

NAVAL ORDER



of the UNITED STATES

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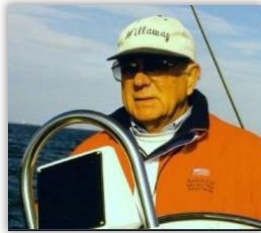
Fall 2021

Volume XXVI No. 4

In this Issue

Pg 7

An Interview with
Dr. William S.
Dudley



Pg 14

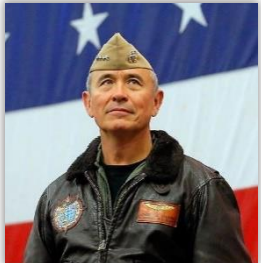
Chief
Torpedoman
Harry Morris –
The Last Navy
Apprentice Boy



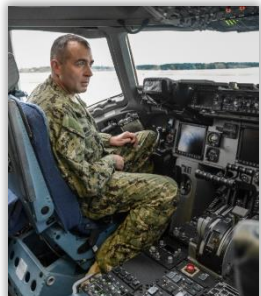
Pg 18

Distinguished
Sea Service
Awards:

ADM Harry Harris



Fleet Master
Chief Mark W.
Rudes

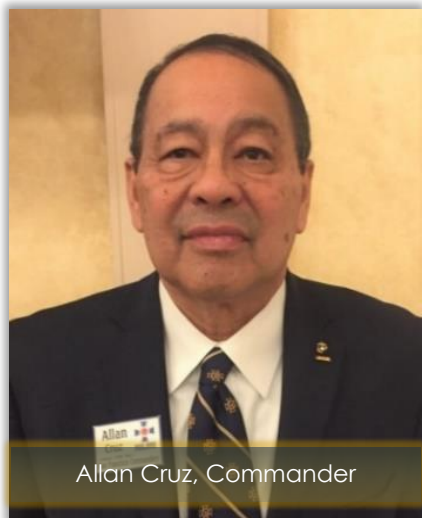


Pg 17 - Secretary of the Navy Carlos del Toro, CDR, USN (Ret.)



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THE NAVAL ORDER OF THE UNITED STATES

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Allan Cruz, Commander

My fellow
Companions,

I have kept my focus on the national organization of the Naval Order of the United States to ensure that our house is in order. My three strategic objectives of the Naval Order and their status are listed below:

Membership

When I became the Commander General, we had 1278 Companions. After the first year there were 1245 Companions. As I complete my tour, we now have 1291 Companions. We have had many of our Companions pass away these past two years. We have been successful in reversing the trends in our membership, but it requires our continued effort to increase our membership.

I would like to point out the recent success of Companions Don Schuld, Vice Commander General (VCG) Membership, Kris Carlock, VCG Registrar, and Peter Andrus, VCG Commandery Support for their efforts. As a direct result we will open or restart three commanderies; Hampton Roads and San Diego (Peter Andrus), Tampa Bay (Kris Carlock). Kris Carlock has scrubbed her lists of companions and continues to provide an accurate listing of current members. Don Schuld has pointed out that well over half of our new members have joined through the web site. We will continue to evaluate the new technology and see how it affects the way we do things. I would direct all Companions to their Annual Reports for the details.

I would also like to thank Companion "Doc" Schmidt for making nationally known speakers available to all our Commanderies. His efforts have helped increase

our membership and we are no longer limited to attendance at a face-to-face Congress.

Naval Order membership remains our single most vulnerability as an organization.

Succession Planning

It is the responsibility of our national organization's officers to identify potential candidates as their successors. We need to ensure that these candidates have the opportunity to develop their skills at the national level. We will continue to provide these opportunities to our younger Companions and invite them to participate.

Status of the Commanderies

I have asked our Treasurer General to complete the matrix that shows the status of each commandery with respect to their Federal and State filings. Let us continue to take advantage of our national organization's ability to pass down our status as a 501c (19) to subordinate commanderies as we restart some of our commanderies.

Our second virtual Congress was hosted by the Continental Commandery. Thank you for rising to the challenge. Thank you to all the Companions who attended.

As I have said before, we have our own stories to tell. Each of us can contribute our own memories of the maritime services of our own time to the mission statements of the Naval Order of the United States. As we protect the past, let us remember to look to the future. Can we take advantage of the additional tools we use? What trends and changes do we see in our future?

What will the Naval Order of the United States look like when we are 150-years old?

What will your commandery look like then?

I wish every success to my successor, Commander General Bob Whitkop, CAPT USN (Ret.)

**Col Allan F.P Cruz, USMC (Ret.)
Immediate Past Commander General**



Companions of the Naval Order,

May I start by thanking God for the opportunity to be here and serve both Him and our Naval Services in the preservation of the Legacy that lies in our wake and continues to develop around us. We are challenged to provide an enduring representation of those events that shape our future Naval activities.

May I congratulate COL Allan Cruz, USMC (Ret.) on his leadership and tenacity when faced with the challenges of the past 2 years and thank him for his selfless service to the Order. He set his goals for this time leading the Order and has stayed the course to meet those goals.



Following that kind of dedication and focus is a challenge to me and to all of you I call 'Naval Historians' and the core of the future

of the Order. If you haven't thought of yourself as a Naval Historian in the past; start doing that from here out!

We are blessed to have among us some very talented writers of Naval History; we want to help share those stories of History within our organization and outside as well. It is up to you to effectively document our Naval

Services history and each of you have your own piece of it. If you haven't been a writer of History in the past, we want to help you become one in the future over the next 2 years and beyond; your personal stories!

If you haven't embraced technology up to this point, we want to help you do that as well, as the documenting of YOUR history and the use of the technology go hand in hand.

We need to use the technology to its most effective level, both to enhance the availability of our message about Naval History through regular presentations, but also to embrace the future by encouraging greater participation from the younger members of our profession.

The growth of our Naval History Day efforts will form a base along with an outreach effort to other

organizations, both local and national, that are promoting remembrance of Naval History through events and the advancing or preserving the symbols of History through memorials and museums.

We must communicate more often, more effectively and with emphasis on our mission to operate in unison across our Commanderies.

By the time you receive this newsletter our second virtual Congress will have concluded, and I will have formerly assumed the job of Commander General. There will be a full update on what happened during the Congress in our winter newsletter.

**Submitted by CAPT Bob Whitkop, USN (Ret.)
Commander General**

FIND OUT FOR YOURSELF THE DIFFERENCE BETWEEN FAIRY TALES AND SEA STORIES.

