



Tim McGrath Receives RADM Samuel Eliot Morison Award for Naval Literature for his book *Give Me a Fast Ship: The Continental Navy and America's Revolution at Sea*



The New York Commandery of the Naval Order of the United States has announced the winner of the 2016 Samuel Eliot Morison Award for Naval Literature.

Tim McGrath, author of *Give Me a Fast Ship: The Continental Navy and America's Revolution at Sea* was honored by the Naval Order of the United States as the recipient of this year's prestigious Morison Award.

Announced by Past Commander William H. Schmidt, Esq., and Vice Commander - Historian James S. Trager, Co-Chairmen of the RADM Samuel Eliot Morison Award Committee of the New York Commandery, the award was presented to Mr. McGraw by David Simson, Commander, New York Commandery in a ceremony at The Racquet & Tennis Club on Park Avenue, New York City on Monday, 7 November.



Tim McGraw and Mrs. McGraw

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

Tim McGrath (BA History, Temple University '74) is a business executive who lives outside of Philadelphia. He has served on the board of directors of Independence Seaport Museum, Fort Mifflin on the Delaware, New Courtland Elder Services, the Kearsley Retirement Community (founded by Benjamin Franklin's physician), Philadelphia Senior Centers, and Christ Church Hospital. His many interests, including tennis, horseback riding, and sailing, are limited only by creaking knees and a fickle rotator cuff.

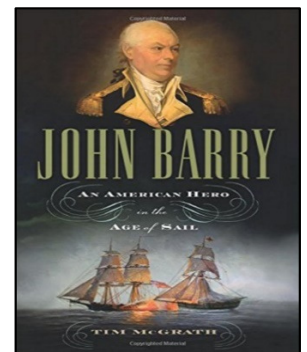
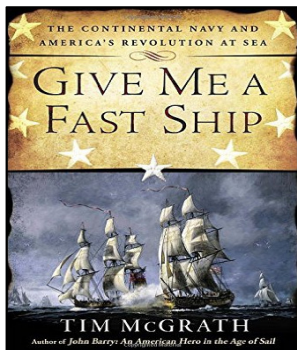
Over the years he has written articles on management, US history, and healthcare issues for various newspapers and magazines. With his son, Ted (an award-winning freelance illustrator), he wrote *Travels with the Commodore*, a children's book published for the Philadelphia Port Authority's community reading program. Despite his terrible typing, he's at work on a new biography on James Monroe for NAL/Penguin Books. McGrath is the first author to win this honor twice.



In 2015, *Give Me a Fast Ship* won the Marion Brewington Award for Naval Literature (sponsored by the Maryland Historical Society), the Military Order of St. Louis, and the American Revolution Round Table of New York Book of the Year Award.

The Navy League of the United States, New York Council, named Tim McGrath the first recipient of the Commodore Barry Book Award for Maritime Literature for his book *John Barry: an American Hero in the Age of Sail*. He was also awarded the American Revolutionary War Roundtable Book of the Year for 2010 and named a finalist for the 2011 RADM Samuel Eliot Morison for Naval Literature for the *John Barry* book.

Continued on page 20...





COMMANDER GENERAL'S REPORT TO THE ORDER

REFLECTIONS

As we move into a new year, it is often constructive to reflect on the accomplishments and challenges of the past year, then plot and plan what you want to accomplish going forward.

COMMUNICATIONS

We expanded the role of Vice Commander General – Communications (currently Fleet Master Chief Pres Weaver) to include chairmanship of the Communications Committee. The Committee oversees all print and social media – our newsletter, website, facebook, and YouTube uploads, as well as establishing the style guide which sets logo and color standards for our communications.

It was a busy year for the Communications Committee and we are thankful especially to John and Ariel McKnight for their dedication and hard work in migrating our website to a new and robust platform. The addition of the *Invitation to Join* button on each page of the Naval Order is yielding one request for membership every 3.2 days or 114 applications per year.

The Committee is now hard at work to begin the next phase of its goals for the website for this year – the establishment of Preserve, Promote, and Celebrate Domains within the *Our Projects* and *Home* pages.

In keeping with the mission of the Naval Order “to ensure the preservation of relics...relating to the Naval Services” and in line with the purpose behind the website domains, we had the opportunity to take advantage of arrangements with ship, marine, and air museums, naval hospital historic districts, and other symbols or relics of our sea service past. Pres Weaver, calls these arrangements “history preservation partnerships.”

These symbols or relics of our sea service past provide the Naval Order with an opportunity to bring the restoration volunteers, docents, and staff into our organization, as well as to support the efforts of these magnificent memorials to continue their mission to educate people and celebrate our sea service history. We have entered into informal partnerships with the Pacific Aviation Museum, the USS *Missouri* Memorial Museum, the Bataan Legacy organization, Save Ewa Field, and the Naval Historical Foundation at the National level.

Our appreciation also extends to Bill Mero and his helpmate

Kathleen, who videotaped last year’s Congress awards and presentations and posted them for the first time to YouTube. Now no matter where our Companions are, they can enjoy the activities of our congresses going forward.

Lastly the dynamic duo of Senior Chief Robert Hansen and Marcy Weiss continue to create a dynamite newsletter which showcases the activities of the Naval Order in living color and creative content.

MEMBERSHIP

The 2016 Spring edition of the Newsletter reported that our Registrar General CAPT Kris Carlock with the assistance of CAPT Jack Branning ported the membership database from a spreadsheet format to a web-based robust database supported and maintained by Salesforce. We expected to integrate the NOUS website and the NOUS membership database with applicable safeguards by this Congress, but we are still learning the ins and outs of the system. However, we can report that we have achieved another milestone in efficiency and safety for our membership data.

Not planned during the last Congress, but surfaced out of necessity, was the move to accept credit card payments for dues and new memberships. CAPT Kris Carlock and CAPT John Day are working the reporting bugs out of the process, but transactionally, the process is working well.

COMMANDERY SUPPORT

With respect to the health of our commanderies, our robust and active commanderies continue to be National Capitol, San Francisco, First Coast, Charleston, Monterey, Texas, New Orleans, Philadelphia/Delaware Valley, and Newport. These commanderies continue the tradition of celebrating the Battle of Midway and remembering Pearl Harbor. Each Commandery has a life of its own as reflected by the support they give to their interests and traditions.

Dr. Anthony Atwood deserves special recognition for breathing life into the Southeast Florida Commandery. He has recruited six new members and has hosted Senator Marco Rubio at the Miami Military Museum to educate the Senator about veterans’ issues. The Commandery will also remember Pearl Harbor at the Military Museum in conjunction with hosting the Army/Navy Game there on the big screen on 10 December. Dr. Atwood has shown creativity in his approach to enliven his Commandery.

Under the guidance of Colonel Allan Cruz and with the active local participation of LtCol Frank Bendrick, the charter of a Hawaii Commandery is becoming a reality. Much work needs to be done, but Frank is moving with full steam ahead.

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We need to do more focused commandery support in Seattle, San Diego, Annapolis, Atlanta, Arizona, Illinois, Massachusetts, Raleigh, and Western New York. These commanderies require leaders with the desire to either engage existing members in the mission of the Naval Order or to do the heavy lifting of recruiting the critical mass of members needed for an effective commandery.

We tried a different approach this year with respect to communicating with active members in these inactive commanderies. We assigned a Vice Commander General at Large to regularly communicate with them in order to keep their interest in the Naval Order alive and to follow-up on those members who are behind in their dues.

We have several hundred active members in areas that are not served by a physical commandery. We have for the last year debated the establishment of a "virtual" commandery that could better support these outlying members. In order to ensure that these members stay engaged with the Order, the 2016 Congress authorized the establishment of a Vice Commander General at Large and approved the nomination of CAPT Thomas Snyder, MC, USN (Ret.) to fill this position on the General Council.

Unique to this position, however, is the dual hat required both to serve on the General Council and to manage the virtual commandery as its commander. CAPT Snyder grabbed the reins of this sea horse and received approval of the General Council to name this commandery the Continental Commandery. As of this writing, CAPT Snyder has recruited more than double the number of the critical mass of members to officially charter the Continental Commandery. He hopes to conduct the chartering ceremony in the middle of the United States sometime in the Spring of 2017. The success of this effort is due in large part to the energy, dedication, and perseverance of CAPT Snyder.

PROJECTS

We have had a number of projects completed this year – the US Navy Hospital plaque in Minorca, Spain, the Tombstone Replacement for MIDN Dale in Bermuda, and the Old Naval Hospital Wayside Marker in Washington DC. The first interpretive marker for the USS *Missouri*/HIJMS *Mikasa* has been installed, and the first phase of the Envisioning History Fellowship has been completed. On the horizon is the bust of Chief John Finn for the USS *John Finn*, and the full-size Chief John Finn statue for the USS *Missouri* is under review.

ACTIVISM

Lastly, we find as an organization that events force us to take a stand and participate in those activities that endanger the preservation, promotion, or celebration of our sea service history. In the 2016 Fall edition of the newsletter, I described

the active involvement of our members in areas of local interest.

These included the successful efforts of the Charleston Commandery to preserve the integrity of the Charleston Naval Hospital District and of the Bataan Legacy organization to include the American Philippine efforts during WWII in the California high school curriculum.

The budding Hawai'i Commandery has an opportunity to get involved in the effort to document the 1942 aircraft revetment sites and buildings at Ewa Field before they are permanently removed by local developers.

Dr. Dudley, our past Historian General, has asked for the help of the Naval Order in the restoration and preservation of the historic structures on the Midway Islands. All of these efforts require dedicated activism on our part in keeping with our mission to preserve and promote our sea service history.

Lastly, the Secretary of the Navy eliminated the time-honored rating system in the Navy in favor of gender neutral numeric designations. This is one of those events that challenge us as an organization to take a stand. Unnecessary as it turned out, since the Secretary of the Navy restored the current rating system when active and retired Navy personnel overwhelming protested his actions.

2016 CONGRESS

The 2016 Congress at the Hale Koa Resort in Oahu, Hawai'i was a special time for all those who attended and is documented in other pages in this newsletter. We look forward to a wonderful time at the 2017 Congress in Jacksonville, FL hosted by the First Coast Commandery.



2016 Congress Attendees in Mufti

This has been an eventful and fulfilling year for the Naval Order, and it has been my honor and privilege to be a part of this dynamic and interesting organization.

