocity, which actually gave me bruises from the parachute harness.



All of a sudden, things became very quiet and very cold, and I was swinging back and forth under what looked like a very small parachute—although it actually was 28 feet in diameter. As I looked down, I could see pieces of airplane spinning down toward the water below. I could also see whitecaps, which indicated that a fairly strong wind was blowing—my next problem. It was about this time that I had my first rational thought, which was probably typical of a Junior Officer, “did I screw up?”

I could see one of our aircraft flying circles around me, and I waved him away frantically. I was swinging back and forth far

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enough that the edge of the parachute canopy would curl under, and I was afraid that it might collapse if it got caught in jet blast. That however, was the least of what I should have been worried about. At that time, 50% of bailouts that successfully deployed their parachutes over water did not survive, so the whitecaps signaled problems for my landing.

About this time, I saw another parachute open at a much lower altitude than me—the other guy knew his altitude and had sense enough to free fall before opening the chute.

I could see mountains on the island that I knew were around 1300 feet high—I found out later that I had been about 8 miles off the coast. Our parachute harness at that time had three buckles—one on each leg and one at the chest. We were told in training to undo the buckles and hold ourselves up in the harness prior to water entry, however, there was no way that I could undo either leg buckle with my weight in the harness, but I was able to undo the chest buckle. We were also supposed to pull our life raft out of its pocket in the seat pack and hook its lanyard to our “Mae West” life preserver, but I was not about to take a chance on losing the raft.

So, I saw that I was lower than the mountain on the island, took a deep breath and hit the water. The parachute did not collapse and was blown by the wind and dragged me along just under the water surface. I almost breathed water while working furiously on unlatching one of my harness leg buckles—which I did get loose just in time and flipped on my back with my face out of water while still being dragged. The parachute ran into a wave and collapsed soon after this, and I floated in among the shroud lines. Waves were washing over me, but I managed to pull the toggles to inflate my Mae West, which got my head above the surface.

I tried to get my life raft out of the seat pack, but there were shroud lines all over me which prevented movement. So, I floated there and decided to pull out my emergency knife and deal with the nylon lines. I cut away at the shrouds until there were no more around me—and then carefully put the knife back in its sheath, because I was afraid of losing it.

My next task was to get the raft out and inflate it, which I did. It had a fairly short lanyard, which I attached to my Mae West, after which I tried to get in the raft—still with waves washing over me at times. Every time that I tried to pull myself into the raft, it flipped over on me—because of the short lanyard. So, I floated there and made up my mind that I would have to undo the lanyard even though I might lose the raft. I can remember going through these primitive thought patterns, which must have had something to do with being in shock, but I unhooked the lanyard and pulled myself into the raft.

I was then able to look around, and I saw a helicopter searching around some distance away. I found a packet of dye marker in the raft, which I threw in the water. However, the rough sea state made the dye not very visible, and the helicopter did not turn my way. So my next move was to try and fire a smoke flare, which we carried in our flight gear. These were cylinders about

10 inches long and 3 inches in diameter which had a ring in each end—one for day and one for night (“night” had little bumps around the periphery). I tried to pull the day end but didn’t have enough strength because of my state of shock. I kept trying and banged it with my hand and eventually got it lit—giving off very visible orange smoke. As soon as the smoke started, I could see the helicopter turn and head my way.

The chopper, a HUP-2 twin rotor, proceeded to my location and tried to hover over me and drop a “horse collar” device for me to get into and be pulled up. However, every time that he hovered over me the rotor wash blew me and my raft away. So, I went through another primitive thought process and decided that I would have to get out of the raft and swim to the horse collar. I really hated to leave that raft!



I rolled out of the raft, which was immediately blown away by rotor wash. I managed to swim to the horse collar, put my arms through it and was lifted up for my first helicopter ride. My squadron mate who had also been in the midair was already aboard, and we both were taken to Naval Hospital, Guam. They kept us there overnight and monitored our blood pressure every two hours—because they were afraid that our spleens might have broken loose.

The Guam Naval Community put on a party that night for the Boxer Officers, but we were stuck in the hospital. Late in the evening, two of our squadron mates showed up at the hospital to see how we were doing. They brought along two large soda bottles full of martinis, so all was well. I never did hear what this did to our blood pressure.

We were told later that the area where we landed was the most shark infested place near the island. That was one problem that I did not know enough about to worry. The Accident Investigation Board determined that the accident was caused by the non-standard roll around the formation, but I figured that we were both very lucky to be alive and did not think that it was very important who was to blame. My squadron mate and I stayed in touch over the years, and he died last month at the age of 83.

Submitted by CAPT William E. Nelson, USN (Ret.)

The Navy Medical Service Corps

Long before the attack on Pearl Harbor, the 75 officers, 32 enlisted men, and 225 civilians who manned the Navy's Bureau of Medicine and Surgery under the direction of Surgeon General, Rear Admiral Ross T. McIntire (MC) USN, were busily engaged with plans and problems involving processing patients and personnel, expanding Medical Department facilities, and stockpiling medical supplies to meet the needs of war, should it involve the United States.

In 1940, with war already sweeping across Europe, President Roosevelt declared a Limited National Emergency, and reserve medical department personnel who volunteered for service were therefore ordered to active duty. Recognizing the need to keep pace with advances in medical science, legislation had been enacted in 1939 authorizing the commissioning of allied health sciences personnel in the Naval Reserve. Designated as "H-V(S)" (hospital volunteer-specialists), over 800 of these reserve officers were commissioned in such specialties as pharmacists, psychologists, optometrists, industrial hygienists, entomologists, bacteriologists, serologists, environmental physiologists, parasitologists, hematologists, serologists, physicists, and biostatisticians. Although not members of the Hospital Corps, they wore a caduceus insignia to distinguish them from Medical Corps officers. Across the globe, this cadre of highly educated professionals would go on to apply their unique capabilities to helping preserve the fighting force of the US military.



