



Commander General Michele Lockwood (center left) with the 2017 Naval Order award recipients: (l to r) ADM Dewey Award recipient, Mr. Robert Stevens; DSSA recipient, ADM Jonathan Greenert; and DSSA-SE recipient, Master Chief Michael Leavitt.

REMEMBERING THE 2017 CONGRESS

The First Coast Commandery welcomed fellow Companions of the Naval Order from all over the United States to a well-planned and information-rich Congress held at the Doubletree Riverwalk Hotel in downtown Jacksonville from 18 to 22 October 2017.

The first order of business involved the meeting of the various committees that assisted the Commander General in the management of the Naval Order. Over a two-day period, the committees reviewed the activities of the previous year and made plans for the upcoming year culminating in the General Council meeting on Thursday.

The Commander General Reception Thursday evening was an opportunity to renew old friendships and make new ones. "Informal gatherings like these are as important and as vital to our success as an organization as the business sessions. Although the focus of the Naval Order is on history of the sea services, the glue that keeps us moving forward is our social interaction with each other," stated Commander General CAPT Michele Lockwood, USN (Ret.). She used the occasion to honor four Companions who were recipients of Lifetime Achievement Awards: CAPT Carter Conlin, USN (Ret.), CAPT Attilio (Al) Serafini, SC, USN (Ret.), RADM Douglas Moore, SC, USN (Ret.), and CAPT Kenneth Johnson, USN (Ret.).

The Lifetime Achievement Awards were given to those Companions in recognition and appreciation for outstanding service rendered to the Naval Order of the United States. Their inspired leadership and dedication to the mission and precepts of the Order was in keeping with the finest traditions of American patriotism and loyalty.

The Reception was also the venue for the chartering of two new Commanderies into the Naval Order community – Northwest Commandery and Continental Commandery. Accepting the charter on behalf of the Northwest Commandery was its Commander, CAPT Joseph Valenta, USN (Ret.) and for the Continental Commandery, CAPT Thomas Snyder, MC, USN (Ret.).

Attending the Reception was our 2017 Distinguished Sea Service Senior Enlisted Award recipient, Master Chief Michael Leavitt and his wife, Debbie. This was the first time in memory that one of our award recipients was able to attend the Commander General Reception, and we were honored to have the Leavitts join us.

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Commander General's Report to the Order

In line with the Coast Guard's official march "Semper Paratus," CAPT Bob Whitkop and the Florida First Coast Commandery navigated "through surf and storm and howling gale" to host an exceptional event that provided our companions with a

dynamite opportunity to learn a little more about our naval history, to further develop longstanding relationships, and to showcase local attractions. Many parts of Jacksonville were still recovering from Hurricane Irma when 71 companions converged in the Doubletree Hotel for the 2017 Annual Congress. Nonetheless, this was a memorable event for everyone and despite nature throwing everything at them but the kitchen sink, Bob's crew did a terrific job. BZ Florida First Coast Commandery!

Commander General's Annual Report to the Congress

CAPT Michele Lockwood summarized the Congress in Honolulu, and the decisions affecting the General Council, and the Continental, Hawaii and Northwest commanderies. She outlined recent initiatives approved by the General Council that were later ratified during the meeting of the General Council. Other General Council discussions included consideration of a mid-year cruise to focus on commandery specific issues; feasibility of a standing committee or professional organization to manage congresses; and potential fundraising activities. CAPT Lockwood discussed how building on informal history preservation partnerships with the Pacific Aviation Museum Pearl Harbor and USS *Missouri* have led to further engagement and worthwhile partnerships with the USS *Hornet* Air & Space Museum, the Bataan Legacy Society and the SS *Jeremiah O'Brien* Museum. She encouraged commanderies to identify opportunities to partner with complementary organizations to garner mutual benefit. CAPT Lockwood outlined several communications initiatives including improvements to this newsletter, expanded use of electronic media, and increased usefulness and navigability of the NOUS website to increase our visibility and credibility as a professional organization.

Finally, CAPT Lockwood discussed the Naval Order's historic gavel, constructed of wood from Admiral Farragut's flagship *Hartford* which has been used for official events such as congresses. The gavel is a valuable artifact and quite delicate. Subsequent discussion included a proposal to donate the gavel to a museum or other appropriate organization where it can be properly preserved and shared with a larger audience of persons who share our interest in naval history.

History Brought Us Together; Camaraderie Keeps Us Together

With memories of Irma, it seemed appropriate that the Coast Guard played a considerable role in many events. The Honor Guard from Coast Guard Sector Jacksonville presented Colors to officially begin the Congress; ADM Robert Papp, the 24th Commandant of the Coast Guard and recipient of the 2016 Distinguished Sea Service Award, introduced his shipmate, Master Chief Michael Leavitt, the 11th Master Chief of the Coast Guard and recipient of the 2017 Distinguished Sea Service Award; Ms. Kathy Fleming from the St. Augustine Lighthouse & Maritime Museum presented "Guardians of the First Coast, The History of the U.S. Coast Guard along Florida's Historic Coast through World War II;" and as the newly installed Commander General, I adjourned the Congress on Saturday evening, reminding everyone that we look forward to seeing them next October in San Antonio for the 2018 Congress. It was a great Congress in which to be a Coast Guardsman and a member of the Naval Order!

Most notable, Kathy Fleming's presentation included a WWII photograph and discussion about former Coast Guardsman, Hib Casselberry, whom I recognized! In 1972, working with the Coast Guard to document the history of the area's lighthouses, Hib was instrumental in getting Hillsboro Lighthouse designated as a historic landmark, and for establishing the Hillsboro Lighthouse Preservation Society - the organization behind its continued preservation. In 2012 Hib received the National Society of the Daughters of the American Revolution's highest honor, the Historic Preservation Medal. Hib is a superstar; I'm starting to wonder why Hib isn't a member of the Naval Order....

Although I had no clue about Hib's past, I had briefly met him about 6 months before the Congress at John Knox Village, a retirement community in Pompano Beach when my mother was moving into a new area there. I had given her a print of the Hillsboro Lighthouse for a birthday party that we had celebrated. Hib noticed the print and immediately helped to introduce her to her new home while relaying stories about lighthouses, which it turns out, are his passion. This made my mother's transition much easier. They have become friends, and developed a "community of interest."



Hillsboro Lighthouse

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Last month I told Hib about Kathy's presentation and he couldn't have been happier as he reminisced about the Coast Guard and lighthouses. Soon several others joined in and Hillsboro Inlet Lighthouse and stories of the "Barefoot Mailman" were iconic along the Florida Gold Coast. This simple and accidental event brought several persons together. Although nearly everyone knew of the legend of the Barefoot Mailman, many had never been to any lighthouse and few knew much about the Coast Guard.

But afterward they all knew a little more about each, and each other. Follow-on conversations ensued the next morning and although I have no clue what they're talking about today, I suspect that their discussions involve reminiscing about happier times and history of one aspect or another. A simple sketch of a local landmark created an amazing connection.

Common interests - whether in naval history, lighthouses, the Barefoot Mailman, shipmates or whatever - build relationships. We all pick up on things that are important to us and these conversations are invaluable for many reasons. We thrive and depend on relationships to reinforce our worth and they provide opportunities to advance a body of knowledge, in our case, an understanding of naval history while developing friendships and a milieu of respect.

I am confident that everyone found relevant things at the 2017 Congress in Jacksonville that will be memorable to them; I know that many will not be the same as mine. Nonetheless we all gained from the experience as we advanced our body of knowledge of naval history. Hopefully everyone is looking forward to our next Congress in San Antonio - to gather as friends, to discuss things that we like to talk about, and to enjoy each other's camaraderie.

Remember Pearl Harbor

One of our keystone events is the Pearl Harbor Commemoration. I am sure that everyone who participated in



one of these recent events recognizes its significance. Thank you to the organizers of these various gatherings and to the Companions and their guests who participated in them to make them successful. Involvement is very important.

But our familiarity with the subject is not universal. During a recent Jeopardy program, one of the categories was famous dates in history. The answer was "December 7, 1941". Regrettably none of the three contestants knew the correct question; "When was the Japanese Attack on the U.S. Navy Base at Pearl Harbor, Hawaii?" Along the same line, RADM Doug Moore made a presentation at a local high school and many students thought the attack on Pearl Harbor was the start of the Vietnam Conflict! Many of us may be dumbfounded, but this is indicative of the challenges we face as an organization and society.

Many people are so caught up in their here and now that there is little thought of where they're going, and where they've been. As the number of companions who have a direct or indirect memory of Pearl Harbor diminishes, we may find that fewer and fewer people will embrace the opportunity or take the time to understand or even remember "A date which will live in infamy." Do these slogans sound familiar? "Never Forget 9/11." (September 11, 2001) "Remember the Maine." (February 15, 1898). "Remember Evacuation Day." (November 25, 1783). They should, but as time passes, each becomes less relevant to the here and now.

Our mission to preserve and promote naval history is very important but increasingly difficult. We don't look forward to another terrible event such as the attack on Pearl Harbor to give us a platform to rally our companions. Our challenge is to capture the interest of those around us so that we can have a meaningful conversation. Are there different aspects of 7 December 1941 that we are discovering? Could other well publicized events such as MV MAERSK ALABAMA piracy, SEAL Team Six elimination of Osama bin Laden, or Navy support to Hurricane Maria recovery in Puerto Rico provide opportunities to start meaningful conversations in our efforts to preserve and promote our naval history?

Commanderies have been very successful hosting luncheons or dinners and showcasing many tremendous programs involving large numbers of participants and dynamite presentations. But events don't necessarily need to be elaborate or complicated; they just need to happen. It could be as simple as a couple of shipmates sharing some grossly exaggerated sea stories over a "Cup of Joe" (or possibly its forerunner...), a short conversation on the phone or even an e-mail. Possibly we could rebrand "Sea Lines of Communications" (SLOCs) as "C-LOCs" where the C stands for coffee (or cocktails).

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Think about it! How could we adjust our course or way ahead to provide a greater opportunity to preserve and promote our naval history when competing with the here and now?

Crossing the Bar

“Crossing the Bar” is a poem written in 1889 by Alfred Lord Tennyson who uses the metaphor of a sand bar to describe the barrier between life and death. When a shipmate passes it is customary to say that they have “Crossed the Bar.” In Jacksonville we recognized 42 Companions who “Crossed the Bar” since our last Congress in Honolulu.

Although every companion who passes is a tremendous loss, CAPT Attilio Serafini, SC, USN (Ret.) was beloved by many and someone who contributed greatly to the Naval Order. CAPT Thomas Hudner, USN, was awarded the Medal of Honor for actions during the Korean Conflict. CAPT Serafini and CAPT Hudner recently “Crossed the Bar” and deserve special recognition. Please keep CAPT Hudner and CAPT Serafini, their families and friends in your thoughts and prayers.

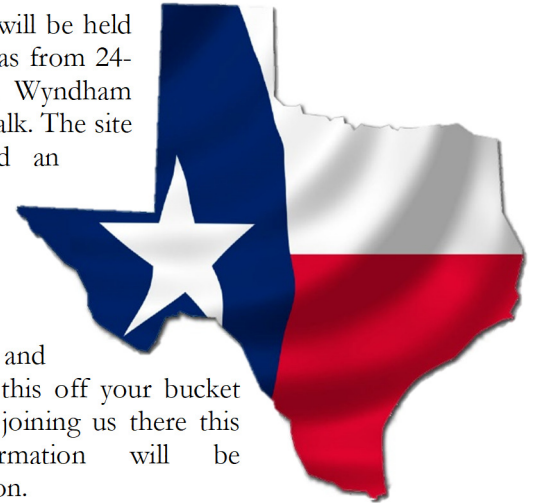
Local Commanderies

The greatest potential of the Naval Order rests with the local commanderies. The only “personal” contacts many have with the General Commandery are this newsletter, possibly an invoice, or regrettably even less likely, participation in a Congress. Although I would like to see a robust General Commandery, the vast majority of the relationships exists and is nurtured at the local level and involves a personal touch. I urge you get involved, participate whenever possible and create an atmosphere where our most important resources, you and camaraderie, can be used to improve our organization and mission success, as well as your own personal satisfaction.

Last month I had the opportunity to visit companions from the Southeast Florida Commandery who are growing the Miami Military Museum. Their genuine respect for each other and common purpose will lead to great things – and most likely a permanent home for their commandery! The expression “if you like what you do, you’ll never work a day in your life” seemed very evident; despite hard work and innumerable challenges, everyone looked like they truly enjoyed what they were doing and who they were working with, and were making tremendous progress in establishing a very worthwhile museum that will showcase our Armed Forces. A small but committed Naval Order commandery is the nucleus of this important initiative. BZ Southeast Florida Commandery!

2018 Congress

The 2018 Congress will be held in San Antonio, Texas from 24-28 October at the Wyndham Hotel on the Riverwalk. The site committee identified an outstanding location and commitment for reasonable lodging rates. If you haven’t been to San Antonio and would like to cross this off your bucket list, please consider joining us there this fall. More information will be forthcoming very soon.



Final Thoughts

Please join me in recognizing CAPT Michele Lockwood’s leadership and accomplishments while serving as your Commander General. Our terrific Congresses in Honolulu and Jacksonville, chartering of the Continental and Northwest commanderies, advancing beneficial partnerships, and innovations in our use of social media and web presence show the skillfulness and determination that she and her team devoted to the Naval Order. Everyone should strive to leave things better than they found it; CAPT Lockwood was very successful doing this and our organization is better because of her dedication. BZ CAPT Lockwood!

Several people will be contributing to this newsletter. Although I’m “transmitting this note in the blind,” I know that the authors, contributors, photographers, editors and others are working very hard to prepare and distribute a world-class newsletter that you will enjoy reading. If you like what you read, please consider sharing it with others whom you think may appreciate it and ask them to do the same. This could be considered a form of currency and it’s most useful when it’s being circulated... please do your part and pass it on!

Finally, I hope you enjoyed reading this note as much as I enjoyed writing it; we should always strive for achievement and satisfaction in everything that we do. Thank you for the opportunity to serve you and this terrific organization; I am humbled by the talent and accomplishments of each of you – this is truly an honor. Always remember that “Membership has its privileges,” but, never forget that you have to play to win... I assure you that the odds of success with the Naval Order are much better than any lottery!

Have a dynamite Navy, Marine Corps, Merchant Marine, Coast Guard, and naval history day!

Paul Crissy, CAPT, USCG (Ret.)