Very respectfully submitted,
Michele Lockwood, CAPT USN (Ret.)



The Naval Order of the United States was proud to hold its 2016 Congress in Honolulu/Pearl Harbor. Coincidental with preparations for the Commemoration of the 75th Anniversary of 7 December 1941 – “A day that will live in infamy,” companions, families and friends from across the United States gathered at the Hale Koa Hotel on Waikiki Beach for business combined with enough leisure time to enjoy the hospitality of its 50th state.

The Hale Koa Hotel is located at Fort DeRussy an active Army base on Waikiki Beach. Originally built in the 1970’s as an R&R center for military members serving in the Pacific and Vietnam and recently expanded and remodeled, it has become a “go-to” destination for active duty military, retirees and their families.



Waikiki Beach just outside the Hale Koa Hotel



Aloha from Hawai'i - Attendees on the Causeway to the USS *Missouri*



Waikiki Beach just outside of the Hale Koa.



While committees met, the registration and memorabilia sales table were continuously manned as companions trickled in.

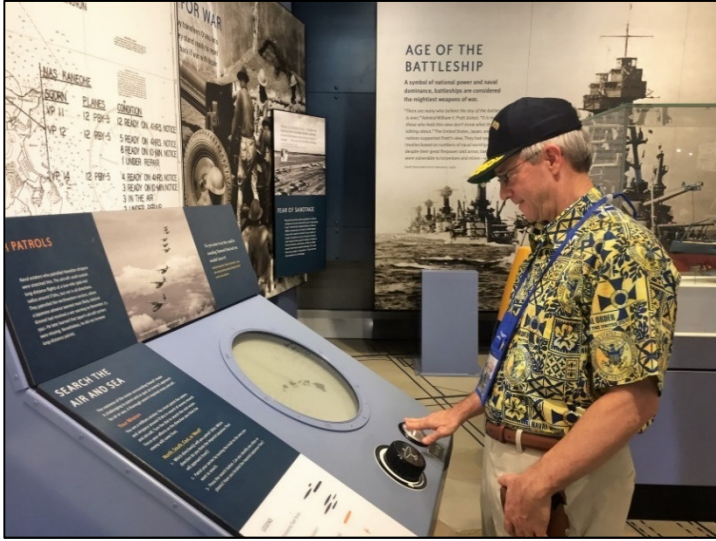


Although some companions had time for golf, and treks to nearby tourist venues, there was still work to be done and Naval Order leadership spent many hours in committee meetings planning for our future. (See Commander General's report).



Companions visited the Pearl Harbor Visitors' Center, toured the waters around Ford Island on the Admiral's Barge, and laid a wreath on the USS *Arizona* Memorial.

We were honored to be granted the privilege of a special tour of Pearl Harbor. Our moods were somber as we boarded the barge. Our first stop was the USS *Arizona* memorial where we laid a wreath.



From the USS *Arizona* (BB-39) where the War began, we could see the USS *Missouri* (BB-61) where the War ended



Commander General Lockwood and Colonel Allan Cruz, USMC, (Ret.), who organized many Congress activities, greet guests at the Commander General's Reception.



CAPT Michele Lockwood, Commander General; Catherine Cruz, sister of Col. Allan Cruz; CAPT Kris Carlock, Registrar General; Susan Cruz, wife of Col. Allan Cruz



The next day was filled with committee reports, an awards luncheon, and distinguished speakers. CAPT John Rodgaard accepts the LCDR Lee Douglas Award on behalf of the National Capitol Commandery, the outstanding commandery of the year. CDR Everett Alvarez received the ADM George Dewey Award in abstentia.



Retired Sergeant Major of the Marine Corps Michael P. Barrett was present to receive the Distinguished Sea Service (Senior Enlisted) Award.



Speakers at the Friday afternoon and Saturday morning sessions included Companion Dr. John Hattendorf who spoke on “Naval Power and the Multidimensional Roles of the Armed Forces;” CAPT Tom Snyder who spoke on “Navy Medicine in Araby – Then and Now;” Dr. Christopher Harmon who spoke on “The Philippines: Legacy of Security Cooperation;” Dr. William Dudley who spoke on “A Clash of Maritime Cultures: The US Navy vs the Islamic Corsairs, 1783-1816;” Dr. Douglas Streusand who spoke on “Review of Islamic Cultures and Politics;” Dr. Neil Dukas who spoke on “Hawaii’s Armed Forces during the Reign of King Kalakaua;” and Dr. Hans K. Van Tilburg who spoke on the “Recovery of the Ship Bell from IJNI-400.”



Commander General Lockwood with (clockwise) Dr. Dudley, Dr. Tom Snyder, Dr. Hans K. Van Tilburg, Dr. Hattendorf



Dr. Douglas Streusand



Dr. Chris Harmon



Saturday evening was our awards banquet where everyone dressed up in their finest dinner dress regalia to honor Admiral Robert J. Papp, USCG (Ret.) who was awarded the Distinguished Sea Service Award for senior officers.



LtoR: ADM Thomas Fargo, 2007 DSSA recipient, Mrs. Robert Papp, ADM Robert J. Papp, Jr., 2016 DSSA recipient



Companions dressed up in their finest for the awards banquet.



As Companions caught their airport shuttles and taxis, many ran into old shipmates and friends at the Hale Koa who served together in Hawai'i. Putting on a Congress can be hard work, but it was worth it to those who were able to attend.



Bob Hansen's cousin from Maui, SeaRay Beltran joins him for an ad-hoc reunion



Col. Allan Cruz shows off his Commander General Medal and his sister, Catherine, holds her new Naval Order member package.



Don Schuld and Ken Johnson chat during a break



See everyone in Jacksonville in 2017!

It is a continuing honor for the Florida First Coast Commandery to be involved with the Mission of the Order to preserve Naval History. Our celebrations of successes and remembrances of sacrifices bring forth the resolve for the traditions that have been part of the Naval Service for centuries! We must never forget the lessons learned in blood!

The First Coast Commandery started the summer by holding a quiet celebration dinner which recognized the achievements of the Navy at Midway and Normandy. A fitting review of the battle that changed naval warfare at Midway was provided by past National Commander, Greg Streeter, who recounted the events of fortune and bravado and sacrifices which resulted in the overwhelming victory in the Pacific that turned the tide in favor of the allies. The group then watched the documentary of the commissioning of the navy statue at Utah Beach. We will not forget!

The annual battle between the Navy Midshipmen and the University of Notre Dame came to Jacksonville this year on 4 November. The city sponsored a Naval Academy reunion at the Chamber of Commerce the night before the game, which was attended by a number of our companions. The day of the game the Naval Order sponsored a tailgate at Everbank Field. This 'primer' readied the group for the game preceded by the march onto the field by the over 1200 from the Brigade that came down for the game.



First Coast companions gather for a tailgate prior to the Navy-Notre Dame football game, 'Splicing the Mainbrace'

Many old friendships were renewed and the Mids triumphed 28-27 over the Irish, which made the day complete. The weekend was made even more special by the Sea-Air Spectacular Airshow at Jacksonville Beach featuring the Blue Angels.



The Brigade of Midshipmen assemble on the field

The First Coast once again participated in the Salvation Army bell ringing alongside the Navy League at a local Publix in early December. It is always refreshing to hear the exchange of holiday greetings while supporting the less fortunate. Bell ringing is the largest fund raising activity for the Salvation Army and is mostly supported by volunteer organizations. The late VADM Mike Kallares originally advocated for participation a few years ago, which was organized for this year by companion Mike Manko.

Florida First Coast remembered the sacrifices at Pearl Harbor on the 75th Anniversary of the attack with a dinner held at the Cypress Village Community Center in Jacksonville.

The Commandery's annual meeting was opened with the Pledge of Allegiance followed by ETCM John Craft (Ret.) reading the POW-MIA remembrance followed by a spectacular dinner.

The guest speaker this year was Mr. James Scott, a noted author from Mt Pleasant, SC. Mr. Scott spoke of the attack and then recounted the US response by detailing the actions of Doolittle's Raiders (his book *Target Tokyo* discusses the raid). Mr. Scott reflected on the impacts of the raid, which engaged 16 B-25 bombers to fly 800 miles across open ocean off the deck of the USS *Hornet* to conduct the bombing of Tokyo and then land in China. The resolve of the US Army Air Corps, Navy, President Roosevelt, and in particular, the Raiders, let Japan know, in no uncertain terms, that Pearl Harbor would not be forgotten.



Mr. James Scott discusses the Doolittle Raid during FFC Pearl Harbor Dinner. (www.jamesmscott.com)

The dinner closed with the acceptance of the slate of officers for 2017 and a benediction by CDR Steve Souders, CHC, USNR, Commandery Chaplain.

Florida First Coast would like to congratulate the San Francisco Commandery on the superb congress for 2016 in Hawaii. It was formally announced that the next congress will be held 18-21 October in Jacksonville. We look forward to providing an excellent venue and program!

Submitted by Bob Whitkop

PEARL HARBOR REMEMBRANCE DINNER

The annual Pearl Harbor Remembrance Dinner was held at the Naval Postgraduate School on the grounds of the Naval Support Activity Monterey, on Friday, 2 December. The evening started in the La Novia Room, a historical dining room at the Old Del Monte Hotel, now the site of the Naval Postgraduate School, with a full-service reception.

The immediate reception area was in full display of significant Pearl Harbor 7 December historical mementos provided by the school's Dudley Knox Library. Of special note was the display of a wardroom silver dining service set of a knife, spoon and forks recovered following the sinking of the USS *Arizona*. This dining table set is now on permanent loan in the DK Library by friends of the Monterey Bay Commandery. As in past years the Navy's Center for Information Dominance Monterey Choir from the Monterey Defense Language Institute provided the guests with a pre-dinner medley of seasonal holiday and patriotic songs during the reception and later during the dinner in the El Prado Dining Room. It is always wonderful having these fine young men and women "aboard" who, following their language and military training, will be leaving for service here at home or abroad.

Following the reception, the guests were "piped" to the formal dining room by the official Commandery Piper, Dr. Ed Jarvis, who provided several appropriate "pipes" as the guests proceeded into the dining room decorated with Christmas trees and packages yet to be opened.



The Monterey County Division-Naval Sea Cadet Corps provided the Honor and Color Guard for the evening.