Chief Warrant Officer Robert Stanley

After the Pearl Harbor attack, construction of new hospitals was expedited, and the bed capacity of existing hospitals was expanded by adding H-type frame ward buildings and decreasing the normal peacetime 8-foot interval between beds to 6 feet. Responding to the need for a more robust leadership structure to administer the war's expanding medical infrastructure, Congress promptly authorized commissioning of 1,429 new officers in the grades of ensign to lieutenant commander in the Hospital Corps. Most of these officers were selected from the ranks of the enlisted Hospital Corps. The law would later be amended to include the rank of warrant officer, and at the height of the war, nearly 4,000 warrant and commissioned officers would serve in the Hospital Corps and the H-V(S) reserve. Nearly 50% of the 1939 Hospital Corps enlisted strength would ultimately be selected for commissioned or warrant status. One of these, Chief Warrant Officer Robert Stanley (pictured at left) was the first hospital corpsman to be awarded the Medal of Honor for heroic service in China during the Boxer Rebellion.

In June of 1939, the total inpatient census in naval hospitals was 7,723; by 1945 the daily census had grown to an average of 90,635. By war's end, there were in commission 42 naval hospitals and 12 naval convalescent hospitals in the continental United States. Overseas, there were 6 permanent hospitals, 36 mobile, base, or fleet hospitals, 12 hospital ships, 3 hospital transports, and 3 military government hospitals. Logistical support was furnished by 32 medical supply facilities, depots, warehouses, and supply barges. To meet the manpower needs of this global system, the Navy's medical establishment had

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Naval Hospital Great Lakes, IL

expanded from its pre-war strength of about 6,000 physicians, dentists, nurses, and hospital corpsmen to a total of just under 172,000 medical personnel.

Throughout the war, the officers of the Hospital Corps provided invaluable service, demonstrating exceptional expertise in naval doctrine and procedures, medical operational planning, accounting, procurement, food service, personnel management and facilities management. They also served as assistants to commanding officers or executive officers of navy medical activities, or to senior medical officers aboard ships, naval stations, and naval districts. Hospital Corps officers also served with mobile base hospitals, supply depots, preventive medicine units, training schools, and the Fleet Marine Force.

Following the postwar demobilization, President Truman signed into law a series of major legislative changes affecting the military establishment. The most noteworthy of these was the National Security Act of 1947 establishing the Departments of Defense and the Air Force and protecting the Marine Corps as an independent service. Along with these changes, the Army-Navy Medical Service Corps Act (P.L. 80-33) was signed on 4 August 1947.

On September 10th of that year, 251 Medical Service Corps (MSC) "plank owners" were commissioned to serve in one of the first four specialties of supply and administration, medical allied sciences, optometry, and pharmacy. Although the legislation permitted appointments up to the grade of captain, the initial group ranged in rank from ensign to lieutenant commander, with fifty-six percent of those plank owners coming from former Hospital Corps officers. To this day, the Hospital Corps continues to serve as the principal source of MSC candidates through the Navy's Medical Service Corps In-service Procurement Program. Follow-on legislation invited those allied health scientists who had served during the war to apply for permanent commissions in the Corps. Those who were not selected either reverted to their permanent enlisted or warrant ranks or were separated from the Navy.

In another significant post-war initiative, the Women's Armed Services Integration Act of 1948 allowed women to join as permanent members of the Navy. Soon thereafter, the first women joined the Medical Service Corps with twenty-five women commissioned by 1949. Initially, women tended to be concentrated in clinical and allied science roles, although they started to make inroads into administration during the late 1970s. The presence of women in the Medical Service Corps expanded during the 1970s through the 1990s. In 1976, women officers comprised only five percent of the Corps. By 1996, 24% were women, representing all specialties.

In the years since establishment of the Medical Service Corps its men and women have served with distinction at the forefront of military medicine. Whether assigned to Navy medical and dental treatment facilities, to seagoing and aviation units, or embedded with the Fleet Marine Force, they have answered the call. Most of the Medical Service Corps is comprised of officers holding

graduate, post-graduate, and doctoral degrees. Accordingly, the Corps is often called the most highly educated professional group in the US Navy. Today's Navy's Medical Service Corps has grown to encompass more than 3,100 active duty and reserve officers in 31 diverse specialties – categorized in three broad focus areas: Health Care Administration, Health Care Science and Clinical Care.

HEALTH CARE ADMINISTRATION

- Education and Training Management
- Financial Management
- General Health Care Administration
- Health Care Facilities Planning
- Information Management
- Manpower Systems Analysis
- Medical Logistics Management
- Operations Research
- Patient Administration
- Plans, Operations and Medical Intelligence

HEALTH CARE SCIENCE

- Aerospace Experimental Psychology
- Aerospace Physiology
- Biochemistry
- Entomology
- Environmental Health
- Industrial Hygiene
- Medical Technology
- Microbiology
- Research Physiology
- Radiation Health
- Research Psychology

CLINICAL CARE

- | | |
|---------------------------|----------------------|
| Audiology | Clinical Psychology |
| Dietetics/Food Management | Occupational Therapy |
| Optometry | Pharmacy |
| Physical Therapy | Physician Assistant |
| Podiatry | Social Work |

From scientists and environmental health specialists defeating hemorrhagic fevers and infectious diseases, to researchers, medical providers, and administrators, the Medical Service Corps is truly our most diverse corps.

