

# NAVAL ORDER

*of the* UNITED STATES

[www.NavalOrder.org](http://www.NavalOrder.org)

Winter 2021

Volume XXVI No. 1

USS Orleck (DD-886)



Page 9

Ship Hospitals



Page 19

Odyssey of the Old Crow



Page 23

Virtual Congress



Page 3

# COMMANDER GENERAL'S REPORT TO THE ORDER



The Naval Order Newsletter is published quarterly by  
**THE NAVAL ORDER OF THE UNITED STATES**

Commander General Col Allan F.P. Cruz, USMC (Ret.) - [allanfpcruz@aol.com](mailto:allanfpcruz@aol.com)  
Vice Commander General Communications MCCS Robert A. Hansen, USN (Ret.) - [jocsusnr@aol.com](mailto:jocsusnr@aol.com)  
Registrar General CAPT Kris Carlock, USN (Ret.) - [m.k.carlock@gmail.com](mailto:m.k.carlock@gmail.com)  
Marcy Weiss Executive Editor - [weissmarcy@gmail.com](mailto:weissmarcy@gmail.com)

Fellow Companions,

Thank you all, again, for attending our first virtual Congress. We had over 170 registrations. That is twice the number of registrants that we have had in recent years. We had Companions attend from Hawaii to the Eastern Seaboard.

We have seen many transitions and new technologies in our careers. At the beginning of World War II, our Marines were arguing the merits of the M-1 Garand versus the Springfield rifle while our Navy faced the loss of the Pacific Fleet battleships and the concurrent rise of aircraft carriers as the arbiters of battles at sea.

At the same time, we were trying to understand why our Submarines were plagued with defective torpedoes. We successfully overcame those challenges and won the war. Today, the Marines are arguing the merits of iron sights versus laser sights on the rifles for their recruits as they teach marksmanship.

The U.S. Marines are still embarked on the Amphibious Ready Groups of the U.S. Navy. The Navy has a nuclear submarine fleet that is a mixture of hunter-killers and intercontinental ballistic missile-capable boats.

The Navy's nuclear carriers and their aircraft are the heart and soul of the Carrier Strike Group. Both the U.S. Marines and the U.S. Navy are using and experimenting with drones at all levels.



A virtual Congress is now a tool that we can use regardless of the weather or the restrictions from a virus. We have already attended meetings, listened to speakers from across the country, and attended a change of command in a virtual environment. Now, companions from all commanderies can attend events sponsored by other commanderies without leaving the comfort of their own home. Let us continue to explore the new technologies and find out what we can and cannot do. We are only limited by our imagination.

**Submitted by Colonel Allan Cruz, USMC (Ret.)**



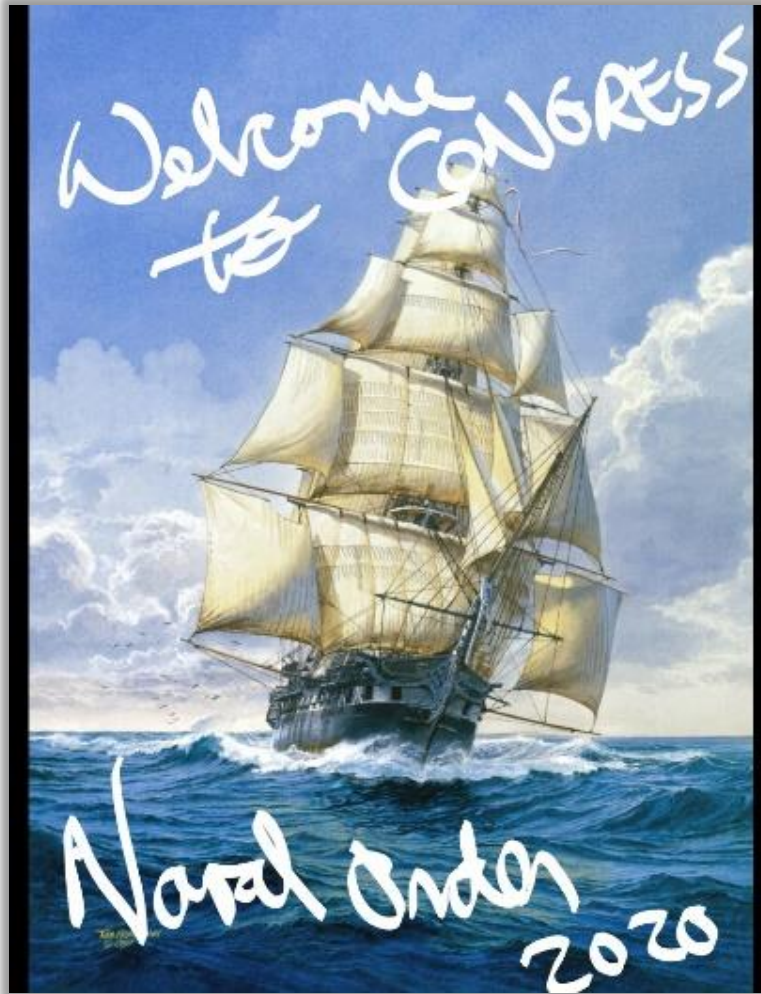
"The Show Must Go On" is a mantra heard in theater, but a common adage in these days of Wuhan Flu (COVID-19) if an Organization is going to continue to function. True of businesses, our Military, our Government (for the most part), and also of the Naval Order of the United States. The Order, acting on the advice and direction of the General Council, cancelled the planned Congress scheduled for Buffalo, NY and instead went virtual, pressing on through adversity with the Congress Motto of "Don't Give Up the Ship"!

The Congress itself was held over the two days from 16-17 October 2020 using the Zoom on-line collaboration platform. The planning, however, was accomplished during the few months prior and committee meetings were held in the weeks just before the Congress. The involvement of all Companions was instrumental in the work up period as we held some practice Zoom calls to familiarize users with the Zoom environment.

The pandemic actually kept the collaboration software team at Zoom and other providers on their toes to make sure that the menus were intuitive and architecture such that bandwidth was not a major deterrent. This was important because users were logging in from many different platforms: PCs, MACs, iPads, iPhones, Android phones, Fire Tablets and others. The experience was slightly different from user to user, but the committee pressed on and so did each of you!

One major factor in making the Congress work was completing the committee meetings prior to the online Congress events.

Committee meetings were held, and reports submitted, during the month of September and reports posted to a shared website for review by Congress attendees as desired. This pre-work, also accomplished using ZOOM collaboration software when needed, made it possible to get reports out for questions so that during the reporting period of the Congress, which is actually the major chartered purpose of the Congress, the reports could be presented without a great deal of discussion; questions having been fielded in advance through advance posting.



Advance preparations were not much different from a normal Congress with the exception that a venue and tours were not part of the agenda. A speakers' bureau headed by Companion Bill Schmidt lined up speakers and presenters, drawing effectively on our list of Morison Award winners. Companion William Steagall worked the Congress brochure and coin.

The brochure can be downloaded from the Congress page on the Naval Order's website [navalorder.org/2020-congress](http://navalorder.org/2020-congress) or at [tinyurl.com/yc8zom9r](http://tinyurl.com/yc8zom9r).

The committee worked to put together an agenda that would be meaningful yet not force excessive times in front of a computer screen (hence three presentation hours maximum per day).

The pre-Congress history events started with a superb presentation on 8 October by M. Ernest Marshall, a RADM Samuel Eliot Morison Award winner, on his book *Rear Admiral Herbert V. Wiley, USN – A Career in Airships and Battleships*.

Continued on next page...

# 2020 VIRTUAL CONGRESS

This presentation was meant to give a sample of what the Congress presentations were going to be like and provide Companions with that initial feel for using the Zoom capabilities. Slides from that presentation are available on the NOUS website or at <https://tinyurl.com/y7ynf7gj>.

The 2020 Congress preliminary checks started on the 15th of Oct with pre-Congress equipment checks for Companions with over 75 check-ins for the informal test of the capabilities. All completed and speakers verified, the stage was set for the Congress to begin on 16 Oct 2020.

Bob Whitkop, CAPT USN (Ret.), then read the names of those lost since the Boston Congress in 2019 and a bell was tolled for each name read.

Commander General Allan Cruz then opened the Congress and offered the State of the Order. CG Cruz reiterated his three goals for his term: Alignment of the Order, membership and retention, and succession planning. He focused on ensuring we are straight with the IRS and other state agencies, as well as retention and expansion, and to broaden our leadership base by increasing active involvement in the Order.



A screenshot of ZOOM participants in the 2020 Naval Order Congress

Congress opened for early check-in at 1400 on the 16th. At the striking of six bells at 1500 EDT the Congress was called to order. The National Anthem was played on the broadcast and all Companions joined in the Pledge of Allegiance to the symbol of our Freedom displayed on the screen. Father Mike Zuffoletto, CHC USN (Ret.), our Order chaplain, offered the invocation. Commander General-Elect,

Commander General Cruz then opened the Congress for committee reports as required by our Constitution. MCCS Hansen, USN (Ret.) acknowledged that we did, in fact, have a quorum and could proceed. Reports were received from the Financial Review and Audit Committee, Investment

Continued on next page...



Committee, National Awards Committee, Site Committee, and Naval Order Foundation. The Recorder General presented the actions of the General Council since the last Congress for approval by the current Congress, which was passed by acclamation. Commandery support, Membership, Registrar, Retention, and our Historian also then presented their reports.

The final administrative event of the day was that of presenting the CAPT Jan Armstrong Award for the lead small Commandery in the Naval Order. The Award was presented to the Northwest Commandery by CAPT Joe Valenta, USN (Ret.) to CAPT John Laible, USN (Ret.) Commander of the Northwest Commandery.

Close out to Day 1 was a presentation by CAPT Stan Carpenter, USN (Ret.) on the "War of 1812". Slides for this presentation can be accessed through the NOUS website or at [tinyurl.com/y87h5tmx](http://tinyurl.com/y87h5tmx). Following the presentation, the activities were suspended for the day.

Our second day, Saturday 17 October opened the History Day at 1400 with early check-in. Called to Order at 1500 with admin remarks, our Speakers' Bureau lead, Bill Schmidt, introduced Mr. Richard Snow, another Morison Award winner, for his presentation on his father's letters from WWII; "A Measureless Peril" on convoy operations in WWII and his father's running dialogue during the period. Pictures from his presentation are available on the website and at [tinyurl.com/y8umgjwt](http://tinyurl.com/y8umgjwt) and the transcript at [tinyurl.com/ycnppgb8](http://tinyurl.com/ycnppgb8)

After a brief intermission, the Commander General took the opportunity to engage Ms. Edna Wardwell, Commander of the Newport Commandery and presented her with the Commander General Medal for her outstanding contributions to the Naval Order over the past years. The medal was presented virtually during the Congress, and delivered later to Ms. Wardwell by Companion Trip Allyn, accompanied by her son, Jason, and daughter-in-law, Cathy.

Richard Snow stayed on for the following presentation and acted as moderator for our third Morison Award winner Mr. Hampton Sides on his

various books and insights. The slides from his presentation are available here [tinyurl.com/y7l6gvsb](http://tinyurl.com/y7l6gvsb).