Later in the evening, fellow Companion LCDR Nonna Cheatham shared her experiences of growing up on the Island of Kauai and, in particular, the shelling of the harbor by a Japanese submarine attempting to

bridge the outer harbor rock breakers. An interesting comment was later made by a retired senior guest that the submarine's shelling was well documented, but senior leadership at that time did not want the attacked publicized on the mainland in fear of greater panic within the population of the lower 48.



Joining Commander Cheatham, was Mrs. Shirley Sedgwick who shared her personal side of the attack ... "We could see the airplanes zooming in all directions; there was a horrible explosion with

smoke and fire filling the air. My father changed into his uniform and went to the Naval base. It was the USS *Arizona* as we learned later." Later in the evening, Ms. Kimberly Berggren, RN, shared comments of her father who was aboard the USS *Helena* docked at Dock 1010. "Coming up for colors on the 7th, bombs and torpedoes hit the ship, molten bulkheads, 17 surgeries later, my father was honorably discharged early in the fall of 1942."

During the earlier dinner reception, a YouTube family video was shown reflecting the life of two young children girls on the Island of Oahu, Diana Rudolph in her younger Hawaiian childhood days.

Guests included NPS students, faculty, retired military, elected officials, and civilian friends from the Monterey Peninsula, Central Coast region and Silicon Valley. Joining the dinner was our CG of the Naval Order, CAPT Michele Lockwood, USN (Ret.), an NPS graduate and her husband, CAPT Sandy Lockwood, USN (Ret.).

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The 2016 guest speaker was the Honorable Mayor of the City of Monterey Clyde Roberson who offered comments on the 2016 theme of *Pearl Harbor 1941 - Reflections Building for the Future*. The Mayor's father was an enlisted man serving at Pearl on 7 December 1941 and survived the War returning to Oakland, CA following the War to start another career.



Special arrangements were made for dinner guests to receive individual US Navy Memorial Foundation 1941-2016 Seventy-Fifth Anniversary Attack on Pearl Harbor, Hawaii coin. Looking ahead, a special 75th Battle of Midway Anniversary coin will be the 2017 “challenge coin” for those attending the 2017 dinner on Saturday, 3 June 2017.

The evening ended with remembrances of those that have served and those still serving, the singing of *Amazing Grace*, followed by the piping of *Amazing Grace* and *Taps*.

Coming Events

The Commandery's next event will be the annual Memorial Day wreath laying presentation aboard the Coast Guard Pier here in Monterey on Monday, 30 May 2017 followed by the 75th Anniversary Battle of Midway Dining-Out on Saturday 3 June 2017 at the Naval Postgraduate School.

BOQ Reservations

As a reminder, on campus BOQ rooms can be arranged through the Navy Gateway Inns & Suites by call 831.656.2060, FAX 831.656.7967, or at npsvqresrv@nps.edu for all events scheduled on the grounds of the Naval Support Activity Monterey, home of the Naval Postgraduate School.

Submitted by Ken Johnson

In December, the National Capitol Commandery commemorated the 75th anniversary of the attack on Pearl Harbor with two events. The first was on Sunday evening, 4 December, at the Holiday Inn in Roslyn, VA, where the commandery held a mess dress dinner for companions and guests. The evening began with a cocktail hour, followed by an invocation by our newest member and commandery chaplain, Rev. Eric Linthicum. The approximately 50 people in attendance then enjoyed the meal, and, of course, lively conversation.

Commander John Rodgaard presided over the event, introducing the guest speaker, Col Richard Camp, USMC (Ret.), who spoke about the Marines aboard the USS *Arizona* on 7 December 1941. Colonel Camp is a Vietnam veteran with 26 years of service, including 13 months in Vietnam as a rifle company commander and aide de camp to Maj Gen Raymond G. Davis. He retired from the Marines in 1988. With a degree in elementary education, he became a business manager for two school districts in Ohio. He retired again in 2005 to become acting director of the Marine Corps History Division, Quantico, Virginia. He is a noted historian, guest lecturer, and author of over 13 books, including *Battleship Arizona's Marines at War*.



Colonel Richard Camp, USMC (Ret.)



L-R CAPT John Rodgaard, LCDR Steve Baker, CAPT Dan Felger, LCDR Tom Burden, CDR Mike Quigley, CAPT Paul Crissy, CDR Bill Jacob, Rev. Eric Linthicum, and Dr. Chuck Chadbourn at the Pearl Harbor Dinner.

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The second event took place on the morning of 7 December, when companions gathered at Arlington Cemetery for the Commandery's annual wreath-laying at the Tomb of the Unknowns. They were joined by staff of the Navy History and Heritage Command, as well as Commodore Martin Connell, the Royal Navy Attaché. Walking up the hill to the tomb, among the sea of tombstones, always reminds one of the price many have paid in defending our national values. As the bugler played taps, those in silent attendance placed their hands on their hearts, or gave a salute, and reflected on the many sacrifices and sufferings of those who have worn the uniform to serve our country.



L-R CDR Jeffrey Barta, USN (Ret.), LT Fred Harlambakis, LT John Wong, CPO Kevin Crisco, CPO Thomas Jackson, CAPT Michael Kamin, USN (Ret.), CDR Ryan Ahler, Reverend Eric Linthicum, Commodore Martin Connell, Royal Navy, Staff Sergeant Chip Reid, USMC (Ret.), CDR Armando Ramirez, CAPT John Rodgaard, USN (Ret.), MCPO Mark Welling, SN Robert Petrovic, PO1 Felicia Oxendine

New Pearl Harbor Exhibit at National Museum of the US Navy

On the evening of 7 December, the Navy Museum in Washington, D.C. opened a new, temporary exhibit, *Valor in the Pacific*, to commemorate the 75th anniversary of the bombing of Pearl Harbor and the US entry into WWII. The featured item in the exhibit was a scale model of the Pearl Harbor area at the time of the attack. The guest of honor was 99-year-old Pearl Harbor Veteran Chief Frank Ruby, USN (Ret.). The event included a wreath laying at the wall of honor featuring photos of Navy service members who perished in the attack, a color guard, and a ribbon cutting, followed by a champagne reception. Companions CAPT Todd Creekman, CAPT John Rodgaard, and Dr. Judy Pearson were among those in attendance.



The guest of honor, Chief Frank Ruby, Pearl Harbor veteran

Submitted by Dr. Judy Pearson

National Capital Commandery Hosts Mini-Symposium: The Naval Air War over Viet Nam

On 17 September 2016, the National Capital Commandery held its annual business meeting and luncheon at the Holiday Inn in Rosslyn, VA, on the banks of the Potomac River, adjacent to Washington, D.C. In conjunction with the meeting, the commandery hosted a mini-symposium: *The Naval Air War over Viet Nam, to Mark the 50th anniversary of the US Entry into the Viet Nam War*. The program speakers were Viet Nam veterans who flew combat missions. Each shared his unique Viet Nam experience with the 30 or so people in attendance.

The meeting was also the occasion to present the Admiral of the Navy Dewey Award to Commander Everett Alvarez, USN (Ret.) on the behalf of the NOUS at large. NAT Commander, CAPT John Rodgaard presided over the meeting and Dr. Judy Pearson, secretary-recorder introduced the speakers.



The first presenter was fellow companion, CAPT Rosario "Zip" Rausa, USN (Ret.), who logged 4,400 hours of flight time over Viet Nam. He flew 150 combat missions in the A-1 Skyraider. His part in a daring and heroic efforts saved eight

Green Berets, who were pinned down under enemy fire, is vividly documented in the book *Last Stand at the Khe Sanh* by Gregg Jones. His shore duty assignments included two tours on the editorial staff of *Naval Aviation News*, director of the Aviation History Office, and commanding officer of the Naval Reserve Center in Whitestone, NY. He retired from the Navy in 1988 while serving in the Pentagon as coordinator for the Naval Safety Center. He has written or co-authored seven books on aviation history and is a former editor for *Wings of Gold* magazine.



Lt. Colonel Raul "Mad Mex" Sifuentes, USMC (Ret.) the second speaker, spoke about his three tours of duty in Viet Nam. On his first tour, he arrived in Okinawa in September 1966 and joined squadron HMM 163

flying H-34s. The squadron deployed to South Viet Nam via USS *Iwo Jima*. They were based out of Phu Bai supporting Marine combat missions in northern I-Corps.

On his second tour in 1971, CAPT Sifuentes joined composite Squadron HMM 164 on Okinawa, flying CH-46s and CH-53s.

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On his third tour, in 1972 and 1973, he flew CH-53s over Viet Nam as part of Task Force 78, Operation End Sweep, conducting air mine countermeasures in Haiphong Harbor and other coastal waterways. The operation fulfilled an American obligation under the Paris Peace Accord of January 1973, ending direct American participation in the Viet Nam War. One of his helicopters, riddled with bullet holes from combat missions, is now on display at the Marine Corps Museum at Quantico, VA. Following retirement, he served as Executive Director of the Marine Corps Scholarship Foundation, Director of the Marine Corp Aviation Foundation and the Vice President for Business Development of Military History Tours.



The third presenter was fellow companion, Vice Admiral Robert "Bob" Dunn, USN (Ret.), who described his two tours in the skies over Viet Nam. In 1966, as Executive Officer of Attack Squadron VA-146, the Blue Diamonds, he flew A-4C Skyhawks attack aircraft off the deck of the USS *Ranger* CV-61. In 1967,

he returned to Viet Nam aboard the USS *Constellation* CVA-64, again as flying commander of the Blue Diamonds. In all, he flew 255 combat missions. He was awarded two Silver Stars, two Distinguished Flying Crosses, a Bronze Star, and 28 Air Medals for his service.

Among his many accomplishments, he has served as Deputy Chief of Naval Operations for Air Warfare, President of the Naval Historical Foundation, Chairman of the Association of Naval Aviation, Deputy Chairman of the NASA Aerospace Safety Advisory Panel, and President of the National Consortium for Aviation Mobility.