Join us for "Sea Story Night" every Thursday (except after a Wednesday History Night). The chat room opens at 2000 Eastern Time. Click on the "History Happenings" link on our website, NavalOrder.org, then scroll down the page to Sea Stories Night link, click and enjoy!



CONTINENTAL COMMANDERY

The past quarter has been quite busy for the Continental Commandery. Lots of Virtual Lecture Series webinars and great exchanges of ideas about sea services history. Obviously, the other "heavy lift" item on our plate were the preparations for the 2021 National Congress. We secured great speakers and looked forward to hosting the various award ceremonies, the change of command of our leadership, and ensuring the critical continuity of our operations as an Order. We hoped you registered, and looked forward to having you with us in October. If you were unable to attend, we will share the results on the website and in the next newsletter.

For those who would like to hear about some of the significant events in the lives of our Continental Companions, I am pleased to share the following tidbits:

From Cinzi Lavin, we are happy to report:

The past summer has been busy promoting two new novels, *The Taciturn Sky* and its sequel, *Nemesis of the Great*, which follow the story of a young man from an aristocratic New England family as he struggles to find his place in a changing world.

Continued on next page...

Cinzi further noted, "Meanwhile, my teenage musical protege in Kolkata, India made his debut concert piano performance and did an outstanding job. He's an exceptionally talented and dedicated young musician and I'm sure you'll all be hearing about him in years to come! My husband, Robert, and I had a relaxing time in Newport, Rhode Island, where we go each summer. We toured The Breakers (the Vanderbilt's 140,000 square foot summer "cottage") and I must say, I found the marble floors uncomfortable. (I suspect the Vanderbilts had astronomical podiatrist bills.) Of course, we spent some time on the water--always a highlight. Fortunately, we departed a few days before Hurricane Henri made his visit. I'm looking forward to a busy autumn, serving on the board of directors of the Northwest Connecticut Arts Council and assisting the Connecticut State Office of the Arts with grant reviews."

From Rich Farrell, we are happy to report:

He has moved from St. Louis, MO to Vancouver, Canada with his English wife, and has built a house on Bowen Island, just across the Strait from Vancouver.

From David Nantz, we are happy to report:

He is in the midst of the "Move" program benefits via the VA and losing some weight...48 lbs. to date from April of this year. Eating better and walking a lot more. Joined his church choir this past week and plans to stick it out even though he has a short-term terror. The deer and groundhog ate his squash and zucchini this year, but the tomatoes and cucumbers survived. He planted early from seed, so it was good to see the garden grow. Seeds are powerful. He said that it was a nice surprise to see the article Captain Bresnahan submitted about his local military museum. Asheville Airport, where he works, had a military display in the lobby 24 years ago.

From Jim Tritten (Life Member New Mexico), we are happy to report:

He has been busy publishing books, stories in anthologies and winning awards for his efforts. His latest book, *Panama's Gold*, has been published and is available on Amazon.

From James Homan, we are happy to report:

Retired and playing golf...but recently attempting to

explain what is going on in Afghanistan! He ran a startup Aviation Logistics firm out of Pakistan in 2001, transporting journalists & currency in country. Then in 2005 & 2009 worked a couple of security consulting contracts in several parts of the country.

From Jim Erickson, we are happy to report:

His focus is the completion of the third book he has co-authored. It has all been a test of persistence and patience, and some gratitude for the pandemic. It produced a motivation to stay home and write. He has completed the final wrangling about the cover (we hope) with the publisher, so now all that remains is to wait for it to be published.

From Jeff Subko and Margot Gee, we are happy to report:

Margot and Jeff are spending two weeks on beautiful Lake Okoboji in northwest Iowa and celebrating their marriage, which started there 34 years ago. He wore white at the wedding — Choker Whites! Their only disappointment is that the lake level is too low to allow the QUEEN II, the "Flagship of the Iowa Navy" to make its daily narrated journeys around the lake.

From Steve Brasington, we are happy to report:

He is working as a physician six years after retirement from the Medical Corps in the USN. He works with veterans at a local VAMC. Off duty his wife and he sing in the choir at church. They are also care givers for his 97-year-old mother. His wife's mother passed in 2019. His father was a former Marine (WWII Pacific Theatre), who died in 1997. His father-in-law was a multi-war veteran (Korea & Viet Nam). So, his focus has been heavily focused on caring for veterans and elder parents.

From Dennis Okerstrom, we are happy to report:

After retiring a couple of years ago from teaching at a nearby university, he joined a soaring club and spends many weekends flying gliders and searching for lift. He is also continuing research for his next book, the story of the glider pilots who landed in Normandy on 6 June 1944. Add to his busy list: watching his grandkids play baseball and soccer; and taking riding lessons.

Submitted by Aaron Bresnahan, CAPT, USN (Ret.)

FLORIDA FIRST COAST COMMANDERY

The advent of the Pandemic has not stopped the wheels of progress from adding the next generation of Naval Leaders to the U.S. Navy and Marine Corps.



ETCM Craft, USN(Ret.) FFC Commander presents a sword to JU NROTC Ens Dahlin

This past spring that tradition continued with the graduation of a new cadre of Ensigns and Second Lieutenants, from the NROTC Unit at Jacksonville University.

FFC Commandery Commander, ETCM(SW) John R Craft USN (Ret.) celebrated that event by presenting a sword to the Top Officer

Candidate from the graduating class, Ensign Natalie Dahlin, USN, who will attend Flight School in Pensacola, Florida.

Florida First Coast began our summer schedule with CAPT Michele Lockwood, USN (Ret.) (Past Commander General) as featured speaking on the concentration and the impact of carbon dioxide on the environment. CAPT Lockwood addressed the facts surrounding CO2 and the current push to eliminate Greenhouse gasses. CAPT Lockwood presented the long view of how historical evidence shows the process over the millennia and how we are a part of that cycle. Don't listen to the hype: Get educated! You may view the presentation at this address: bit.ly/3lsrpvt

The annual USS *Stark* memorial service was held on 17 May 2021. The event was well attended by former crew, Navy Officials, and local city dignitaries. COVID once again kept the ceremony from being held on-base at the Memorial Grove, but the Atlantic Beach Veteran's Memorial served as a perfect backdrop for a well-attended remembrance this year. The ceremony included the unveiling of the walkway bricks at the Atlantic Beach VFW site with each of the 37 names of those killed, upgraded, and donated by the Florida First Coast Commandery. RADM Don Gabrielson, USN (Commander 4th Fleet) and CAPT Jason Canfield, USN (CO, NAVSTA Mayport) offered

their words of honor and support to the families and crew of the 37 sailors who lost their lives on 17 May 1987 in the Persian Gulf when two Iraqi Exocet Missiles struck the ship.