Richard Snow reviews his notes during his presentation to the Congress

Following a short break, the Commander General presented Commander General Medals to Lou Orsini, Recorder General of the Order, for outstanding support to the Naval Order; and to Ms. Sarah Koller for her unwavering contributions to our social media and web presence. The next presentation was for the LCDR Lee Douglas Award for the outstanding Large Commandery in the Order. The Award was presented virtually by CAPT Paul Crissy, USCG (Ret.) to CAPT William Steagall, USNR, (Ret.) Commander of the National Capital Commandery.

The final History presentation of the Congress was offered by CAPT Vance Morrison, USN (Ret.) entitled "Two Naval Officers at the Dawn of the Age of Navalism – CDR Irvin Gillis, USN and CAPT Alfred Thayer Mahan (1890-1919)". CAPT Morrison's presentation can be reviewed at [tinyurl.com/y7qxtauz](http://tinyurl.com/y7qxtauz). Moderated discussion for Hampton Sides, CAPT Morrison, and the rest of the second day are available here [tinyurl.com/yc535c3g](http://tinyurl.com/yc535c3g).



The Commander General closed the Congress by thanking all for attending and their acceptance of this new way of communicating.

**CAPT Bob Whitkop, USN (Ret.)**

## COL. JONATHAN MENDES, USMC (RET.) TURNS 100 – NEW YORK COMMANDERY



On 2 November 2020 New York, Commandery member Col. Jonathan Mendes, USMC (Ret.) turned 100 years old. NOUS records show he is the oldest member of NOUS.

During WW2 in the Pacific Jonathan flew more than 100 missions, piloting an SBD Dive Bomber. Following the war, he enrolled in Harvard Business school in 1946 began flying F4F Corsairs on weekends. He also flew F6F Hellcats with VMF-132.

After being activated for the Korean War, he began flying F9F Panther Jets. As the Squadron Operations Officer of VMFT-20, he gave baseball great, Ted Williams, his first five rides in a jet. He later flew six more missions with Ted before Ted went home with some medical problems.

Early in 1953 with VMF-311, Jonathan flew a number of missions with then Maj John Glenn. In all, Jonathan flew more than 70 missions in Korea and was awarded the Distinguished Flying Cross.

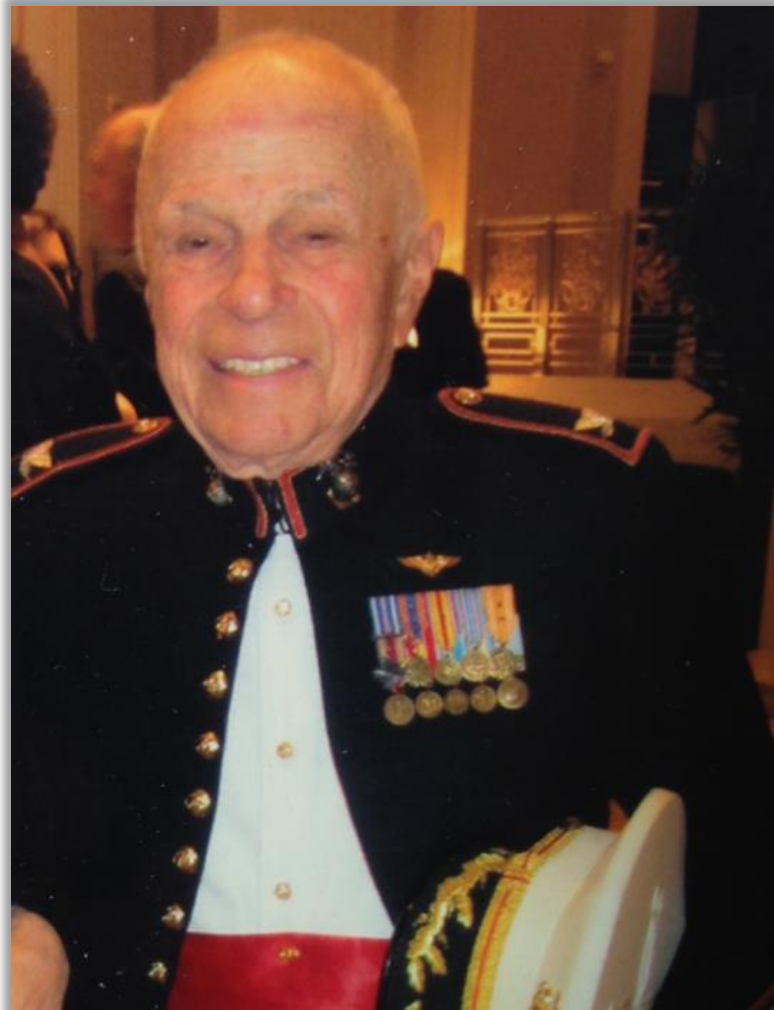
During a very successful business career as a financial consultant in New York, and at 46 years old, his doctor advised him to quit smoking. He did.

In 1966, he began jogging in Central Park each morning at 7:00am. He enjoyed it so much that he entered his first marathon in 1977. Sixteen marathons later, at age 96, he became the oldest person to ever complete the New York Marathon.

As an avid skier he has skied more than 40 different slopes in America and 36 slopes in eight different countries around the world.

Oh yes, he still walks in Central Park each day, weather permitting.

See my 23-minute interview with him in 2018 at [tinyurl.com/y9k43phm](https://tinyurl.com/y9k43phm).



**Submitted by Donald W. Schuld, USN (Ret.)**



## World War II Marine, 96, Finishes Marathon with Shot of Scotch

Jonathan Mendes is believed to be the oldest unofficial finisher in the New York City Marathon's history, crossing the finish line after 11 hours and 23 minutes.

**BY KIT FOX  
NOV 7, 2016**

There are 100 meters of asphalt road left between Jonathan Mendes and the finish line of the New York City Marathon, and he still won't explain exactly why he is doing this. Why, for the past 11 hours and 20 minutes this 96-year-old man has been running—well, not so much running as tottering—26.19 miles through all five of the city's boroughs.

He looks up and smiles. You can see the creases around his eyes scrunch behind massive, orange-tinted sunglasses. You get the sense that he'd rather not explain himself. You might try and fish for an inspiring answer, some reason why this limping man, wearing a 16-year-old Asics windbreaker, is still out in the 45-degree darkness, but he won't give one—nothing satisfying, anyway.

As a bomber pilot in the Marines, Jonathan Mendes flew more than 100 missions in World War II and then more than 70 missions in the Korean War. He trained John Glenn and Ted Williams. He graduated from Dartmouth College and Harvard Business School. Now he lives in a spacious apartment on Manhattan's Upper East Side. He still walks two miles around Central Park's reservoir every morning at 7:30 a.m., and drinks a scotch every afternoon at 4 p.m.

He doesn't need to tell you why he's out here, completing his 16th New York City Marathon. He takes another step forward.

"You have to have goals in life," he says. "They don't have to be important. But at this stage I've done it all. I've skied all over the world. I've canoed the great rivers of the world. I flew dive-bombers for the Marine Corps in World War II, and jet fighter attack planes in Korea. And I never got hurt, so I don't have any bad memories."

When he walks—which is slowly, with short steps, at a 25-minute-per-mile pace—his back is arched so that the brim of his blue cap, emblazoned with the U.S. Marine Corps insignia, is pointed toward the ground. He clutches the sleeves of his two support guides to keep balance. He's been in this position, inching his way forward, for the past 13 miles.

He stops at the top of the final hill on West Drive and looks up. Spotlights swirl in purple and blue across the empty road. Carly Rae Jepsen echoes from speakers near the finish. There are three people standing in the grandstands. Another cluster of a dozen or so people mingles beyond the finish line's arches. No one has seen him yet. He lifts his right leg up, bending it at the knee to stretch, then he lifts his left leg, readying himself for the final kick.

"More like the final crawl," he says. He can see the finish line at last through his sunglasses. "How about that?" he says.



Jonathan Mendes eyes the finish line in Central Park. Aided by his two guides, it took him more than 11 hours to get there.

The man on his right is Tom Mangan, Mendes' personal trainer. Mangan works with Mendes twice a week, doing bodyweight exercises and stretches. With the consultation of a doctor, Mangan cleared Mendes to enter the race two weeks ago.

"Jon is an exceptional man," Mangan says. "We have been laughing all day."

They started in Staten Island at 8:51am with the disabled athletes. It is now 8:14pm Eritrea's Ghirmay Ghebreslassie sprinted across the same spot at a sub-5-minute-per-mile pace more than eight hours ago, winning the race in 2:07:51. It took Mendes more than 30 minutes to finish the last mile.

Continued on next page...

# COL. JONATHAN MENDES, USMC (RET.) RUNS A MARATHON

The man on Mendes' left is Art Berman, a 35-time marathoner and volunteer with the organization Achilles International, which matches older and disabled athletes with guides to complete endurance events. Berman met Mendes when they were paired at the start line of the 2015 marathon race. Mendes dropped out at mile 16 last year, after his knees gave him trouble.

"Jon just likes the challenge of doing this. He is a very determined man, if you haven't figured that out," Berman says.

With 20 meters left, volunteers in blue jackets notice the ambling crew inching closer. Peter Ciaccia, the marathon's race director, jogs out and puts an arm around Mendes.

They cross the line together, then Ciaccia procures a medal and places it around Mendes' neck.

"Semper fi," Ciaccia says.

"Do or die," Mendes replies.

The official clock, on a temporary pillar in the middle of the finish line topped tracking stopped tracking runners more than 45 minutes ago. Mendes' time will not appear in official results. His guides aren't really even sure what it is.

According to the New York Road Runners, the organization that puts on the race, the oldest official finisher this year was 88-year-old Bertha McGruder. The oldest official finisher ever is 91. Mendes has 11 official finishes, with five more coming after the clock stopped. He doesn't seem to care that his time won't count this year.

A marathon for the nonagenarian doesn't seem to have hurt him that bad. He smiles at the finish line.

"I'd like to go lie down," he says. A medical volunteer guides him to a large white tent. He is lowered into a bed with the back raised at a 45-degree angle. The volunteer asks if he wants something to drink. Maybe some hot chocolate or some water?

He wants scotch.

Mangan pulls out a small brown paper bag from his pocket and produces three miniature bottles of brown liquor—Johnnie Walker Black Label. Mendes grabs a bottle.

"I've been saying for years that the key to living this long is a shot of whiskey a day and a good woman, in that order," Mendes says.



Mendes drinks scotch with his trainer, Tom Mangan, inside the medical tent.

The good woman approaches, wearing a purple vest and carrying a clipboard. She is another volunteer nurse. She kneels down beside the low bed and asks Mendes how he is doing.

He takes a sip of scotch and grabs her hand. "Oh, I am just fine," he says.



Thank you to Runner's World for the article. <https://tinyurl.com/y86cwkg6>



## USS Orleck (DD-886) is still on tap to be a Museum Ship in Jacksonville

Neither wind nor rain nor snow nor gloom of night shall keep these from their appointed rounds...

The Phoenix rose from the embers after being born to live again...

You can't keep a good man down...

Don't stop believin'...

Keep on keepin' on!

Many years, a lot of faith and commitment, much positioning and negotiating with Navy officials and government representatives as well as three serial hurricanes this year into Lake Charles, LA - and still the effort to have a ship as a centerpiece Ship Museum in Jacksonville continues.