Naval Order Commander General Elect, Captain Paul Crissy, USCG (Ret.) and Colonel Roberta Crissy, US Army (Ret.) presented the Dewey Award to Commander Everett Alvarez. It was planned that he would receive the honor in Hawaii in October 2016 at the annual

Naval Order Congress. He is presently recovering from major surgery and is prevented from travelling. Living in McLean, VA, he received the award at the NAT Business Meeting. Commander Alvarez recounted his ordeal as a Viet Nam POW, held in captivity for over eight years. He holds numerous military decorations including the Silver Star, two Bronze Stars, two Legions of Merit, the Distinguished Flying Cross, and two Purple Hearts. He has authored two books about his naval service.

He is a lawyer, author, entrepreneur and executive. His exceptional public service career includes Deputy Director of the Peace Corps, Deputy Director of the Veterans Administration, and Chairman of the CARES Commission.

He has received several honors, including recognition by the Council for Excellence in Government, the Alumnus of Distinction Award from Santa Clara University.

He serves on academic boards and has contributed his knowledge to efforts such as the Library of Congress Veterans History Project Five Star Advisory Committee and the Viet Nam War Commemoration Advisory Council.

The luncheon keynote speaker was historian and fellow companion, Dr. Ed Marolda, also a Viet Nam vet who served with the Army Transportation Corps as a 2nd Lieutenant. He gave a historical perspective on the Viet Nam War.

Following his tour of Viet Nam, he earned an MA at Georgetown University in European Diplomatic History and a Ph.D. at George Washington University in US History.

For many years, he was the US Navy Senior Historian at the Naval History and Heritage Command in Washington, D.C. He has authored or co-authored 15 books on the history of the US Navy with a focus on the Cold War in the Far East.

At the close of the meeting, the Viet Nam vets in the room, ten in all, posed for a photo, sharing their memories and sentiments about the Viet Nam experience.

For many Americans, the Viet Nam War provides content for history books. For those in attendance at the 17 September business meeting, it stands as an enduring reminder of the courage and heroism of our men and women in uniform who face danger in places far from home.



Submitted by CAPT John Rodgaard, USN (Ret.) and Dr. Judy Pearson

Medal of Honor Recipient, CAPT Thomas J. Hudner Jr., USN (Ret.), Honored by Chief Petty Officer Selectees

Medal of Honor Recipient and Newport Commandery member, CAPT Thomas J. Hudner, USN (Ret.) was honored and surprised in August by New England area Chief Petty Officer selectees who traveled to his home to sing *Happy Birthday*. Accompanied by CDR Robert Gerosa, USN, Commanding Officer of the USS *Constitution*, the group of rising Navy enlisted leaders traveled to his home and serenaded CAPT Hudner with an exceptionally rousing, if not fully mellifluous, rendition of the familiar song for his birthday. A local television station captured the event which can be viewed at the link provided here: <https://goo.gl/vpAs3m>.

The USS *Thomas Hudner* (DDG-116), named in honor of CAPT Hudner, is expected to be commissioned in late 2018. 4 December 2016 marked the 66th anniversary of the day on which CAPT Hudner distinguished himself through his heroic attempts to rescue his wingman, Ensign Jesse L. Brown at Chosin Reservoir during the Korean War. Ensign Brown was the first African-American Naval aviator and the first African-American naval officer killed in the Korean War.



An artists' rendition of Captain Hudner crashing his plane at Chosin Reservoir during the Korean War.

Newport Commandery Commemorates the 75th Anniversary of the Attack on Pearl Harbor

In the Fall of 2016, Newport Commandery member Tripp Alyn visited the National Naval Aviation Museum in Pensacola, FL. During his visit, he met Mr. Hill Goodspeed, the Historian at the museum. In the ensuing conversation, Tripp mentioned that he was from Newport, RI, and Hill remarked that he had been invited to deliver an evening address at the Naval War College (NWC) on the 7 December as part of the College's commemoration of the 75th anniversary of the attack on Pearl Harbor.

Seeing opportunity in this serendipitous encounter, Tripp quickly recommended to the Newport Commander that Mr. Goodspeed be invited to address the Commandery's membership at its annual Pearl Harbor commemoration event dinner. A quick phone call to Pensacola sealed the deal and the Newport Commandery was set up to receive a superb presentation from a renowned historian and expert in Naval Aviation.

On the evening of Tuesday, 6 December, 32 members and their guests assembled for an evening of camaraderie, fine dining, and an opportunity to enjoy a world-class speaker and presentation.

With the strains of World War II Big Band music playing in the background and Edna Wardwell, widow of past Commander George Wardwell, keeping the attendance and books shipshape and in Bristol fashion, the evening began with a cocktail hour and an opportunity for the membership to meet the guest speaker for the evening. Senior Chief Tony Cercena, USN (Ret.) made the rounds capturing both candid and carefully posed photos of the evening. Rear Admiral Glenn Whisler, USN (Ret.) and Professor Emeritus Doug Smith, both also past Commanders of the Newport Commandery, were in attendance and, as accomplished conversationalists, led the way in informally welcoming Mr. Goodspeed to the event.

Incidentally, Mr. Goodspeed is also an adjunct faculty member of the Naval War College and was originally brought on board as a guest lecturer by Professor Smith during his tenure as the Strategy and Policy Division Head in the College of Distance Education at the College.



(L-R) Hill Goodspeed, Historian at the National Naval Aviation Museum;
Doug Smith, Past Commander, Newport Commandery;
Tim Garrold, Commander, Newport Commandery

Following the cocktail reception, opening ceremonies included brief remarks by the Commander followed by the invocation and a moment of silence followed by eight bells, struck by CAPT Tony Cowden, USN, and the playing of "Eternal Father" in reverent memory of those who lost their lives on that Day of Infamy 75 years ago.

Continued on next page...

Dinner, highlighted by prime rib and pleasant table conversation – both superbly “fit for human consumption” – was followed, at the request of the Commander, by an introduction of Mr. Goodspeed by Tripp Alyn.

The presentation that followed was an enthralling account of selected human interest stories highlighted by photos of personal articles from the museum’s collection that belonged to family members, themselves Pearl Harbor survivors, who were present on Oahu on the morning of 7 December 1941. These photos of museum artifacts punctuated Mr. Goodspeed’s remarks and truly helped present the attack not from the more common description of bombs, bullets, and battleships, but more so from a human-interest perspective.

One picture was displayed of a bracelet that belonged to the young daughter of a naval aviator who, with her mother, lived on Oahu. Discovering shortly after the attack that her bracelet had been struck by shrapnel while it was on her wrist and in memory of that morning, she never wore it again and has presented it to the museum as an important piece of the history of the attack.

Describing how communications in 1941 were far from instantaneous and skillfully painting an accurate and powerful picture of the great anxiety experienced by millions of Americans across the country at the subsequent announcement and declaration of war, many of whom had loved ones in Pearl Harbor that morning, the speaker showed an example of the ingenious pre-printed postcards that offered numerous statements reporting the well-being and status of Americans on Oahu. Cards containing pre-printed statements such as “I am well”, or “I am in the hospital but doing well”, and “I will write more as soon as possible” needed only to be addressed with the applicable and desired statements circled or non-applicable statements lined out and they were on their way stateside to relieve worried family members as soon as possible. Comments made by brave service members as they scrambled from their racks or homes and families to rush to their designated battle stations or appointed places of duty on that morning were recounted to the Newport members who sat in rapt attention.

Mr. Goodspeed also used descriptions of the exploits of several who were present that morning and who went on to distinguish themselves throughout the remaining course of the War in the Pacific as fascinating human interest stories that powerfully personified the dauntless spirit of those Americans and their families both on Oahu and back home in the States.

Following his presentation, the speaker entertained and masterfully answered questions posed by members and guests.

Based on a recommendation from a member of the Executive Committee, the Commander announced that because Mr. Goodspeed was not then a member of the Naval Order of the United States, it is with extreme pleasure that he would be made a member of the Newport Commandery.

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Closing out the evening, the Newport Commandery presented Mr. Goodspeed with an original copy of the Fall 1941 issue of the *TRIDENT* magazine - a periodical published by the Brigade of Midshipmen at the Naval Academy in Annapolis during those years - and carefully stipulated that the gift is for his personal collection. This was a particularly fitting gift of thanks because his presentation was actually made on the 75th anniversary of a peaceful Saturday evening in Honolulu, an evening in paradise enjoyed by Americans mere hours before events the following morning that would change the course of world history. The magazine not only contains articles written by Midshipmen in the months leading up to 7 December 1941 and containing remarkable foresight, but also lists in the credit pages the names of then Midshipmen who would, like the Navy Lieutenant torn away from his family on Oahu on that Sunday morning 75 years ago, themselves go on to serve with great distinction throughout the remainder of World War II not only in the Pacific, but in every theater of operations.



(L-R) Tim Garrold, Commander, Newport Commandery; Don O'Brien, Hill Goodspeed, Historian at the National Naval Aviation Museum; Tripp Alyn, Tony Cercena

Submitted by Dr. Tim Garrold, CDR USN (Ret.)



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The New Orleans Commandery celebrated the end of a long hot summer with a delightful dinner at Andrea's Restaurant on 22 September. Thirty-two companions and guests were treated to an outstanding meal and an informative speaker.

CAPT Pat Huete is beginning his third year in command of the Tulane University Navy ROTC, and a companion of the New Orleans Commandery.

This has been a real coming home for Pat who was raised in New Orleans and was commissioned through the NROTC program at Georgia Tech. He is culminating a distinguished career in guided missile frigates and cruisers and shore assignments including the offices of SECNAV and CNO.

Huete reported the NROTC program is alive and well, with 77 units nationally, including back in the Ivy League. Admission standards are extremely high with an average SAT 1400 average. His unit includes students from Dillard, Loyola, Xavier, and the University of New Orleans besides Tulane.

He is looking forward to displaying the NOUS Nimitz maquette on his NROTC desk.



CAPT Gary Bair presenting Nimitz statuette to speaker CAPT Patrick Huete, Commanding Officer, Tulane NROTC

Submitted by CAPT Gary Bair

RADM MORISON AWARD CONT...

The award is administered and presented by the New York Commandery. The finalists and winner are selected by a distinguished committee of members of the New York Commandery. Books may be recommended for consideration by members of the NOUS, but must be nominated for Committee consideration by a Companion of the New York Commandery. There are detailed and stringent standards that must be met by the author and the work, and the Committee follows set guidelines in considering the nominees.