Many members of the *Stark* crew attended the 34th Memorial Service in Atlantic Beach (Stark Photos: U.S. Navy photos by Mass Communication Specialist 3rd Class Juel Foster)

The FFC Battle of Midway/D-Day Honor dinner was held on Saturday evening 5 June at the Sea Breeze Conference Center onboard Naval Station Mayport, Florida. This evening of good friends, good food and camaraderie was capped by an inspiring presentation by CAPT Ryman Shoaf, USN (Ret).

CAPT Shoaf's presentation focused on the several oversights of the Japanese Navy's attack on Pearl Harbor. He pointed out the planning oversights of not bombing the Ford Island fuel depot and the drydocks, which allowed the U.S. Navy to get back in the fight quickly and (with a great stroke of fortune) deliver a crushing defeat at the Battle of Midway. Afterwards, CAPT Shoaf was presented a complimentary one-year membership in the FFCNOUS.

The First Coast Friday morning coffee gatherings continued through the year as we looked for additional opportunities to reconnect at events post COVID and use them as recruiting tools for potential NOUS members!

Florida First Coast mourns the passing of LCDR Ben Nichols, USN (Ret.), a companion who led a truly patriotic and committed life. LCDR Nichols provided his last presentation to the FFC Commandery in January. It can be viewed here: bit.ly/3DtFU8A.

Submitted by John Craft, ETCM USN, (Ret.)

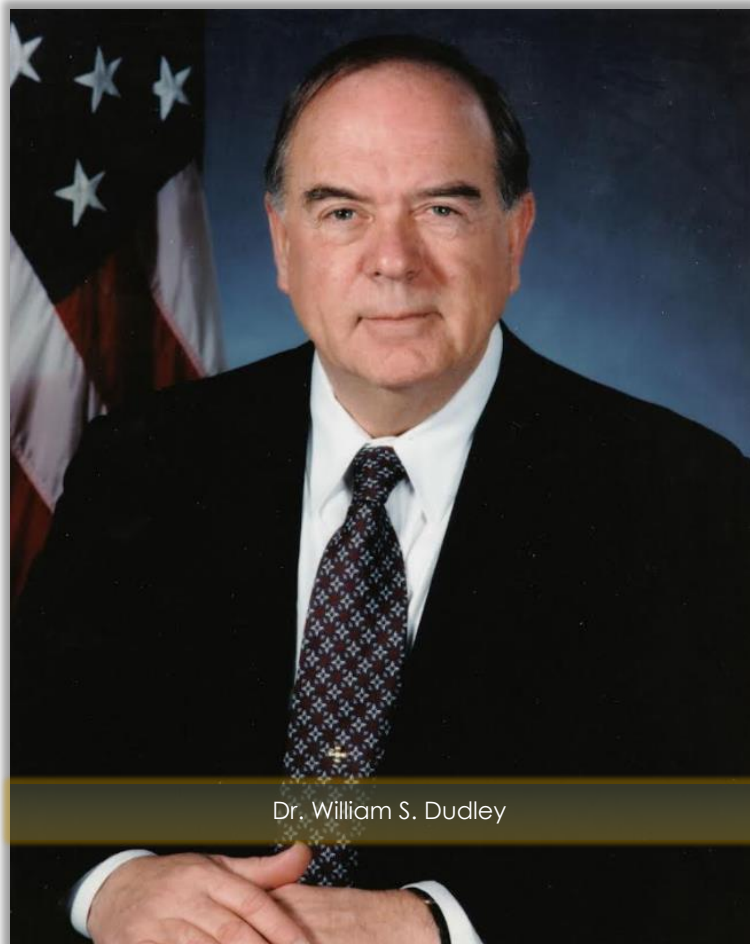
Naval Historian and Maritime History Consultant and former Director of the U.S. Navy's Naval History Center

"History is a mental resource that you carry in your mind so that it is there when you need it. And, logically, if you haven't read or studied it, this could be the one resource you don't have when it's most needed."

These were the words of Dr. William S. Dudley when I interviewed him on 15 June 2021, in Easton, Maryland, for an oral history as part of the Library of Congress Veterans History Project under the auspices of the National Capital Commandery. I have admired Dr. Dudley's work for years since I met him through our mutual membership in the Naval Order. He is a maritime heritage consultant, speaker, and author whose latest book is ***Inside the US Navy 1812 – 1815***. He has also co-authored ***The Naval War of 1812: America's Second War of Independence***, and ***Maritime Maryland: A History***. He edited the multi-volume series on ***The Naval War of 1812: A Documentary History and The Early Republic: Essays on the Naval and Maritime History of the Early United States***. He is also an advisor to the Annapolis Maritime Museum.

Dr. Dudley graciously talked with me for about 90 minutes regarding his education, his naval service during the Cold War, and his 27 years with the Naval History Center (now the Navy History and Heritage Command) in Washington, DC. His career is one of service to the nation in terms of preserving our maritime history and appreciating those who have served, as our interview revealed.

Dr. Dudley, those who know him call him "Bill," was born in 1936 in Brooklyn, New York; the eldest of three sons. His father followed a 30-year career as a stockbroker, his mother a homemaker. He attended Williams College, graduating in 1958 with a degree in history. In 1959, in a time when young men were subject to the draft, he joined the Navy. Why the Navy? "Because I was born to the water. I was sailing with my parents when I was three years old. I lived near the beach. I went swimming every day in the summer if I could...I taught sailing to youngsters...I decided that my maritime background dictated that I had to be in Navy."



Dr. William S. Dudley

Navy Experience and Graduate Studies

Bill entered the Navy in 1960, and after completing Officers' Candidate School at Newport, Rhode Island, was commissioned as a surface warfare officer. He was assigned to the USS *Cromwell*, DE-1014, a Dealey-class destroyer escort, homeported out of Newport. The ship was designed as an anti-submarine warfare ship to be employed as a convoy escort against Soviet submarines.