The Jacksonville Historic Naval Ship Association (JHNSA) has obtained the approval of the Jacksonville Downtown Development Review Board (DDRB) for the placement of the USS *Orleck* (DD-886) on the east side of the former Jacksonville Shipyard Pier 1, adjacent to the Berkman Marina, near the center of downtown Jacksonville.



Artist's conception of the display area for the former USS *Orleck*

This 600' x 50' wide pier will have three standoff "dolphins" to breast out the destroyer from the pier's concrete top deck; stern in starboard side to. This approval also includes a modular ~24' x 60' building for a small store and entrance point for the ship via a gangway across the north bank river walk to the fantail of the *Orleck*.

The JHNSA has just commissioned a set of drawings for this modular building that will be placed immediately astern of the ship on the uplands ashore.

We need to spend about \$4,900 for a complete set of plans. With the DDRB approval, the next here in Jax is to again get the Downtown Investment Authority (DIA) approval for use of the pier and a small piece of uplands ashore and then a City Council ordinance for this project. This alphabet soup of acronyms in Jax is similar to that of many other riverfront cities.

The *Orleck* is moored at her previous berth in Lake Charles, LA. The Lake Charles site was seriously damaged in a hurricane this past summer, and while our *Orleck* 'crew' is slowly getting their homes repaired; the ship is in perfect trim and safely out of the storm season. The ship was struck in the stern/transom by an unknown barge during the first storm but is not leaking. Marine insurance is expected to cover this repair once the ship is certified for a tow to a Texas shipyard.

Several things have to be lined up to get the ship out of Louisiana, then to Texas, and on to Jacksonville as we have outlined in the past. JHNSA does have the Florida Historical Grant in hand and a line of credit lined up. They still need USCG approval to get ship out of Louisiana and accepted at a shipyard in Texas; need the DIA approval and then a City Council Ordinance in Jax passed.

There are still a number of steps to go for the ship itself: a pre-tow survey in Louisiana; a shipyard package approved in Texas; Marine insurance for the tow, and finally a dry dock in Texas to assess the ship's approval for an ocean tow to Jax and life as a museum ship in Jax are needed. Many things to juggle. Please consider your continued support of this process to get the ship into dry dock.

The Louisiana and Jax crew are using their own funds to keep this worthy naval museum effort moving. Please visit the Jax Naval Museum for more information and education at [jaxnavalmuseum.org](http://jaxnavalmuseum.org). JHNSA is a 501(c)3 non-profit organization, and all donations are tax deductible.

Continued on next page...

## Veterans' Day Parade in Jacksonville

The Jacksonville Naval Order Commandery took the opportunity to celebrate Veterans' Day during the 2020 Pandemic. The Veterans' Affairs Department of the City of Jacksonville decided to celebrate the history of service for Jacksonville by holding the Annual Veterans' Day Parade through the city. Promoting social distancing, the one plus mile array of veteran's groups, along with other supporting groups and ROTC units from local high schools and colleges, travelled along the three-mile course through downtown and back out again.

The First Coast group consisted of CAPT Bill Wirth, USN (Ret.) driving the vintage PT Cruiser, also included NOUS FC Commander Bob Whitkop, CAPT, USN (Ret.) and ETCM (SW) John Craft, USN (Ret.), incoming commander of the First Coast group. The parade route was lined with hundreds and hundreds of socially distanced celebrants and well-wishers.

The event was covered on local TV. There were a lot of American flags waving and the First Coast NOUS passed out even more!



CAPT Bill Wirth and ETCM John Craft line up behind the Navy League Float for the Annual Jacksonville Veterans' Day Parade

Submitted by CAPT Bill Whitkop, USN (Ret.)



CAPT Wirth, ETCM Craft, and CAPT Whitkop wave to well-wishers along the Parade route



## Reburial of Medal of Honor Recipient Bruce Wayne Carter

We began our journey early in the morning of 30 October 2020. NOUS SEF Companion Tom Gammon and I made our way to Miami International Airport, following the instructions of GySgt Louis Slagle, USMC (Ret.). The airport is huge but wandering about it in somber dark suits and Legion Caps made us stand out. Soon enough, an airport employee came by and asked if we were part of the "Official Party." We answered in the affirmative.

We were guided to a curtained-off area already thick with people. Staffers for both U.S. Senators of Florida were there, with a couple of generals from Southern Command (SOUTHCOM), and a variety of local military and family friends. Also there was his mother, Georgie Carter Krell, and her daughters, Pamela and Cheryle. "Gunny" Slagle arrived from parking the car. We were all escorted to the Admirals' Club.

Refreshments were served at the Club as other dignitaries filtered in while we waited for the arrival of the hearse with Miami Springs Medal of Honor recipient, Private

First Class Bruce Wayne Carter, USMC. He is one of only 23 for the entire State of Florida. PFC Carter gave his life in Vietnam on 7 August 1969 and was brought home to the Miami Lakes Cemetery in Hialeah. The local VA Medical Center is named for him. After years of soul-searching, his mother decided her son should be among the brethren at Arlington National Cemetery for his final resting place. Georgie is a lady who gets things done.

At the appointed hour, we were all led to the Airport Flight Line. There on the tarmac were a Marine Corps Honor Guard, County Color Guard, and Airport Color Guard. The Mayor of Miami-Dade County (which has a population larger than 14 States), the U.S. Representative for the District, and a crowd of 200 were present.

Fire trucks with water cannons stood by. In time, County Commissioner Jose "Pepe" Diaz, USMC

Veteran, and Motorcycle Police escorted the hearse onto the tarmac. A Navy Chaplain officiated. With due ceremony, PFC Carter went up the conveyor ramp into the cargo hold. NOUS Companion Gammon and I went aboard the aircraft after Georgie and Gunny.

The pilot was a veteran and made much of the flight, bumping us to first class and announcing over the 1-MC just who his aircraft was carrying. An announcement with PFC Carter's MOH Citation was on every seat. The passengers were all quiet. We

passed under the arc of water cannons and went airborne.

At Reagan International Airport, another arc of water cannons greeted the arrival. A Navy Chaplain and Marine Corps Honor Guard welcomed PFC Carter. The passengers waited respectfully to disembark. With due ceremony, PFC Carter came down the conveyor ramp. Tom and I carried Georgie's luggage. Companion Gammon and I had paid our way entirely, and perhaps funny, we would not have had it any other way. On account of the

pandemic and the election, Washington DC was mostly closed and boarded up. Literally.

The next day Tom and I met Paul H. Crissy, CAPT, USCG (Ret.), past-Commander General of NOUS. He lives in Alexandria, secluded within so many trees we found him waiting patiently in the middle of the road when we pulled up. Paul tossed some health bars on the dash and piled in. He took us to the Marine Corps Museum, where we spent the entire day. Ironically, the Navy Chaplain who would perform the 4 November interment was there too. LCDR Arthur Slagle, USN (Ret.) is the Gunny's brother.

The next few days were quiet. Georgie had us over to the Gold Star Mothers House for sandwiches. She is the past-president of the National Gold Star Mothers, the only one to serve two terms. Georgie gave us a tour of the three-story brownstone.

Continued on next page...



Private First Class Bruce Wayne Carter, USMC

## SOUTHEAST FLORIDA COMMANDERY

In the sitting room is displayed the uniform of the son of the Gold Star Mothers founder, Grace Darling Seabold. We also visited the Women in Service to America Museum & Memorial at Arlington.

On 4 November, we shifted into dress blues and rendezvoused at the front gates to Arlington. We were joined by NOUS National Commandery Commander William F. Steagall, Jr., CAPT, USN(Ret.), Paul Crissy, NOUS past-Commander General, and NOUS Companion Kevin Meyers, CAPT, USN. At the appointed hour, all assembled at Section 60, together with Gold Star Mothers, other heroes, and VA officials.

At 15:07, there was a flyover by four USMC Ospreys. PFC Carter led the way on a horse-drawn caisson to the graveside. Chaplain Slagle officiated. The USMC burial guard, MOH color bearer and rifle platoon were drawn up. The entire USMC Band, the President's Own, led the National Anthem and military laments. A one-armed Veteran sang Amazing Grace. Georgie, the only person seated, waited for the Flag, the Firing Party volley, and Taps. The gunshots and bugle call echoed all around us. PFC Carter was home.



PFC Carter's coffin arrives at Arlington National Cemetery

Private Carter was presented the Medal of Honor posthumously on 9 September 9. His citation follows.

### **Bruce Wayne Carter**

Private First Class, United States Marine Corps

**Conflict/Era:** Vietnam War

**Unit/Command:** Company H, 2D Battalion, 3D Marines, 3d Marine Division (REIN) FMF

**Action date:** August 7, 1969

**Action Place:** Quang Tri Province, Republic of Vietnam

**Citation**

For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while serving as grenadier with Company H in connection with combat operations against the enemy, Pfc. Carter's unit was maneuvering against the enemy during Operation Idaho Canyon and came under a heavy volume of fire from a numerically superior hostile force. The lead element soon became separated from the main body of the squad by a brush fire.

Pfc. Carter and his fellow marines were pinned down by vicious crossfire when, with complete disregard for his safety, he stood in full view of the North Vietnamese Army soldiers to deliver a devastating volume of fire at their positions. The accuracy and aggressiveness of his attack caused several enemy casualties and forced the remainder of the soldiers to retreat from the immediate area.

Shouting directions to the marines around him, Pfc. Carter then commenced leading them from the path of the rapidly approaching brush fire when he observed a hostile grenade land between him and his companions. Fully aware of the probable consequences of his action, but determined to protect the men following him, he unhesitatingly threw himself over the grenade, absorbing the full effects of its detonation with his body.

Pfc. Carter's indomitable courage, inspiring initiative, and selfless devotion to duty upheld the highest traditions of the Marine Corps and the U.S. Naval Service. He gallantly gave his life in the service of his country.



Georgie Carter Krell with her son's memorabilia.

Submitted by CWO3 Anthony Atwood. PhD, USN (Ret.)



## Captain Peter Swartz Receives the Commodore Dudley W. Knox Medal for Lifetime Achievement

During the annual meeting of the Naval Historical Foundation held on 11 June 2020, Dr. David Alan Rosenberg had the pleasurable duty to announce the selection of Life Companion of the National Capital Commandery, CAPT Peter Swartz USN (Ret.), to receive the foundation's prestigious Commodore Dudley W. Knox Medal for lifetime achievement in the naval history profession.

The award is named for Commodore Dudley Wright Knox (21 June 1877 – 11 June 1960). A graduate of the U.S. Naval Academy and Naval War College, Knox had a distinguished career as a naval officer with service in the Spanish American War, Boxer Rebellion, Great White Fleet, and World War I. As a historian, librarian, and archivist, he earned respect and admiration from his peers and later generations who named USS *Knox* (FF-1052) in his honor.