The members of the RADM Samuel Eliot Morison Committee include: William H Schmidt & James S. Trager Co-Chairmen; David Samson, Co-Chairman *ex officio*; Dr. Daniel Thys;



William H Schmidt Co-Chairman of RADM Samuel Eliot Morison Award Committee, Past Commander - NY Commandery & Vice Commander General - Commandery Support

Richard S. Liptak; Dale Jenkins; Mark Lehmann; Fred Hartmann; Liam Murphy; and, Michael Connolly.

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

-**Suzanne Geissler** - *God and Seapower: The Influence of Religion on Alfred Thayer Mahan* Publisher: Naval Institute Press (October 15, 2015)

-**Stephen L. Moore** - *The Battle for Hell's Island: How a Small Band of Carrier Dive Bombers Helped Save Guadalcanal* Publisher: New American Library (Penguin Random House) (November 3, 2015)

-**Vincent P. O'Hara** - *Torch: North Africa and the Allied Path to Victory* Publisher: Naval Institute Press (2015)

-**John Wukovits** - *Hell from the Heavens: The Epic Story of the USS Laffey and World War II's Greatest Kamikaze Attack* Publisher: DeCapo Press (April 7, 2015)



Victor Mann, Jim DeSalvo, Vice Commander General Don Schuld and Past Local Commander CDR John Cupschalk enjoy the final meeting of 2016

Submitted by William H. Schmidt

We started October as we have for many years now with “Fleet Week” in San Francisco. The Fleet Week Committee is headed by Companion Major General Mike Myatt, USMC (Ret.) and many companions work hard to insure its success. Fleet Week is filled with barbecues for the crews, parades, and ship tours.

Many of our companions were honored to be invited to a reception aboard the Fleet Week “Flagship” USS *San Diego* (LPD-22) where we met the officers and crew of the men and women who currently serve in the “finest Navy in the World.”

Companion and former Secretary of State George Shultz was honored with a parade during Fleet Week. Secretary Shultz was surprised to be presented with a Marine Corps uniform which he proudly wore for the honors.



Former Secretary of State and San Francisco Commandery Companion George Shultz looks sharp in the uniform of a Lieutenant Colonel, United States Marine Corps, at ceremonies in his honor during Fleet Week. (Photo Courtesy of the Marines Memorial Club).

Not specifically tied to Fleet Week, our Commandery was invited to tour our city’s namesake the submarine USS *San Francisco* (SSN-711). Another namesake that we hold dear is the USS SAN FRANCISCO (CA-38) MEMORIAL that the Commandery was instrumental in establishing at Land’s End.



Companions gather aboard the USS *San Francisco* for a private tour.

The San Francisco Commandery has partnered with the Bataan Legacy Historical Society (BLHS) to advocate for the teaching of WWII history such as the Bataan Death March and the Battle of Leyte Gulf in California public schools. Some of our companions had family members who experienced the Death March and participated in the Naval War in the Pacific. Because of this, companions regularly participate in exhibits and conferences sponsored by BLHS. In October, we helped open an exhibit on the War in the Philippines in San Francisco’s Veterans Memorial Building with educators and historians from California, San Francisco, and the Philippines

planning input for the California School curriculum.” Companion John Stevens was the guest of honor at the exhibit opening where he noted that he learned about the American Civil War from Veterans of the Grand Army of the Republic, and how important it is for each generation to learn from those who served.



Companion, LtCol John Stevens, USMC (Ret.) chats with a student from Washington High School in San Francisco about his experiences during the War.

The Naval Order is a society dedicated to naval history and heritage, and the San Francisco Commandery does this through invited speakers. The Navy presence in the San Francisco Bay Area has shrunk from thousands of sailors and dozens of ships to a handful of recruiters and the hard-working Coast Guard. However, there is one military base remaining from World War II and that is CAMP PARKS located in the East Bay suburbs. Although it is now classified as a joint reserve training base, Camp Parks had its origins as “Camp Shoemaker,” a large naval base and hospital built during the War.

Our November luncheon speaker was local historian Steven S. Minniear, who spoke on the history of Camp Parks from its inception to the current day. Nowadays the property is surrounded by subdivisions and shopping plazas. It is hard to believe that the location, now within the Dublin, CA city limits was chosen specifically, because it was isolated and rural back in the early 1940’s. At its height in April, 1945 there were over 20,000 men stationed there in the main camp, the hospital, and the personnel distribution center.



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The hospital and base complex was so large, it became known as "Fleet City." However, with the growth of the local naval bases in Alameda and San Francisco and general downsizing after the War, the Navy didn't need Camp Parks anymore and by the end of 1946 all three bases had closed. The Seabees moved to Port Hueneme, and the "brig" became the Alameda County jail. Other excess property was sold off, and Camp Parks itself was passed on to the "new" United States Air Force. The Air Force in turn gave it to the United States Army which runs the "Reserve Forces Training Activity" to this day. Minniear noted in closing that Camp Parks is unique in the annals of the United States Armed Forces in that it has been a Navy Base without a Pier, an Air Force Base without airplanes or a runway, and an Army Base named after a Navy man. (Note: Camp Parks is still used as an administrative and training facility for local Seabee Naval Reserve Units).



Camp Parks Chapel (now in San Lorenzo Village California) today.

November also marks the celebration of Veterans Day. Veterans Day honors all Veterans and is traditionally tied to Armistice Day-11 November marking the end of the "Great War." Parades and commemorations are held before and after 11 November. Our companions participated in ceremonies at

the graveside of Veterans and marched in the San Francisco Veterans Day Parade where we were "thanked for our service" by tourists and politicians alike.



RADM Tom Brown and Bob Hansen (C) with Jim Earhart (L) and Raymond Wong (R) prepare to march in the Veterans Day Parade at Fisherman's Wharf.

We always close out our year with commemorations of Pearl Harbor Day. We started at the University Club on San Francisco's Nob Hill with a formal dinner and speech by Hoover Institute Fellow, former Commander, Pacific Fleet, and 2005 Naval Order Distinguished Sea Service Award recipient, ADM Jim Ellis, USN (Ret.), who spoke about the challenges we faced in the Pacific theatre on 7 December and contrasted them to the challenges we face today. Like 1941 the days are mixed with somber remembrances and holiday festivities. In his speech, Admiral Ellis acknowledged the bravery and sacrifices of the three Pearl Harbor Veterans of our Commandery - John Stevens, "Chief" Johnny Johnson Jongordon, and John Egan who were unable to attend in person.

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In lieu of a speaker on our usual December luncheon day we opted to gather for camaraderie mixed with a little holiday cheer. The mike was open for sea stories and reminisces of shipmates who have passed on.



San Francisco Commandery Shooting Team
 Back – from left - Pete Longoria, Sandy Lockwood, Tom Peterson;
 Front – from left - Allan Cruz, Michele Lockwood, Scott Huseby
 Missing are Philip Tinsley, Susie McLaurine, Kris Carlock



Companion Dean McLeod shows off his formal Filipino "Barong Tagalog" for the first time during the Honolulu conference.

As 2016 ends and 2017 begins, the San Francisco Commandery looks forward to the challenges and successes the future holds for us.

Submitted by Bob Hansen

The Texas Commandery conducted the 31st Annual Pearl Harbor Remembrance Ceremony on the Battleship Texas in recognition of the 75th anniversary of the Pearl Harbor attack on 3 Saturday December 2016. The Commander of the Texas Commandery, CAPT Chuck Hewell, USN (Ret.), conducted the program which was held in the Starboard Air Castle area with the band in the Port Air Castle area which provided overhead protection from pouring rain and some protection from the strong winds. The temperature was about 57 degrees F which probably seems like a heat wave for our northern commanderies. It was necessary to cancel the usual flyover by the Commemorative Air Force because of the inclement weather.



CAPT Chuck Hewell, Commandery Commander

Harbor. There were no survivors present for the ceremony.

CAPT Hewell gave the invocation and acknowledged the presence of our honored guests, the Sons and Daughters of Pearl Harbor Survivors. He also noted that this 7 December would be the 75th anniversary of the Pearl Harbor attack and that we should never forget all the sacrifices made by all the service men and women at Pearl



CAPT Chuck Hewell

his house on their way to dropping torpedoes to attack the Pacific Fleet battleships. He noted that the planes were flying less than 100 miles per hour and at an altitude of about 100 feet before dropping down to about 30 feet in order to release their torpedoes low enough to prevent them from diving down into the shallow bottom of the harbor. He also noted that the Japanese pilots were flying with open canopies so that they were clearly visible as they flew by.

CAPT Hewell introduced the keynote speaker, Naval Order Companion LT Thomas W. Gillette, USN (Ret.). His keynote address included his experiences during the Pearl Harbor attack as a ten-year old boy living in quarters near Battleship Row and seeing the Japanese torpedo bombers flying over

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His father, CAPT Claude Gillette, was the Naval Shipyard Manager from June 1939 to June 1942. He was promoted to Rear Admiral and assigned to manage the Puget Sound Naval Shipyard from that time until March 1945. Gillette told of having lunch on USS *Arizona* two weeks before the attack at the invitation of the commanding officer, CAPT Franklin Van Valkenburgh and spending the night sleeping on a day couch in the cabin of Rear Admiral Isaac C. Kidd. His sister, Diane, was also invited, along with some of her friends to come out to the ship in the afternoon of 7 December 1941 to tour the ship, have dinner and watch movies on the quarterdeck. Both CAPT Van Valkenburgh and Admiral Kidd lost their lives during the attack.

The motto of the survivors, 'Lest We Forget,' has suggested to the speaker three lessons which should not be forgotten: Don't underestimate your enemy. Be prepared. Eternal vigilance. The speaker expanded on these three admonitions with numerous examples, one of the most important of which was the popular accusation that President Roosevelt knew of the possibility of attack and did not warn the military leaders. The speaker said that 30 years after the attack, top secret messages have shown that two days after the Japanese fleet sailed to attack Pearl Harbor, FDR authorized war warnings to field commanders in the Philippines, Hawaii, Panama and the West Coast. Furthermore, after FDR took office as president in 1933, naval construction increased from four ships per year to 24, and by 1941 over 150 new ships were available to confront the Japanese including the three aircraft carriers that turned the tide in the Battle of Midway.

LT Gillette has served as a docent on USS *Texas* for 16 years in the winter months, and spends his summers in Maine.