Beginning at our recent Congress in Jacksonville, I assumed the responsibility of Vice Commander General - Commandery Support. In that role I am available to any and all commanderies who need or desire assistance with various phases of their operations.

My primary goals presently are to identify individuals who will assume the role of "Reorganizer" in any of our six inactive commanderies and I'm very pleased to report at this time, that within days of returning from the Congress, I made contact with just such a person. He is Command Master Chief Pedro E. Villacorta USN (Ret.) (a new member) from Cumming, Georgia. He is now officially recognized as "Reorganizer" of our Atlanta Commandery.

With over 20 years of experience with the Seabees and 25 years of experience in industry and an MBA, Master Chief Villacorta, is the Senior Project Manager with Kaiser Permanente, a major Health Care company. His resume reveals that he is an "experienced team builder by developing personal relationships with others", has "excellent interpersonal skills in communications" and is fully bilingual in English and Spanish. He is married and has four children.

Master Chief Villacorta has already been supplied with all of the materials necessary to recruit new members and has begun e-mail communications with those existing Atlanta members. I would ask all Atlanta members to communicate with him as he strives to return Atlanta to an active commandery. Perhaps you might like to offer your assistance as well.

Good things could be headed your way with social gatherings, speakers and camaraderie. If you know someone who might like to be a "Companion" in the Naval Order, please let him know. Also, for those of you who live in Georgia but are presently with another commandery due to the prior inactivity of the Atlanta Commandery, you may want to consider re-affiliating with Atlanta.

Below is his contact information:

Master Chief Pedro E. Villacorta, USN (Ret.)
 3640 Alcot Way, Cumming, GA 30041
 Phone: 770-654-3962
 Email: pevillacorta@gmail.com

Submitted by Donald W. Schuld, USN

Greetings from the Florida First Coast Commandery. We thank all who attended the Congress in our fair city this past October and hope that your experience in the Northeast Florida area was rewarding. A special thanks and Congratulations to CAPT Michele Lockwood, USN (Ret.) and CAPT Paul Crissy, USCG (Ret.) as they pass the baton. Your individual commitments to the Order have been a guiding light and blessing leading to our continued success.

On 6 September 2017, the USS *Shangri-La* (CV-38) Reunion Group and the Naval Order of the United States, First Coast Commandery, delivered on permanent loan to the Jacksonville University NROTC Unit (JUNROTC) the bell attributed to the aircraft carrier USS *Shangri-La* (CV-38). USS *Shangri-La* was commissioned into Naval service on 15 September 1944 and by 25 April 1945, she and her attached air group were launching their first combat missions in the Pacific theater during World War II. USS *Shangri-La* participated in a multitude of operations after her service during WWII, including, but not limited to, the atomic bomb testing conducted in Bikini Atoll in 1946 and various deployments around the world, from the Mediterranean to the Caribbean. Her final call to duty was during the Vietnam War, where she and her air group launched combat strikes into North Vietnam from Yankee Station. USS *Shangri-La* started her career homeported in San Diego and completed her tenure of service homeported at Naval Station Mayport FL from 1960-1971. She was decommissioned on 30 July 1971.



From left to right: Roderick Forrester; John Lanse; John Lyons; Al Miller; Bob Whitkop, CAPT, USN (Ret.), JU'77; David Jasso, CDR, USN (XO); Matt Touhy, CAPT, USN (Ret.), JU'75

Interestingly, the ship's bell fell into the hands of the USS *Shangri-La* Reunion Group by pure happenstance. In June 2017, a farmer from Hudson, FL, spotted a man wearing a USS *Shangri-La* ball cap. The farmer proceeded to strike up a conversation with the gentleman and informed him that he had the USS *Shangri-La*'s bell laying in a field on his farm!

Being sentimental as most sailors are and not wanting to let the bell continue to weather and rust to nothing, the

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USS *Shangri-La* Reunion Group got the wheels in motion to recover the bell from the field and begin the restoration.

After approximately two months of hard work, the bell was back in pristine condition. The Reunion Group arrived at JUNROTC on 6 September with the refurbished bell in tow and with assistance from JU's Physical Plant staff and a little elbow grease, the new 800-lb bell was up on its display stand in front of the Tillie K. Fowler NROTC Building. JUNROTC is honored to be chosen by the Reunion Group and Naval Order to be the new home for the *Shangri-La*'s bell. The NROTC unit is looking forward to hosting the USS *Shangri-La* Reunion Group next year in October 2018 for all the members to get a chance to see their beloved ship's bell.

For more information on USS *Shangri-La* and her history, you can visit the following websites: cva38.havoc-creative.com or kellycrawford.org/ShangriLa.



The USS *Shangri-La* bell as it was found in Hudson, FL before its restoration.

The First Coast Commandery held our Pearl Harbor Remembrance Dinner at the Cypress Village Community. The event remembered not only the 76th Anniversary of the Pearl Harbor Attack, but also the 75th Anniversary of the stand-up of Naval Station Mayport Florida. Our speaker was Jacksonville City Council Vice President Aaron Bowman, CAPT, USN (Ret.) and former Commanding Officer of the

Naval Station.

Councilman Bowman recounted the history of the Naval Station which was originally planned as a Naval Air Facility at the mouth of the St. Johns River. Prior to the attack at Pearl Harbor, the City of Jacksonville had purchased the land in 1938 and had committed the site to be that of a Naval Station. The stand-up accelerated after the attack to provide additional support to the Atlantic Fleet in response to the German submarine wolfpack activity in the Atlantic. The Station quickly became a favorite destination and homeport for sailors of the Atlantic Fleet. The Naval Station was homeport to many ships and aircraft carriers through the years. It has recently been identified as homeport for the Atlantic Fleet LCS training and launch site for the MQ-4C Triton UAS.



Councilman Bowman and CAPT Bob Whitkop, USN (Ret.) cut the cake in honor of the 76th Anniversary of the Pearl Harbor attack and the 75th Anniversary of Naval Station Mayport.

The First Coast Commandery celebrated the Christmas Season again this year, ringing the Kettle Bells for the Salvation Army. Companions Bob Whitkop, John O'Neil, Bob Stockton, Pete Wynkoop, Bill Wirth, George Huchting and Steve Souders, along with Associates Jeff and Diana Bradberry braved the Florida cold to "Ring dat Bell".



Santa's Elf CAPT John O'Neil, USN (Ret.) rings the Kettle Bell for the Salvation Army.

Submitted by CAPT Bob Whitkop, USN (Ret.)

Memorial Day Services

Memorial Day services will be held on the Monterey Coast Guard Station Pier ONE on 28 May with participation from many service organizations here on the Monterey Peninsula.

On behalf of the Monterey Bay Commandery, a memorial wreath will be “casted” upon the waters of the Monterey Bay for those that have served and continue to serve our Nation.



Battle of Midway Wreath. “Many of them gave the last full measure to help turn the tide of the war so that we could be free as Americans.”
Credit to Ms. Sonia Lisa Foster

All service organizations will recognize their contributions both ashore and at sea over their many years of service. The Monterey Sea Cadets will provide the honor guard. As of now, security Condition BRAVO is in place which means that the Monterey based USCG Cutter *Hawksbill* will not be available to participate in the annual memorial service. Let’s pray that we do not find ourselves in Condition CHARLIE or DELTA when the next newsletter arrives on “your door steps”.

Battle of Midway Anniversary Dining-Out

The 76 Anniversary Battle of Midway Dining-Out will be held on Saturday 2 June at the historic old Hotel Del Monte “on board” the grounds of the Naval Support Activity Monterey, home of the Naval Postgraduate School Monterey. The black-tie dinner will be hosted by the Monterey Bay Commandery. The evening will start on the quarterdeck with a full-service reception.

The immediate reception area will be decorated with 4-6 June 1942 historical Battle of Midway artifacts provided by the school’s Dudley Knox Library. The honoree President of the Battle of Midway is VADM Ronald Route, USN (Ret.), President of the Naval Postgraduate School. The President of the Mess will again be CAPT Richard “Coyote” Wiley USN, Commanding Officer, Naval Support Activity Monterey.

As a side note, understand that then “you” got in his gun sights, the “Coyote” never missed a kill! Yes, the “grog bowl” is reported to be his normal target. LT Ryan Clifford, USN returns again as “Mr. Vice” and as he will be graduating later in December, will have the opportunity of sending many of his shipmates and “new found” friends to the “grog bowl”. Guest speaker announcement pending confirmation of travel arrangements.

A memorial wreath will be presented during the formal dinner 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”.*

The Monterey Center for Information Dominance (CID) choir will provide dinner music with patriotic songs for the enjoyment of all the guests and the evening will end with remembrances of those that have served and those still serving with the “piping” of *Amazing Grace*. Other guests of the *mess* will



include the Chesty Puller Battalion and Monterey County Division, Naval Sea Cadets Corps; the Monterey High School NJROTC providing the honor and color guard; and, a detachment of Marine Corps Defense Language military students.

Submitted by Ken Johnson

Join us 2 June in remembering the 76th Anniversary

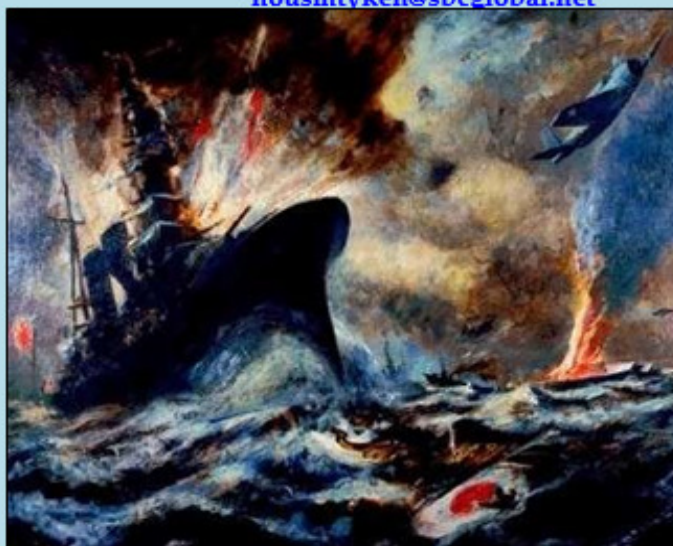
BATTLE OF MIDWAY – DEL MONTE HOTEL

June 2, 2018
Barbara McNitt Ballroom
at the
Historic old Hotel Del Monte
“on board”
Naval Support Activity Monterey

1800-1900 social hour, 1900-2100 dinner
Reservations available at NSA MWR ITT Office
Herrmann Hall Quarter Deck Office 831.656.3223
or by mail per the reverse side reservation form.

E-1 / E-5 \$25.00, E-6 / O-3 \$50.00
or equivalent GS grade. All others \$60.00

CAPT Ken Johnson, USN (Ret.) 831.657.9793
nousmtyken@sbcglobal.net



Menu Selections of Braised Boneless
Short Ribs, Nut Crusted Red Snapper,
or Stuffed Eggplant, all with salad,
dessert, wine, and toasting Port

Military: Dinner Dress White
or service equivalent
Civilian: Black Tie or Coat/Tie

National Capital Commandery Holds Pearl Harbor Commemorative Dinner

On the evening of 7 December 2017, the National Capital Commandery held its annual Pearl Harbor Commemorative Dinner at the Army Navy Club in Washington, D.C. The dinner was an occasion for friendship and remembrance, with about 70 people attending, including Naval Order members who are veterans of the Navy, Coast Guard, and Army. LCDR Jay Gaul performed excellently as the evening's emcee.

Our guest speakers were Congressman Ron DeSantis of Florida and Congressman Scott Taylor of Virginia; both US Navy veterans. They spoke on the attack on Pearl Harbor and what it means to today's Navy. The Commandery's chaplain, Reverend Eric Linthicum led the invocation and benediction.

Many thanks to the dinner committee: LCDR Jay Gaul, LT Mike Zampella, CAPT Bill Steagall, and ABH2 Mike Little. Also, thanks to Ms. Lois Gaul who helped with the registration table and to Mr. Peter Hsu who donated his framed artist's proof of the commissioning painting of USS *John Finn*, DDG-113 for the raffle.

Among the VIPs in attendance: RADM James Toole, USN Ret., BGen A.D. Lewis USA, (Ret.) veteran of WWII and the Korean War, Col Bill Birdseye, USA (Ret.), Mr. John Shanahan of the American Legion in Europe, Commander General, CAPT Paul Crissy, USCG (Ret.), Chief Purser Julius Jackson, US Merchant Marine, CAPT Vance Morrison, USN (Ret.), Past Commander General, and CAPT John Rodgaard, USN (Ret.), Commander, National Capital Commandery.

McMullen Naval History Symposium 2017

The biannual McMullen Naval History Symposium was held at the US Naval Academy, Annapolis, Maryland, 14 – 15 September; an event in which scholars, authors, and lecturers from across the globe meet to present research papers on naval and maritime history. This year's theme was Diverse Aspects of Naval Strategy, 1890 – 1937. NOUS Historian General Dr. John Hattendorf chaired a panel of three presenters sponsored by the Naval Order of the United States. Each panelist was provided a small monetary honorarium. These three presenters also spoke at the National Capital Commandery business meeting/luncheon in Rosslyn, VA on the day following the symposium.

The symposium kicked off on 14 September with a luncheon featuring a talk by CNO ADM John Richardson on the value of naval history. He presided over the Naval History Essay Awards. That evening, Admiral James Goldrick of the Royal Australian Navy (Ret.) shared his reflections on current and past naval and maritime affairs.

On 15 September, a luncheon was held to honor Dr. John Hattendorf for his career accomplishments and many contributions to naval history. A former Navy officer who entered academia, he recently retired from the US Naval War College as chair of the Maritime History Department and Director of the Naval War College Museum. He holds the title of Ernest J. King Professor Emeritus. Among his many awards and accolades, his most recent is the Society of Nautical Research inaugural Dr. R.C. Anderson Award for lifetime achievement.

The symposium concluded with the Dudley W. Knox Medal awards dinner to recognize naval historians of outstanding lifetime achievement.

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LCDR Jay Gaul



Congressman Ron DeSantis



Congressman Scott Taylor



Admiral John Richardson, CNO



Dr. John Hattendorf
Lifetime Achievement



Dr. Ed Marolda
Dudley W. Knox Medal awardee



Dr. Jon Sumida
Dudley W. Knox Medal awardee



Commander Paul Stillwell
Dudley W. Knox Medal awardee





Captain John Rodgaard is pictured here with Commander BJ Armstrong, Associate Professor in the USNA History Department (and McMullen Symposium Coordinator) and Admiral James Goldrick of the Royal Australian Navy (Ret.).