CAPT Swartz is a long-time analyst and manager for the Center for Naval Analysis (CNA) and an expert on 20<sup>th</sup>- and 21<sup>st</sup>-century naval strategy, policy, and operations and on military history, organization, and culture. His recent work examines US Navy strategy, the organizational history of the Navy, US Navy international relationships, and US inter-service relationships, policies, and doctrine. He has analyzed alternative Navy global fleet deployment models, lessons learned from past Navy operations in

homeland defense, counterpiracy, and irregular warfare; the Navy's role in the Unified Command Plan; and the relationships between Navy strategy, programming, and budgeting.

Prior to joining CNA, Swartz served for 26 years as a Navy officer, primarily in strategy, plans, and policy. He served two tours in South Vietnam as an advisor to the Republic of Vietnam Navy, and on the staff of Vice Admiral Elmo R. Zumwalt, Jr. He played a leading role in conceptualizing and drafting the Navy's maritime strategy of the 1980s, serving on the staff of successive chiefs of naval operations and of

Secretary of the Navy John Lehman. He was Director of Defense Operations for the US mission to NATO as the Berlin Wall was coming down and served as special assistant to Chairman of the Joint Chiefs of Staff Gen. Colin Powell during the First Gulf War.

CAPT Swartz was a member of the Secretary of the Navy's Advisory Committee on Naval History in the 1980s and has

served as an advisor to the Naval Historical Center/Naval History and Heritage Command for more than three and a half decades. He has mentored scores of junior and senior naval officers on naval history in strategic planning and national policy, including dozens of senior flags and civilian senior executives. He attributes much of his success to support from his shipmates, from Thúy, his wife of 49 years, and from his children and grandchildren. Congratulations to CAPT Swartz as he joins a pantheon of distinguished naval historians who have received the Knox award.

**Submitted by Dr. David Winkler and Dr. Judy Pearson**



**Edna Wardwell - in recognition of her many years of hard work, dedication and leadership**

Whether it was the registration desk at the 2014 National Congress in Newport (chaired by her late beloved husband, George) or the welcome desk at our many dinner meetings, Edna's smiling face and sparkling personality has welcomed our many guests to our events. For many years, Edna has served as our treasurer and kept the Commandery on an even keel financially, despite the tragic illness and loss of George. Edna persevered and rose to the occasion when a vacancy occurred, and she has faithfully served Newport also as its Commander. Her continuing desire to recognize service endures to today and has been a guiding light for our Commandery. Now, in the face of health challenges, Edna will be completing her term as Commander and will be turning over the reins at our next election.

We are grateful for her service and leadership!



Ms. Edna Wardwell displays the CG Medal awarded to her during the 2020 CONGRESS

Submitted by Tripp Alyn

**Northwest Commandery Continues to Meet in Virtual Format**

During the Fall of 2020, Northwest Commandery continued to meet in a virtual format. In addition to its annual business session in September, the Commandery also enjoyed several presentations in October and November.

On 19 October, CAPT Bill Hickman, USN (Ret.) presented his personal memoir "Song of the Sea" recounting his Naval career, including command of USS *John A. Moore* (FFG 19). CAPT John Laible, USN (Ret.) then discussed the battle of Yorktown and the French Navy's role during the Revolutionary War. MM1 George Jodry, USN, (Ret.) provided a review of the Veterans' Memorial Museum in Chehalis, WA which will house the mast of USS *Nicholas*, (DD 449), the vessel with decorations unmatched by very few Navy ships in the twentieth century. Finally, CAPT Joe Valenta, USN, (Ret.) recapped the virtual 2020 NOUS Congress, which included CAPT Jim McGinnis, MSC, USN, (Ret.), EMC Gil Beyer, USN (Ret.), and himself as Commandery representatives.

On 16 November, the Commandery was briefed by NOUS Companion, CDR Casey Mahon, USN, Director, Navigation and Ship Handling Training (N72) at Surface Warfare Schools Command in Newport, RI. CDR Mahon described the numerous learning programs available to an annual throughput of 2,500 officers and sailors. He also provided a current update regarding the process and requirements of the Surface Warfare qualification.



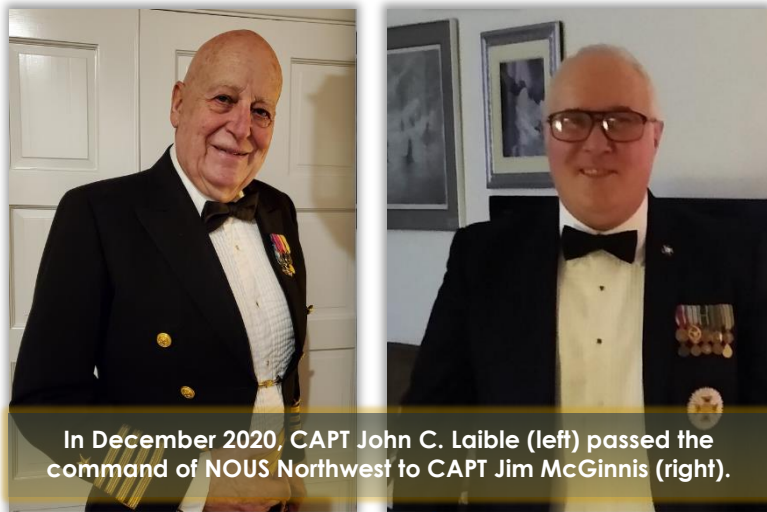
CDR Casey Mahon presented an overview of the Surface Warfare Schools Command. Photo by TMC John Gerten, USN (Ret.)

Continued on following page...



## NOUS Northwest Change of Command

On 7 December, CAPT Jim McGinnis, MSC, USN, (Ret.), received command of the NOUS Northwest Commandery from CAPT John C. Laible, USN, (Ret.).



In recognition of CAPT Laible's command tour of NOUS Northwest, Commander General COL Allan Cruz, USMC (Ret.), had earlier presented CAPT Laible with the annual CAPT Jan Armstrong Memorial Award during the 2020 National Congress. The award reads: *"In recognition of outstanding local effort and success achieved in one or more of the following: Membership Growth, Communications, Annual Congress Support, Local and/or National Commandery Initiatives. Bravo Zulu!"*

NOUS Northwest salutes CAPT Laible for his two years of leadership to the Commandery, a particularly challenging assignment during the COVID-19 pandemic. We also welcome CAPT McGinnis's leadership and vision going forward in continuing the organizations' unique tradition of studying and honoring our Naval and Maritime Services.

CAPT McGinnis takes over with a distinct family legacy in the Naval Order.

"...The year is 1890 and the mood in the country is patriotic. There is an intense interest in forming honorable organizations that serve to remember the Sea Services of the United States. Three of my relatives sign up to start just such a Navy honor society. My great-great grandfather, Sergeant Charles Calhoun Philbrook, USMC, a civil war veteran, his son Mr. Frederick Bacon Philbrook, a recent graduate of the Boston Latin School, and Franklin Senter Frisbie, a friend of Fred's who is also an attorney, start the group.

They go to the local marketplace, Faneuil Hall in Boston, MA on 4 July 1890 and begin their new patriotic organization. They call it the "Naval Order of the United States." This new group will be interested in the naval arm of the service and will enroll veterans of our country's wars. A meeting of this Naval Order is recorded in Frederick's diary for March 1903 which shows the development of the organization. A transcription of the diary entry follows:

*"Attended meeting and Smoke talk of Massachusetts Commandery Naval Order of the United States at the*

*Boston Athletic Association. A paper was read to the group illustrating the naval service of Captain John Paul Jones and some other Ship Commanders 1775-1903. Lunch was served in the Fencing Room."*

That sounds about right, the local Athletic Association is likely to have a room devoted to the military art of fencing. A talk about Naval History is also appropriate.

The Boston Athletic Association is a popular meeting place in 1903. The take home message of this diary entry is that the NOUS group is doing in 1903 precisely what the NOUS Northwest group is doing again in the year 2020, discussing history and traditions of the United States Navy. We are proud to be a part of this Navy History Organization."

## Upcoming Events

Planned upcoming events are listed on NOUS Northwest's website at [nousnorthwest.org](http://nousnorthwest.org). Each meeting is led by NOUS Northwest commander CAPT Jim McGinnis, MSC, USN (Ret.).

Chapter Contacts:

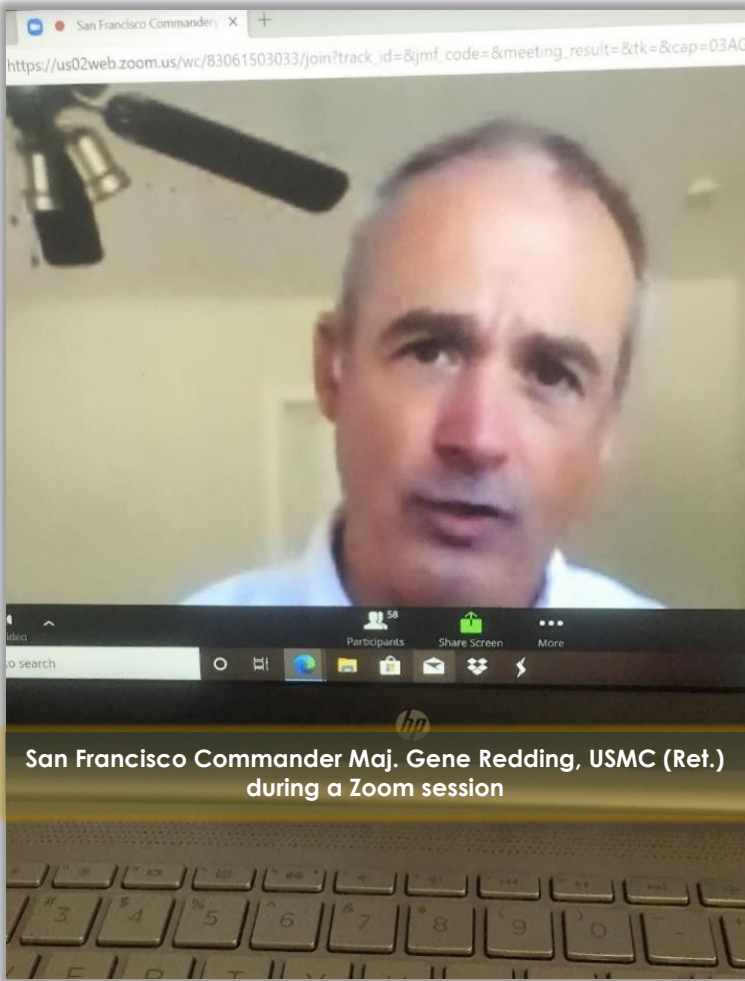
NOUS Northwest Commander: CAPT Jim McGinnis, MSC, USN (Ret.) at [jmcginnis28@comcast.net](mailto:jmcginnis28@comcast.net) and 360.980.2782

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

**Submitted by CAPT Jim McGinnis, MSC, USN (Ret.),  
Commander Elect**

Despite the COVID restrictions, the San Francisco Commandery is alive and well. Like other commanderies, we use technology, primarily Zoom, as the basis for meetings. Although we miss the camaraderie of personal contact during our monthly luncheons, Zoom has proved to be a useful communication tool and has enabled many companions who are otherwise housebound to participate in Naval Order activities both at a local and at a national level.

Since the Naval Order Congress was in October, we opted to make the Congress and its accompanying historical presentations our official meeting for the month.