Resources

"Many Specialties, One Corps -A Pictorial History of the Navy Medical Service Corps", David P. Gray, 1997, Department of the Navy

"History of the Medical Department of the United States Navy in World War II", Joseph L. Schwartz, Captain (MC) USN (Retired), 1953, US Government Printing Office

**Submitted by Tom Burden
LCDR, Medical Service Corps US Navy (Ret.)**

In 2004 a proposal was made by Dean Mosher, then the Historian General and the past Historian General, CAPT John Rice to the 2004 Congress. Understanding their responsibility to guard Naval Order historical records and archive and mindful of the Naval Order mission to preserve and promote naval history they proposed to:

- 1) Begin the process of creating both a permanent repository for those records that currently fall under the umbrella of ownership of the Naval Order, and a potential home for all records and copies of those records in the possession of others.
- 2) Establish the repository in a stable, archives-based institution capable of organizing, cataloging, and providing access to those records through onsite and online services. To that end they opened a dialog with a contact at Texas A&M University, Dr. James Bradford, noted American naval historian and friend to the Naval Order. Dr. Bradford began exploring the feasibility of using Texas A&M personnel and facilities for this purpose.
- 3) Ship their existing records to Texas A&M with a sufficient donation to begin the assessment and logging process.
- 4) Raise funds. If Texas A&M decided, after this assessment that the records are of such value that the university would be willing to continue the process, the Naval Order would undertake the fund raising necessary to convert the documents to a form which they would be accessible for both onsite and online study.
- 5) Create a permanent endowment. Ultimately, the process, if continued, would require the Naval Order to provide a source of additional support for both maintenance of existing records and additions to these records and their access.

Signatories on this proposal were:

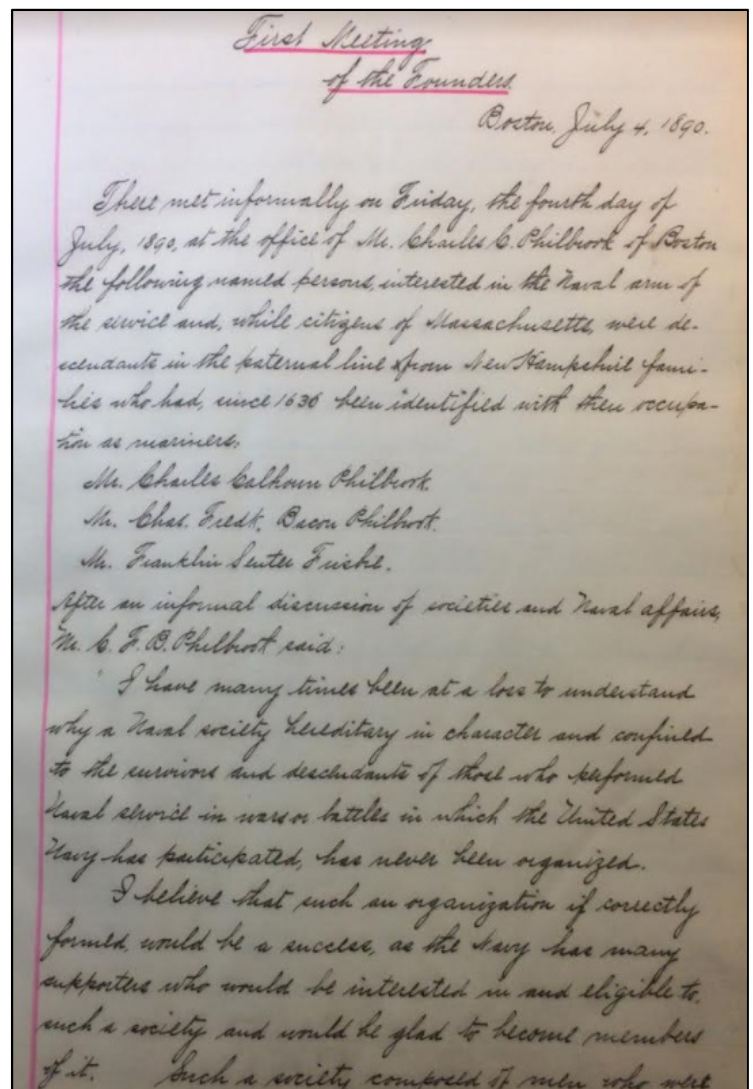
- Mr. Dean Mosher
- CAPT John Rice
- CAPT Carter Conlin
- CAPT Fred Hawkins
- CAPT Kent Siegel
- CAPT Jim Brook
- CAPT Gregory Streeter
- CAPT Ken Johnson
- CAPT Jan Armstrong

They got permission from the 2004 Congress to begin steps 1 - 3 immediately.

The beginning of March our Historian General, Professor John Hattendorf, the Registrar General, CAPT Kris Carlock and Dean McLeod, professional genealogist, made the trip to College Station, Texas to visit the Cushing Library at Texas

A&M to see just what was up with our archives. We had hired a grad student in the history department, Bradley Cesario, to begin work on cataloging the archive and he recently had printed a 58-page catalog. Of these, 15 pages were of just membership applications boxes, roughly 8000 membership applications dating from the beginning of our Naval Order! We quickly saw that this could be the opportunity to fill in all the holes in our membership data base since 1890! And it could also prove to be a rich genealogical tool for the public use. The team spent two full days in the archives looking over a select group of the boxes and discovered some real historical jewels.

We have original membership applications from distinguished Companions such as Richard Nixon as a LT, FADM Chester Nimitz, Admiral of the Fleet George Dewey, and many more are among the 8000 applications. But a real treasure are four ledgers, dating from 4 July 1890 of the meetings of the founders of the Naval Order and the first meetings. See the photo of the minutes for the first meeting, under the pen of the first Recorder General, Mr. Charles Frederick Bacon Philbrook.