The Pearl Harbor Memorial Lei ceremony was conducted by CAPT Hewell and Ms. Jill Allen representing the Sons and Daughters of Pearl Harbor Survivors from the Starboard Air Castle. This was followed by the usual Marine Corps rifle salute and taps.



LT Steven Howell, CAPT Chuck Hewell, CAPT David Burr, CAPT Carter Conlin, CDR Jim Sterling and CDR Bryan Lethcoe.

Participants in the program were: Sons and Daughters of Pearl Harbor Survivors; Music and Taps by the Community Band of Southeast Texas; the US Naval Sea Cadet Corps, Houston Div. and Katy Div.; USMC Rifle Squad, 1st Battalion, 23rd Marines; SE Texas Patriot Guard Riders-Flag Line, John Darner Ride Captain; and Bos'n Call, CWO4 Wayne Thompson, USCG (Ret.).

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

Photos by LT Barry Barlow, USNSCC Executive Officer and Chaplain of Houston Division.

A couple of days before 3 December, I was informed that I was selected to participate in the Houston Division's Color Guard for the Pearl Harbor Ceremony.

I was honored and touched to have been selected for such an important ceremony and I made sure I had everything squared away. On 3 December, the day of the ceremony, I got up early and made my way down to the Battleship Texas.

I have been in Color Guard before but I was a little nervous for today because this was not just any event. This was for honoring the survivors of Pearl Harbor and the families of the survivors for everything they have given to our country. Right before the ceremony started I was informed that I would be holding the American Flag, which I had never done before. I felt really honored to hold the flag that so many others have gone before and defended.

When the ceremony started, everything got real and I made sure I did not move a muscle unless movements were called.

During the ceremony, a survivor of Pearl Harbor gave a speech on his memories of that day. It was very moving to hear about what he and so many others went through.

After it was over we were dismissed, but I stood there for a while because of how moving the ceremony was and absorbed the words of the survivor that had been in the same area as me moments earlier.

I had this opportunity and privilege because of the United States Naval Sea Cadet Corps, and I can honestly say that this was one of the most amazing and touching things I have ever done, and definitely something I will never forget. Hooyah!



Submitted by PO2 Caitlyn Jewelka, Houston Division, USNSCC

Part IV: An Overview of Hospital Ships (Korea to Present)

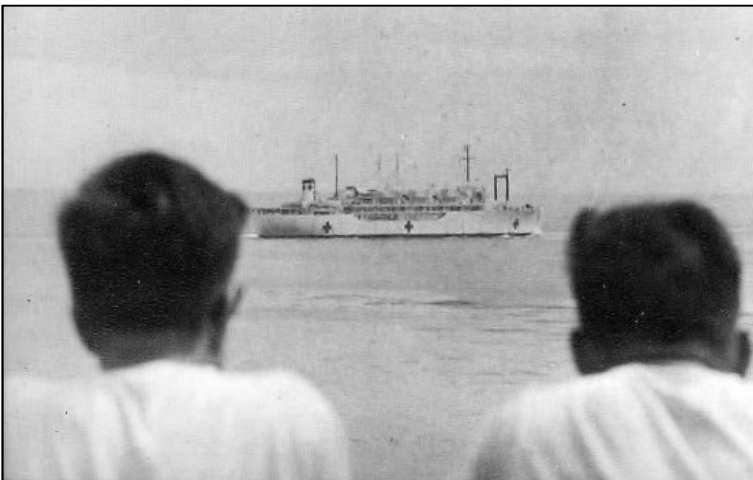
KOREA

Having been decommissioned at the end of World War II and laid up in reserve at San Francisco on 19 January 1950, USS *Repose* was shortly brought back into service in support of Korean hostilities. She was activated on 26 August 1950 and sailed for Pusan, Korea picking up a navy crew in Yokosuka, Japan en route. Serving in Korean waters and evacuating patients to Japanese ports as necessary, *Repose* remained on station until early 1954 with a short repair period in San Francisco from February to March 1953 and the installation of a helicopter landing pad. She remained at the Long Beach Naval Shipyard until her transfer to the Naval Reserve Fleet on 27 September 1954. She was decommissioned on 21 December 1954 at Hunters Point Naval Ship Yard.

VIETNAM WAR

After nearly 11 years in reserve at Suisun Bay, *Repose* was recommissioned on 16 October 1965 for service in Vietnam. *Repose* sailed in December with fourteen Navy nurses on board. Arriving off the coast of the Hue-Phu-Bai area on 3 January 1966, she was permanently deployed to Southeast Asia and earned the nickname "Angel of the Orient." By late March, the full complement of 29 nurses was on board. During intense fighting, as many as 200 admissions in a 24-hour period were brought from the battlefield by helicopter. In May 1970, *Repose* departed the South China Sea and was decommissioned at Long Beach, CA, serving in reserve commission as a shore based hospital.

Operating mainly in the I Corps area, she treated over 9,000 battle casualties and 24,000 inpatients while deployed. Notably, *Repose* was on station during the 1967 USS *Forrestal* fire that killed 134 sailors and injured 161. Her medical staff also treated legendary marksman, Staff Sergeant Carlos Hathcock, in September 1969 after he and seven other US Marines suffered extensive burns from an anti-tank mine blast. The *Repose* departed Vietnam 14 March 1970 and was decommissioned in May 1970 and used as a hospital annex for Long Beach Naval Hospital. This proved uneconomical, and she was sold for scrap in 1975.



USS *Repose* on station during the 1967 USS *Forrestal* fire.

Amid the anguish, suffering, and tragedy of receiving casualties aboard Repose, a bonding developed among all crew members, unlike any I had ever experienced before or since Vietnam. Crew members, whether ship's company or hospital personnel, truly cared about the patients. Compassion and charity were every day norms. There was the usual griping, that's part of being at sea, but never at or because of the patients. They were the center of our existence. The patients gave of themselves, to the point of heroism. It was commonplace for a Marine casualty to urge the medical staff, "Take care of my buddy first." "Such examples of caring and love for one's fellow man were overwhelming, and encouraged us in times of discouragement."
(Frances Shea Buckley, USS *Repose*, March 1968-March 1969)

On 1 March 1966, USS *Sanctuary* was reacquired by the Navy and reinstated on the Navy list. Towed to Louisiana, she was modernized at the Avondale Shipyards, Westwego; and was re-commissioned at New Orleans on 15 November 1966, CAPT John F. Collingwood, USN, commanding and CAPT Gerald J. Duffner, MC, USN, commanding Naval Hospital in *Sanctuary*.

Modernization had given her a heliport, three x-ray units, a blood bank, an artificial kidney machine, ultrasonic diagnostic equipment, a recompression chamber and other modern equipment, medical, culinary, laundry, etc., to supplement her 20 wards and four operating rooms. Three hundred and sixteen medical personnel were assigned to staff the Naval Hospital. Her mission had shifted in emphasis: from that of an "ambulance" ship carrying wounded and sick to hospitals in rear areas, to that of a fully equipped hospital carrying medical facilities close to the combat area.

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Navy nurse and patients aboard USS *Sanctuary* in the 1960s

On 8 March 1967, *Sanctuary* departed San Francisco for the Far East. On 2 April, she joined the 7th Fleet at Subic Bay. On the 10th, she arrived at Da Nang, South Vietnam. "SANCTUARY received WLA casualties directly from the field, sick and wounded who had received prior treatment at shore medical facilities, and sick and wounded that required special treatment not available ashore." That afternoon she took on her first casualties – ten marines badly burned when their amphibious tank detonated a land mine, which, in turn, had exploded the gasoline tank. By midnight, 136 patients had been received. By the end of April, she had admitted 717 patients – 319 combat casualties, 72 non-combat injuries, 326 suffering from various diseases – and treated 682 outpatients. Only two of her patients died.



Navy nurse aboard the USS *Sanctuary* in the 1960s

Assigned to duty off South Vietnam on a non-rotating basis, *Sanctuary* began her extended overseas tour spending a minimum of 50 days operating on the line each quarter, followed by an availability and upkeep period at Subic Bay. By April 1968, after a year on that schedule, she had admitted 5,354 patients and treated another 9,187 on an outpatient basis. Helicopters, bringing patients from the battlefield, transferring them from and to other medical facilities, or carrying passengers to and from the ship, had made more than 2,500 landings on her deck.

The following month, *Sanctuary's* schedule was changed to 90-day on-the-line periods. Her operating area and her itinerary on

the line, however, remained the same. She continued to operate off the I Corps Tactical area, the northern provinces of South Vietnam; and, for the most part, rotated between stations, such as Da Nang, Phu Bai, Chu Lai, and Dong Ha, every two to four days as needed by the marines fighting ashore.

Occasionally granted brief rest and recreation out of the area (five days in Subic Bay plus travel time there and back), *Sanctuary* — the only Navy hospital off Vietnam after 16 March 1970 – maintained her busy schedule to that date and increased it thereafter through 1970 and into 1971 during which time she was scheduled for 120-day on-the-line schedules. On 23 April 1971, she departed Da Nang for the last time. During May, she visited Hong Kong and called at Sasebo; then sailed for Pearl Harbor and San Francisco, where she arrived on 10 June.

The Blood of Heroes

*I cared for each as though my brother.
No time to cry, must tend to another, and another...
Time has passed; I still recall
Your courage, your struggle and your fall.
Rest in peace, your war now done;
How brief your life—as the setting sun...
(Helen DeCrane Roth, '68)*

If the American people could only have experienced what it felt like to be present when our young men were dying, they would not have to ask me - should you have gone to Vietnam?

*To be the last human being to whisper some words of comfort into their ear, the last one to touch their cold hand or wipe their forehead, was a privilege afforded to me. (Juel A. Loughney, USS *Sanctuary*, March '68-'69)*

1970s

In commission, in reserve, as of 31 August 1971, *Sanctuary* was decommissioned on 15 December. The next 11 months were spent at Hunters Point Naval Shipyard where she was converted for use as a dependents' hospital and as a commissary/Navy exchange retail store. Another change brought the assignment of two women officers and 60 enlisted women to the ship for other than medical duties, and, on recommissioning on 18 November 1972, she became the first United States Navy ship with a mixed male–female ship's company.