We were honored to have as our November speaker LtGen Mike Rocco, USMC, (Ret.), the new President and Chief Executive Officer of the Marines Memorial Club (MMC). LtGen Rocco, who was Deputy Commandant for Manpower and Reserve Affairs at the time he retired from the Corps, noted the

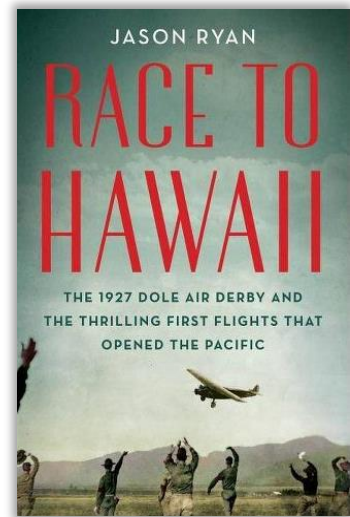
challenges that the MMC is facing these days as the Hotel tenancy has decreased to about 20% from a regular capacity of almost 100% during normal times. He noted that the MMC team has pulled together and has a positive attitude despite the hardships.



Commander Redding noted that he upgraded his membership and encouraged companions to do likewise or donate to the Marines Memorial Club and foundation in lieu of luncheon costs so operations can get off to a head start once the pandemic is behind us.

Rocco, who was the Director, Manpower Management Division, Headquarters, U.S. Marine Corps from January through August 2017, reflected on the challenges of recruiting toward the end of his career. In his opinion, although there are issues, the recruits that are coming through the system are top-notch and bode well for the future of the future of the Navy and Marine Corps team.

December's gathering was a special treat. Author Jason Ryan talked about his book **Race to Hawaii**. The book, about the beginning of air travel from the west coast to Hawaii in the 1920's, is of special interest to our commandery since key events in the story took place in San Francisco and Oakland. In fact, the Oakland Airport was the starting point for the Dole Air Derby of 1927. In his book, Ryan noted that San Francisco already played a key role in the history of Naval Aviation with the first landing of an aircraft on a ship, the cruiser USS *Pennsylvania* in 1911.

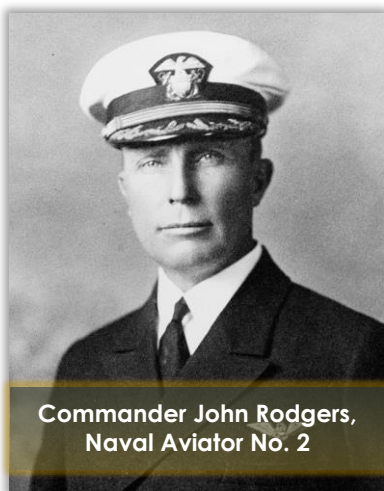


Continued on next page...



# SAN FRANCISCO COMMANDERY

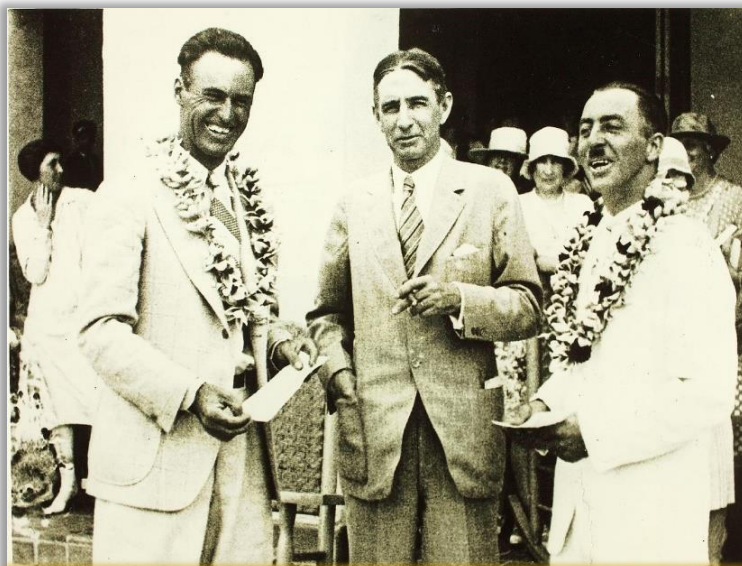
The derby was sponsored by pineapple king James Dole, who was inspired by Charles Lindbergh's successful flight across the Atlantic. A flight from the mainland to Hawaii involved serious challenges of which foremost was the fact that there was no place to land between the start and finish.



Commander John Rodgers,  
Naval Aviator No. 2

Pioneer Naval Aviator Commander John Rodgers, who was Naval Aviator Number 2, tried in September 1925 on a Navy PN-9 flying boat but ran out of gas and got lost. He and his crew had to use his aircraft as a boat to sail in the general direction of Hawaii. Rodgers, who was friends with Orville Wright, was thought lost at sea until rescued by a submarine in Hawaiian waters. Rodgers was later killed in an air crash on 27 August 1926.

More successful were Army Lieutenants Alfred Hegenberger and Lester Maitland who successfully completed a flight from Oakland to Oahu's Wheeler Field on 29 June 1927. The subsequent Dole derby on 16 August 1927, was both a somber and celebratory event. Several aircraft were either unable to successfully leave Oakland or were lost at sea during the trip. Ryan concluded his story by recalling that within a year the entire Pacific Ocean had been crossed by air and by 1936 Pan American had regular passenger service from the West Coast to the Far East by way of Hawaii.



James Dole (C) with Art Goebel (L) and Bill Davis,  
the winners of the Dole Derby



Alfred Hegenberger (left) with Lester Maitland made the first successful flight from Oakland, California to Wheeler Field Hawaii, a few weeks prior to the Dole Derby.



Participants line up at the Oakland Airport  
prior to the start of the Dole Derby

Continued on next page...



The joys of the holiday season are tempered by pandemic restrictions. There is talk that a vaccine will soon be widely available. However, it is likely that we will continue our virtual meetings for the near future. A positive note is that companions and friends nationwide can now join us for our "luncheons." Email our Commander, Gene Redding, at [sfnouscommander@gmail.com](mailto:sfnouscommander@gmail.com) for information if you are interested. All are welcome.

On a sad note, we received word that Companion Edgar Fuldwider passed away on 12 December. Ed was a regular fixture both at our commandery events and at the Marines Memorial Club until the frailties of age caught up with him. He was chaplain of the USS *San Francisco* Memorial foundation and a past president of the China Marine Association. Ed was a proud member of the "Greatest Generation." We will all miss him.



Ed was a third generation San Franciscan and met his wife, Lorelie, there. He was too young to join the Marine Corps, so he went into the Merchant Marines at age seventeen in 1944, seeing action in the Philippines, Iwo Jima, and Okinawa.

Once he turned eighteen, he enlisted in the Marine Corps and spent eighteen months in China. After discharge, he and Lorelie married in 1948.

After working for Standard Oil Stations for five years, he bought his own Richfield station in San Francisco

in 1953, which he ran for eight years, later moving his business to San Bruno for another ten years. He went to work for the US Treasury Department, where he retired in 1987 with 21 years as the Senior Die Setter at the San Francisco Mint.

Along with his life-long hunting and fishing hobbies, Ed was most avid about coin-collecting and military history and service. He was a member of multiple organizations in which he held many service and officer positions, including the California State Numismatic Assn.; Liberty Numismatic Assn.; Marine Corps League Breckinridge Detachment; USMC 1st Division Golden Gate Chapter; Combat Correspondents; China-Burma-India Veterans Assn., China Marines Assn. (Past President); Naval Order US SF Commandery.

Ed was often asked to speak at schools, clubs, and community organizations to share his knowledge and experience. In his service organizations, he was often the Chapter Chaplain and composed a thoughtful benediction and convocation for each event. For several years, he provided this service for the Annual Memorial Day Celebration at Land's End Memorial Park in the Presidio.

In 1953, Ed and Lorelie bought a small creek-side lot in the redwoods in Cazadero in western Sonoma County. Their friends and family helped build a cabin that they have loved ever since. They have been members of St. Coleman's Church in Cazadero, and Good Shepherd Church in Pacifica. Ed was a Eucharistic Minister.

Service was Ed's passion. Whenever asked, he would be there, the first one to volunteer to fill a need. He was the person that people called when they could no longer drive after dark but wanted to attend a special event. He filled in when others cancelled. When his daughters were young, he escorted their girlfriends to the school or scouting Father / Daughter dinners when their own dads were not available. Some of those girls are grandmothers today, but still remember the generosity and kindness that he extended to everyone he encountered.

The link below will bring you to the recorded service online. [tinyurl.com/y2hrzdsr](https://tinyurl.com/y2hrzdsr)

**Submitted by M CCS Bob Hansen, USN (Ret.)**



## On Hospitals in Ships

According to the International Red Cross, the history of hospital ships, at least in the west, starts in the 17th century, when navies began to routinely send ships intended for the care of wounded and sick sailors and soldiers in company with fleet actions. In the 17th and 18th centuries, naval authorities chose veteran combat vessels for hospital use. Typically, these tired men-of-war served as warehouses for the sick and wounded—victims of the rigors and deprivations of long distance sailing, or of war. During the 19th century, the procedure of taking ships up from trade—contracting civilian passenger liners or cruise ships and converting them to hospital use—found increasing use among many navies. Even as recently as the war in the Falkland Islands, the British Royal Navy took *SS Uganda* up from her civilian service as an educational cruise vessel to serve UK and allied troops during that short but violent conflict. British Hospital Ship *Uganda*, then returned to civilian service.

British Hospital Ship *Uganda*



The Navy's first hospital ship was the legendary *USS Red Rover*, a sidewheeler that served the Confederacy as a barracks ship for a year before she was captured by Union forces. It was the Army that converted her to hospital use and then operated her for about a year until Congressional legislation required the transfer of the "Western Gunboat Fleet" (*Red Rover* actually mounted a 32-pounder gun and was expected to support military operations on the Mississippi if necessary) to the Navy. She was commissioned into the Navy on 26 December 1862, and her medical staff of doctors and nurses served with distinction until the end of the war.

The first American purpose-built hospital ship was

actually created by the Army. Referred to as a Hospital Transport, the ship – named after the 12th Surgeon General of the Army, J K Barnes – was described at the time as "the best adapted ship for the purpose, ever fitted up in this country" (*Medical and Surgical Reporter*, Vol X11 [Jan-Jul 1865], p 217). She apparently went into service in 1864.

The Army briefly operated a hospital ship (*USAHS Relief*) in the Spanish American War, but none in support of the 2,000,000 doughboys who fought and served in Europe in World War I, though troops clearly were transported across the English Channel in large numbers. Navy hospital ships and Army and commercial transports brought the soldiers home. In World War II, however, the Army Transport Service had responsibility for 25 hospital ships – used mainly to transport sick and wounded troops from in-theater to rear-area hospitals or to the United States. Since then, only the Navy has operated hospital ships for the U.S. All Navy hospital ships are fully equipped to care for major surgical cases rather than as transporters – that function having been absorbed by Air Force flying ICUs and air transporters.