Continued on next page...

First Meeting of the Founders of NOUS Boston 4 July 1890

There met informally on Friday the fourth day of July 1890, at the office of Mr. Charles C. Philbrook of Boston the following named persons, interested in the Naval arm of the service and, while citizens of Massachusetts, were descendants in the paternal line from New Hampshire families who had, since 1636 been identified with their occupation as Mariners:

Mr. Charles Calhoun Philbrook.
Mr. Charles Frederick Bacon Philbrook.
Mr. Franklin Senter Frisbie.

After an informal discussion of societies and Naval affairs, Mr. C. F. B. Philbrook said,

“I have many times been at a loss to understand why a Naval society hereditary in character and confined to the survivors and descendants of those who performed Navel service in the wars or battles in which the United States Navy has participated, has never been organized.

“I believe that such an organization if are correctly formed, would be a success, as the Navy has many supporters who would be interested in, and eligible to, such a society and would be glad to become members of it. Such a society composed of men who were survivors or descendants of those, who, from 1775 to 1865, in times of war maintained the dignity of this government on the high sea, would have a great and commendable work in seeking to perpetuate the glorious achievements of the Navy and could demand the full justice and recognition due the same which is unquestionably been denied to a deplorable extent on many occasions.

“There should be just as good a field to work in, though not so extensive perhaps, as there is for societies composed of descendants of soldiers of the Colonial and Revolutionary Wars and survivors and descendants of soldiers of the war of 1812, the Mexican, and the Civil War.

“I hope that as no such society has ever been organized we can, today, take at least the preliminary steps towards accomplishing this end.”

The result of this meeting was the formation of a temporary organization under the following agreement.

Agreement.

“We the undersigned, believing there to be strong reason for the existence of a society composed of survivors and descendants of those who, as officers, sailors or marines performed service in any of the wars or in any battle in which the United States Navy has participated, hereby associate ourselves by the following articles of agreement as a temporary society (pending permanent

establishment) to be known as the Naval Commandery of the United States of America.

1. The name of the society shall be so as above stated.
2. The object of the society shall be to perpetuate the glorious names in memories of the great Naval Commanders and their companion officers in arms and their subordinates; to collect and preserve documents and relics relating to the Navy and the men who have composed it, to promote the spirit of good fellowship among the men here of the society.
3. The membership shall be limited to male persons above the age of 18 years who served or who is descended from one who served as an officer or enlisted man in any of the wars or in any battle in which the United States Navy or Marine Corps has participated, or has served as above in connection with the Revenue or Privateer service.
4. Gentleman prominent in military Naval or Civil affairs may be elected to honorary membership, provided, that the number of honorary members shall in no time exceed the ratio of one to five (1 to 5) active members.
5. The officers of the society shall consist of a Commander, Recorder, and Treasurer.
6. This meeting and temporary organization shall be duly recorded by the Recorder and shall adjourn subject to the call of the Commander.

C. F. B. Philbrook, C. C. Philbrook, F. Senter Frisbie

Upon the adoption of the foregoing resolutions, the officers named therein were elected, as follows.

Commander, Charles Calhoun Philbrook.
Recorder, Charles Frederick Bacon Philbrook.
Treasurer, Franklin Senter Frisbie.

These officers constituting a committee as a whole, took the matter of preparing a Constitution in charge.

The meeting was then adjourned subject to the call of the Commander.

The recorder considered it well to place on record the fact that in the organization of the Commandery as above, the society enjoyed at least the following distinctive features.

1. As the first society hereditary in character, to recognize Naval service exclusively, as qualifying for membership.
2. As the first society to recognize service in all of the wars in which the United States have participated from 1775 to 1865.
3. As the first to recognize service performed in wars with France and Tripoli.

**Submitted by CAPT M. K. Carlock, USN, (Ret.)
Registrar General, Naval Order of the United States**

ADM GREENERT'S career as a submariner includes assignments aboard USS *Flying Fish* (SSN 673), USS *Tautog* (SSN 639), Submarine NR-1 and USS *Michigan* (SSBN 727 - Gold Crew), culminating in command of USS *Honolulu* (SSN 718) from March '91 to July '93.

throughout his career associated with unit performance to be most satisfying and representative of naval service.

In March of 2016, Admiral Greenert became the third holder of



Subsequent fleet command assignments include Commander, Submarine Squadron 11; Commander, US Naval Forces Marianas; Commander, US 7th Fleet (August 2004 to September 2006); and, Commander, US Fleet Forces Command (September 2007 to July 2009).

Greenert has served in various fleet support and financial management positions, including deputy chief of Naval Operations for Integration of Capabilities and Resources (N8); deputy commander, US Pacific Fleet; chief of staff, US 7th Fleet; head, Navy Programming Branch and director, Operations Division Navy Comptroller. Most recently he served as 36th Vice Chief of Naval Operations (August 2009 to August 2011).

He is a recipient of various personal and campaign awards including the Distinguished Service Medal (6 awards), Defense Superior Service Medal, Legion of Merit (4 awards), Officer Submarine Warfare insignia, Silver SSBN Deterrent Patrol insignia with gold star, Officer Deep Submergence insignia, and the Office of the Joint Chiefs of Staff Identification badge. In 1992, he was awarded the Vice Admiral Stockdale Award for inspirational leadership. He considers those awards earned

the John M. Shalikhvili Chair in National Security Studies (Shali Chair) at the National Bureau of Asian Research to help inform policy debates on critical issues pertaining to the Asia-Pacific through briefings of senior leaders, and research and writing.

The board chairman of Arlington-based BAE Systems Inc., Michael Chertoff, a former secretary of Homeland Security, announced in April 2016, that retired Admiral Greenert was appointed to the board of directors for BAE Systems for a three-year term.