Bill's first assignment aboard *Cromwell* was as her communications officer. Then he went to the Anti-Air Warfare School in Dam Neck, Virginia and became a Combat Information Center officer, interpreting radar, sonar, and radio communications for tracking submarines. When the *Cromwell* took a cruise around South America, Bill was chosen as liaison officer, visiting naval ships of Peru, Uruguay, Chile, and Brazil. The experience instilled a deep appreciation for Latin American culture and history.

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In the final months of his tour of duty, Bill enjoyed being the assistant communications officer aboard the destroyer tender USS *Yosemite*, AD-19, flagship of the Commander, Cruiser-Destroyer Force, Atlantic Fleet based in Newport. He also took on cryptographic officer duties. He recalled reading classified message traffic in 1962 about massive deployments of military and naval forces south into the Atlantic. He later found out that the deployments were part of the preparation for the Cuban Missile Crisis!

Bill left the Navy as a Lieutenant JG in 1962, becoming a history teacher at Brooklyn Polytechnic Preparatory Country Day School (a private boys' school). He joined the Select Reserve at the Brooklyn Navy Yard, with monthly weekend drills on the destroyer USS *The Sullivans*, DD-537, cruising on Long Island Sound. He obtained a master's degree in history by going to Columbia University at night, with the help of the GI Bill. He married in 1965 and bought his first home with a VA loan. "It was great!"

Reviewing his Navy experience, Bill reflected: "I became much more mature in the Navy. I learned that the world was not my oyster, as it were. I learned what it meant to obey a direct order without complaining about it and not asking questions. I think I became much more disciplined. I learned how to handle enlisted men, my fellow officers, with the protocols of being a naval officer, an important part of the Navy's culture. And I think that all translates into civilian life where opportunities come up to lead or to manage a group, and all of these skills come together... So...it was very beneficial experience." His only disappointment was that state-side reservists who served during the Cold War received no designated service medal – not even an honorable discharge pin.

Bill left the reserves in 1967 to pursue a doctoral degree in Latin American history. He learned Portuguese and spent a year in Rio de Janeiro, with his young family, completing a dissertation on Brazilian military history. With a PhD, Bill spent the next seven years teaching Latin American Studies at Southern Methodist University in Texas. By 1975, he felt his career was due for a change in direction.

A Career Change and a Move to Washington, DC

"I spent seven years at SMU, mostly good years. But

as I figured out, it didn't seem to me that the Latin American Studies Program was going anywhere. Fewer and fewer students were showing up in the classes....The rise of Fidel Castro in Cuba, had been the stimulus for...money that was invested in Latin American studies to prevent revolutions, to understand what was going on....But by 1975, we were in a different era...I figured this discipline was not a good place to be and started looking for jobs."

He traveled to Washington, DC for the American Historical Association conference. There he met the senior historians of the Army, Air Force, and Navy. He asked about positions for historians and circulated his resumé. Just over a year and half later, in 1977, he accepted the position of Supervisory Historian at the Naval Historical Center (NHC) Research Branch, Washington, DC. Bill confided that he had boned up on naval history for the interview – and it has been his passion ever since.

In 1989 he was elected President of the Society for History in the Federal Government – the organization for historians across all federal agencies and the armed services. He and Ben Frank, the Marine Corps Senior Historian, presided over the Military Classics Seminar – a monthly meeting at Fort Myers, Virginia, hosting military history authors to talk about their books. Through such activities, Bill cultivated relationships with historians throughout the federal government. After the events of 9/11 took place, the late Dr. Al Goldberg, historian for the Secretary of Defense, decided to author a book on the attack on the Pentagon. At Bill's request, the Navy Department (NHC) became the executive agent for the project. The title was ***Pentagon 9/11***, published in 2007.

The Center for Naval History (NHC)

From 1995 until 2004, when he retired, Bill was Director of the NHC and Director of Naval History, meaning he was the chief historian of the Navy, reporting directly to the Director of Navy Staff. He became a member of the Senior Executive Service (SES-2: the equivalent of a Rear Admiral). As Coordinator of Navy Museums, his responsibilities included oversight of 12 Navy Museums and over 100 decommissioned Navy ships (many of them are museum ships). Bill wore "several hats." He was also Curator for the Navy, and

Continued on next page...

Coordinator of Navy Libraries, with an NHC staff of 100 people, both civil service and military. "It was a multi-tasking job that never ends."

He described how he and his staff responded to changing priorities on a moment's notice: "...if the Secretary of Defense decides that we have to make up a new push, now we have to dramatize the museum displays at the Pentagon...It's an 'all hands on deck' evolution. 'Oops, stop whatever you were doing. Focus on this.' 'But, but, but...' 'No, no, nope...When it's done, you can go back to what you were doing.' And when it came to the Marine Corps it was the same story. The Marine Corps under Commandant Ray Davis commemorated the anniversary of its roles in the Korean War in 2000, the 50th anniversary of the Invasion of Inchon and the Chosin Reservoir battle. All of a sudden, the Marines want a display on the Washington Mall and we were involved. That's where all the energy had to go....all of a sudden, the urgent becomes the important."

Nevertheless, Bill regards his time at the NHC as "fabulous." One of his significant accomplishments was as the series editor for a three-volume compilation of the naval documents of the War of 1812. A fourth volume is in progress under a new editor. He also established the Underwater Archaeology Branch of the NHC, headed by Dr. Robert Neyland. The move reinforced U.S. ownership of the Navy's underwater shipwrecks and sunken aircraft, including wrecks of the Confederate States Navy. From 1991 to 2004, Bill represented the Navy, under State Department auspices, on the CSS *Alabama* Scientific Committee, an official French-American group established to recover artifacts from the CSS *Alabama* that was sunk in combat by the USS *Kearsarge* off Cherbourg in 1864.

Another major accomplishment occurred in 2000. The NHC persuaded the Secretary of the Navy to hire an independent contractor, History Associates, Inc. of Rockville, Maryland to conduct an in-depth assessment of U.S. Navy history facilities and activities to develop a strategic plan for improvements in communication and coordination among museums, teaching institutions, libraries, archives, and research centers. One outcome: the Chief of Naval Operations created the Director of Navy Installations to coordinate with the Director of Naval History in

supervising Navy museums. The plan resulted in the NHC becoming the Navy History and Heritage Command in 2008, with increased funding, more staffing, and the appointment of retired captains or rear admirals as directors.