By the twentieth century, while the vast bulk of ships serving hospital duty were taken up from trade, some nations – the United States in particular – began constructing purpose-built hospital ships, the first example being the *USS Relief* (AH-1), laid down in 1917 and commissioned in 1919. In World War II, the British, Australian, Canadian, New Zealand, Dutch, French, and German naval services all boasted hospital ships taken up from trade and converted for hospital or sick-transport use. The U.S. Army commissioned 24 hospital ships, all in hulls converted from civilian use and manned by Navy crews and Army medical staffs.

*USS Relief*



Continued on next page...

## NOTES FROM THE SICK BAY

To this day, the vast bulk of ships serving a dedicated hospital role are commercial or transport hulls converted to hospital purpose.

In 1907, hospital ships received explicit international legal status with international legal protections from attack and seizure, under Article Four of the Tenth Hague Convention. In order to receive such international protection, the hospital ship must meet the following standards: they must carry on no military activities, including interference with navigation by enemy ships; they must be painted white and bear large images of the red cross, the red crescent, or the red lion and sun. In order to ensure their protection under the Convention, these ships may be illuminated at night and during periods of poor visibility in order to make their hospital ship status readily apparent.

Ironically, it was the Russian Hospital ship *Orel* (*Eagle*) that, by being so illuminated, tipped off elements of the Japanese navy to the presence of the Russian Admiral Rozhensky's fleet trying to sneak its way under cover of fog and dark through the Tsushima Strait to Vladivostok. This contact led directly to the 1905 epochal naval battle that devastated the combined Russian fleet, and confirmed the ascendancy of Japanese naval power.

Russian Hospital Ship *Orel*



In World War I, hospital ships continued their traditional role as transports of the sick and wounded, bringing them from far away points of combat back to their home country for definitive treatment.

The same can be said for hospital ships in World War II, though by this time, increasingly sophisticated care could be provided aboard these ships.

By the time of the Korean War, hospital ships could take the role of stationary hospitals simply located at sea. An example of this is the Danish hospital ship *Jutlandia*, which, operated by the Danish Foreign Ministry and staffed by Danish volunteers, and with agreement of the United Nations, anchored off the Korean city of Pusan, and later Inchon, to provide medical services to military and civilian casualties and sick alike for three years during the UN's police action in that peninsular nation.

Today, only the U S (Mercy class), Chinese (Type 920) and Russian (Project 320 Ob' Class) navies operate large hospital ships; these are almost inevitably hulls converted or adapted from other purposes.



Chinese Type 920 Hospital Ship

The Spanish Department of Labor operates a large purpose-built hospital ship to serve that nation's commercial and fishing fleet, and many nations, including Argentina and Brazil, operate smaller hospital units afloat in their extensive river waterways to provide care to civilian populations.

Given the trend toward delivering nearly definitive care to wounded soldiers very close to, or in, combat action zones, and the extensive use of air evacuation, many are questioning the need for large hospital ships.

The American experience is instructive: since 2003, U.S. hospital ships have been absent in areas of U.S. combat operations; increasingly, they are seen as assets to provide humanitarian care in areas of natural disaster. The U.S., Chinese, British, and German navies increasingly use medical and surgical capabilities built into combat or combat support ships to provide at-sea medical support for operations distant from the home country.

Continued on next page...



The U.S. has extensive medical capability in amphibious warfare ships of the LHD, LHA, LPD and LSD classes; the British have the Royal Fleet Auxiliary (Aviation Training Ship) *Argus*, now designated as a Primary Casualty Receiving Ship) and the Germany navy counts two ships (with a third on order) in its *Berlin* Class of replenishment ships, designed to support German military forces away from their home ports.

Worth pondering: a Navy insider tells me, though I've not confirmed this, that officials would like to get rid of T-AH-19 USNS *Mercy* and T-AH-20 USNS *Comfort* with their 8 fully equipped operating suites and 1000 bed capacities, despite their use in recent years in soft power/medical diplomacy missions to Central and South America and the Indo-Asia-Pacific regions.



USNS *Mercy*

The underutilization of the ships in their recent Covid-19 support forays to Los Angeles and New York City (*Mercy* staff treated only 77 non-Covid-19 patients in LA and *Comfort*, staff cared for 182, many with the disease) likely confirms Navy leadership's skepticism concerning the value of these huge and expensive assets. And in this day and age of dangerous outlaw non-state and state actors, are big white ships with red crosses simply too tempting as targets, when combat vessels, well supplied for self-defense and medical/surgical capabilities can fill the needs of both Marines and sailors and serve in support of civilian authorities when the need arises?

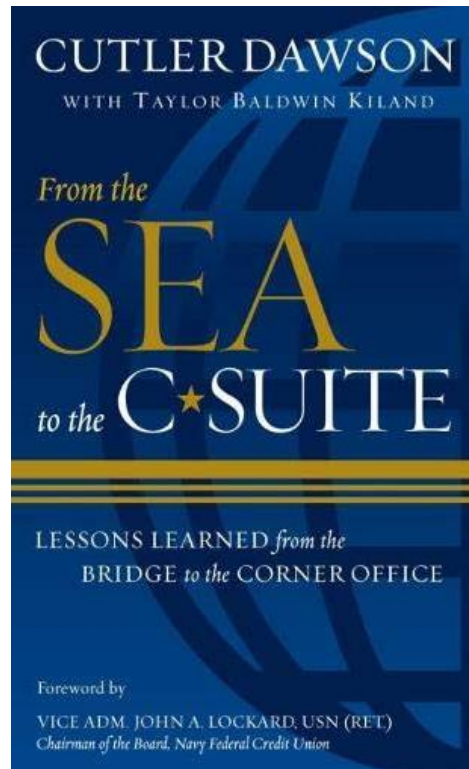
*This article is lifted directly from two posts on Tom's blog "Of Ships and Surgeons": "On Hospitals in Ships", 9/29/2010 and "On Hospitals in Ships Redux", 2/26/2018*

**Submitted by CAPT Tom Snyder,  
Medical Corps USN (Ret.)**

**Sea to C-Suite**

By Cutler Dawson, VADM USN, (Ret.)  
with Taylor Kiland LT USN, (Veteran)  
**16 February at 6:45pm**

With Cutler Dawson at the helm for the last fourteen years, Navy Federal Credit Union, the world's largest credit union, has quadrupled the size of the organization and made it an industry leader in customer service. It is now one of the most fiercely trusted and smoothly run financial institutions in the world ranked by



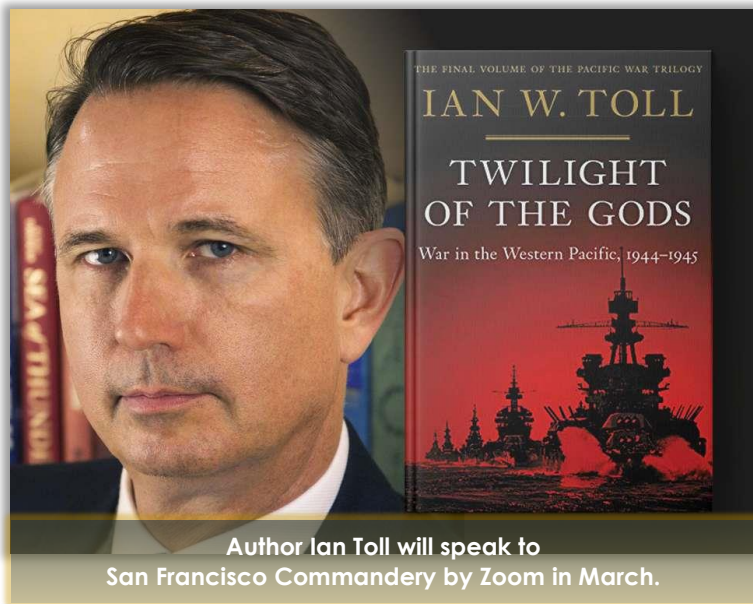
Fortune magazine as a Best Place to Work for eight years. This book reveals an honest and straightforward look at Dawson's leadership philosophy and guiding principles, offering tangible and practical insights for readers who want to learn how to chart a similar course of success--one of exponential growth without compromising a company's bedrock principles.

"Sportsman, athlete, decorated naval officer and Fortune 100 CEO! What a trajectory. A CEO who gives responsibility to those who deserve it, can handle it, and thirst for more. Vice Admiral Dawson listens to people first and finds a way to get to 'yes.' Reading this book won't make you a leader, but understanding the examples will put you on the right path." -- Richard L. Armitage, former Deputy Secretary of State

**To RSVP and get the zoom link, contact:  
CAPT William F Steagall Jr USN (Ret.)  
Commander, National Capital Commandery  
571-334-2794 or NOUS.NAT.CDR@gmail.com**

## Around and About The Naval Order – Thoughts

The shelter-in-place regulations as a consequence of the current pandemic has put a crimp in many of our activities and we have had to adapt. As Commander General Cruz noted, we have all become more familiar with tools, such as Zoom, that enabled us to hold a virtual congress and, in some cases, continue our activities, albeit at a reduced level. National Capital Commandery has a book club that meets virtually while San Francisco continues its speaker program with such presenters as Author Ian Toll and MacArthur Memorial Archivist James Zobel scheduled in March and April respectively. At the national level we have a monthly history night and a regular Thursday night gathering for sea stories. All companions, irrespective of their individual commandery, are welcome to join National Capital and San Francisco Commanderies for their virtual gatherings. The links to the History Night and Sea stories are under History Happenings on our web page: [navalorder.org/noushistoryhappenings](http://navalorder.org/noushistoryhappenings).



Author Ian Toll will speak to San Francisco Commandery by Zoom in March.

The Naval Order's Raison d'Être is History and Heritage. As such many of us are involved in various history and heritage projects across the country. We all know of the USS *Missouri* (BB 64) in Pearl Harbor. There are many other museums and historic ships that depend on foot traffic to stay viable. During the pandemic, each of them suffers financially. It would be greatly appreciated if individual companions could donate to one of these museum ships to help

them stay afloat (pun intended) financially. Following are some examples, but there are many more.



Each ship and museums everywhere require maintenance and funds for operating expenses. Some have unique needs. The *Texas* is undergoing restoration while the *O'Brien* recently lost a great deal of supplies and equipment during a recent devastating fire. Most of the ships depended on events for income and all depended on foot traffic.

Also, remember museums such as the National Aviation Museum in Pensacola, Florida and the Moffett Field Historical Society Museum in Sunnyvale, California. They also depend on donations and volunteers.

Let us not forget our heritage during these difficult times. If you have not done so already, consider a donation or volunteering at a museum ship or museum. That is what the Naval Order is all about.

Submitted by MCCS Bob Hansen, USN (Ret.)



## The Odyssey of the Old Crow – The Story of LT Thomas L. Andrews, Jr. and His Journey to the Battle of Leyte Gulf

*This story is excerpted from a presentation RADM Thomas L. Andrews, III, made at the National Congress of the NOUS in October 2019, and reprised in two installments to the San Francisco Commandery in June and July of 2020. The following is from RADM Andrews' June 2020 installment.*

It was 35 years ago that I sat at a table and heard my father talking to a friend of mine about his experiences as a Naval Aviator during World War II. I had never heard these stories before and here he was telling them to a stranger (to him). But she was our maid of honor, and a pretty one, and he was a Naval Aviator, so it made sense. As we have come to learn, warriors of our fathers' generation generally did not talk about their war experiences, at least early on. What I found, though, was that as my father aged, he talked more about his wartime experiences as well as many other military related experiences. And as he slipped into dementia late in life, his memories became more and more spotty, to the point that, extremely late in life, he only was able to recall three events in his life, one being a UFO experience at a Weapons Test in New Mexico, one being the explosion of a thermo-nuclear device at Eniwetok Atoll, the third being the Battle of Leyte Gulf off Samar Island.