"We will approach our challenges, and we'll implement our changes that will have to be done in the future with three tenets in mind. Number one, warfighting first. We have got to be able to apply our craft to fight and win if we are called upon. We will build the ability to win tomorrow as well. Two, we have got to operate forward. That is where we are most effective. And three, we have got to be ready. . . We will harness the teamwork and the talent and the imagination of this wonderful diverse force that we have."

Remarks by ADM Greenert, who became the 30th Chief of Naval Operations, 23 September 2011.

At the time of his selection as the eleventh MCPOCG, MCPO LEAVITT was serving as the Senior Enlisted Advisor to the Deputy Commandant for Operations at Coast Guard Headquarters.

earned a permanent Cutterman insignia, Surfman insignia, Boat Forces Operations insignia, and both Command Afloat and Ashore devices.



MCPO Leavitt championed for the professional development, support, and welfare of Coast Guardsmen and their families. He focused Chief Petty Officers to lead the way on improving proficiency in craft, proficiency in leadership, and disciplined initiative, resulting in an improvement in operational safety and mission effectiveness across the service. Through testimony and engagement with Congress, MCPO Leavitt successfully advocated for authority and funding to improve the quality and accessibility of Coast Guard housing, access to affordable childcare services, and sustainment of educational benefits, all during a time of unprecedented operational and budgetary challenges. He led a comprehensive campaign designed to eliminate sexual assault from the service through an emphasis on command responsibility and deck plate leadership.

Master Chief Leavitt's personal awards include the Coast Guard Medal, a Meritorious Service Medal with operational distinguishing device, five Coast Guard Commendation Medals with an operational distinguishing device, three Coast Guard Achievement Medals with an operational distinguishing device and numerous other individual and unit awards. He has also

A native of Fruitland, Idaho, Master Chief Leavitt holds a Bachelor of Science Degree in Business Administration and a Master of Arts Degree in Training and Education. He is also a graduate of Chief Petty Officer Academy Class 34.

"Professionally, my proudest moments during my career have come from working side-by-side with the young men and women that join the Coast Guard, teaching them and watching them excel. There's nothing like getting a recruit out of boot camp, working with them to become a master of their profession and seeing them take that small boat out in heavy surf or launch that small boat off the cutter with precision and confidence. It makes you proud, watching them carry on the legacy of the people who came before and knowing that in some way you are a small part of that.

"Personally, my proudest accomplishment is that I have family and friends that support me in everything that I do. Above all, my wife Debbie and my three girls, Stephanie, Cassandra and Crystal, and my mom, Patricia Ann, have been there every step of the way in my Coast Guard career."

Remarks by MCPOCG Michael Leavitt, 16 May 2014

MR. STEVENS is a Fellow of the American Astronautical Society, the American Institute of Aeronautics and Astronautics, the Royal Aeronautical Society, and the International Academy of Astronautics, and he is a member of the Council on Foreign Relations.

of National Intelligence Senior Advisory Group. He has been recognized by the National Management Association as Executive of the Year, by Government Computer News as the Industry Executive of the Year, by the Partnership for Public



A native of McKeesport, Pennsylvania, Robert Stevens, at age 18, enlisted in the United States Marine Corps after graduation from McKeesport High School in western Pennsylvania in 1969. He

reported to Marine Corps Recruit Depot Parris Island and graduated as the Outstanding Marine of Platoon 3073. He also was the recipient of the Outstanding Recruit Award for the 3d Battalion given by *Leatherneck Magazine*. Based upon Mr. Steven's performance in boot camp, he was meritoriously promoted to lance corporal.

Upon completion of training as a forward observer at Camp Lejeune, Mr. Stevens was assigned to the 2d Field Artillery Group, FMF Atlantic and subsequently transferred to WESTPAC where he joined 3d Battalion, 12th Marines in Okinawa. While with 3/12, Mr. Stevens was assigned to an infantry company in 2d Battalion, 4th Marines, and as part of the Special Landing Force, traveled to Vietnam and the Philippines. In 1972, he finished his two years of active duty with the III Marine Amphibious Force, FMF Pacific and was honorably discharged in 1975 with the rank of corporal.

Following active duty, Mr. Stevens enrolled in Slippery Rock University and graduated summa cum laude in 1976 receiving the Distinguished Alumni Award. He subsequently received graduate degrees in engineering and management from the Polytechnic University of New York, and, with a Fairchild Fellowship, earned a master's degree in business from Columbia University while pursuing a very distinguished career in the aerospace defense industry culminating as chairman, president and CEO of the Lockheed Martin Corporation, retiring in 2013.

In 2001, Mr. Stevens served on President George W. Bush's Commission to Examine the Future of the United States Aerospace Industry. In January 2012, he was appointed by President Barack Obama to the Advisory Committee for Trade Policy and Negotiations, and he currently serves as Chairman of the Director

Service with the Private Sector Council Leadership Award, and by the Marine Corps Scholarship Foundation with the Globe and Anchor Award.

In 2010, he received the Marine Corps Heritage Foundation's inaugural LeJeune Recognition for Exemplary Leadership, and in 2011 he was recognized by the National Defense Industrial Association with the James Forrestal Industry Leadership Award and inducted into the Washington Business Hall of Fame. In May 2012, Mr. Stevens was recognized by the American Institute of Aeronautics and Astronautics with its highest honor, Honorary Fellow. In October 2012, he was presented the Hispanic Engineer National Achievement Awards Chairman's Award, and in December 2012, Mr. Stevens became the 65th recipient of the National Aeronautic Association Wright Brothers Memorial Trophy, which is presented annually for "significant public service of enduring value to aviation in the United States." In March 2013, he received the Congressional Medal of Honor Foundation's highest award, the Circle of Honor Award, and the Marine Corps Scholarship Foundation's Semper Fidelis Award, and in September 2014, he was awarded the Lone Sailor Award by the U.S. Navy Memorial Foundation. In October 2017, he will be honored by the Naval Order of the United States as recipient of the Admiral of the Navy George Dewey Award.