In reviewing his years in the NHC, Bill expressed an admiration for civil service employees. "When I hear people denigrate the civil service in general... I say, 'That's not true.' ...I've been a defender of the civil service for a long time. But my examples come from working at the Naval Historical Center. They do their jobs - they respond to direction. They want to do a good job...They want to do it for the Navy...for their co-workers. My feeling is it was a place of high morale, even though we weren't getting the support I think we needed because the budgets were so small. And I'm not talking about increased pay. What most professional workers want are improved conditions so they can do their jobs properly. That I think is what we had lacked for some time. And I'm pleased to say that I think that conditions are improving at the Naval History and Heritage Command."

Concluding Remarks

At the conclusion of the interview, I asked Dr. Dudley what he most wanted people to know, based on his experience. In reply, he spoke about the significance of naval history to the nation, and his veneration for our military veterans.

Regarding naval history: "I hope that people will recognize that government historians take on many missions. And the issue is, how do you 'do' history? ...the historical task is something that often requires a talented, diverse group to accomplish. Whether it's a history of the Department of the Navy or any other service, it's a collective task, and one has to interact with colleagues. So yes, people write history, but there is no one person that can do this completely, successfully, absent others. You need librarians, archivists, curators, editors and you need the civilian community, which is out there writing history as well. We have to bring it all together to write a comprehensive history of what the Navy is doing at any particular time. This applies as well to any other department of government.

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How do we get people to understand better what the Navy stands for? I think it's the historians who will provide that answer. ...historians are beginning to be recognized as people who can help formulate policies based on the past. The institutional past is really a record of good and bad decisions. If you only look back on the good decisions, if you're the decision-maker, you are not getting the full story. You have to look at the bad decisions, the poor decisions, and the fact that sometimes there are no decisions when there should be."

Regarding veterans: "Folks need to recognize that we identify with our service experience more than almost anything else we've done. This includes the friends you made and the lessons you learned. Most of us have a love of service. And, to me, it's most important, as an American citizen, to highly recommend that public service, in some form, be required of all citizens, so that they will come to understand what sacrifice means, what other people are doing for the nation, the common good. I am saying there should be some form of national service because I think that all of us who have served and have seen sacrifice by others, understand that. This could be perhaps an injury we suffered ourselves or an experience that had an impact, which brought us the love of country, the friendship of comrades, which comes from service in the military, especially. The supporting actions between friends who go through these crucial experiences, whether it's battle, or bureaucratic cooperation, create a bonding experience.



You all accomplish something that you feel is a benefit for the country...To me, that's part of a life well-lived."

I'd say Dr. William Dudley is a sterling example of a life well-lived, wouldn't you?

Submitted by Judy Pearson, Ph.D.

The New Orleans Commandery resumed in-person meetings with a dinner at Bistro Orleans in Metairie, Louisiana on 16 June. Over 40 personnel attended and welcomed CAPT Eric J. Trehubenko USN (Ret.) as the new Commander. CAPT Trehubenko is a former Surface Warfare Officer and Oceanography Officer with a host of sea, shore, major staff, and command tours under his belt.



Respects were paid to former Commander, CAPT Gary Bair, USN (Ret.) and former Historian, Virginia De Fraites – stalworths of the New Orleans Commandery - who passed away this year. Both are dearly missed.

CAPT Bair served nearly 32 years of active Naval service as a designated Surface Warfare Officer. Fifteen of his first 18 years were on sea duty in cruisers and destroyers, nearly all of his last 15 years in command, including the destroyer USS Corry (DD817), Naval and Marine Corps Reserve Centers in Santa Monica and Encino, California, Naval Reserve Readiness Command – Great Lakes, and Naval Support Activity – New Orleans. Gary was extremely active in voluntary service to the New Orleans community since retiring from the Navy in 1993, almost always in positions of leadership. He served as the Commander of the New Orleans Commandery for the past 25 years. (See tribute on page 27)

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Virginia De Fraites

Virginia De Fraites, a.k.a. "Mother Goose" was a member of the Terrebonne Parish, Louisiana Tourist Commission for over twenty years and the chairman of the Enhancement Commission. She was dedicated to supporting the military and part of her passion included being a member of the

Naval Order, a Life member of the Navy League, a volunteer of the Regional Military Museum Foundation and an officer in the US Naval Sea Cadet Corps. She was a regular attendee of the NOUS annual congress.

After dinner, Dr. Samantha Cavell, Assistant Professor of Military History at Southeastern Louisiana University gave a very well-received presentation on the early history of Naval Aviation. The lively history lesson was



Dr. Samantha Cavell

accompanied by a slide show, featuring black and white images from early U.S. and U.K. naval aviation escapades. "Sam" is the Assistant Professor in Military History at Southeastern Louisiana University and recipient of the Distinguished Teaching Endowed Professorship in the Humanities, 2019-2022. She received her PhD in naval and maritime history from the University of Exeter in the UK. She is a regular presenter at the U.S. Naval Academy at Annapolis and serves on the editorial board of the *International Journal of Maritime History*. She has participated as a judge for National History Day, Louisiana State Competition.

Submitted by CAPT Eric J. Trehubenko, USN (Ret.)

Remembering the Battle of Midway and the Introduction of Hybrid Meetings

Annual Remembrance of Midway

On 19 June 2021, Commander CAPT Jim McGinnis, MSC, USN (Ret.) welcomed twelve Companions on Zoom by for the annual Battle of Midway Remembrance. This year's presentations focused on the Allies' global strategy as well as specific Pacific Theater operations following that pivotal engagement at Midway.

CAPT Dick Griffin, USN (Ret.) and CAPT Solon Webb, USN, (Ret.) gave historical presentations, both of which prompted lively discussions among the participants. CAPT Joe Valenta, USN, (Ret.) then outlined the Commandery's long-term plan for covering other aspects of key battles of the Pacific War after Midway.

Summer Break and Our First Hybrid Meeting

After a summer break with no meeting held in July, the Commandery took advantage on 7 August 2021 of less-restrictive COVID-19 protective measures in place at the time. The result was a fantastic turnout of 23 Companions at a backyard barbeque at the home of CAPT John, USN (Ret.) and Cricket Laible, both NOUS NWT Companions. In addition, two additional participants joined in from Oregon via Zoom, making this meeting the Commandery's first "hybrid" event of the year. The overall result was a success, and we are now investigating additional technologies to enhance these future joint meetings. The objective is to continue with local meetings that also will include Companions unable to travel to the in-person meeting sites.