The event was sponsored by the Naval Historical Foundation, with Director Claire Sasson and former Director (and Naval Order companion) CAPT Todd Creekman (USN Ret) giving the opening remarks.

This year's three recipients were 1) companion Dr. Ed Marolda, a Viet Nam veteran, former Senior Historian of the Navy and now an instructor with Georgetown University; 2) Commander Paul Stillwell USN (Ret.), 30 years a historian with the Naval Institute, now a free-lance writer who has appeared on numerous TV documentaries, and 3) Dr. Jon Sumida, Professor of History of 30 years at the University of Maryland. Each was introduced by a previous award recipient.

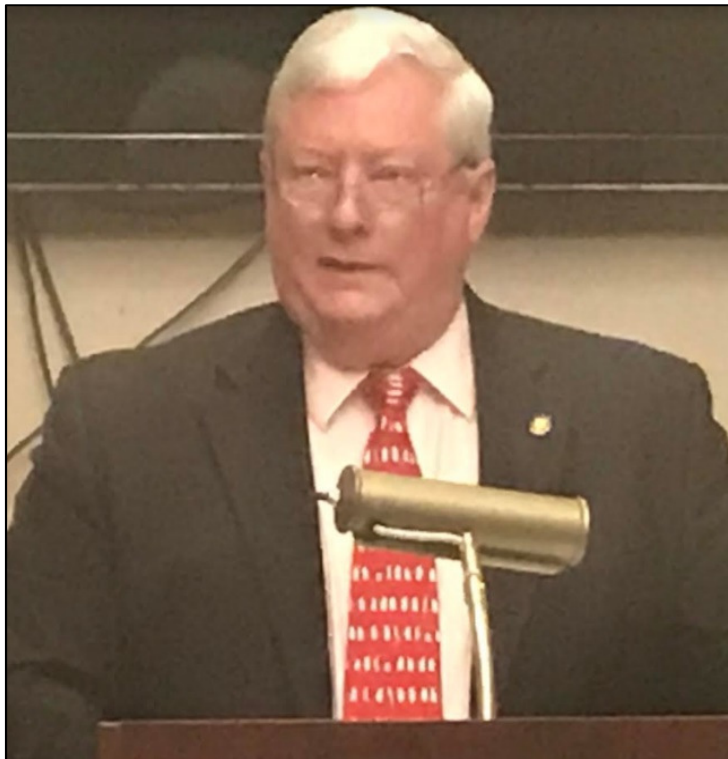
Their acceptance speeches revealed their passion for naval history.

Among the other luminaries in attendance at the event: Dr. Andrew Lambert, Laughton Professor of History at King's College, London; RADM Sam Cox, Director of the Navy History and Heritage Command; Dr. Barbara Tomblin, Professor at Rutgers University; companion Dr. Samantha Caville, Professor of History at Southeastern Louisiana University; author and companion Dr. David Rosenberg USN (Ret.); and noted author and former Director of the Naval Historical Center, companion Dr. Bill Dudley.

Submitted by Dr. Judith Pearson

The New Orleans Commandery was treated to a special Christmas dinner 20 December at English Turn Country Club.

The speaker was RADM Joel Whitehead USCG (Ret.), who first came to New Orleans a decade ago to serve as the Commander of the Coast Guard Eighth District.



RADM Joel Whitehead USCG (Ret.) speaks of the Revolutionary War naval hero Pierre Georges Rousseau.

As a New Orleans Commandery Companion, he is also presently the President of the International Propeller Club.

He gave a well-researched narrative of the life of Pierre Georges Rousseau, who is the namesake for the local Louisiana Chapter of the Sons of the Revolution.

Rousseau was born in France and raised sailing the seas under his sea captain father. After moving to America, President George Washington commissioned Pierre a lieutenant in the Continental Navy and sent him to New Orleans. Serving as second in command under CAPT William Pickles, he was twice wounded during the heroic capture of the British vessel *West Florida* during the Battle of Lake Pontchartrain off New Orleans in 1779. Promoted to captain, and in command of the *Galveztown*, he joined the Spanish fleet in Mobile in 1780 and Pensacola in 1781 to defeat the British and end their rule of Florida.

Submitted by Gary Bair

Newly-Chartered Northwest Commandery Completes a Successful First Year

The newly-chartered Northwest Commandery will celebrate its first anniversary on 17 January 2018. First organized with an initial membership of 23 companions, our roster has now grown to 33 with two applicants currently in the queue. The Northwest Commandery includes the states of Washington, Oregon and Idaho, with meetings held in the vicinity of Seattle/Everett, WA. Because of that vast geographic reach, quarterly phone conferences are held to ensure all companions can stay connected even if they are unable to attend events in person.

The Commandery's highlight of the quarter occurred at the 2017 Annual Congress in Jacksonville, FL where CAPT Joe Valenta, USN (Ret.) formally received the Commandery's official charter. Also, as Northwest's founding Commander, he was presented during the Congress with the Service Excellence to the Naval Order Award for his leadership in the formation and development of the Northwest Commandery.



Companions Kershner and Valenta compare Marine Corps and Navy Swords

On 11 November, a brunch was held at Naval Station Everett in celebration of birthdays for the US Navy and US Marine Corps as well as Veterans Day. Commandery Historian Floyd Kershner began the presentations by discussing the origin of the Marine Corps sword. CAPT Valenta followed with a presentation titled "Launching the Continental Navy - An Overview of the Navy's Formative Years from 1775 to 1814."

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NOUS Northwest Commandery Companions pose for a photo during November Brunch

The Commandery's first annual Pearl Harbor Remembrance Dinner was held at Arnie's Restaurant in Mukilteo, WA on 8 December. A before-dinner toast was made to the memory of Chief John W. Finn, the first Medal of Honor awardee of World War II, for his actions on 7 December 1941.

A round of self-introductions was then made before dinner as the Commandery continues its induction of new members. CAPT Solon Webb, USN (Ret.) was recognized with the Commandery's first Service Excellence Letter of Recognition. CAPT Webb served as the initial Membership Officer and now continues to lead in Communications, including the establishment of the Commandery's website. Companion Kershner concluded the dinner with an engaging discussion of "The First Admiral", David G. Farragut.

The Northwest Commandery is looking forward to hosting numerous events planned for 2018 which can be viewed on its website at www.nousnorthwest.org.



Membership Officer Curt Maier (l) talks with Claire and Dick Griffin, new arrivals from the Capital Commandery.

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SAN FRANCISCO COMMANDERY

October is typically the last gasp of warm weather for the San Francisco Bay Area and is usually the San Francisco Commandery's busiest month.

We started with San Francisco's Fleet Week where companions toured ships, flipped burgers for the Fleet Week barbeque, met with tourists, and marveled at the acrobatics of the Navy's Blue Angels Flight Demonstration team.

The Fleet Week Flag Ship was USS *Essex* (LHD 2). The *Essex* alone hosted over 19,000 visitors for ship tours.

(r) The Blue Angels over San Francisco during Fleet Week 2017

Photo by Noah Berger/AP



USS *Essex* (LHD 2)



Captains Tom Snyder and Kris Carlock at their best during the Luncheon meeting aboard the USS *Hornet* museum ship in Alameda.



World War Two "ACE" Companion CDR Diz Laird meets CAPT Jason Burns prior to our luncheon aboard USS *Hornet*.

There were some somber times as well as companions worried about friends and family caught in the wine country fires that erupted during the Fleet Week festivities.

For our monthly luncheon on 9 October, we were proud to host the Commanding Officer of *Essex* CAPT Jason Burns

at a special venue – the USS *Hornet* (CV 12) museum in Alameda. *Hornet* is moored at the same pier from which her namesake USS *Hornet* (CV 8) embarked with the Doolittle Raiders for the first American attack on the Japanese homeland in April 1942.

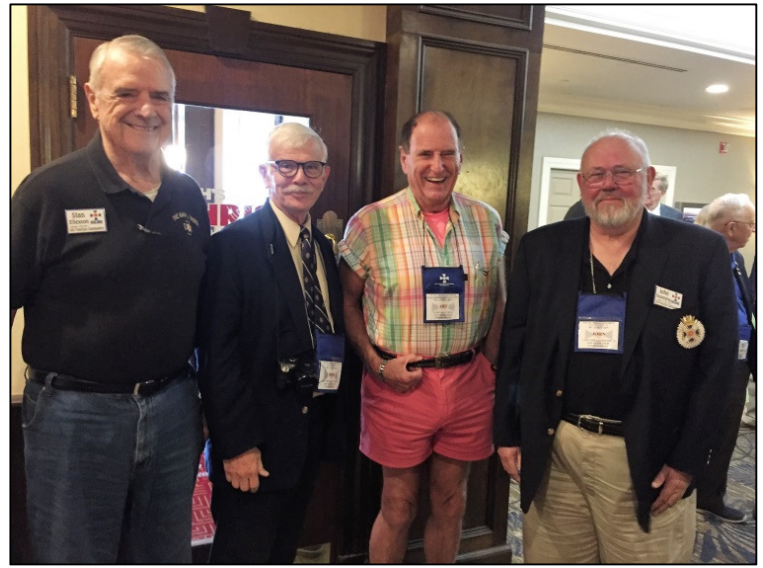
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USS *Hornet* (CV 12) pier side in Alameda.



John Rodgaard admires our Commandery's award for Outstanding Commandery with Commandery Commander Tom Snyder.



Art Curtis in his rather distinctive attire joins Stan Ellexson (l), John Hassenplug (r) and Bob Hansen during a break at the Jacksonville Congress.

With barely a week's respite we went to Jacksonville, FL for our annual Congress. Although Jacksonville had endured a major hurricane, events went like clockwork and our hosts, Florida First Commandery, did an outstanding job. Our own CAPT Michele Lockwood, USN (Ret.) turned over the reins of Commander General to CAPT Paul Crissy, USCG (Ret.) of the National Capital Commandery. She took the time to

honor the many companions who helped make her tour a success – including many companions from San Francisco. Our Commandery was honored to be recognized as the “best” Commandery for the previous year. Commandery Commander CAPT Tom Snyder was proud to receive the award and acknowledged the help of all companions who made it possible.

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Outgoing Commander General Michele Lockwood from San Francisco Commandery looks on as incoming Commander General Paul Crissy assumes command of the Naval Order while Parliamentarian General Frances McDonald reads his orders.

In November, we returned to our usual venue at the Italian Athletic Club in North Beach. RADM Todd Sokalzuk, Commander, 11th Coast Guard District, talked to us about a remarkable find – the wreckage of the Cutter *McCulloch*. The *McCulloch* was a famous ship in its day. It fired one of the first shots in the battle of Manila Bay in 1898 at the outset of the Spanish-American War. It subsequently served on rescue and patrol duties out of San Francisco Bay for 20 years. The ship — 219 feet long and steam-powered — was the largest revenue cutter of its time, and also one of the fastest. But it sank in 35 minutes on the morning of 13 June 1917, after a collision in fog with the passenger liner *Governor* off Point Conception near Santa Barbara. After spending 100 years at the bottom of the ocean the wreckage is in delicate condition and steps are being taken to carefully assess the wreckage and preserve and protect it.



RADM Sokalzuk at a news conference about the Cutter McCulloch



The lead organizer of San Francisco’s “Salute to Veterans Parade” San Francisco Commandery Companion Wally Levin is interviewed by local media prior to the start of the parade.

The second weekend of November marked Veterans Day. Our companions not only participated in San Francisco’s “Salute to Veterans” Parade, but organized a special commemoration at the USS *San Francisco* Memorial on the 75th Anniversary of the Naval Battle of Guadalcanal, in which the *San Francisco* suffered severe damage and loss of life. The USS *San Francisco* Memorial is a special project of our commandery. (See separate article on the commemoration).

The first week of December marked Pearl Harbor Day. Our commandery met for our commemorative dinner at the University Club on Nob Hill. We noted companions who had passed during the previous year and raffled off a historic artifact from USS *Arizona* (BB 39), whose memorial is symbolic of the “Date that will live in infamy.” Our guest speaker for the evening’s events was RADM Thomas A. Cropper, USN (Ret.), president of the California State University Maritime Academy. Following his speech, Mr. John McKnight officially assumed command of the San Francisco Commandery from CAPT Snyder. Presiding over the change of command was immediate past Commander General CAPT Michele Lockwood.



CAPT Tom Snyder reads orders relieving him of command of the San Francisco Commandery while CAPT Michele Lockwood looks on and Mr. John McKnight stands by to read his orders.

Our December luncheon meeting was Commander John McKnight’s first as leader of our commandery. He took the opportunity to talk about his civilian job as Director, Emergency and Disaster Services for the Golden State Division of the Salvation Army. He noted how the recent Northern California Wildfires challenged everyone, but the Salvation Army did what it was supposed to do in a crisis.

He shared with us the history of Salvation Army and its mission and reminded everyone about the traditional “Red Kettles” at this time of year.

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Salvation Army Band provided holiday music for our December luncheon.

To bring some holiday cheer to the occasion, a Salvation Army Band played holiday music. We were especially honored to have our own Pearl Harbor Survivor “Chief Johnny” give a brief talk about his experiences aboard USS *San Francisco* at both Pearl Harbor and during the Battle of Guadalcanal.

John noted that he looks forward to working with all of us and hopes that we will share ideas for programs, activities, and speakers with him, so we can continue our mission of history and heritage.

Submitted by Bob Hansen



John McKnight, Commander, San Francisco Commandery

On Saturday, 2 December 2017 the Texas Commandery of the NOUS conducted the 32nd Annual Pearl Harbor Remembrance ceremony on the Battleship Texas in recognition of the 76th anniversary of the Pearl Harbor attack.

The Commander of the Texas Commandery, CAPT Chuck Hewell, USN (Ret.), conducted the program which was held on the forecandle of the battleship in beautiful sunny weather with the temperature about 74 degrees, which was a heat wave compared with last year’s conditions of wind, rain and low temperatures for Houston. With such nice conditions of weather we were able to enjoy the usual flyover by the Commemorative Air Force. The four aircraft performed the very moving “missing man formation”.

In his opening remarks CAPT Hewell noted that this was the 76th anniversary of the Pearl Harbor attack that was the beginning of World War II for the United States and that we should never forget all of the sacrifices made by all of the service men and women both during the attack and World War II. CAPT Hewell introduced LTC Warren L. Haggray, USA (Ret.) who gave the invocation. There were no remaining Pearl Harbor survivors present, however CAPT Hewell introduced a large contingent of the Sons and Daughters of Pearl Harbor including Lori LaGesse Cento, Jill Allen, Reba Harvey Watson and LT Tom Gillette.