"I did not learn about leadership in business school. I learned about leadership when I was 18 years-old and first introduced to the United States Marine Corps, where leadership is not taught by a favored professor in a three-credit hour course. It is taught by every officer and every NCO in every minute and every hour of every day, in every action, every word, every deed, and every circumstance. And, in that experience, you are immersed in a culture of excellence that is built on a foundation of virtue and value."

Remarks by Robert J. Stevens, 9 May 2012



Chief John William Finn Bronze Bust

A bronze bust of Chief John William Finn was installed on the mess deck of USS *John Finn* (DDG 113), an Arleigh Burke class destroyer. The bust is honor of Chief Finn, who received the Medal of Honor as a result of his actions on the morning of 7 December 1941 at the Naval Air Station, Kaneohe, Oahu, Territory of Hawaii.

Fifteen Medals of Honor were awarded for heroism during the attack on Pearl Harbor and other military facilities on Oahu. Fourteen Medal of Honor awards were for heroism during rescue actions. The Medal of Honor awarded to Chief Finn was for heroism in combat. As a Chief Aviation Ordnanceman, he manned a .50 caliber machine gun from an exposed position throughout the attack, despite being repeatedly wounded and in pain. John was one of only four awardees to survive the war.



Chief Finn received the Medal of Honor from Admiral Chester W. Nimitz, Commander-in-Chief, Pacific and Commander Pacific Ocean Area in a ceremony aboard USS *Enterprise* (CV 6). Admiral Nimitz cited Chief Finn for his "magnificent courage in the face of almost certain death."

The USS *John Finn* was commissioned on 15 July at Pearl Harbor. It is the first of two Arleigh Burke class destroyers named for a Naval Order Companion. USS *Thomas Hudner* (DDG 115) was commissioned in Boston in February of this year. LT(jg) Thomas L. Hudner Jr., a naval aviator, was awarded the Medal of Honor for his actions in trying to save the life of his wingman, Ensign Jessie L. Brown, during the battle of Chosin Reservoir in the Korean War.

The bronze bust project was administered by the Naval Order Foundation. It was completely financed by Naval Order Companions, families, friends, the USS *Hancock* (CV/CVA 19) Association and individual Hancock shipmates.

Submitted by **RADM Doug Moore**
and **CAPT Al Serafini**



USS *John Finn*

Foundation News

In April, we sent each Companion a letter asking them to consider making the Naval Order Foundation a recipient of their planned charitable donations for 2017. I believe that this is the first time that we used a direct mailing to solicit financial support and have been encouraged by the response to date and prospects for future donations. Although the General Council represents the membership very well, it is important that our initiatives be backed by our Companions and financial support may be the best metric to validate that we're aligned.

Naval Order projects are championed by enthusiastic Companions who have passion and a vision of what they hope to achieve and the determination to invest their time and energy to accomplish them. But they normally need money, and this is where the Naval Order Foundation steps in. All Foundation expenditures are guided by recommendations of the General Council that consider the merits of a project proposal on the behalf of our membership. The Foundation Board reviews the project proposal and the recommendation of the General Council, and either approves, disapproves or sets conditions on funding the project.

We are making good progress towards building a base that is not designated for a specific project and available for relatively small undertakings that arise from time to time, such as restoration and archiving Fleet Admiral Chester Nimitz's "Gray Book" diary of the war in the Pacific, "wayside markers" to honor and inform the public of Commodore John Barry, a father of the American Navy and at the Old Naval Hospital in Washington, DC, the Midshipman Richard Sutherland Dale tombstone in Bermuda and the Navy History marker on the Island of Menorca.

Nonetheless in many cases, Companions do not fully fund these projects. We also identify parties that have supported past projects and others who may be inclined to support initiatives where our goals and objectives are aligned with theirs. Additional donations were critical to funding the U.S. Navy

Monument on Utah Beach Normandy and the Nimitz Statue in Pearl Harbor.

For example, the USS *Hancock* (CV 19) Association made a significant contribution to the Chief John William Finn bust, which was recently completed and en route USS *John Finn* (DDG 113) for installation. Commissioned an Ensign shortly after the attack on Pearl Harbor, John Finn served in *Hancock*, and was very active in the *Hancock* Association until he passed in 2010. The Naval Order's initiative provided the *Hancock* Association with an opportunity to work with us to showcase a Naval Order Companion and one of their most respected members.

By the way, I am pleased to report that the Chief John William Finn bust has been fully funded through donations specifically earmarked for it.

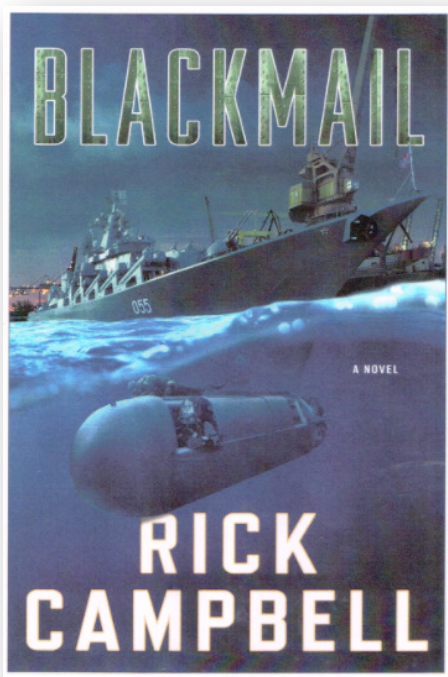
We understand that many terrific organizations seek charitable donations to achieve worthwhile goals and truly appreciate your generosity for the Naval Order and our projects. We also appreciate suggestions regarding individuals or organizations that may be amenable to supporting either specific projects and/or our organization in general. Our best marketing is our own good work, and it is reassuring that we seem to be meeting your expectations.