CAPT Jim McGinnis, NOUS NWT Commander, sets up the Zoom connection which included two participants from Oregon during the presentation portion of the summer bbq.

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The August barbeque program was presented by the Commandery's "Destroyer Club," including members who served on those vessels. CAPT Valenta gave a quick synopsis of the day's agenda and a summary of the speakers.

CAPT Valenta then recounted his career, which included Naval Reserve Officer Training Corps summer cruises. Upon college graduation, he was assigned to duty aboard the USS *Dahlgren* (DLG-12) and later finished his active duty aboard USS *Oklahoma City* (CLG-5/CG-5).

CAPT McGinnis then spoke on Destroyer history and capabilities, and he was followed by CAPT Bill Hickman, USN (Ret.) who gave a briefing on Destroyers/Frigates' Personnel.

CAPT Hickman emphasized that Destroyers and Frigates are fast, mobile weapons platforms: People aboard are there principally for 1) propulsion engineering or 2) to fight for the ship. CAPT Hickman was Commanding Officer of USS *John A. Moore* (FFG-19), taking command in 1998.

CAPT Laible and TMC John Gerten, USN (Ret.) recounted stories about USS *Stoddard* (DD-566) when she was operating in coastal waters during the Vietnam War. The vessel was conducting shelling of shore facilities when it received return fire causing damage to the ship. Fortunately, no injuries were sustained by the crew.

CAPT McGinnis and CAPT Valenta concluded this final Summer NOUS NWT meeting with the presentation of commemorative coins.

Northwest Commandery Upcoming Events

Planned upcoming events are listed on NOUS Northwest's website at 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 jmccginnis28@comcast.net and 360.980.2782

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

Submitted by Solon Webb

Our commandery had closed out June on a somber note at the Korean War Memorial where our friend companion LtCol John Stevens was remembered in a poignant ceremony.

July was more upbeat as we began to make plans for the post-pandemic era. In July we had, what we hoped would be, our last Zoom-only meeting. Our speaker was Jack Brown, the History Day winner in the senior division. Jack, a high school student, displayed an acumen with research worthy of advanced college level according to all companions who participated. His research paper was on "Operation Ivy Bells," a joint, top-secret effort of the U.S. Navy, Central Intelligence Agency, and National Security Agency, to tap Soviet Cables and spy on their submarines. For Jack's paper and further information, please go to the subject on our website, NavalOrder.org, National History Day Winner 2021 Operation Ivy Bells — Naval Order.

In August we got together for our first in-person gathering since March 2020. Recognizing that we were not totally out of the woods yet with respect to COVID, we worked with the Italian Athletic Club (IAC) to ensure that appropriate precautions were taken. Our tables were widely dispersed with limited seating and the IAC gave us the use of a private room on the upper floor with an open patio where we could enjoy the camaraderie during a warm summer day.



We didn't have an official speaker but took the opportunity to share plans for our post pandemic

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SAN FRANCISCO COMMANDERY

activities such as Fleet Week and our Pearl Harbor Day dinner. It was especially nice to see familiar faces and share personal sea stories.

In September we resumed our speaker program (albeit with San Francisco covid protocols in place). Our speaker was our own Bob McLaughlin who gave us an insight into the history of the Panama Canal. Companions may not realize that the engineering and design of the Panama Canal was largely predicated on making our U.S. Navy a true two-ocean service. Before the Canal, ships needed to sail around the horn to travel between the east and west coasts. The width of the Canal largely determined the design width of our Naval vessels and vice versa.

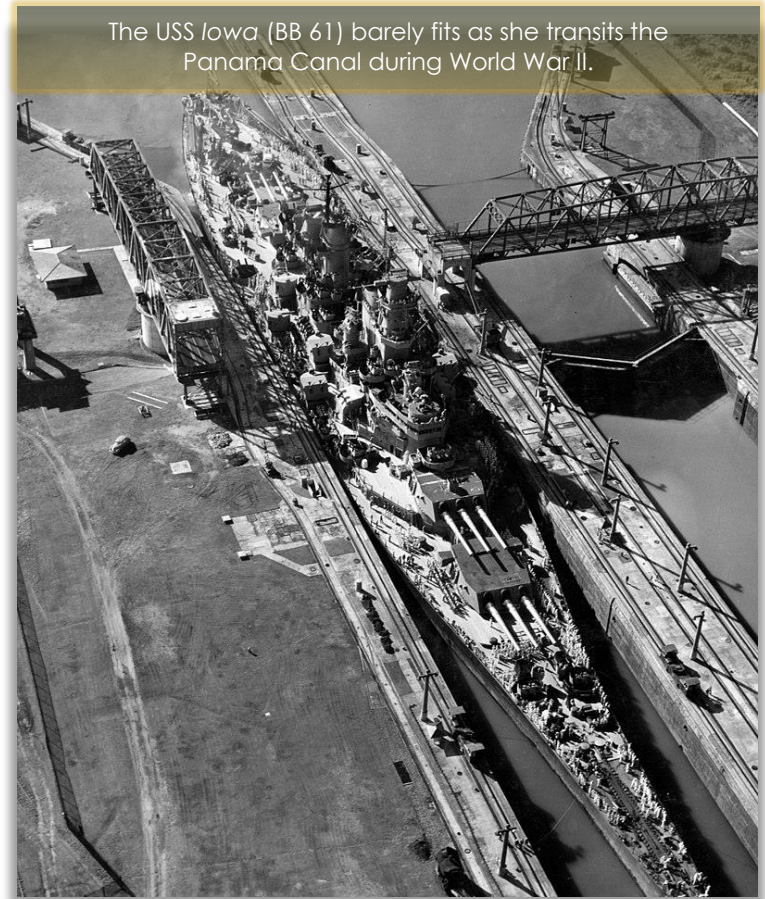
We also learned that, although talk of a canal began during the colonial period, it was the California Gold Rush that really got the ball rolling as it took months to travel from coast to coast by land or sea in 1849.

French efforts to build a canal were defeated by tropical diseases and politics in the late 19th century. It took advances in medicine and American ingenuity (and a revolution in Panama) to ultimately get the project moving.