Sanctuary remained in Hunter's Point Naval Shipyard until late January 1973, when she put to sea for two weeks of refresher training. She returned to Hunter's Point on 22 February and remained berthed until 16 August, when she got underway for two days cruising. Returning to San Francisco on the 17th, *Sanctuary* began a period of restricted availability during which her propulsion system was converted to Navy Distillate Fuel.

After several weeks of preparation, she got underway, in mid-September 1973, for a three-month goodwill cruise to South America. She went through the Panama Canal where there

Continued on next page...

was a brief liberty call. On this mission, sponsored by the State Department, *Sanctuary* assisted the peoples of Colombia and Haiti in three distinct areas: medical aid, material aid (by delivering over \$500,000 worth of non-monetary donations), and civic action projects (civil engineering projects). She visited Buena Ventura, Colombia, from 12 October to 6 November and stopped at Port-au-Prince, Haiti, from 13 November until early December. She arrived at Mayport, FL, her new home port, on 14 December 1973 and remained there for the duration of the year. *Sanctuary* was a success at having the mixed ship's company. They showed that both male and female sailors could do the job.

Sanctuary earned eleven battle stars for service in the Vietnam War.

CIVILIAN SERVICE

In 1989, the Navy sold ex-*Sanctuary* for \$10 to a group called Life International. Four years later, Life International transferred the vessel to Project Life, Inc., which planned to convert the ship into a training center for recovering drug addicts. Unable to reach an agreement with the Maryland Port Authority (MPA) for use of a pier, in 1998, Project Life sued the MPA, accusing it of violating the Americans with Disabilities Act. The MPA lost the suit and in 2001, Project Life was awarded a five-year lease at Baltimore's North Locust Point Marine Terminal. In February 2007, eight months after Project Life's lease ended, the dilapidated ship broke its moorings and was adrift in Baltimore Harbor. The MPA sued Project Life for over \$100,000 in back rents and fees incurred to secure the vessel.

PCB CONCERNS AND FATE

Ex-*Sanctuary* was sold at public auction in Baltimore for \$50,000 to Potomac Navigation, Inc. on 21 August 2007. Potomac intended to tow the ship to Greece for evaluation as a hotel or storage facility, however in November 2007 ex-*Sanctuary's* departure was blocked by the Environmental Protection Agency (EPA) pending testing for PCBs. International Shipbreaking of Texas had considered bidding on the ship during the August auction for scrapping, but declined after its testing indicated high levels of PCBs. The original bill of sale indicated the ship also contained asbestos in the early 1990s. Potomac Navigation's testing showed much lower PCB levels. *The Baltimore Sun* reported that the ship could be taken overseas and sold for scrap regardless of PCB content and yielding a profit of \$3 million while endangering the environment. Ex-*Sanctuary* was towed out of Baltimore on 17 August 2011. The eventual owner, Potomac Navigation sold her to be scrapped by ESCO Marine in Brownsville, Texas.

TODAY'S HOSPITAL SHIPS

USNS MERCY

Today, the Navy operates two dedicated hospital ships, the *USNS Mercy* (T-AH-19), and the *USNS Comfort* (T-AH-20). Both ships were converted from San Clemente-class supertankers. *Mercy* was on line in 1986 and *Comfort* launched in 1987. They are huge, equivalent to the height of a 10-story building and the length of three football fields.

Both serve as 70,000-metric-ton symbols of how much America cares as a nation and as a people. If a tanker can be transformed into a symbol of hope, consider how the *Mercy* and *Comfort* transform the health-care professionals aboard.



USNS Mercy

CREW AND FACILITIES

When not in use, these ships operate with a skeleton crew. But in as little as five days, each can be converted into a 250-, 500- or 1,000-bed mobile hospital with a crew of 1,200 Navy physicians, nurses, corpsmen, technicians and support staff. These are some of the most highly trained medical personnel in the world – working together as only a Navy crew can – with the skills to handle primary, trauma, pediatric, and orthopedic care. Each ship has 12 operating rooms, with specialized trauma centers and post care-unit beds included.

It is amazing what can be accomplished medically on these ships, both for military personnel and civilians. No wonder these two ships have become a symbol of hope around the globe whenever disaster strikes.

MISSIONS OF MERCY

Stationed in San Diego, CA, *Mercy* primarily operates in the Pacific and Indian Oceans. Her inaugural mission in 1987 was a humanitarian cruise to the Philippines and South Pacific. Her first military mission was serving coalition troops in the first Gulf War. The first disaster relief came in the wake of the 2004 tsunami as Operation Unified Assistance. Her latest was in 2013, when she came to the aid of the Philippines and other nations in the aftermath of Typhoon Haiyan.

In 2006, *Mercy* became part of a larger, ongoing mission: the Pacific Partnership. Every two years since, she heads out to areas in the Pacific where medical care is scarce and hard to come by. *Mercy* has treated over 400,000 patients since the Pacific Partnership launched.

Continued on next page...

MISSIONS OF COMFORT

Stationed out of Norfolk, VA, *Comfort* handles the other side of the world from *Mercy*, primarily in the Caribbean and Latin America. Her first mission was a combat one: serving coalition troops off the coast of Kuwait during Operation Desert Storm. Her first humanitarian missions both happened in 1994, keeping her busy helping our Haitian and Cuban immigrants looking to come to America.

Her most famous mission may have been Noble Eagle in the aftermath of 9/11. *Comfort* was activated and sent to Manhattan to provide medical and mental services. *Comfort* headed into combat again for Operation Iraqi Freedom. In 2005 she was back saving American citizens following the devastation of Hurricane Katrina. Her latest disaster relief mission was in 2010, in response to the massive Haiti earthquake.

Just like *Mercy*, *Comfort* engages in ongoing humanitarian projects. Partnership for the Americas started in 2007 and visits up to 12 nations with Caribbean Ocean coastlines. Continuing Promise was launched in 2011, visiting even more nations in the Caribbean, Central and South America.

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

Mare Island Naval Shipyard: 150 Years

By D.A. Levy, San Francisco Commandery

The Mare Island Naval Shipyard seems to stand forlorn and empty on the outskirts of Vallejo to the northeast of San Francisco. Many of us remember when it was a beehive of activity with a dry dock and machine shops for submarines and surface ships alike. Today, new housing developments for civilians occupy land in what had been military housing. San Francisco Commandery Commander Tom Snyder is a docent for tours of historic buildings on the now closed base. The following account is based on a recent tour.

"Shipyards do not build ships. Ships do not fight battles. It is the people who build ships, people who fight battles." ~ Mare Island Yardbird

On 15 January 1852, Secretary of the Navy Will A. Graham ordered a naval commission to select a site for a naval yard on the Pacific Coast. Commodore D. Sloat along with Commodore C. Ringgold, Simon F. Blunt, and William P. S. Sanger were appointed to the commission.

On 13 July 1852, Sloat recommended the island across the Napa River from the settlement of Vallejo located 25 miles northeast of San Francisco. When the United States purchased the island for \$83,491 on 4 January 1853 from Lieutenant Commander William Pope McArthur, who had gone around the Horn to conduct a Northern California coastal survey, the military history of Mare Island began.

The Navy Yard, Mare Island.

As a result, in September 1854, when Commander David Glasgow Farragut and his family arrived on the island, Mare Island became the first United States Naval Base on the West Coast. Farragut had been sent west to personally oversee the building of a Navy Yard in support of the Pacific Squadron.

California Farmer and Journal of Useful Sciences –
 23 November 1855

...We know the enterprises in every part of our State are gigantic, but those upon Mare Island, the site of the Navy Yard of California, are on such a scale of grandeur and beauty as we are desirous of seeing perfected, and it is the interest of every Californian to aid in carrying out these plans.



Hundreds are busily employed in digging down the hills and filling the valleys, and in laying the foundations of these mighty structures, wherein shall be constructed the material of which shall compose the future "Navy of the Pacific Coast;" and it may be that here shall be built the very ships that shall in future years be the defenders of the city of San Francisco from an invading foe.

At this island also is the famous Dry Dock, now complete and in active use.

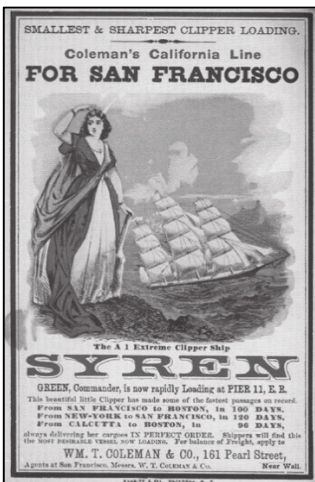
The original drydock was a floating sectional dock, built in New York and brought around the Horn to California in the early 1850s. Construction of the permanent dry dock in the 1870s forced the removal - and eventual destruction - of this original historic floating drydock. On 14 August 1872, the *Vallejo Evening Chronicle* reported on the beginning of construction of drydock #1: "Ground was broken on August 13 for the dry docks.

Continued on next page...

The proposed location of the stone dry docks will necessitate the moving of the sectional docks downstream several hundred feet. Men are now engaged in drawing the timbers out of the boom and storing them in the timber shed."

The twenty-three spacious, elegant residences of the commandant and other officers stand in a line upon a broad avenue, laid out in squares and ornamented with evergreens, oaks, and other stately trees from various parts of California. The result is a noble and prosperous appearance.

The great iron machine shop, with its wings, was designed as a splendid brick building twelve hundred feet in extent, and two stories high. The wooden machine shop is about eight hundred feet, with its wings, two stories and all other buildings in proportion. All was erected with care, of the best materials, and by the best mechanics.



During the time of Mare Island's growth, writers indicated that they had seen no place where the science of arboriculture could be better displayed than at Mare Island. Under Commander Farragut, newspapers of the day reported *"we can in faith look forward and anticipate that the Navy Yard of California shall occupy a proud position in the annals of the future of our country."*

Although Farragut dreamed of building the first naval vessel to be constructed in the west,

authorization for the ship was not received until after he had left.

1859: The USS *Saginaw*, a four-gun, wooden-hulled, steam-driven, side-paddle-wheel warship launched 3 March 1859, was the first of more than 500 ships built and 1,227 repaired or overhauled at Mare Island Naval Shipyard during its 142-year history. The first dry dock (1872-91) constructed on the West Coast was built on the Island.

Such undertakings on Mare Island illustrated the nation's effort to extend its naval power into the Pacific Ocean. To this day, Mare Island holds the record for building the destroyer USS *Ward* in 17 days during World War I.