We also offered to send Companions the Benefactor Program brochure that describes other ways that donors could support the Naval Order. Although we originally intended to distribute this brochure to all members, after considering the cost of doing so, we decided to provide copies to persons who specifically requested one. Several Companions responded to this solicitation, and we'll soon distribute copies of the brochure to them. If anyone else is interested in this program, please let us know.

Thank you for your continued support and generosity.

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





Blackmail's setting is as current as today's newspaper headlines during this unsettled era when the United States seeks to decipher political-military relations between ourselves, Russia, China, and other militarily viable nations. Most of us must ponder where all this might take us. Author and Naval Order Companion Commander Rick Campbell's novel suggests one plausible path for the near future:

USS *Theodore Roosevelt* was one of the only five remaining operational US aircraft carriers following a recent brief but violent clash with China. Now keeping an eye on, and steaming off of, the China coast *Theodore Roosevelt* suddenly, without warning, was struck by two of a salvo of cruise missiles fired by Russian Antey class guided missile submarine K-456 Vilyuchinsk. The Russian government, deceitfully, apologized for their "error" that they claimed was accidental but was, in fact, the opening shots of a carefully planned Russian plot.

Russia, perceiving US weakness following the recent China incident, was struggling economically due to the low prices of their oil and gas exports. At the same time, Russia was yearning for their old days of glory when the Baltic states were satellites of the Soviet Union and a buffer for their western border instead of, as now, among the NATO nations. Along with their recent moves to regain the Crimea and Ukraine, with their military on the rise and the US in decline, it was time for Russia to move boldly. The US President was suspicious and with his immediate staff contemplated counter moves of his own.

Leaders in the former Soviet satellites Belarus, Ukraine, Poland, and Lithuania became increasingly wary of the change in Russia's mood as well as new military movements they were able to detect in their vicinity. Regular Russian army units were moving west and the Northern, Baltic and Mediterranean Russian fleets were rapidly mobilized and deployed to new locations. It became apparent that Russia intended to reoccupy some of the industrialized areas that formerly were controlled by the Soviet Union. At the same time, their fleets were positioning themselves to blockade the Persian Gulf and Suez Canal among other sea lanes critical to the free passage of many nations' oil and natural gas.

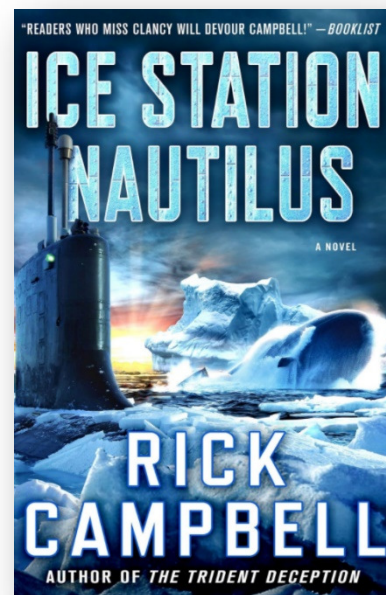
When confronted with the possibility of US and NATO military response to their belligerent moves, the Russian President deployed his Special (Spetsnaz) Forces to emplace explosives on many major Western oil and gas pipelines, to be remotely detonated by Russia if the West were to move to challenge them militarily. The US concluded this might be the case and had detected suspicious Spetsnaz activity near a pipeline in Egypt, sending our own submarine-launched SEAL team to investigate and confirm such explosives were in place.

The US had to decide how to proceed in the face of the risk of potential major damage to the West's economy as a result of possible Russian retaliation. A US plan was developed, highly risky in its execution with little time or resources left.

Meanwhile, several "wild cards" needed to be considered by both sides, including the possible political and military support – or not – of China and India in the confrontation. The story proceeds to cleverly unfold to its conclusion.

As an experienced submariner, Commander Campbell was particularly meticulous in his description of operating and fighting the three US submarines depicted in this novel as well as those of the Russian cruise missile submarine Vilyuchinsk. The issues and operations concerning Russian special forces as well as the US SEALs also were very well explained. Chapters describing US and foreign diplomatic and top-level government considerations and decision making were interesting and plausibly depicted, their settings familiar to those who had been there.

As it proceeds, the plot is riveting and, once started, I had a great deal of trouble putting *Blackmail* down as I had similarly with Commander Rick Campbell's previous novel, *Ice Station Nautilus*. The author's use of very short chapters, each entitled according to the geographic location of that portion of the narrative, not only maintains the story's proper orientation but also is a surprisingly effective way of keeping your attention.



Blackmail is enjoyable and very thought-provoking to read.

Reviewed by CAPT Vance H. Morrison
US Navy (Ret.)

Membership Report

As mentioned in a previous newsletter, an "Invitation to Membership" now appears on our web site.

The first inquiry arrived in my e-mail on 18 June last year and as of this writing, 105 such inquiries have been received from potential members, or one every 3.2 days, which equates to 114 per year. My files reveal presently that while many have joined, there are 53 inquiries in various stages of the membership process.

As it is with most organizations, new members are vital to its survival and, naturally, its growth.

Attrition is our nemesis and negates much of the gain we enjoy with new members, and that is why all local commanders must follow up on the delinquent list that is provided by CAPT Kris Carlock.