CAPT Hewell introduced the keynote speaker, Naval Order Companion Gil Raynor, MM2 (SS), USN (Ret.). Mr. Raynor served during the Vietnam War era on the destroyer USS *New* (DD 818) and on the nuclear submarine USS *James Madison* (SSBN 627). He also served as the Immediate Past Commander of the Texas Commandery.



CAPT Chuck Hewell, MM2 (SS) Gil Raynor and CDR Bryan Lethcoe.

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Mr. Raynor chose as his topic the little told story about what it took to salvage the ships that had been sunk at Pearl Harbor and the rescue of so many who were trapped in the hulls of the overturned sunken ships. Some of these men were rescued because of their frantic banging on the hulls which could be heard by their rescuers. Some of the rescuers came from the Navy Salvage divers in San Diego who were flown to Hawaii on 7 December. Their attempts at rescue involved making their way

in the dark through upside down compartments filled with water and jagged sheets of metal obstructing their way. Their salvage operations required patching the hulls ripped by torpedo explosions so that the ships could be refloated and moved to facilities that could make more permanent repairs. After repairs and some modernization most of the battleships except for *Arizona*, *Oklahoma* and *Utah* (Target Ship) were returned to service and participated in several very significant battles.

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(l to r) LT Steven Howell, CDR Bryan Lethcoe, MM2 (SS) Gil Raynor, CAPT Kerry Magee, CDR Bob Frazier, CAPT David Burr, CAPT Carter Conlin, CAPT Woe King, Chaplain LTC Warren Haggray, CAPT Chuck Hewell, ET1 Ricky Gonzales and LT Tom Gillette.



Presentation of Colors



(7) Patriot Guard Riders: Flags lining the walkway to the Battleship *Texas* manned by SE Texas Patriot Guard Riders.



Sea Cadets on Battleship *Texas*

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 forecandle. This was followed by taps.

Participants in the program besides the Naval Order were: Sons and Daughters of Pearl Harbor Survivors; Music and Taps by the Community Band of Southeast Texas; the U.S. Naval Sea Cadet

Corps, Houston Div.; SE Texas Patriot Guard Riders-Flag Line; Boy Scouts Troop; and Bos'n Call, CWO4 Wayne Thompson, USCG (Ret.).

Photos by: LT Barry Barlow, USNSCC Public Affairs Officer, Houston Division, and CAPT Carter B. Conlin, USN (Ret.)

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



Sons and Daughters of Pearl Harbor Survivors

THE “PUEBLO INCIDENT” FIFTY YEARS LATER

23 January 2018 marked the fiftieth anniversary of the seizure of USS *Pueblo* (AGER 2) by North Korea. *Pueblo* is the only Commissioned United States Naval Vessel held by a foreign power. The story of the seizure and subsequent events were told by Jack Cheevers in his book, “Act of War.” SKCS Earl R. Phares, USN (Ret.), a companion of the San Francisco Commandery was the youngest and most junior member of the *Pueblo* crew. His father Don E. Phares, MU1, USN (Ret.) had been a musician aboard USS *Arizona* (BB 39) before the war. Earl had musical talent so after an initial try for a Naval Academy Appointment, opted to enlist in the United States Navy and follow in his father’s footsteps. However, fate intervened and his career and life took an entirely different path. Following is his personal story in his own words.

“I joined the Navy right after High School. I missed the Naval Academy because of my eyesight. Since I was almost a semi-professional musician I was accepted into the Navy’s ‘School of Music’ in Little Creek, VA.”

Phares became a designated striker for the musician rating. However, his father suffered from cancer. He dropped out of music school and was given a compassionate assignment to the Naval Reserve Center at Pomona, CA near his home so he could be supportive of his father during his final illness. After his father’s passing then MUSN Phares hadn’t graduated from School of Music so he was slotted into a deck seaman billet on a small ship out of Yokosuka, Japan – the USS *Pueblo* (AGER 2).

“When I reported aboard the *Pueblo* I decided to strike for Signalman. I had been aboard barely a month when history took over and I ended up as a POW at the hands of the North Koreans. I was on my way to my battle station as loader for the forward .50 caliber machinegun when word was passed that all topside battle stations were to stand down – so I helped with the wounded.”

Pueblo had taken fire from North Korean vessels and had casualties. Commander Lloyd Bucher, the captain of *Pueblo* realized that any attempts to battle the North Koreans without material support from friendly forces would be useless and only result in death and destruction of his crew and ship. *Pueblo*, he knew, was essentially defenseless. Phares and the entire surviving crew were taken prisoner.

“During the first few days of incarceration, I was beaten for information like every other crewman. As a deck seaman (and still officially a Navy musician) I knew nothing of our mission. Name, rank, serial number and date of birth was all I could give them. But of course, they got me down to my job – I steered the ship and chipped and painted. The only problem was that everyone else – all 81 guys were telling the same story. This went on until they got down to our service records and found out that I didn’t know squat. Then they left me alone.”

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USS *Pueblo* (AGER 2)

The interrogators had figured out that as a Navy Musician working as a deck seaman, Phares didn't have much to offer. The Communications Technicians and others working in the classified spaces endured the brunt of the torture. When the North Koreans threatened to execute the entire crew in front of him, CDR Bucher broke. The crew signed confessions and the United States Government admitted to everything the North Koreans wanted them to admit to. After their release, the confessions and admissions were repudiated.

“After 335 days of captivity, a Court of Inquiry and some leave time, I resumed my military duties at Recruit Training Command, Clothing Issue, and Naval Training Center San Diego until I was honorably discharged in October 1969. At this time instead of getting married, I should have taken the offer as a POW to attend the Naval Academy. However, life

is too short, and I made the right decision.”

The Court of Inquiry recommended that CDR Bucher face a court martial. However, Secretary of the Navy, John H. Chaffee, intervened and no further action was taken. Despite their almost year-long captivity, the crew was initially denied the Prisoner of War Medal. The Government finally recognized the crew's sacrifice and gave them the medals in 1989 – twenty years later.

Phares calls his story “My Whacky Career” for the following reasons. “I joined the Navy as an E-2 MUSA. Then I made Seaman E-3 before leaving for Japan in 1967. While a prisoner I was advanced to MU3 because my MU designator was still on my official record. After repatriation, I was offered a chance to return to Music School but would have had to extend for

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Phares (center) being escorted to safety by U.S. Army Military Police after crossing the demilitarized zone from North Korea

another year and didn't want to. Instead I changed my rate to Storekeeper and made SK2 before leaving active duty.

In 1972 Phares joined the Naval Reserve in Pomona – the same Reserve Center he had served in on TAD before reporting to *Pueblo*. He also drilled in Seal Beach and San Diego. In San Diego he joined the Special Warfare community.

“I was promoted to SK1 in 1982. I made Chief in 1985 and qualified as an Explosive Ordnance Disposal (EOD) TECH. In 1986 I joined Explosive Ordnance Disposal Mobile Unit 7 (EODMU-7) in Coronado as a Plank Owner. In 1988, I made Senior Chief with them. I retired at Long Beach Naval Station which had been the home Port of my dad's ship – USS *Arizona* during the filming of the movie 'Here Comes the Navy' in 1934.”

Phares expressed pride in mentoring a friend who attended the Naval Academy.

“I was privileged to participate in his 2008 graduation. In fact, I gave him his 'first salute.' I was his 'unofficial Senior Enlisted Advisor.' I gave him and others four years of 'Senior Chief' advice. I was honored to be named an Associate Life Member of the USNA Alumni Association.

Although he still pays the price of his imprisonment with daily pain from peripheral neuropathy from the beatings he suffered at the hands of the North Koreans, he said that he looks on the positive side of life.

“All in all, I think becoming a POW was the best thing that could have happened to me. I've been married for 47 years to my wife Donna. I have three grown sons: Douglas, a banker; Steven, a Sergeant in the Army and civil servant; and Scott, a realtor. I also have three grandchildren: Katerina; a junior in High School; Alena, an eighth grader; and Alexander, in kindergarten. I was able to retire at the age of 55 with my Navy and Post Office pensions and VA disability.”

Phares, who lives in Ontario, CA, has gone back to his original love – music. He enjoys being in his community band and “doing whatever I want to do.”

For further information visit www.usspueblo.org. SKCS Phares has a profile at www.togetherweserved.com. Phares recommends Jack Cheevers' book for its accuracy and detail.

Submitted by SKCS Earl Phares, USN (Ret.) and MCCS Bob Hansen, USN, (Ret.)



SKCS Earl Phares, USN, (Ret.)



Phares at the grave of *Pueblo* Skipper CDR Lloyd Bucher

Insider's Scoop - Part III: The *Hornet* Story

Part III of the *Hornet* Museum story looks at the challenges of running a ship museum at the executive level and how USS *Hornet* (CV-12) became the USS *Hornet* Sea, Air & Space Museum.

An Executive's Perspective

Jill Knowland, executive director of the USS *Hornet* Sea, Air, & Space Museum ("Hornet," *Hornet* Museum"), fell into managing museums by accident. A certified public accountant with an auditing background and experience in software system implementation by vocation, Jill provided her expertise at internal controls and business processes to Chabot Space & Science Center in Oakland. She was offered a job as Chief Financial Officer which she accepted. Eight years later she became the Chief Operations Officer with all museum operations reporting to her. Two years later, the *Hornet* Museum was looking for a Chief Executive Officer to replace the CEO who was recalled to active duty in Afghanistan. After weeks of being pursued by the *Hornet* board, Jill accepted the job. This was a new opportunity that appealed to Jill, and *Hornet*

offered the same type of programs that Chabot Center offered the public, and the two museums were similar in their organizational structure. And there the similarity ends. Going from a brick and mortar museum to a floating museum offers unique challenges. If the museum is a brick and mortar structure, you don't have to worry about the land, building, or walls unless you have a leaky roof. When the museum is a big floating structure that is as long as three football fields, as wide as a soccer field, and almost as tall as the Chronicle Building at 690 Market Street in downtown San Francisco, you have to worry about the hull, rust, and birds. You always have to worry about the ship's condition.

If you have an electrical problem, you can't call a local electrician to install a new outlet or light, or to install cables. In a ship museum you have to use existing channels or holes to install networks following original lines through the holes. You often have to get creative.

A floating ship museum presents a whole level of complications greater than those of a brick and mortar museum. The ship not only floats, but it shifts with the tide making access to the public somewhat problematic when the brow is steep.

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USS *Hornet* Sea, Air and Space Museum

You have to deal with piers and pilings – pilings break free, camels cave in, and the stern moves about straining the lines. With a brick and mortar museum, you only have to worry about securing the doors!

Maintenance of the ship is an on-going challenge. Repairs are not done with hammers, but with welding tools and drills. You can't pull down a dry wall when the walls are made of steel. This is problematic when you want to move a couch or a piece of furniture from one level to another. Objects have to go up or down ladders or through hatches or openings.

You either take it apart and rebuild it where you want it moved, or you don't move it at all.

Since the *Hornet* does not have air-conditioned spaces, it has to enclose exhibits like uniforms in a space with humidifiers to preserve the collection. If the ship cannot properly preserve a collection, it will not accept the donation.

The *Hornet's* three biggest problems are rust, electrical systems, and pigeons. Salt air is a problem for the aircraft exhibits and the ship. Because the ship sits in the water, anodes are dropped in the water to ground the ship and abate the onset of rust. Ship museums bring on a whole other world of rust abatement issues while preventing electrocution from the steel ship.

The electrical system on *Hornet* is as old as the ship which has to be dealt with carefully. *Hornet* is lucky to have as the ship's electrician an individual who was an electrician aboard *Hornet* when he was on active duty. Jill's challenge is to ensure that he passes on his vast knowledge of the ship's electrical system to additional volunteers.

Another problem that *Hornet* deals with every day is pigeons and lots of them. The ship is an open-air system with elevator doors either open or closed. The pigeons roost above the aircraft on exhibit, and the volunteers are constantly cleaning the aircraft or covering them up. Open spaces add layers of complexity to maintaining the ship's historic aircraft. Even the portholes below deck have to have custom made screens installed in the office spaces.



A major difference between *Hornet* and other ship museums is the rigorous authenticity demanded by the caretakers of *Hornet*. Other ship museums install dry wall offices, cut the coamings, put in stairs and carpeting. Many of their admin spaces look like those in office buildings. *Hornet* boasts of being the most authentically restored ship museum in the

United States. The ladders and ropes have been retained, as is the large hangar bay deck which boasts the color (institutional green!) it was when the ship was on active duty. "We choose to be authentic. Our donors have to be fans of the authenticity we preserve," says Jill.

Handicap access to a warship has its own unique challenges as well. *Hornet* only has a scissor lift which enables the handicapped to access the ship. Installing an elevator to facilitate access would cost \$500,000 which is beyond the ship's current budget. The elevator would have to be located on the pier with pivot points to allow flexibility when the ship moves up and down or back and forth. The scissor lift unfortunately can't be used during certain tidal conditions when the ship is too close or too far away from the pier – not an ideal situation and very limiting for the handicapped or elderly who visit the ship.



USS *Hornet* Elevator

Photo credit: BrokenSphere / Wikimedia Commons

Speaking of budgets, Jill gets very involved with fund raising. She works with the Chief Development Officer, Armando Zumaya, to recruit large donors who have to drive to the Alameda waterfront through the Alameda Tube. *Hornet* has tried to get ferry service from San Francisco to the pier on an ongoing basis, but the challenge there is securing funding for the ferry. The opportunity is there, it's a beautiful trip, but *Hornet* needs seed money to get the water service established. When *Hornet* first arrived, the Red and White Fleet provided ferry service, but the contract expired, and there was no follow up between the two organizations. When Jill came aboard, the Red and White Fleet needed funds to start the water service again. Since regular commuter ferries are subsidized, *Hornet* toyed with the idea of underwriting the service with visitor fees – an all-inclusive ticket that would include the ferry and *Hornet* entrance fees. *Hornet* was able to contract ferry service for Fleet Week which was underwritten by a sponsor. Ferry service is still an opportunity that awaits exploration.

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Location has always been a challenge for *Hornet*. The Alameda waterfront is hard to get to by car and is off the beaten path. The City of Alameda is well meaning, but it doesn't allow *Hornet* signage on its streets. While San Francisco is the preferred location for the *Hornet* Museum, there are no piers in San Francisco wide enough to handle the ship and its elevators, and there are no funds to build a pier on the San Francisco waterfront.