1861: The longest lived of the clipper ships, *Syren*, was brought to Mare Island Navy Yard for \$15,000 of repairs. *Syren* had struck Mile Rock two times while trying to sail out of the Golden Gate.

27 April 1861, *Daily Alta California*, San Francisco, California *The Syren Disaster.*— *The accident to the ship Syren, the pioneer of the new Boston line of packets, noticed in yesterday's Alta. The utmost effort were made after she was towed to North Point, to keep her free,*

but to no purpose; she sank, and now lies in the mud with the tide ebbing and flowing in her. She is loaded chiefly with barley, in sacks, but had also hides, wool, copper ore and salmon. She will be discharged as rapidly as possible. What ails our pilots? Surely the exit to San Francisco harbor is not so awful a passage between Scylla and Charybdis that a small fleet of vessels must be lost is trying to get out...

1919: During the launching of the yard's only battleship, USS *California*, the 32,000-ton dreadnaught slid from the building ways. The huge launching brakes designed to check the vessel's speed across the channel failed to function properly. A number of the cables running through the channels to the hull jammed and snapped; she broke free across Mare Island Channel towards Vallejo, swamping boats and the ferry slip in its wake. Locals describe the ship as "heading up Georgia Street." No damage was done and no repair bill was ever submitted to the Navy.

During World War II, Mare Island Naval Shipyard swarmed with tens of thousands of yard workers and sailors. Lower Georgia was a 24-7 scene with some 100 bars, three dozen casinos (mainly small gambling joints in rear rooms or basements of bars) and a couple dozen brothels.

MARE ISLAND NAVAL CEMETERY

The Naval Cemetery is situated on a hillside overlooking the Napa River and Mare Island Strait. Nearly a thousand graves of sailors and Marines and family members are in the cemetery. The first recorded burial was in 1856. Burials include Francis Scott Key's daughter, and numerous Navy and Marine Corps heroes, including three confirmed Medal of Honor recipients and six Russian sailors who served aboard the *Bogatyr*, the flagship of Admiral A. A. Popov's Pacific Squadron during his 1863 visit to San Francisco Bay and Mare Island. Among the Russian, French, British, and Dutch sailors whose ships called at Mare Island in the 1800s, is an unmarked grave for "Mike the Bear," a ship's mascot.

Early in the morning of 13 June 1892, 15 crew members of the USS *Boston* were detailed to the ammunition depot to load projectiles with gunpowder. At 11:30am, a tremendous blast shook the ground as if from an earthquake. Bodies and debris rained down as far away as Starr's Mill on the opposite side of Mare Island Strait. At the mill, every window was immediately blown out as the sky blackened with a dense cloud of smoke. While rescuers responded, explosions from bursting shells continued for half an hour. At the scene, burned and charred bodies and body parts were scattered over a wide area. Two men were pulled from the river alive by a rescue boat. All but three of the 15 men from *Boston* were dead. The three had massive burns: two of these died the same day, and one died after 26 hours.

Continued on next page...

Marines first arrived for duty in 1862 under the command of Major Addison Garland, who was the first officer to command the Marine barracks on the island.

On 15 April 1899, the number of men working on Mare Island was as follows: yards and docks-111; construction and repairs-306; steam engineering-195; equipment and recruiting-56; ordnance-16; navigation-4; provisions and clothing-20; total-708.

The base closed in 1996 and has gone through several redevelopment phases. It was registered as a California Historical Landmark in 1960, and parts of it were declared a National Historic Landmark District in 1975.

MARE ISLAND MUSEUM

Building 46 was built around the oldest structure on Mare Island. The cornerstone for the original building was laid on 23 February 1855. Once the pipe shop/smithery, Building 46 is now the Mare Island Museum. It's an example of industrial Romanesque Revival architecture. The museum is a treasure trove of shipyard history. Call 707.557.4646 or 707.280.5742 for museum information.

ST. PETER'S CHAPEL

St. Peter's Chapel on Mare Island is the oldest navy chapel in the nation and the Navy's first interdenominational church, built in 1901 under the guidance of Chaplin McAllister. The twenty-nine stained glass windows were installed over a thirty year period to honor individuals and groups such as the "Women of the Navy and Marines." Twenty five of the windows are known to be from the Tiffany Studios and, as such, the building is an historical landmark.



MARE ISLAND GOLF COURSE

Although the base has been closed for over 20 years, the golf course remains. The island's first golf course was located on the site of the Marine parade grounds. Dating to 1892, it was the oldest golf course west of the Mississippi River. The fairways were dry and the "greens" were sand. The course was moved from the parade grounds to its current location overlooking the straight in 1914.

Submitted by Bob Hansen

Since 18 June, when the "Invitation to Join" first appeared on our web site, 53 people have made inquiries about becoming a member of NOUS. That's about one every three days and more than 120 per year. Coupled with the direct recruiting by our commanderies it appears that we are headed for a good year. Naturally, attrition is ever present, but we should still be looking at positive growth.



We are also very close to establishing two new commanderies. One in Hawaii and one in the Seattle/Portland area. These commanderies should be "chartered" in the coming months.

In addition, we have long last solved the problem of how to make commandery assignments for those members who live in states that do not have established commanderies. For those members we now have created the "Continental Commandery" headed by CAPT Tom Snyder. CAPT Snyder has sent letters to all the aforementioned members and informs me that scores of members are responding, wishing to be part of the Continental Commandery.

If you haven't responded yet, I would advise you to do so, as it will make you a Charter Member of that commandery, and you will begin to see a constant flow of information about the Naval Order and its activities coming your way. You will also have an opportunity to be part of the structure of that commandery including being an officer, director or committee chairman. This will be an excellent way to offer your time and talents to worthwhile projects that further the history and mission of the Naval Order.

Please "pay it forward" by proposing a new member!

Submitted by Donald Schuld
Vice Commander General- Membership

We're taking credit cards!

The Registrar General is now accepting VISA and MasterCard payments for new member applications and dues payments. As we move to more and more electronic communications, it was only natural to start using credit cards. The new Dues Invoices and New Member Application forms have been revised to provide credit card information.

I am pleased to report on the Naval Order of the US Foundation's activities during fiscal year 2016.

BACKGROUND

The Naval Order Foundation is a separate entity from the Naval Order; it receives no direct funding from the Naval Order. It was formed in 2004 as a not-for-profit corporation that is granted exemption status from federal income tax under Section 501(c)(3) of the Internal Revenue Code as a public charity to undertake projects relating to naval history. Although the Naval Order qualifies as a public charity under Section 501(c)(19) as a veterans organization, many donors seem to be more comfortable with making the donation under the broader umbrella of the 501(c)(3), which led to the establishment of the Naval Order Foundation.

The first major project supported by the Foundation was the Navy Normandy Monument which was installed in 2008. Since then, expectations have evolved that the Foundation is the funding source for all projects. Significant projects such as the Navy Normandy Monument and the Nimitz Statue were largely 'self-funded' wherein proponents reached out directly to donors soliciting contributions for the specific project.

STATUS

This year, the Foundation was requested to, and provided funding for, three initiatives totaling approximately \$9,000. These projects included the Midshipman Dale tombstone refurbishment, installation of a Wayside Marker at the Naval Hospital on the island of Menorca, Spain, and installation of a Wayside Marker at the Old Naval Hospital in Washington, DC. There was approximately \$21,000 in the Foundation's account at the beginning of the year and the current balance is about \$17,000. Nearly \$5,000 in donations was received, which included significant contributions in honor of CAPT James Franklin Brooke, III, USN.

WAY AHEAD

The Foundation will continue to support Naval Order projects and initiatives to the greatest extent possible within constraints of available funds. The Foundation is modifying the existing project management process to improve its ability to support the Naval Order. Project proposal approval will include a contract between the sponsoring Commandery, the Naval Order, and the Foundation to align expectations for funding requirements and schedule. The General Council will approve this agreement. The Foundation will work closely with the Vice Commander General (At Large) Projects Director to coordinate projects and funding.

Funding alternatives used by the Naval Order and the Foundation to support various initiatives may include:

- Fully funded from the Foundation perpetual fund or base and annual fundraising efforts that are not designated for a specific project or initiative.

- Foundation Pass-through/Repository. This will provide a limited liability on the part of the Foundation. This provides 501(c)3 tax exemption similar to those available to the Naval Order through its 501(c)19 exemption to donors who prefer that exemption.
- Combined Naval Order/Commandery/Project Proponents/Foundation Funding. This would involve a shared Commitment involving the Commandery, project proponents, the Naval Order, and the Foundation. In certain circumstances the Naval Order may supplement Foundation funding for important initiatives that the Foundation cannot fund unilaterally.

COMMUNICATIONS AND FUNDRAISING

The Foundation will improve its communications to the general membership and increase its fundraising activities:

- Ensure that companions are fully cognizant of what the Foundation is, what it does and how they are integral to its success;
- Publish the Benefactor Program brochure and distribute to all Naval Order Companions. After the initial distribution to members, the Foundation will correspond directly with new members approximately 6-8 months after they initiated their membership in the Naval Order.
- Encourage contributions:
 - This Spring, the Foundation will encourage companions to pledge contributions that will improve the Foundation's ability to plan for upcoming projects while encouraging companions to consider the Naval Order as they develop their tax plan/strategy for the current and subsequent calendar year. This will include brief discussion of alternatives (i.e., IRA Charitable Rollover) that Companions may pursue, listing individual projects that companions may contribute to, and reinforce the tax benefits of contributing to the Foundation.
 - During the Fall, the Foundation will follow-up on pledges and solicit end of the year donations to increase support for specific projects, general operating fund or to establish/further a perpetual fund.

UPCOMING PROJECTS AND OBLIGATIONS

The Naval Order Foundation has been approached to support a very significant endeavor. The Navy Chief statue project that was approved by the General Commandery during the 2015 Congress has evolved into a bronze statue of Chief John William Finn, whose Medal of Honor was presented by Admiral Nimitz for Chief Finn's action during the Japanese attack at Naval Air Station, Kaneohe, Hawaii. The estimated cost of the Chief Finn statue is \$125,000. It is expected to be dedicated in 2018 near Admiral Nimitz's statue to represent the critical contributions that Navy Chiefs made to the War effort.

Submitted by CAPT Paul Crissy



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