It was the 75th anniversary of the Battle of Leyte Gulf in 2019. The Battle was a significant historical event in that it was the last time ships of the U.S. Navy

able to cross the "T" against an enemy fleet in the Battle of Surigao Strait, and it is the last time two fleets engaged in a surface battle within sight of each other in the Battle off Samar. As such, the four-day engagement from 23-26 October 1944 got a lot of attention.

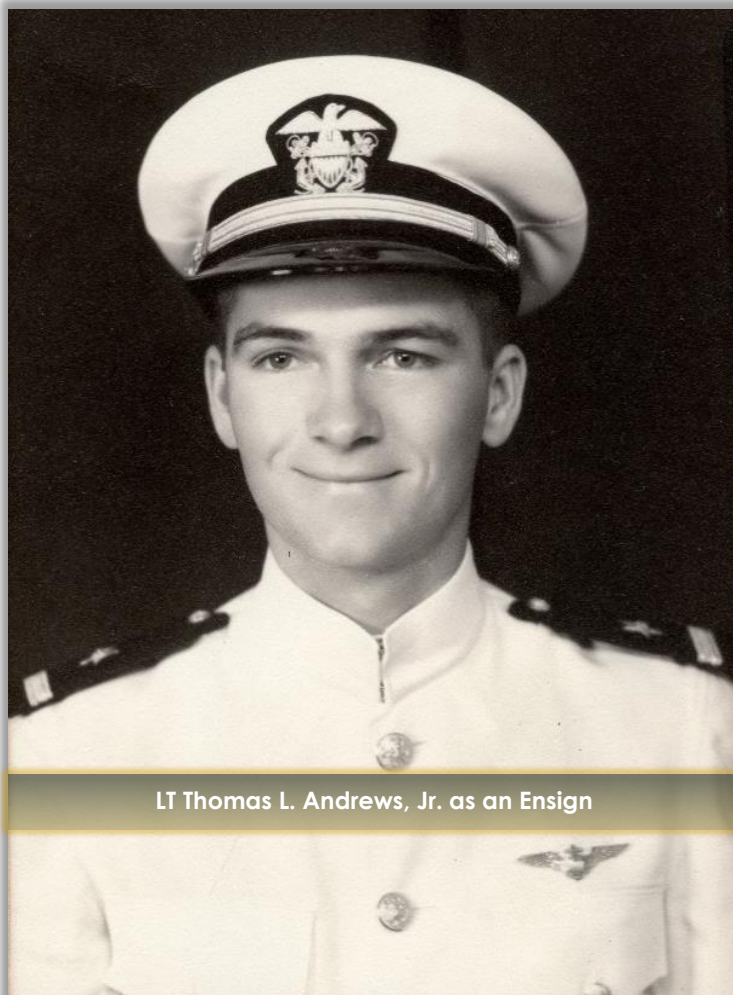
After my Dad passed away in 2011, I decided that someday I would tell his story of the Battle of Leyte Gulf – that of his ship and squadron. So why tell the story, you might ask? Hasn't it been covered ad

nauseum by authors and historians? Well, to be honest, as of the time I started this project, which was sometime in 2018, no, it had not. In fact, the story was told from a variety of perspectives by several authors at varying degrees of detail. Many years ago, I gave Dad the Thomas Cutler book so he could read what, to that point, was the ultimate telling of the story of the Battle. He was not impressed. He wrote in the book, "343 pages of the book and the *Kitkun Bay* is hardly mentioned!"

But when James Hornfischer wrote ***The Last Stand of the Tin Can Sailor, the Extraordinary World War II story of the U.S. Navy's Finest Hour***, I thought I had finally found the book I had been

looking for – the ultimate telling of the story. I could not wait to get the book, and, when I did, I devoured it. Boy, was I miffed at the end of the day. The entire book – no mention of my Dad's squadron or of his ship. In fact, the only mention of the squadron's involvement were comments regarding the heroics of the squadron commander, Dick Fowler, and a comment about Dad's squadron mate, Don Issitt, receiving the Navy Cross for his efforts that day.

Continued on the next page...

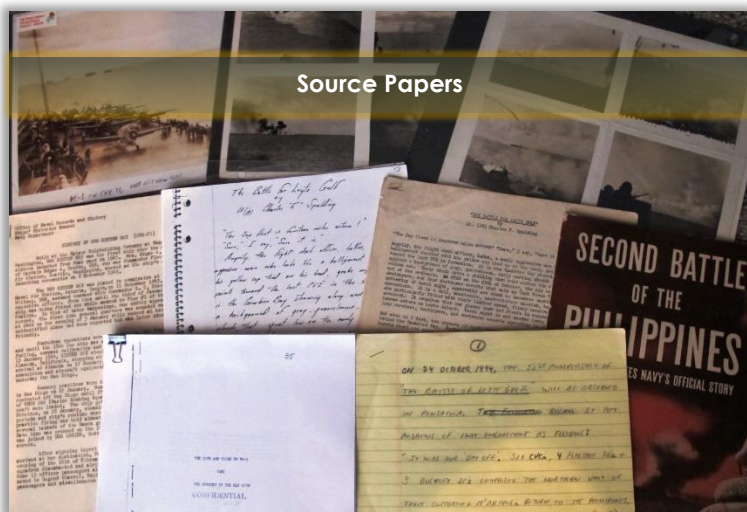


LT Thomas L. Andrews, Jr. as an Ensign

In fact, three members of Dad's squadron won the Navy Cross that day – the two men . . . and my father.

So, imagine my sentiments when the author of the Last Stand came to San Francisco to do research for his next book – Neptune's Inferno. That day at Capps Corner (where the San Francisco NOUS chapter would meet), I let Mr. Hornfischer know it. I told him, "About your book, my Dad was one of the pilots who won the Navy Cross during the Battle, and I am curious why there was not greater mention of the *Kitkun Bay* or VC-5 in your book". I am sure Jim looked at me and pondered how he was going to handle this teaching moment. He was clear in his response. He said, "In the process of researching the book, I sent letters to all the alumni associations for ships and squadrons involved in the Battle. I never heard back from the *Kitkun Bay* or VC-5"

I probably looked like a deer in the headlights after that comment. As I reflected, I realized I knew the reason he had not heard back from either alumni association – it was because the alumni associations had all but disbanded, and all their source material on the Battle from the perspective of VC-5 and the *Kitkun Bay* had somehow ended up in my Dad's hands. And now I have them.



He had not asked me.

But there was my epiphany . . . history is only what gets told. Books can be written, movies can be made, but if your story is not part of the final product, that is not necessarily the fault of the author.

So, here I am today to tell the untold story.

Well, untold as of two years ago that is. That is when Byron Como published his two books on the Battle. RADM Sam Cox, Director of the History and Heritage Command at Washington Navy Yard, turned me on to Como's two books – ***The Defenders of Taffy 3*** and ***The Raiders of Taffy 3***. Much of my knowledge of the Battle now comes from these two books. If one is interested in a detailed re-telling of the Battle, I highly recommend *The Defenders* book. In fact, RADM Cox noted that there were some items in the book that were new to him, specifically matters of damage from friendly fire, and he was having his staff do more research on it.

I also drew on other sources to compile Dad's story. First was the declassified document called "The Life and Times of VC-5 or The Odyssey of the Old Crow". I used this document to trace the path of the squadron across the Pacific to the Battle. Dad also wrote down his memoir upon the occasion of the 50<sup>th</sup> anniversary of the Battle, which was celebrated with much fanfare in New Orleans in an event hosted by another veteran of the Battle, Commodore Thomas Lupo. There is also an on-line book by Robert Cox at bosamar.com. Robert Cox has been expanding that book over the decades as others have added their stories. It is a great reference. Finally, there was a contemporaneous accounting of the Battle by LTJG Charles Spalding. Somehow, I ended up with the original hand-written copy of the story, along with a typed version.

Charles Spalding is an interesting fellow. He was a published novelist by the time he joined the squadron. I did a little research and found, to my amazement, that LTJG Spalding was a Yale graduate, heir to the Cudahay Meat fortune, member of the Pacific-Union Club in San Francisco, worked on the campaigns of JFK and RFK and actually was an usher at JFK's wedding to Jackie, a screenwriter for Charlie Chaplin, Vice President of the Investment Bank Lazard and, in his third marriage, married Berenice Roth Spalding, granddaughter of William Matson, founder of the shipping company Matson, Inc.. Makes me wish I had looked him up much earlier. He died of cancer at home in Hillsborough in 1999. He was one of the most junior members of VC-5 at the time of the Battle. All these sources added dimension to Dad's story and enabled me to better tell the story of the *Kitkun Bay* and VC-5.

Continued on next page...



## STORY OF LT THOMAS L. ANDREWS, JR.

But my association with the Battle of Midway celebration in San Francisco led to my biggest breakthrough. Upon the death of one of our Midway Vets, I was fortunate enough to attend his celebration of life. At that event, his son showed me a volume of data he had been assembling on all the aviators who trained at the various Aviation entry points during the war. He had assembled a spreadsheet that had every aviator commissioned during the war with a synopsis of their career on a line of data. It was an amazing act of love. When I asked where he got a lot of his data, he told me about an on-line database called Fold3. When I told him some

of the information I was looking for, he went into the database and pulled out a treasure trove of material, including my Dad's Aircraft Action Report from the Battle which described in detail his attack on the Japanese Cruiser Kumano, the act that earned him his Navy Cross. There was plenty more data there, too, pertaining to the ship's and squadron's actions during the Battle. All of it informed my story. Bottom line: if

you are looking for a document pertaining to World War II, and other conflicts, Fold3 just might have it.

And I had certain inspirations for telling the story, one being Chief Aviation Radioman Ed Anderson. Ed was one of our Battle of Midway veterans who came every year to our Celebration in San Francisco. There, we were able to tell his Midway story, which included being in the back seat of an SBD as a third-class petty officer manning the 30-caliber machine gun in the first attack on the Kaga, where his plane was swarmed by Japanese Zeros. Warding off the Zeros earned him the Distinguished Flying Cross that day and bought him a ticket to ride the next day

when they hunted down and attacked the Tanikaze in a late afternoon raid.

Ed kept detailed flight logs throughout the rest of the war, much against the policy of the day. However, those flight logs ended up in the hands of some folks who researched his flying record and found that he had earned many more awards than he was ever given. RADM Tom Brown, who sadly passed away a couple of months ago, called Ed into Naval Operations Support Center (NOSC) Alameda one day and awarded him his second through seventh awards of the Distinguished Flying Cross and his

second through 24<sup>th</sup> awards of the Air Medal.

So why is that an inspiration? Because, for me, it is mostly about ENS Thomas L. Andrews, Jr., Naval Aviator #7680.