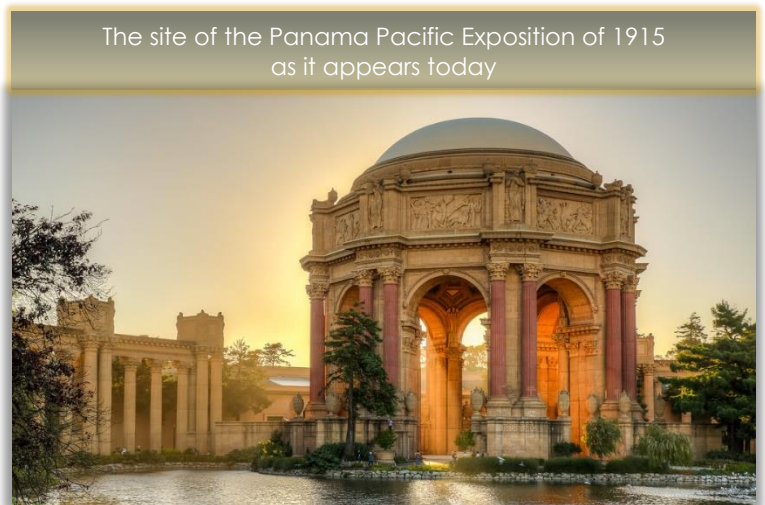


President Theodore Roosevelt takes control of an earth mover during the excavation of the "Culebra Cut" during the building of the Panama Canal.

A mountain that had stopped the French did not stop the Americans. President Theodore Roosevelt, who as Assistant Secretary of the Navy, had seen the necessity of a canal and helped push the project forward. The Canal was finished in 1914. The occasion was marked by the Panama Pacific Exposition and World's Fair in 1915 which was held within walking distance of our current meeting place at the Italian Athletic Club.



The USS Iowa (BB 61) barely fits as she transits the Panama Canal during World War II.



The site of the Panama Pacific Exposition of 1915 as it appears today

Submitted by MCCA Bob Hansen, USN (Ret.)

Chief Torpedoman Harry Morris – The Last Navy Apprentice Boy

When I was a young sailor walking up and down sailor town (lower Broadway) in San Diego, there were certain places where I would routinely stop. First on the agenda was usually either the Seven Seas retail store or the Army Navy YMCA across the street.

Depending on what time I needed to return to the 32nd Street Naval Station, I would finish either at the U.S. Grant Hotel or the Greyhound Bus depot before I retreated to catch the bus at Horton Plaza.

I remember the tattoo parlor near the U.S. Grant Hotel, where I would stand transfixed watching the tattoo artist at work. In the window of the tattoo parlor were not only samples of his artistry, but a picture of TMC Harry Morris, the longest serving enlisted man in the United States Navy.



Chief Torpedoman's Mate Morris' Uniform

Chief Morris had not only served 55 years on active duty (41 years sea duty) but was the last person on

active duty to wear the apprentice knot on the cuff of his service dress blue uniform. Morris had served in the Great White Fleet and was one of the founders of the Great White Fleet Association, which held its annual reunions in the U.S. Grant Hotel.

In the old Navy of the 1800's Naval Academy, graduates represented the professional career class of the United States Navy. Enlisted sailors frequently were recruited by captains trying to fill up a crew. The enlisted would often be uneducated or immigrants who joined for bed and board.

There was also a category and rank structure for boys who, at one time, could join the Navy when they were as young as 13 years old.



Powder Monkey on board USS New Hampshire off Charleston, S.C., circa 1864.

By 1875 they could be enlisted as second-class boys and be paid \$10.50 per month and one ration. Boys were not permitted to make allotments to their parents and were allowed to draw only one dollar per month for pocket money. After a period of OJT on a stationary training ship, they were promoted to first class boy and sent to sea.

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THE LAST NAVY APPRENTICE BOY

In 1875 Stephen B. Luce established an apprentice training program in the U.S. Navy where males as young as 15 could be enlisted, with their parents' permission, and then serve an apprenticeship on training ships before being assigned to the fleet.

The first six months were on a stationary training ship where the apprentices learned fundamental skills which included basic literacy, gunnery, seamanship, and shipboard maintenance.

The next phase of training was assignment to a cruising training ship where the apprentice would complete both a winter and a summer cruise before

being sent to a ship in the fleet. The modern rank and rate structure began to take shape in the 1890's but it was as an apprentice boy that 15-year-old Harry Morris joined the Navy on 3 April 1903. As a former apprentice boy, he was entitled to wear the figure 8 apprentice boy knot insignia on the sleeve of his uniform. He was the last sailor on active duty to wear the insignia.



Forward turret crew gunner's mate aboard USS *Alabama*. He is wearing an ex-apprentice boy knot insignia.



The apprentice program ended with the establishment of the Recruit Training Center at Naval Station Great Lakes in 1911. In the years prior to World War I, the Navy rapidly expanded and needed new sailors in large numbers as quickly as possible. The result was the abolition of the apprentice program and the establishment of an 8-week boot camp which would transform civilians into sailors in a much shorter period.

Chief Morris had a long and storied career that cannot be covered except as highlights. His first assignment was aboard the Revolutionary War frigate USS *Alliance*, the sailing ship used by Benjamin

Franklin when he made one of his visits to France in Colonial days. He would always recount the time he received a seven-gun salute when representing the American Consul in Jamaica. His ship at the time, the *Kearsarge*, was supporting relief efforts after an earthquake. It had to leave abruptly, and Morris was ordered to report to the consulate for duty until he could rejoin the ship. He found the Consul was undergoing treatment for a broken back suffered during the earthquake, so for 11 months, Morris was the Consul's right-hand man. When the Secretary of the Navy later arrived at Jamaica aboard a Navy gunboat, Morris was sent out alone in the Consul's boat to meet the Secretary. Seeing the American Consular flag flying from the approaching boat the gunboat immediately rendered a seven-gun salute, which this important personage rated.

Following the 7 December 1941, attack on Pearl Harbor, he was assigned to the Salvage Division at Pearl Harbor where he helped in salvaging and raising numerous ships damaged during the Japanese attack.



Chief Morris at the Office

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THE LAST NAVY APPRENTICE BOY

Morris was promoted to Chief Torpedoman in 1919, a rate he held until his retirement. In 1937, he was classified as an "old timer" but still spent an additional 21 years on active duty until he retired on 31 January 1958, at the then mandatory retirement age of 70, as a Chief Torpedoman's Mate.

Morris served on active duty for almost 55 years. His last assignment was in San Diego where he was the liaison between the Shore Patrol and California Courts. When I would see his photo displayed, he was still a regular fixture on the San Diego scene.



TMC Harry Morris after his retirement

He passed in 1975.