Like all ship museums, there are the paid staff and the volunteers which outnumber the paid staff by far. Everyone, whether paid staff or volunteer, is considered part of the "crew" of *Hornet*. The docent crew runs as a complete organization unto themselves. They maintain their own in-house council, establish their own training standards and guidelines, and meet certain hourly requirements of service. The volunteer security team does its own training, recruiting, and internal accountability. The restoration air and ship teams are incredibly organized with such a profound attention to detail and accuracy that even the original fans installed in *Hornet* infrastructure work. They put their hearts and souls into their restoration projects, and it really shows. Every volunteer has passion – it is infectious!

Hornet wouldn't be viable without its volunteers. The budget is not large enough to have a paid staff do what the volunteers accomplish on a daily basis. The docents run a speakers bureau, giving power point presentations on related subject matter. Their goal is to educate the public about *Hornet*.

When Jill first came aboard, she worked with the restoration crew once a month to get to know them and how they worked. She wanted to understand the complexity of doing restoration, to appreciate how long a restoration project takes to avoid setting unrealistic expectations, and to speak authoritatively about restoration matters. Her restoration assignment was paint work which entailed painting around all of the wires, boxes, and corners of a space.



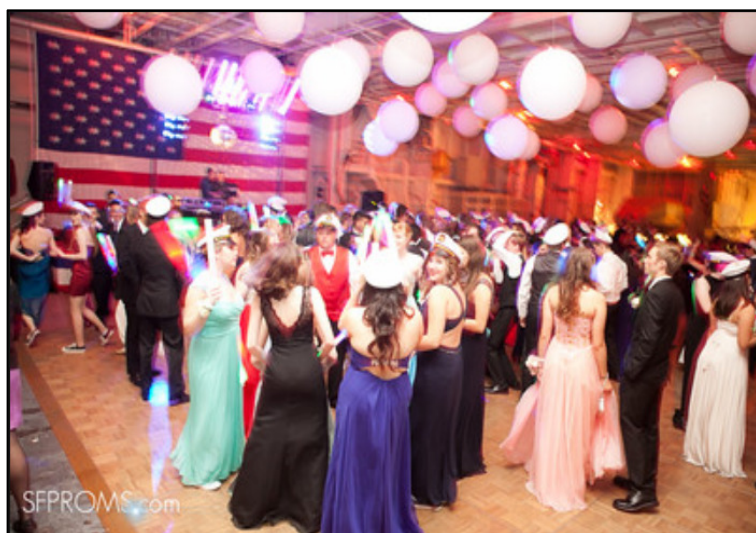
Jill Knowland, Executive Director, USS *Hornet* Sea, Air, & Space Museum
hard at work in her authentic institutional green office

Painting a little rack took three hours because of so many nooks and crannies. Jill gained an appreciation of the care the restoration team took to accomplish something so straightforward.

The *Hornet* Museum takes seriously the potential for injury for those unfamiliar with a warship. Every visitor goes through an orientation and a safety film. The ladders are steep, the coamings are high, the tops of hatches are low, passageways are narrow, and the decks are made of cold, hard steel. The opportunity for injury is there for the uninitiated or careless. For that reason, not every space is open to the public.

Hornet is a good citizen. It conforms to local bay conservation requirements to ensure that the museum does not do anything to harm the environment. Catch nets are installed around the ship to prevent objects from falling into the water. Because of the care *Hornet* takes in preventing pollution, it has never been bothered by environmental groups. Such environmental awareness comes at a price when it comes to maintenance and ship entertainment activities. *Hornet* cannot scrape the hull, and because of bird nests on the Alameda base, it cannot have amplified music during certain months of the year when such noise would disturb the nesting or mating birds. Ironically, the birds are not native to Alameda.

Special events on *Hornet* require permits just as other event planners do. Because access is a challenge to some organizations or populations, they can only have access to the hangar bay and cannot use the smaller areas below decks for break-out sessions if they have handicapped or elderly individuals. *Hornet* does, however, have all sorts of "cool" events given its unique venue – graduation nights, weddings, anniversaries, and celebrations. A warship is difficult to decorate. However, the *Hornet* can do creative things with lighting. The cross beams have holes which allow draping of banners and curtains, but the curtain or drapes have to be long enough to be effective. The ship does have refrigerators for sleepovers and events and maintains a list of preferred caterers who know how to operate on the ship.



Prom aboard USS *Hornet*
Photo credit: andrewdphotos.smugmug.com

The ship recently held a citizen nationalization ceremony last July which was such a huge success that *Hornet* wants to do more of them. Event planning is a question of reaching out to different groups and seeing if there is a fit for their event.



Naturalization Ceremony aboard USS *Hornet*
Photo credit: Image by @USCISMediaSF on Twitter

The City of Alameda is a big supporter of the *Hornet* Museum, which is its largest museum. Alameda does what it can to promote the ship which rents the pier from the City. The *Hornet* has a straight rental lease on a month to month basis.

Collaboration with other ship museums is a key to success. The *Hornet* Museum belongs to the Historic Navy Ship Association, the American Alliance of Museums, and the Smithsonian as an affiliate. This tight knit community gets together every year to share best practices and discuss challenges and solutions.

How the *Hornet* Came to Alameda

Reading like something from a Scott Pratt novel, the story of how the *Hornet* became a ship museum located in Alameda, CA is fraught with intrigue and legal wrangling. Ralph Johnson provided much of the history of how the *Hornet* became a museum.

Hornet was removed from the active ship list by the Navy in 1989. It was later sold to Astoria Metals for \$200,000. One source stated that Astoria Metals wanted to scrap the ship for its metal while another believed that Astoria Metals wanted to use surplus ships for floating power plants in underdeveloped countries.

In late 1994 *Hornet* was towed by Astoria to Hunters Point, a shipyard located on the bay in southeast San Francisco near Candlestick Park. While waiting her turn to be scrapped, Naval Air Station Commanding Officer, CAPT Jim Dodge, requested that she be towed to NAS Alameda to be used as a platform for the 50th Anniversary celebrations commemorating the end of World War II with every intention of giving the ship back to Astoria.

While the ship was in Alameda preparing for those celebrations, however, a group of interested people got together and formed the Aircraft Carrier *Hornet* Foundation (ACHF or Foundation.) Santa Rosa born, Ralph Johnson grew up in Alameda. After working twenty years in sales and marketing, Ralph quit his day job in 1996 and spent the next two years without a pay check to work with the Foundation in saving *Hornet* from the scrapheap. Once *Hornet* became a museum, Ralph became part of the paid staff holding every job from Treasurer, Director of Events, Director of Commercial Activities, Chief Operations Officer to acting Chief Executive Officer. He retired from the paid staff in 2010 and has been a volunteer ever since.

The ACHF wasn't the only group who wanted the ship. What eventually saved the day for ACHF was a Bremerton group (Bremerton) who was successful in getting *Hornet* designated as a National Historic Landmark prior to the transfer of the ship to Astoria. Since Bremerton was unsuccessful in obtaining the funds necessary to purchase the ship from the Navy, it could not act on its own behalf.

Given the environmental nightmare that Astoria faced in Oregon where it originally stored *Hornet*, Astoria leased Hunters Point to continue its plans for the ship. If Oregon was a tough environmental nut to crack, San Francisco was even tougher. Astoria had a legal and logistical nightmare on its hands because of lead paint, asbestos, and carcinogenic materials throughout the ship. Now that ACHF was in the picture, Astoria was willing to return the ship to the Navy, but the Navy said no. It wanted the ship scrapped. Besides the Navy already sold the ship to Astoria. (Astoria's tenancy at the shipyard ended later under allegations of toxic discharge violations.)

Astoria issued a letter to the Navy on 13 October 1995 stating that it would allow ACHF reasonable time (12 months) to raise money to save the ship and forego their business opportunity. The Navy ignored Astoria's proposal and continued with the

Continued on next page...

scrapping process. This infuriated the ACHF. If Astoria was willing to hold the Navy harmless on a contract modification, why wouldn't the Navy give the ACHF a shot at making the ship a museum?

The ACHF had an ace up its sleeve, however. Since *Hornet* was a Historic National Landmark, the Navy was obligated to complete a Section 106 review process with both the Federal and State advisory councils. The Navy failed to do so and essentially broke the law. On 20 October 1995, the ACHF filed suit in the United States District Court citing violation of the required Section 106 review.

NPS Form 10-900	USDI/NPS NRHP Registration Form (Rev. 8-86)	OMB No. 1024-0018
USS HORNET (CVS-12)		Page 2
United States Department of the Interior, National Park Service	National Register of Historic Places Registration Form	
4. STATE/FEDERAL AGENCY CERTIFICATION		
As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this <u>X</u> nomination <u> </u> request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property <u>X</u> meets <u> </u> does not meet the National Register Criteria.		
Signature of Certifying Official _____	Date _____	
State or Federal Agency and Bureau _____		
In my opinion, the property <u>X</u> meets <u> </u> does not meet the National Register criteria.		

Portion of the National Register of Historic Places application

In November of 1995, with the encouragement of the US Attorney and a Naval Sea Systems Command attorney, the Navy basically threw in the towel. The judge ordered *Hornet* to be put into the donation program and for the ACHF and the Navy to settle up with Astoria Metals.

Now that *Hornet* was in the ship donation program, the ACHF could officially apply for the ship. The application was five inches thick with mooring plans, finances, environmental contingencies, and local agency and government signoffs.

With the ACHF the only bidder for *Hornet*, the Secretary of the Navy awarded the ship to the Foundation for use as a museum three years after submission of the application. During that three-year period, the ACHF acquired the necessary funding, secured a "home port" location, engineered acceptance from a myriad of agencies (Coast Guard, City of Alameda, Army Corps of Engineers), received approval from the Environmental Protection Agency (EPA) and the Bay Conservation and Development Commission (BCDC), and obtained the necessary insurance mandated by the Navy.

The EPA was not easy to work with, but the ACHF was able to coattail on the efforts of USS *Missouri* when it was going to Hawaii as a ship museum. The Foundation used the same template on contracts and had to stipulate that the ship was free of this and that contaminants, that asbestos pipes were

encapsulated, and the PCPs were removed. An unexpected fly in the ointment was the requirement by the EPA that the Navy turn the ship over to the Foundation "dry" – that is, no fuel onboard. There was close to 300,000 gallons of fuel which had to be removed from *Hornet*. Pipes snaked through the passageways to transfer the fuel to tanker truck after tanker truck until the ship was declared "dry." Another EPA requirement was fire handling capability which was remediated by an infusion of \$500,000 to install a fire sprinkler system in the hangar bay.

Retired CAPT Gerald Lutz and Ralph Johnson approached Bank of America and California Casualty (CALCASUALTY) for funding. While meeting with the Treasurer and Vice President of CALCASUALTY, the owner of the company walked in and told those present that his father flew off *Hornet*. Then minutes later, the ACHF was \$500,000 richer. Additional funds were loaned from the Bank of America.

The members of the ACHF never insured a ship before. They had to get general liability insurance with a rider that covered people drinking on the ship; hull insurance in case the ship sunk or broke loose and hit other ships or bridge supports; property insurance on airplanes and artifacts; insurance covering the people who worked on the ship, and D&O insurance for the Board of Trustees. It was largely through connections among those who were volunteers and staff that the insurance was procured. Fortunately, *Hornet* has never had a large, serious claim.

Once the ship was officially in the hands of the Foundation, it had three months to prepare *Hornet* for its first visitors. The volunteers worked 24/7 to get the ship in condition. Below the hangar deck, the ship was immaculate. The hangar deck was another story. Bird droppings and chipped paint littered the space, but they got it done. Opening day in August of 1998 was a dream come true for the members of the ACHF and the supporters of the *Hornet* Museum.



The grand opening of USS *Hornet* Museum.

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On our way through the hangar deck, Ralph paused by USS *Hornet* bell at the entrance to the ship. It too has a story. It was found in a nautical memorabilia shop in San Diego. The bell was upside down, filled with sand, and used as a “butt can.” A *Hornet* volunteer offered to buy it and permanently loan it to the *Hornet* Museum. Since he worked for United Airlines, the company picked it up, flew it to the local airport, and delivered it to the ship – all at no charge!

Hornet odyssey and the compelling stories of its crew. It has been a singular honor to get to know the men and women who work hard every day to make the *Hornet* Museum a success. The USS *Hornet* Sea, Air & Space Museum is a history preservation partner with the Naval Order of the United States. Please take advantage of sea service museums in your area and write about their stories. Have them become partners with the Naval Order and bring their history to life.

This concludes the three -part series of articles based on

Submitted by CAPT Michele Lockwood, USN (Ret.)

BATTLE OF BOUGAINVILLE

Throughout military history, battle drums have called soldiers to action. In a nod to the preservation of history, the San Francisco Commandery has reconnected a drum believed to date to the 1920s, with the 3rd Marine Regiment, 3rd Marine Division now based in Hawaii.

Retired LtCol Frank Bendrick presented the drum to Col Michael Styskal on behalf of the Naval Order on 1 November 2017. It was on the anniversary of the Battle of Bougainville, the day the unit rededicated its colors in a ceremony marking the marines fighting spirit.

Col Styskal said the drum helped to cement the importance of that day. “Battles like Guadalcanal [and] Iwo Jima get more splash, but Bougainville was instrumental in that it unhinged Japanese air defenders in that area and we were able to

accelerate our combat operations in the Southern Pacific campaign, said Styskal.

“We will go back to World War II and 1943, and that is when the marines of the regiment and the division cross the beachhead at Bougainville,” said Maj. Gen. Craig Timberlake, who was on hand for the statue to history.

The San Francisco Commandery is working to re-establish a chapter of the Naval Order in Hawaii and the efforts to reconnect the historic drum is one of its projects.

Donations for the Display Case for the “Third Regiment US Marines Drum may be sent to the Naval Order Foundation c/o CAPT Ken Arendt SC USN (Ret.), 108 Ann Arbor Court, Los Gatos CA 95032-4703.

Submitted by Catherine Simpson



Col Michael Styskal, the commanding officer of 3rd Marine Regiment, is presented a ceremonial battle drum from LtCol Frank Bendrick representing the Naval Order of the United States during a Battle Colors Ceremony commemorating Bougainville Day, Marine Corps Base Hawaii, 1 November 2017.