Does your commandery have a membership chairman, and if so is he/she active? Is there a *plan* to identify potential members? They are all around us by the thousands!

Do you have applications and Tri-Folds at hand? If not, let me know, and I'll get them to you.

If you have any questions or thoughts, you can always reach me at the numbers below.

I'll be waiting to hear from you.

**Submitted by Donald W. Schuld, USN
Naval Order of the United States
Vice Commander General-Membership**

Arizona

Mr. Richard Lee Andrews

Charleston

Mr. Michael Jon Epprecht
MMCM Samuel Kirton, USN (Ret)
EMC William James Lavoie, USN (Ret)
Col Andrew Louis Solgere, USMC (Ret)
Mr. George Hubert Wolfe

Continental

2ndLt Samir Jamal Glenn-Roundtree, USMC
Ms. Hannah Tiffany Martin
Mr. Benjamin John McAlister

National Capitol

CDR Francis Xavier McLaughlin, USN (Ret)

New York City

Dr. Michael Joseph Bonvento, PhD
CAPT John Peniston Humphreys, USMC
Mr. Ian Owen Robertson
LCDR Christopher A. St. Victor-De Pinho, USN
Mr. Christopher John Schumacher

Philadelphia/Delaware Valley

Mr. Vincent Michael Chesney
CAPT Gary Richard Horowitz, USN (Ret)

San Francisco

CDR Donald Leslie Kittleman, USN (Ret)
Mr. Armando Enrique Zumaya

Texas

Mr. Jeremiah Dancy
Mr. Seth Douglas Hudson
Mr. Carl Walter Lemke
Mr. Joseph Peter Spencer, III



IN MEMORIAM

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

RADM Delbert Harry Beumer, SC, USN
(Ret.)
(Certificate 5692)
San Francisco Commandery
Joined 13 September 1971
Died 17 May 2017

CAPT David Grant Daubenspeck, USN (Ret.)
(Certificate 7573)
Philadelphia/Delaware Valley Commandery
Joined 14 August 1987
Died 04 April 2016

CAPT David Judson Gray
(Certificate 6917)
Massachusetts Commandery
Joined 15 April 1992
Died 20 December 2016

CAPT Cal Dean Hill, Jr. USN (Ret.)
(Certificate 6013)
Texas Commandery
Joined 15 April 1992
Died 211 May 2017

Mr. Paul F. Jurgensen
(Certificate 8782)
Florida First Coast Commandery
Joined 25 May 2008
Died 20 October 2016

RADM John Francis Kurtzke, USN (Ret.)
(Certificate 5477)
National Capitol Commandery
Joined 01 September 1981
Died 01 December 2015

CDR Donald Merrill Layton, USN (Ret.)
(Certificate 8435)
Monterey Commandery
Joined 15 December 2004
Died 26 February 2017

Mr. Homer John Livingston, Jr.
(Certificate 4266)
Illinois Commandery
Joined 27 August 1963
Died 26 December 2014

Mr. Raymond Mulford Mason
(Certificate 7198)
San Diego Commandery
Joined 05 September 1994
Died 05 November 2010

CAPT Robert Francis Massimi, USN (Ret.)
(Certificate 7562)
New Orleans Commandery
Joined 03 September 1997
Died 02 April 2017

Honorable Barry James Shillito
(Certificate 5010)
San Diego Commandery
Joined 15 December 1973
Died 25 January 2015

LCDR Myron Lorenzo Smith, USN (Ret.)
(Certificate 6347)
Massachusetts Commandery
Joined 04 July 1989
Died 08 November 2006



**2017 National Congress Registration Jacksonville, Florida
18 October - 21 October, 2017**

Name: _____ Rank and Service: _____

Address: _____

E-mail: _____ Telephone: _____

Spouse/Guest: _____ Commandery: _____

Name Badge: _____ Name Badge: _____

Arrival Date: _____ Departure Date: _____

Reservations / Fees and Payment	Cost	Number	Total
General Registration for Companion and spouse/partner Includes DSSA Banquet, Commander General's Reception, Luncheons, Continental Breakfasts, Refreshments, Hospitality Suite, tax & gratuities	\$325*		
Commander General's Reception non-registered Guest	\$35		
Lee Douglas Luncheon non-registered guest	\$35		
Dewey Award Luncheon non-registered guest	\$35		
Distinguished Sea Service Award Banquet non-registered guest	\$70		
Alhambra Dinner Theater – The Addams Family – 18 October	\$60		
Jacksonville Symphony - 20 October	\$30		
Kingsley Plantation Tour	\$10		
Total Enclosed			

* Per person. (\$350 per person after 15 Sept 17)

Please make check payable to: "NOUS 2017 Congress" and mail to:
Hartley Porter, 201 S. Ocean Grande Dr, Unit 106, Ponte Vedra Beach, FL 32082

Hotel accommodations Hilton Doubletree Riverwalk:
1201 Riverplace Blvd, Jacksonville. FL 32207 904.398.8800

To get the special Congress Rate of \$129, make hotel reservations online by visiting goo.gl/bn3uP7. Use attendee code: NOUS. Or you may call Hilton Worldwide Reservations at 800.222.8733. Mention Naval Order of The United States 2017 Congress for the same rate.

Hotel accommodations are to be made separately and are not included in Congress fees. Register early and book your hotel rooms soon!

For the latest Congress information, visit navalorder.org/jax2017congress





Naval Order of the United States
 Founded on Independence Day, 1890
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To order, print and mail this form, list which commandery you belong to and include a check payable to "Naval Order of U.S."
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Authorized for all Companions:

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

For past and present National Officers and Commandery Commanders only:

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

SHIPPING \$ 6.00
 TOTAL AMOUNT ENCLOSED \$ _____