Dad joined the Navy in December 1940, recognizing the world situation for what it was. At the end of his 31.5-year career, Dad had earned two personal awards. When I heard Ed's story, I thought that Dad might also be

due some more. I searched for his Flight Logs and was amazed to find them stuck in a drawer along with his Shadow Box. I thought I had found gold. But it was not to be. Dad's wartime log – in fact, everything from April 1943 through December 1944, covering 78 carrier landings and 74 cat launches with 695 hours of time in the air, was lost when Dad's Flight Log #2 was incinerated in a Hanger Fire at NAS Pasco Washington in February 1945. So, my quest to recognize Dad further in that vein ended there.

But the story continues in the next issue.

**Submitted by RADM Tom Andrews, SC, USN (Ret.)**



Ed Anderson at a Battle of Midway Celebratory Dinner

## MEMBERS MEMBERS MEMBERS

Where do they come from?



One prospective member comes my way every 2.5 days as a result of having visited our web site or by a written referral by one of our members. There have been 126 such inquiries and referrals since the close of last year's congress. Ninety-four have been officially "booked" to date. Some 80% then, are "finding us" while only 20% are being "found by us".

This is an area that can, and needs to, be improved. I have learned over my 18 years as a member of NOUS that almost everyone I know is a member of at least one or more military organizations. I am a member of the Navy League, USS Little Rock Association, U.S. Navy Cruiser Sailors Association, and of course, the Naval Order. What about you?

Over the years I have brought people from all of those organizations into the Naval Order and they have all thanked me.

So, now that the holiday is over, please give some thought to who you might extend an invitation to during the coming weeks.

As I mentioned above, people are "joiners", like you. Let's make a resolution to personally propose a new member this year.

For help with recruitment, information, and sign ups, please contact Don Schuld at Home - 973-584-9634, Cell - 201-874-0730, dschuld@juno.com, or 3 Mildred Terrace, Flanders, N.J. 07836.

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

## Welcome New Companions!

### Arizona

Mr. Joseph Andrew Ward

### Atlanta

Mr. Christopher Edward Chapman

Mr. Harold Douglas Ford

### Continental

Mr. George Edward Bukaty

CMDCM Guy Richard Carlton, USN (Ret.)

Mr. Michael Eugene Cliff

Mr. Gary Chandler Spencer

Mr. Dwight David Nantz

### Hampton Roads

Mrs. Virginia Vents Garcia

BTCM Paul Allen Reed, USN (Ret.)

### Florida First Coast

Mr. Brian Francis Kennedy

Mr. Stephen Matthew McGuire

### National Capital

Ms. Mary Susan Berry Hansen

PSC John Michael Milkiewicz, USN (Ret.)

CAPT Stell Ann Ross, NC, USN (Ret.)

CAPT Gary Werner Schnurrpusch, USN (Ret.)

### New Orleans

LCDR Michael Mitchell Wallace

### Northwest

Mr. Bradley Steven Aungst

Dr. Jeremy Robert Orosco, PhD

### New York City

Dr. Benjamin Douglas Freilich, MD

### Philadelphia/Delaware Valley

Col William Paret Boswell, USAF (Ret.)

LTC Timothy Lister Steeves

### Southeast Florida

MAJ Larry Floyd, USAG (Ret.)

Lt Col Thomas Von Gammon, USAF (Ret.)

YN1 Lynn Windles Kimler

Mr. Jimmy Roy Ness

Mr. Raul Antonio Santiago

### San Francisco

RADM Bonnie Burnham Potter, MC, USN (Ret.)

MCPO Liam Desmond Williams, USCG, (Ret.)

### Texas

CDR Allen Kent Bettisworth, USN (Ret.)

ENS Jacob Daniel Ponchot, USN

**Send all contact info changes to:**

**CAPT M. K. Carlock**

**6205 7th Ave N, St. Petersburg, FL 33710**

**M.K.Carlock@gmail.com, 415-725-2101**



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

**Richard Paul Backus**

(Certificate 6734)  
Texas & New York Commandery  
Joined 04 March 1991  
Died 30 August 2020

**Lloyd De Witt Bockstruck**

(Certificate 7050)  
Continental & Texas Commandery  
Joined 08 March 1993  
Died 27 May 2018

**Margaret Herrington Bremer**

(Certificate 7109)  
San Francisco Commandery  
Joined 01 November 1993  
Died 24 November 2019

**CDR John Joseph Higgins, USN (Ret.)**

(Certificate 7196)  
National Capital Commandery  
Joined 15 August 1994  
Died 23 April 2015

**CAPT Colin Lee Kiser, USN (Ret.)**

(Certificate 6876)  
National Capital & Texas Commandery  
Joined 11 March 1992  
Died 019 May 2020

**VADM Edwin Rudolph Kohn, Jr., USN (Ret.)**

(Certificate 7011)  
Southwest Commandery  
Joined 06 December 1992  
Died 10 November 2009

**LTC Gerard Henri Luisi, USAR (Ret.)**

(Certificate 7019)  
New York City Commandery  
Joined 07 December 1992  
Died 11 May 2013

**Howard Julius Nickel**

(Certificate 7043)  
Texas Commandery  
Joined 01 March 1991  
Died 07 August 2004

**CDR Steve Pyles, USN (Ret.)**

(Certificate 7056)  
Annapolis Commandery  
Joined 24 March 1993  
Died 17 July 2017

**Warner Ted Rademaker**

(Certificate 8562)  
San Francisco Commandery  
Joined 11 August 2006  
Died 27 May 2018

**CAPT Richard Banks Redmayne, USN (Ret.)**

(Certificate 7112)  
Southeast Florida Commandery  
Joined 07 December 1993  
Died 21 April 2003

**Alan Bradford Richmond**

(Certificate 8546)  
Monterey Commandery  
Joined 23 March 2006  
Died 12 September 2020

**CAPT Samuel William Sax, USN (Ret.)**

(Certificate 3792)  
Continental & Illinois Commandery  
Joined 01 July 1959  
Died 26 December 2007

**Col Edward John Spasek, USMC (Ret.)**

(Certificate 7147)  
San Francisco Commandery  
Joined 07 March 1994  
Died 03 April 2010

**Rueben Thomas Thornton, III**

(Certificate 7058)  
Atlanta Commandery  
Joined 09 April 1993  
Died 15 May 1994

**CAPT Paul E. Trejo, USN (Ret.)**

(Certificate 7749)  
Monterey & San Francisco Commandery  
Joined 10 February 1999  
Died 15 September 2020

**ADM Carlisle Albert Herman Trost, USN (Ret.)**

(Certificate 7080)  
Annapolis & National Capital Commandery  
Joined 28 September 1993  
Died 29 September 2020



Naval Order of the United States  
 Founded on Independence Day, 1890  
 NOUS Registrar General  
 6205 7th Avenue N  
 St Petersburg, FL 33710  
 NavalOrder.org

Non-Profit  
 Organization  
 US Postage  
 PAID  
 Norfolk, Virginia  
 Permit NO. 175

ADDRESS SERVICE REQUESTED

To order, print and mail this form, list which commandery you belong to and include a check payable to "Naval Order of U.S."  
 CAPT Thomas Snyder MC, USN (Ret.) • 131 El Camino Real, Vallejo, CA 94590  
 707-373-3989 • shipsstore.nous@gmail.com

**NOUS Merchandise Authorized for all Companions:**

- |  | <b>Quantity</b> | <b>Price</b> |
|--|-----------------|--------------|
| • The Naval Order Cross (Large medal, 1 1/4" 2 sides)  | _____           | \$35.00      |
| • The Naval Order Cross (Miniature medal, 3/4" 2 sides)  | _____           | \$30.00      |
| • NOUS Cross, large<br>(1 1/4" one side, for mounting on plaque, etc.)   | _____           | \$25.00      |
| • Campaign Ribbon  | _____           | \$ 5.00      |
| • Naval Order Rosette  | _____           | \$15.00      |
| • Naval Order Cross Lapel Pin  | _____           | \$10.00      |
| • Ladies Necklace (3/4" Naval Order Cross w/chain)   | _____           | \$20.00      |
| • Naval Order Tie, Silk  | _____           | \$30.00      |
| • Naval Order Tie Bar  | _____           | \$12.00      |
| • Naval Order Cufflink Set   | _____           | \$20.00      |
| • Marine Cufflink Set  | _____           | \$20.00      |
| • Naval Order Blazer Patch, plain.<br>pin-on   | _____           | \$30.00      |
| sew-on   | _____           | \$30.00      |
| • Naval Order Flag (3' x 5') two sides   | _____           | \$85.00      |
| • Naval Order Banner (3' x 5') one side  | _____           | \$50.00      |
| • NOUS Baseball Cap - plain bill   | _____           | \$20.00      |
| • NOUS Ball Cap "eggs" 05/06   | _____           | \$22.00      |
| • NOUS Ball Cap "eggs" Flag Officer  | _____           | \$25.00      |
| • NOUS Pima Cotton Golf Shirt _____Black _____White _____Royal Blue<br>Size S _____ M _____ L _____ XL _____ XXL _____ | _____           | \$40.00      |
| • Aloha Shirt<br>Men's - Size S _____ M _____ L _____ XL _____ XXL _____   | _____           | \$40.00      |
| Women's - Size S _____ M _____ L _____ XL _____ XXL _____  | _____           | \$40.00      |
| • NOUS Polo Shirt-Light Blue, Picqué Cotton (out of stock)   | _____           | \$10.00      |
| • Padded presentation folders, horizontal or vertical  | _____           | \$10.00      |

- |  | <b>Quantity</b> | <b>Price</b> |
|--|-----------------|--------------|
| • Naval Order Medallion (4" diameter, brass)<br>with mounting post   | _____           | \$35.00      |
| without mounting post  | _____           | \$35.00      |
| • "Navy Heroes of Normandy" DVD  | _____           | \$ 5.00      |
| • Challenge Coin<br>2010 commemorating 100 Years of Naval Aviation   | _____           | \$ 8.00      |
| 2013 Charleston  | _____           | \$ 8.00      |
| 2015 New Orleans   | _____           | \$ 8.00      |
| 2019 Boston  | _____           | \$ 8.00      |
| • NOUS Window Decal (shipping included)  | _____           | \$ 2.00      |
| • NOUS Coffee Mug, two sides   | _____           | \$20.00      |
| <b>Past and Present National Officers and Commandery Commanders only:</b>                                      |                 |              |
| • Commander General's medals (large)   | _____           | \$20.00      |
| • Commander General's medals (small)   | _____           | \$15.00      |
| • Naval Order Blazer Patch w/Crest<br>pin-on   | _____           | \$35.00      |
| sew-on   | _____           | \$35.00      |
| • Naval Order Cross with Neck Suspension Ribbon<br>(Large medal, 1 1/4" 2 sides, worn with formal attire only) | _____           | \$35.00      |
| <b>If total order is \$5 or more, ADD SHIPPING</b><br>\$6.00 within USA; \$15.00 international                 | \$ _____        |              |
| <b>TOTAL AMOUNT ENCLOSED</b>   | \$ _____        |              |

Name \_\_\_\_\_  
 Email \_\_\_\_\_  
 Street \_\_\_\_\_ Apt \_\_\_\_\_ City \_\_\_\_\_  
 State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_ Commandery \_\_\_\_\_