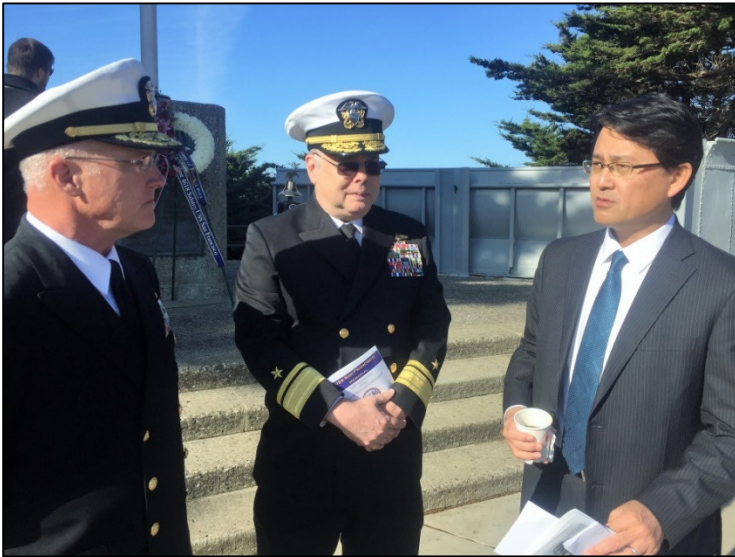
Bougainville Day is the 75th Anniversary of the unit and 74th anniversary of the Battle of Bougainville. The battle happened on 1 November 1943, when 3rd Marines landed at Empress Augusta Bay, Bougainville, to establish a beachhead, fending off thousands of Imperial Japanese soldiers.

(U.S. Marine Corps photo by Cpl. Jesus Sepulveda Torres)

San Francisco Commandery Partners with The Naval History and Heritage Command to Commemorate the 75th Anniversary of the Naval Battle of Guadalcanal



Participants gather for a group photo prior to USS *San Francisco* 75th Anniversary of the Battle of Guadalcanal commemoration. (l to r) RADM Tom Brown, Deputy Consul-General of Japan Mr. Shoichi Nagayoshi, VADM Rowden, RADM Cox, John McKnight, Col. Joseph Russel, Bob Butchart, Raymond Wong, Companion Bob Hansen and Salvation Army Lieutenant Megan Young.



VADM Rowden and RADM Cox meet with Japanese Deputy Counsel General Mr. Shoichi Nagayoshi prior to the start of the ceremony.

It was a time remembered for the valor and fortitude of those who fought. Memories were set in place 75 years ago in a place called Guadalcanal. It was the turning point as America

took the offensive in the Pacific War.

While our Marines fought mud, mosquitos and enemy soldiers to retake the island, at sea our Navy fought hard and sacrificed much to keep the island safe for the Marines while they worked toward their objectives. It was a costly six-month campaign, and it changed the course of world history. We commemorated the night of November 12-13, 1942 when our Navy and USS *San Francisco* fought valiantly, and many lives were lost.

To commemorate the 75th Anniversary of the naval battle, the Naval Order joined with the USS *San Francisco* Memorial Foundation, the Veterans of Foreign Wars, and the Naval Historical Heritage Command (NHH) to hold a special ceremony honoring those who fought. A color guard from USS *Constitution*, the oldest commissioned warship in the United States Navy joined people from around the Bay Area on a bright and clear day to gather in front of the original bridge of the *San Francisco* which still exhibits damage from the battle. They gathered to hear speakers talk of the battle and the sacrifices of those who fought and those who died.

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Col Joseph Russell talks about the valor of the Marines who fought during the Battle of Guadalcanal.



RADM Samuel Cox USN, (Ret.), Director of the NHHC delivered the opening comments giving perspective to the historical value of the battle.

VADM Thomas Rowden, Commander Naval Surface Forces U.S. Pacific Fleet spoke on behalf the Navy's role in the Battle.

The story of our Marines was told by Col Joseph Russell, First Marine Expeditionary Force Chief of Staff.

A very special presentation was made on behalf of the Japanese forces by Deputy Consul General of Japan Shouichi Nagayoshi.

Nagayoshi noted that he had lost two grandfathers when we fought as enemies during the War but now Japan and America are friends and strong allies.

Each of the speakers, aided by representatives of the Young Marines placed a wreath upon the memorial. The highlight of the occasion was *USS San Francisco* Memorial Foundation's traditional Bell Ceremony which tolled for the 100 Sailors and Marines who lost their lives during the night action of 12 November 1942.

"The Naval Order is a constant ally and supporter of our annual commemorative event, and they served us well today in bringing this important celebration to life.", said Foundation President, John McKnight, who assumed Command of the San Francisco Commandery in December. "We of the Foundation are grateful for their support."

San Francisco Commandery leaders joined the speakers for lunch after the event to thank them, and to show these representatives of our armed forces and our world partners the strength of the Bay Area Veteran's community.

On the following day, the *USS Constitution* color guard joined the Veterans of Foreign Wars with Cox and Rowden in San Francisco's annual "Salute to Veterans" Parade

**Submitted by John McKnight
Commander, San Francisco Commandery**



Keynote speakers for the 75th Anniversary of the Battle of Guadalcanal commemoration.
(l to r) RADM Samuel Cox, VADM Thomas S. Rowden, Col Joseph Russell and Mr. Shoichi Nagayoshi



On a bright and sunny day participants and guests gathered for the solemn ceremony marking the 75th Anniversary of the "Battle of Guadalcanal."



The original bridge of the USS *San Francisco* forms the backdrop for the 75th Anniversary of the Battle of Guadalcanal commemoration.



(l to r) John McKnight, RADM Samuel Cox, VADM Thomas Rowden, Col Joseph Russell, and Mr. Shoichi Nagayoshi.



“Young Marines” pose with LCDR Art Curtis in front of the USS *San Francisco* Memorial after the memorial service.

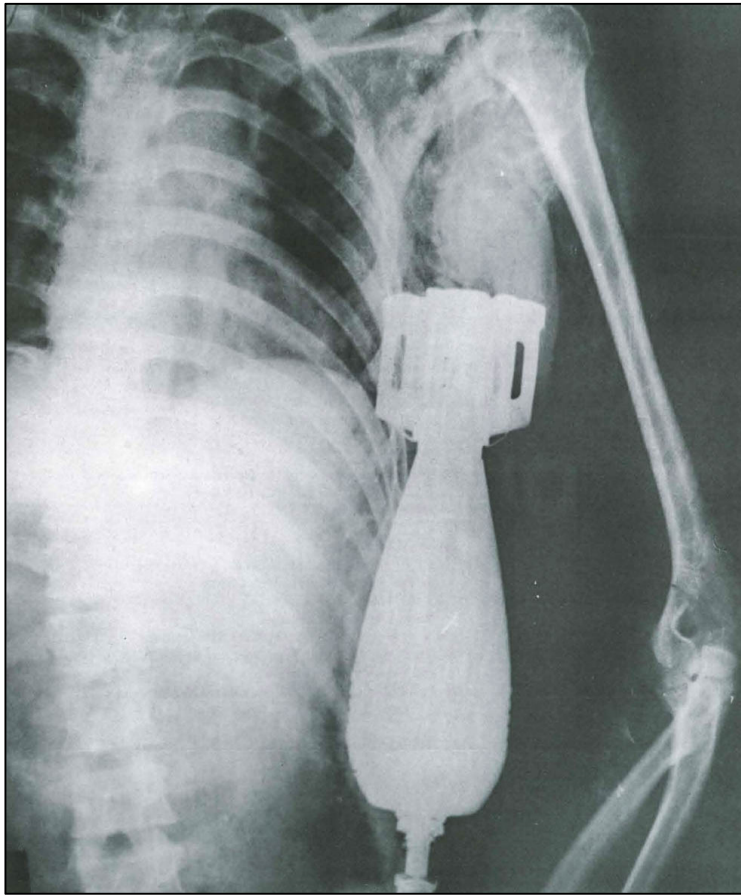


The USS *Constitution* Color Guard marches during the “Salute to Veterans Parade” in San Francisco the day following the Guadalcanal Commemoration.

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Dr. Dinsmore's Souvenir

One of the most curious photographs in the BUMED Archives is an x-ray from the Vietnam War showing a mortar shell lodged beside the victim's chest wall. The patient, a South Vietnamese soldier, had been riding in an armored personnel carrier near Da Nang in the late afternoon of 1 Oct 1966 when he spotted a Viet Cong mortar squad. It was already too late. A Soviet bloc- made 60 mm round struck the open hatch, deflected off his steel helmet, penetrated soft tissue between collar-bone and shoulder, then plunged beneath his skin before coming to rest below the left armpit. Within minutes, his comrades rushed him, still conscious but terrified, to the nearby U.S. Naval Support Activity Hospital. CAPT Harry H. Dinsmore, MC (Ret.), describes what happened next.



I was eating my evening meal in the officers' mess hall at about 5:30 p.m. on the evening of 1 Oct 1966. The mess hall was located a few hundred yards away from the Mass Casualty Center (MCC), where many of our casualties arrived by helicopter. I was just finishing when the officer-of-the-day walked in with an X-ray in his hand. I vividly recall thinking my colleagues were playing a trick on me as we sometimes did to each other to break the boredom. I was assured it was no trick,

and the patient was at that moment in the MCC. I and several other physicians hurried down there to take a look.

An ARVN (Army of the Republic of Vietnam) soldier, Nguyen Van Loung, age 22, was conscious and had no wounds other than the entrance wound in the anterior aspect of his left shoulder and the obvious 60 mm mortar round beneath the skin of his left anterior chest wall. His heavy denim army shirt was pulled into the wound and, as later turned out, was badly entangled in the mortar round's tail fins. Most of the shirt had been cut away by the time he arrived. It was immediately obvious what had to be done. I was chief of surgery and the senior surgical officer present, however, I did not have the first surgical call. Although there were three to four other general surgeons on my staff, with the gravity of this situation, I felt that I could not ask or order anyone else to do the surgery.

We called the Navy Ordnance Depot and told them our problem. They agreed to send a demolition expert to the hospital. He arrived about 20 minutes later.



Dr. Dinsmore with the 60 mm round

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When shown the patient, Engineman First Class John Lyons just shook his head in disbelief. The round, he stated, contained between 1 and 2 pounds of TNT. After measuring the firing pin on the X-ray, he pointed out that it was already partially depressed. The round could go off at any time even without being handled!

He could see how scared I was. The OR techs set up the Mayo trays and then left, I decided that only Lyons and I would stay. Lyons would take the round and disarm it after removal.

I chose not to do a skin prep; Lyons urged that there be no movement of the round within the tissue, no twisting or lateral



Loung with 60 mm mortar round embedded in left chest wall awaits surgery the evening of 1 Oct 1966.

In the meantime, several corpsmen and others were starting to position sandbags around the operating table in the OR at one end of a Quonset hut. However, their activity was stopped for two reasons. One, the round was of such a size that it could not be held in place with an instrument during surgery, but had to be hand-held. There was no way this could be done from behind sandbags. The second reason was the more determining one. Lyons told us that sandbags would do no good. If the round went off, the whole Quonset hut would be gone!

The patient was taken to the operating room by stretcher, and I never saw such careful, tiptoeing stretcher carriers. They placed him on the operating table, stretcher and all. He was sedated, given a general anesthetic by our anesthesiologist, LT Jerry Warren, intubated, and then attached to the Bird machine, an automatic respirator. Warren then left. I had decided that no one should be there who didn't have to be. Several corpsmen — OR techs — volunteered to assist me and, while I was in the locker room changing clothes, one of the other surgeons offered to do the surgery.

motion. He felt the round should not be moved at all until it was lifted straight from the chest wall. To accomplish that end, I planned to make an elliptical incision completely around and away from the mortar shell. I proceeded with the surgery.

When the round had been completely encircled, I lifted it with the overlying soft tissues directly away from the chest wall, thinking every second that my world was going to end, as the shell was just a foot from my face.

Just then, a major problem became evident. As the shell came away from the chest wall, I felt something restraining it. The patient's blood-soaked shirt, which was also firmly trapped within the entrance wound, was badly entangled in the mortar round's tail fins. With a Mayo scissors, the heaviest we had, I spent an additional, harrowing 10 minutes cutting through multiple folds of heavy, wet cloth to get it free. I handed the shell, with the surrounding tissues, to Lyons and then hurried

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over to open the door for him. He took the round to a nearby sand dune, where he defused it and emptied the TNT. He later returned it to me as a keepsake.

This entire procedure had taken about a half hour. The OR techs then returned. After regloving, I completed the procedure by obtaining hemostasis, removing the remaining cloth fragments, and further debriding the wound, all accompanied by copious irrigation. This took about an additional 30 minutes, but that part of it I barely remember. We applied sterile dressings; skin grafting was planned for later.

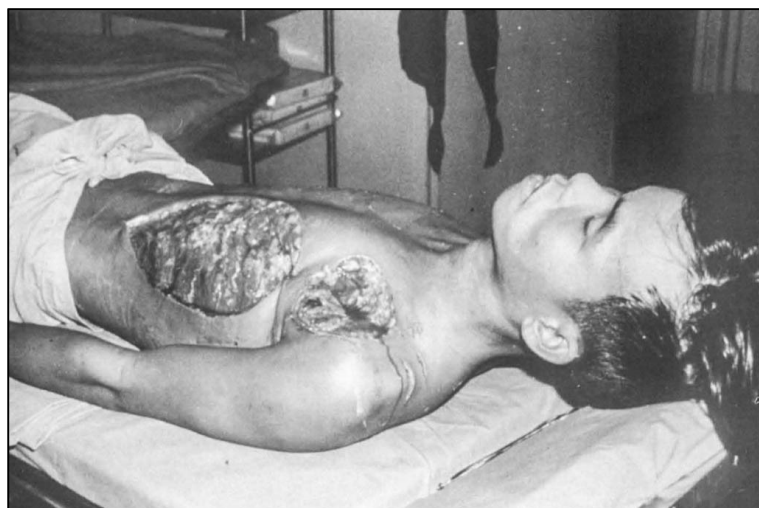
The patient's postoperative course was uneventful, and he was very grateful. The wounds were closed with split-thickness grafts about a week later, which took well, and healing progressed satisfactorily. There was some resultant weakness of the left shoulder because of the loss of a portion of greater pectoral muscle, but the functional result was good. The patient returned to full-duty status within 2 months.



Loung flanked by his surgeon, Dr. Dinsmore (r), and LT Dick Virgilio one month postop



Patient, ordnance expert John Lyons, and Dr. Dinsmore pose for the press following the news making surgery.



Loung awaits skin-grafting procedure seven days following the removal of the mortar round.



On 19 Feb 1967, CAPT Dinsmore received the Navy Cross and congratulations from GEN William Westmoreland. For his heroic performance, CAPT Dinsmore was awarded the Navy Cross.

Following his retirement from the Navy, Dr. Dinsmore practiced surgery in Punxsutawney, PA.

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Submitted by LCDR Tom Burden, MSC, USN

The General Session began bright and early on Friday morning with the parade of colors by the Jacksonville Coast Guard Auxiliary Color Guard followed by the invocation by the Honorable William Schmidt. Companions CAPT Jerry Rovner, USN (Ret.) and MSgt Tom Gafford, USMC (Ret.) conducted the Tolling of the Bell Ceremony in honor of deceased Companions since the last congress.

Committee reports were presented during which time the actions of the General Council were approved and ratified by the General Commandery (i.e., the Commanderies which attended the Congress). This included the following seven initiatives approved by the General Council during the past year:

- (1) Expenditure of \$500 to support the Bataan Legacy Society in sponsorship of World War II in the Philippines Conference;
- (2) Increase in life membership dues from \$500 to \$600;
- (3) Change in allocation of life membership dues to local commanderies from a one-time rebate of \$100 to an annual rebate of \$10 for the life of the member;
- (4) A one-time life member donation campaign soliciting a suggested donation of \$150 from all life members except those granted life membership as recipients of Naval Order awards;
- (5) A change in the Operations Manual to allow the Commander General and the General Council to determine what share of a financial shortfall the General Commandery would absorb from an annual congress hosted by a local commandery;
- (6) A request for a waiver of the requirement that a national officer be a regular member and for the appointment of Susan McLaurine to the position of Treasurer General with full voting rights; and
- (7) The appointment of John McKnight as Vice Commander General – Communications replacing FLTCM (SS/SW/AW) Pres Weaver.

The General Commandery also determined the fate of the Naval Order gavel, a historic treasure that had been in the Naval Order since its inception. Due to its fragility and worth as a piece of the U.S. Steamer *Hartford*, flagship of RADM David Farragut during the Civil War 1861 - 1865, the General Commandery voted to donate the gavel to the Naval War College in Newport, Rhode Island. (Pause for a brief historical mention: In 1862, Congress awarded Farragut with the rank of Rear Admiral, a rank never before used in the U.S. Navy. Before this time, the American Navy resisted the rank of “admiral,” preferring “flag officer” to distinguish the rank from European navies.)

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Hartley Porter mans the registration table with “help” from CDR David Porter.



Outgoing Commander General CAPT Michele Lockwood with Assistant Treasurer General CDR Merrill Talbott (left) and Treasurer General Susie McLaurine. Merrill kept the ship’s store running smoothly during the congress.



The revered Naval Order gavel that was retired during the 2017 Congress and donated to the Naval War College in Newport, Rhode Island. The gavel was made from the wood of the sloop of war steamer USS *Hartford*, the flagship of RADM David Farragut during the American Civil War, 1861 – 1865.

The General Session was adjourned for the Distinguished Sea Service Award – Senior Enlisted (DSSA-SE) luncheon in honor of Master Chief Petty Officer of the Coast Guard, Michael Leavitt, USCG (Ret.). We were honored to have last year’s Distinguished Sea Service Award recipient, ADM Robert Papp, Jr. USCG (Ret.) attend the luncheon with his wife, Linda, and assist the Commander General in introducing Master Chief Leavitt.

The recipient of the DSSA-SE award was selected by a board of our organization’s senior leadership who chose the recipient from among those most senior enlisted members who retired during the last fiscal year and whose record of service while on continuous active duty set them far apart from their peers.

During the luncheon, RADM William Merlin, USCG (Ret.) announced that the winner of the LCDR Lee Douglas Award for 2017 was the San Francisco Commandery. CAPT Thomas Snyder, MC, USN (Ret.) accepted the Award.

The afternoon session was kicked off by CAPT Vance Morrison, USN (Ret.), chairman of the Site Committee. The 2018 Congress will be held in San Antonio, TX from 24-28 October at the Wyndham Hotel on the Riverwalk. The site of Boston was approved for the 2019 Congress, followed by consideration of Buffalo, New York for the 2020 Congress. The remaining committee reports were presented, and the remaining afternoon session was devoted to speakers who presented topics entitled “Target Tokyo, Jimmy Doolittle and the Raid that Avenged Pearl Harbor” by Mr. James Scott, author and Companion in the Charleston Commandery, and “Venomous and Valour: A Common Virtue” by CAPT John Rodgaard, USN (Ret.), the current Commander of the National Capital Commandery.

Saturday morning’s General Session opened with a presentation entitled “A State of War: Florida, 1939-1945” by Dr. Anthony Atwood, current Commander of the Southeast Florida Commandery. Ms. Kathy A. Fleming, Executive Director of the First Light Maritime Society and the St. Augustine Lighthouse & Museum, presented “Guardians of the First Coast, The History of the U.S. Coast Guard along Florida’s Historic Coast through World War II.”

CAPT Scott O’Connor from the St. Johns Bar Pilot Association spoke about “Notes on Piloting – The St. Johns River,” followed by Mr. Scott Grant who recounted the “Sinking of the Gulf America.”

The General Session adjourned for the Admiral of the Navy George Dewey Award Luncheon which honored Mr. Robert J. Stevens, retired Chairman of the Board, President, and Chief Executive Officer of Lockheed Martin. The Dewey Award is given to those individuals who qualify for regular membership in the Naval Order (i.e., have served in the sea services at one point in their careers) and who have made significant contributions in the community as a senior civilian.



Commander General Medal Recipients (l to r) Mr. Don Compagna, CAPT Tom Snyder, Commander General Michele Lockwood, Mr. Don Schuld, Ms. Hartley Porter, Ms. Susan McLaurine, Senior Chief Bob Hansen, CAPT Joe Valenta, CAPT Bob Whitkop, and accepting on behalf of LCDR Tom Burden, CAPT Vance Morrison.



(l to r) Debbie Leavitt, Master Chief Michael Leavitt, Michelle Stevens, Robert Stevens, Darlene Greenert, and ADM Jonathan Greenert at the ADM of the Navy George Dewey Luncheon.



(l to r) CAPT Mileva Hartman, her husband Richard Hartman and CAPT William Loockerman at the Commander General’s reception

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Following the Dewey Award, CAPT Lockwood presented Commander General medals for exemplary and outstanding performance to the following Companions: Mr. Don Campagna (first award), CAPT Tom Snyder (third award), LCDR Tom Burden (second award), CAPT Joe Valenta (first award), CAPT Bob Whitkop (first award), Ms. Hartley Porter (second award), Senior Chief Bob Hansen (first award), Ms. Susie McLaurine (first award), CAPT Kris Carlock (third award), CDR Lou Orsini (fourth award), and Mr. Don Schuld (seventh award).

The afternoon General Session opened with a talk about “MQ-4C Triton, Strategic Persistence & Tactical Response in the Maritime” by CDR John LeVoy, Executive Officer of Unmanned Patrol Squadron ONE NINE (VUP-19). The General Session ended with a presentation by RADM Doug Moore, Companion in the San Francisco Commandery and Past Commander General, entitled “Comparison of China and U.S. Navies.”

The last event of the 2017 Congress was the Distinguished Sea Service Award (DSSA) banquet which began with the Parading of the Colors by the Jacksonville Coast Guard Auxiliary, the singing of the National Anthem by CAPT Bill Loockerman, and the invocation offered by the Honorable William Schmidt. A Tribute to the Fallen and Missing was conducted by CAPT Greg Streeter, USN (Ret.), Companion in the First Coast Commandery and Past Commander General, and CAPT Joe Valenta, Commander of the Northwest Commandery. MSgt Tom Gafford, Companion with the Hampton Roads Commandery, rendered saluting honors during the ceremony. ADM Jonathan Greenert, USN (Ret.), retired Chief of Naval Operations and now a Life Member of the Naval Order, was recognized as the 2017 recipient of the Distinguished Sea Service Award. The DSSA is awarded to a senior flag officer of one of the maritime services, who is finishing a continuous career of active service in recognition of unsurpassed and dauntless professional leadership and support to the sea services of the United States of America.

RADM George Huchting then offered the toast to USS *Constitution*, as the official Naval Order Ship of State reading the original tribute by former Commanding Officer CAPT William Bainbridge in 1831 – “Old Ironsides, never has she failed us.” After the formal toasts were completed, CAPT Lockwood, in her final order of business as Commander General, thanked the Past Commander Generals, members of the General Council, and Commandery Commanders for their mentorship and support during her tenure as Commander General. The Parliamentarian CAPT Fran McDonald, USN (Ret.) then administered the Oath of Office to the next Commander General, CAPT Paul Crissy who announced that all standing orders remained in effect and declared the Congress adjourned until 24 October 2018, the date of the 2018 Congress.’

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ADM Robert Papp (r) congratulates Master Chief Michael Leavitt who was the Naval Order 2017 Distinguished Sea Service Award – Senior Enlisted recipient. ADM Papp introduced the Master Chief at the DSSA-SE luncheon.



Proud Marines (l to r) Col Allan Cruz, USMC (Ret.), Robert Stevens, Marine during Vietnam, and Master Sergeant Tom Gafford, USMC (Ret.)



(l to r) Parliamentarian General CAPT Frances McDonald, Past Commander General CAPT Vance Morrison, and CAPT Mileva Hartman

REMEMBERING THE 2017 CONGRESS CONT...

We were singularly blessed to have all three Naval Order award recipients (Master Chief Michael Leavitt, Mr. Robert Stevens, and ADM Jonathan Greenert) join us at the ADM Dewey Award luncheon and the Distinguished Sea Service Award banquet. We were further honored to have ADM Robert Papp attend the DSSA-SE luncheon and introduce Master Chief Leavitt to the guests. The detailed biographies of the award recipients can be found in the 2017 Summer Edition of the Naval Order Newsletter.

My thanks to Recorder General Lou Orsini whose careful minutes of the 2017 Congress enabled this article to be written.

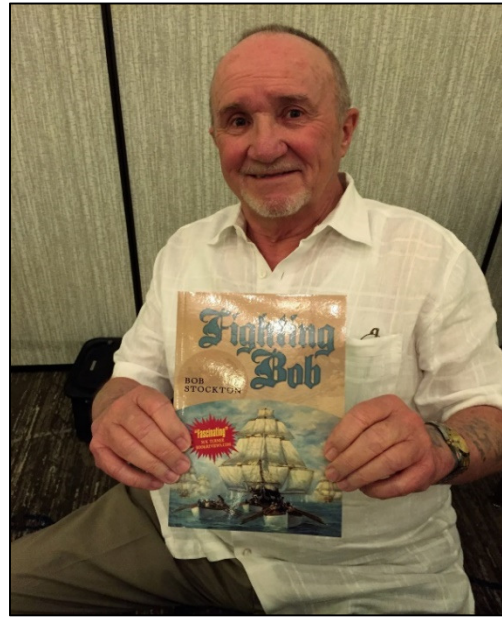
Submitted by **CAPT Michele Lockwood, USN (Ret.)**
Immediate Past Commander General



CAPT Tom Snyder shows off the charter for the new “Continental Commandery” with CAPT Roger Coursey, Mary Morony and Parliamentarian General CAPT Frances McDonald (r).



Incoming Commander General CAPT Paul Crissy goes over financials with Treasurer General Susie McLaurine.



Master Chief Bob Stockton attended the congress to publicize his book about his ancestor, Commodore Robert Stockton, military governor of California during the early American period.



Past Commander General RADM Doug Moore (r) shares thoughts with Past Commander General CAPT Vance Morrison during a break.



ETC Gil Beyer and his wife, Sherry Casamento



CAPT John Rodgaard, National Capital Commandery, speaks during the Congress General Session



(l to r) CAPT Mileva Hartman, Dr. Judith Pearson and Sherry Casamento relax in the hospitality suite.



CAPT Stan Ellexson enjoys hors d'oeuvres during the Commander General's Reception.



Bill Mero was always there with his trusty camera.

The Florida First Coast Commandery didn't let Hurricane Irma stop them from hosting an outstanding congress. Companions arriving at the Jacksonville venue may have recognized nearby streets from television weather reports but sitting on high ground the Doubletree Riverwalk Hotel came through with only minor flooding in the parking lot. Vice Commander General Hartley Porter, despite some initial post hurricane disruptions, made everything work and all attendees were treated to a series of well-planned and well-organized events and a great speakers' program.

Submitted by Bob Hansen



Navy Supply Corps Foundation Distinguished Alumnus Recipient

Past Commander General of the Naval Order of the United States and current member of the San Francisco Commandery, Rear Admiral Doug Moore Jr. has been awarded the Navy Supply Corps Foundation Distinguished Alumnus award.

The Navy Supply Corps Foundation exists to perpetuate the values, traditions, and history of the Supply Corps. The U.S. Navy Supply Corps Foundation, through private resources, "takes care of its own" by assisting, serving, informing, and inspiring the Supply Corps community.

RADM Douglas M. Moore, Jr., a native of San Francisco, CA began his naval career as a midshipman in the NROTC unit at the University of California (Berkeley) in 1957, and received a Bachelor of Science degree in Business Administration in 1961. Following commissioning, he completed his training at the Navy Supply Corps School, Athens, GA. He was assigned as Supply and Disbursing Officer aboard USS *Prichett* (DD-561), which deployed to WESTPAC.

Following release from active duty, RADM Moore returned to the University of California (Hastings College of the Law), receiving a Juris Doctor degree in 1966. After admission to the California Bar, he joined the San Francisco Law firm of Sedgwick, Detert, Moran & Arnold, where he practiced for 29 years as a trial attorney specializing in the defense of litigation ranging from products liability and professional negligence to insurance coverage matters. In October 1995, he was appointed to serve as a Superior Court Judge in the San Francisco County Superior Court. In October 1997, he was appointed Chairman of the California Workers Compensation Appeals Board. Following this state service, he founded the Appeals Board Reporter, a bi-weekly publication reporting case law developments in the workers' compensation field.

From 1963 to 1998, RADM Moore was active in the Ready Reserve. His Naval Reserve assignments included various transportation and supply units as Commanding Officer of Advance Supply Base 320, Naval Supply Center Oakland C720, and DCASR LA 1120. He was the Executive Officer at the time RCHB Three was commissioned as the first Reserve Cargo Handling Battalion, serving six years in that capacity and as Commanding Officer. He also served on the staff of Readiness Command 20 for 3 two-year tours as Assistant Logistics and

Internal Review Officer. Active Duty for training assignments include two tours at the Naval War College; Naval Supply Center Oakland; NAVCHAPGRU NAVSUP, OPNAV-41R, the Office of Competition Advocate General of the Navy; and Selection Bard duty. His mobilization billets as a flag officer included Special Assistant to the Commander, Defense Fuel Supply Center and as Assistant Director, Supply Programs and Policy Division (OPNAV-N41R).

RADM Moore is active in numerous professional and community organizations. He is an author and frequent lecturer on continuing legal education programs for the Bar Association, Defense Research Institute, and the International Association of Defense Counsel. He is a member of the American Board of Trial Advocates and the American Inns of Court.

RADM Moore and his wife, the former Michael Earle Gardner of Greensboro, NC, reside in Ross, CA. They have two daughters, Kinzie Gensler, a Mt Holyoke College graduate, and Shelton Jones, a Duke University graduate.

From the Archives

In the fall of 1895, the Massachusetts Commandery met to authorize the chartering of two new commanderies; New York and the District of Columbia. As membership grew, and interest in this new Naval hereditary society spread, the organization had to expand. The emergence of the New York Commandery would later become extremely important to the status of our Naval Order Archives; 30 years from this meeting, our precious documents were scattered, finding homes in museums and libraries. Today, the New York Commandery will spearhead the search and consolidation of these documents in the 1960's. More on that later.

The following is a verbatim account of the minutes of that 26 September 1895 meeting:

Meeting of the Council

Boston September 26, 1895

A meeting of the General Council was held at the South Armory on Thursday, September 26th at 9 o'clock pm.

In the absence of Lieut. John C. Soley, U.S.N., General Commander, Dr. T. Emory De Blors was chosen to preside.

-The business of the meeting was the consideration of the petitions for charter in the State of New York and District of Columbia.

Continued on next page...

- The petition of the provisional New York Commandery was first presented and considered.

-It was on motion, voted that a charter as the "New York Commandery of the Naval Order of the United States" be granted to the following petitioners.

Loyall Farragut. Louis J. Allen, Chief Engr. U.S.N. Henry Schuyler Ross, Chief Engr. U.S.N. John Loyd. Albert Bullus. George Cowil, Jr., Chief Engr. U.S.N. James Bonesteel Edson. William Tibbetts Salter. Philip B Low. F. Landon Humphreys. James Mortimer Montgomery. James Parker. Henry Chauncey, Jr. Marshall TenBrooke Davidson.

The report of Capt. H. H. Bellas, U.S.A., General Recorder, on the organization of the District of Columbia Commandery was then read.

On motion it was voted that a charter as the "District of Columbia Commandery the Naval Order of the United States," be granted to the persons named in said report as follows, the petition not having yet arrived and the Commandery having been organized under the personal direction of Capt. Bellas.

Horatio Bernard Lowry, Major U.S.M.C. George C. Reid, Major U.S.M.C. George W. Melville, Chief Engineer U.S.N. Theodoric Porter, Lieutenant U.S.N. Henry Cadle, McLand Tilton, Jr. Frank L. Denny, Captain U.S.M.C. Charles E. Colahan, Lieutenant U.S.N. John A. Lockwood, Lieutenant U.S.N. Paul A. Oliver, General

On motion it was voted to authorize and instruct the Massachusetts Commandery to elect to membership those of the petitioners for a charter as the District of Columbia Commandery who are not already Companions of the Order, said election to be without payment of admission fee, and to transfer the said petitioners as charter members, date of transfer to be September 26th.

On motion it was voted to authorize and instruct the Massachusetts Commandery to transfer as charter members of the New York Commandery those of the petitioners who are not elected to membership in the Massachusetts Commandery at its last meeting for the purpose of so date of transferring.

Date of transfer to be September 26, 1895.

There being no further business, the meeting was adjourned.
C. F. B. Philbrook, AGR

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



Welcome New Companions!

Atlanta

CUCM Pedro Enrique Ramon Villacorta, USN (Ret.)

Charleston

LTJG Aaron Tyler Gracely, USN

Mr. John Edward Robinson

RADM Charles Bruce Young, USN (Ret.)

Continental

Major Randolph James Belden, AGR

Mrs. Pamela Foley Miller

Mr. Richard Earl Thom

Hawaii

Mr. Hans Konrad Van Tilburg

Florida First Coast

Ms. Shirley Robbins Jaffe

CAPT Robert Wayne Price, Sr. USN (Ret.)

Monterey

GySgt Carlos Mariscal, USMC (Ret.)

National Capitol

ADM Jonathan W. Greenert, USN (Ret.)

CDR Chad Jeremy Mirt, USN (Ret.)

Dr. Barry Seymour Ostrow, MD

Mr. Matthew Joseph Shoemaker

Mr. Robert J. Stevens

New Orleans

RADM David Richert Callahan, USCG (Ret.)

CAPT Andrew Mio Sugimoto, USCG

Newport

LT Patrick Thomas Plummer, USCG

Northwest

LCDR William Miller Boardman, USN (Ret.)

MCPOCG Michael Phillip Levitt, USCG (Ret.)

Mr. Clay William Robbins

Mr. David Hunter Turner

New York City

CAPT Frank Raymond Russo, USN (Ret.)

Texas

ENS David Allen Bartlett, USN

A TRIBUTE TO CAPTAIN ATTILIO "AL" SERAFINI

St. Charles Church, San Carlos, CA, was the site of the funeral for a very special Naval Order companion and friend. The church was resplendent in its Christmas theme of holiday cheer and solemn meaning. On the right side of the altar, three red and white wreaths with NAVAL ORDER, HONOR FLIGHT, and SUPPLY CORPS banners across them stood in respectful silence as family and friends of CAPT Al Serafini, SC, USN (Ret.) gathered to remember him and to participate in this final salute to his life.

The bagpiper played "Amazing Grace" while leading the procession of the casket from the side door to the front of the altar followed by the mourners who moved into the front pews. Hunter, the Honor Flight's "canine mascot" participated at Al's request. A Navy flag and special ceremonial lei of red, orange, white, and green lay across the casket, both symbols of the devotion Al had for the Navy and the affection he had for Hawaii.

RADM Douglas Moore, Jr., SC, USN (Ret.) stood at the podium, looked out at the crowd before him and delivered the eulogy for Al, who had been the best man at Doug's wedding.

I thought it would be best to write St. Peter a letter of introduction about Al, his background and his many talents.

Dear St. Peter,

Attilio "Al" Serafini was born in Steubenville, Ohio on May 31, 1935 as the youngest of his two brothers Claudio and Dino. He spent his early childhood in an Italian neighborhood in Steubenville surrounded by a large and extended family. His godmother for his Baptism was a relative of Dean Martin.

When he was a teenager, his family moved to Arizona where he attended high school and graduated from Arizona State University

On graduation he joined the Navy, attended Officer Candidate School and was commissioned an Ensign as a Supply Corps Officer.

For almost three years, he served in various assignments in the Supply Department on board the aircraft carrier USS Hancock (CVA-19) during deployments to the Western Pacific. As the most junior Supply Officer his first assignment was Wardroom Mess Caterer. For those of you who served aboard ship know that this is one of the worst jobs which can be assigned to a Supply Officer. Al took over with the wardroom mess in disarray with complaints about the food quality and high mess bills. As usual, when the ship was in port, the married officers wanted low mess bills and were content to have their daily lunch on the ship consisting of either hot dogs or peanut butter and jelly sandwiches while the bachelor officers who lived aboard wanted hearty lunches and four course dinners. Amid this background, Al began up grading the quality of the meals but doing so with a commitment to lower the monthly mess bill.

When the ship deployed, he introduced a once a week theme dinner



CAPT Al Serafini, SC, USN (Ret.)

featuring various types of ethnic food. Naturally, Al's first such theme dinner was a traditional Italian full course dinner. Al approached the Executive Officer who was the President of the mess and requested that one glass of red wine accompany the entree. The XO agreed. The dinner included red checkered table cloths complete with subdued lighting and candles. The dinner was a complete success and throughout the cruise many theme night meals were served to the delight of everyone in the mess.

Following his release from active duty, Al was employed by the John K. Kealy Company, a major supplier to the Navy Exchange System and for over ten years traveled throughout the Far East. It was during this time he met and married the love of his life Eiko.

Al and Eiko returned to California in 1973 and eventually purchased a home in San Carlos. The home had a large terraced garden behind the house where Eiko lovingly tended roses and orchids. For several decades, he joined his bother Claudio as a principal at Serafini Associates, a Santa Clara management consulting firm.

Al was very active in the Naval Reserve assigned to various Supply units. In his later affiliation in the Reserves, he conducted guidance sessions helping young Officers navigate the sometimes tricky waters of

Continued on next page...

being a Reserve Officer in order to ensure they could capitalize on their career and realize their full potential. In addition, he participated in various study groups working to solve important state of the art projects for his active duty counterparts.

Following his retirement from the Naval Reserve, he was active in many civic, military and professional organizations including the Naval Order of the United States, the Bay Area Supply Corps Association, Bay Area USO and Honor Flight Bay Area. He was one of the founders on the Board of the Honor Flight and served as its treasurer. This organization flies combat veterans for three days to Washington DC to visit the various military memorials. Since its inception to date, the organization has conducted 15 flights of primarily World War II veterans.



Al with the FADM Nimitz statue

Al was very active in the Naval Order of the United States which is a historical society chartered to preserve the history of our seas services. He was involved in the formation of the Naval Order Foundation as a non-profit corporation capable of receiving tax free donations. He became the Treasurer of the Foundation and began an ambitious program of funding for a number of wonderful projects. He was

particularly proud of his work as the project manager responsible for the commissioning and dedication of a life size bronze statue of Fleet Admiral Chester M. Nimitz. He was intimately involved in all aspects of the project from fund raising, design of the statue, and its dedication in an elaborate ceremony at Pearl Harbor. After the clay model was cast in bronze, the Foundation did not have sufficient funds to transport the statue and granite pedestal from the foundry in Oregon to Hawaii. Al picked up the phone and made a cold call to Fred Smith the president of FedEx. Mr. Smith kindly agreed to transport the four-ton crated stature and pedestal to Pearl Harbor.

The statue is situated on the pier where the battleship USS Missouri is berthed. Over 500,000 people visit the battle ship each year and the statue has become one of the most photographed objects at Pearl Harbor.

Al was at the time of his death working on the completion of a wayside marker adjacent to the statue in Japanese explaining

who Admiral Nimitz was and his leadership of the War in the Pacific.

More recently, Al was the project manager for another Naval Order initiative to create and install a bronze bust of Chief John Finn, the recipient of the first Medal of Honor for valor during the attack on Pearl Harbor. He participated in the unveiling of the bust this last June board the newly commissioned guided missile destroyer USS Finn (DDG-113). Still pending at the time of his death was another statue project featuring Chief Finn as a monument to all the chief petty officers who participated in War in the Pacific.

Al was also committed to the welfare of our nation's veterans and for many years counseled veteran on benefits and transiting into private employment following their release from military service.

We will be burying him today and when he presents himself to you at the Pearly Gates, I have one word of caution and one request.

The caution is that once he settles down in Heaven, I expect that he will continue as a monument man and will be pressing you for a contribution to erect a Navy monument at the entrance to the Elysian Fields.

My request is that you assemble a detail of six side boys to usher him through the Pearly Gates and, oh, by the way, if you can find a Boatswain mate up there in Heaven have him pipe Al aboard.

Al will be deeply missed by all of us. He is our loss and your gain.

Sincerely,
His friend Doug Moore

The mourners escorted the casket from the church to the burial site in Los Altos Hills. Under sunny skies, they gathered around the casket for the final tributes of prayer, fire party salute, and presentation of the American flag to the family. Each mourner was given a rose and grains of sand from a beach in Hawaii to drop on the Al's final resting place next to his wife, Eiko, his "Elegant Lady, His Treasure."

Ernest Hemmingway once said "Every man's life ends the same way. It is only the details of how he lived and how he died that distinguish one man from another." And so it is with Al. We will all remember Al as a man of great energy and integrity who touched all of us with his kindness, generosity and wisdom. He lived a full and productive life surrounded by his family and life-long friends.

Submitted by RADM Douglas Moore, Jr., SC, USN (Ret.)

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

RADM James Albert Austin, MC, USN (Ret.)
(Certificate 5552)
San Diego Commandery
Joined 30 March 1982
Died 12 December 2004

CAPT Edward A. Baskdekian, MSC, USN (Ret.)
(Certificate 5879)
Florida First Coast Commandery
Joined 30 September 1986
Died 03 October 2015

CAPT Richard Ronald Bowers, Sr., MSC, USN (Ret.)
(Certificate 5348)
National Capital Commandery
Joined 25 November 1979
Died 07 December 2016

LtCol Fred Davidson, III, USMC (Ret.)
(Certificate 5534)
Illinois Commandery
Joined 01 November 1982
Died 22 June 2009

LT Victor Howard, USN (Ret.)
(Certificate 7544)
San Francisco Commandery
Joined 04 August 1997
Died 25 July 2015

CAPT Thomas Jerome Hudner, Jr., USN (Ret.)
(Certificate 9430)
Newport Commandery
Joined 18 December 2014
Died 13 November 2017

Mr. Leo Anthony Kiley
(Certificate 6587)
Philadelphia/Delaware Valley Commandery
Joined 01 June 1990
Died 13 January 2007

CDR Sharon K. Kleinschmidt, USN (Ret.)
(Certificate 8433)
San Diego Commandery
Joined 01 January 1981
Died 26 April 2012

CAPT Milton C. Lapp, MC, USN (Ret.)
(Certificate 5218)
Southeast Florida Commandery
Joined 10 November 1976
Died 02 November 2017

Mr. Dennis Michael Lukas
(Certificate 9113)
New York City Commandery
Joined 07 July 2011
Died 10 March 2016

CDR Thomas MacDonald Paterson, SC, USN (Ret.)
(Certificate 8553)
San Francisco Commandery
Joined November 1975
Died 20 August 2017

Mrs. Kathleen Lenore Quaglino
(Certificate 5831)
San Diego Commandery
Joined 31 May 1986
Died 28 January 2015

Mrs. Nila La Verne Ash Saylor
(Certificate 5040)
National Capital Commandery
Joined 16 July 1990
Died 17 March 2012

CAPT Attilio Serafini, SC, USN (Ret.)
(Certificate 5099)
San Francisco Commandery
Joined 10 June 1974
Died 08 December 2017

CAPT Kent Shepard Webber, USN (Ret.)
(Certificate 5879)
National Capital Commandery
Joined 07 April 1987
Died 04 May 2016





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