The ships he served on during his 41 years of sea duty included the following.

USS *Alliance*, USS *Topeka* (PG 35), USS *Dixie* (AD 1), USS *Kearsarge* (BB 5), USS *Independence* (SP 3976), USS *Colorado* (ACR 7), USS *Pittsburgh* (CA 4), USS *North Dakota* (BB 29), USS *Maryland* (ACR 8)

His decorations and service medals include:

Army Presidential Unit Citation, Navy Presidential Unit Citation, Navy Good Conduct (13), China Relief Expeditionary, World War I Victory, Cuban Pacification, American Defense Service, Asiatic-Pacific Campaign, World War II Victory, Philippine Liberation, and Philippine Independence.



Submitted by MCCA Bob Hansen, USN (Ret.)

THE 78TH SECRETARY OF THE NAVY

The Honorable Carlos Del Toro was sworn in as the 78th Secretary of the Navy 9 August 2021. As Secretary, he is responsible for over 900,000 Sailors, Marines, reservists, and civilian personnel and an annual budget exceeding \$210 billion. His priorities include securing the training and equipment successful naval operations demand and addressing the most pressing challenges confronting the U.S. Navy and Marine Corps – China's naval ambitions, climate instability, Covid's ongoing impact, and strengthening a naval culture of inclusiveness and respect.

Born in Havana, Cuba, Del Toro immigrated to the U.S. with his family as refugees in 1962. Raised in the Hell's Kitchen neighborhood of New York City, he attended public schools and received an appointment to the United

States Naval Academy, where he earned a Bachelor of Science Degree in Electrical Engineering. Secretary Del Toro was commissioned as a Surface Warfare Officer upon his graduation in 1983.

His 22-year naval career included a series of critical appointments and numerous tours of duty at sea – including First Commanding Officer of the guided missile destroyer USS *Bulkeley* (DDG 84); Senior Executive Assistant to the Director for Program Analysis and Evaluation in the Office of the Secretary of Defense; and Special Assistant to the Director and Deputy Director of the Office of Management and Budget – where he helped manage the budgets of DOD,

the U.S. Department of State, the Central Intelligence Agency, the Defense Intelligence Agency, the National Reconnaissance Office, and the Peace Corps.

After retiring at the rank of Commander, Secretary Del Toro founded SBG Technology Solutions, Inc. in 2004. As its CEO and President, he supported defense programs across a host of immediate and long-term Department of Navy issue areas, including shipbuilding, AI, cybersecurity, acquisition programs, space systems, health, and training.



The Honorable Carlos Del Toro, the 78th Secretary of the Navy

He holds a Masters in National Security Studies from The Naval War College, a Masters in Space Systems Engineering from the Naval Postgraduate School, and a Masters in Legislative Affairs from George Washington University.

Secretary of Defense Lloyd J. Austin II paid tribute to him. Austin said, "He understands firsthand the most pressing challenges and opportunities facing our Navy, from addressing the challenge of China and modernizing our capabilities, to investing in our most valuable asset – our people. Carlos exemplifies the Navy core values of honor, courage, and commitment in defense of our country. We remain the preeminent force in the world because of leaders like Carlos, and I have no doubt our Navy and the nation will be well served."

Secretary Del Toro and his wife have four children and a granddaughter. He a companion of the National Capital Commandery.

Submitted by Judy Pearson, Ph.D

At its Centennial Congress in 1990 the Naval Order established a Distinguished Sea Service Award (DSSA) to each year honor a recently retired Officer who, over a total career, so distinguished himself and the Naval Services, that he should be singled out as one who stands "First Among Firsts." In 2015, a separate category was created to honor a retired

Senior Enlisted member of the sea services as well.

Due to the COVID pandemic, the award was deferred in 2020. We are honored to announce that ADM Harry Harris, USN (Ret.) and Fleet Master Chief Mark Rudes, USN (Ret.) respectively, will receive the awards for 2021.

SENIOR ENLISTED - FLEET MASTER CHIEF MARK RUDÉS

Fleet Master Chief Rudes is a native of Speculator, New York. He graduated from Wells Central School 1986 and entered the United States Navy.

He completed recruit basic training at Recruit Training Center Orlando Florida followed by Basic Enlisted Submarine School in Groton, Connecticut.

His first assignment was USS *Francis Scott Key* (SSBN 657 Blue) at Charleston, South Carolina where he completed his submarine qualifications.

Rudes then converted to the medical field, attending basic Hospital Corpsman School at Naval Training Center Great Lakes, Illinois.

He reported aboard USS *Dixon* (AS 37) at San Diego, California where he completed his Enlisted Surface Warfare qualifications.

Other assignments include USS *Long Beach* (CGN 9), Submarine Independent Duty Corpsman school, USS *Louisville* (SSN 724), Commander Submarine Squadron Eleven, USS *Portsmouth* (SSN 707), USS *Salt Lake City* (SSN 716), USS *Houston* (SSN 713) and Joint Task force Full Accounting (JTF-FA) supporting missions in Southeast Asia. Master Chief Rudes was assigned as Chief of the Boat onboard USS *Bremerton* (SSN 698) and served as Command Master Chief for



Commander, Submarine Development Squadron Five in Bangor, Washington, Naval Base Point Loma, Commander, U.S. Third Fleet, USS *Ronald Reagan* (CVN76) and U.S. Naval Forces Afghanistan.

FLTCM Rudes assumed the duties as the Senior Enlisted Advisor to U.S. Pacific Command in April 2012.

Master Chief Rudes earned the Meritorious Service Medal (three awards), Navy and Marine Corps Commendation Medal (four awards), Navy and Marine Corps Achievement Medal (five awards) and various unit and campaign awards.

He is authorized to wear the Enlisted Submarine (SS) Insignia, Enlisted Surface Warfare Specialist (SW) and Enlisted Aviation Warfare Specialist (AW).

He is a graduate of the Senior Enlisted Academy, National Defense University's Keystone, Franklin Covey Executive Leadership course and the University of San Diego RADY School of Business Executive Leadership program.

He completed his Bachelor of Science in biochemistry from The George Washington University and Master of Science in Environmental Engineering from Arizona State University.

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OFFICER - Ambassador/Admiral Harry Harris

ADM Harris was the first American of Japanese descent to lead U.S. Pacific Command in the U.S. Navy. He was also the highest-ranking American of Japanese descent in the U.S. Navy during his time as commander.

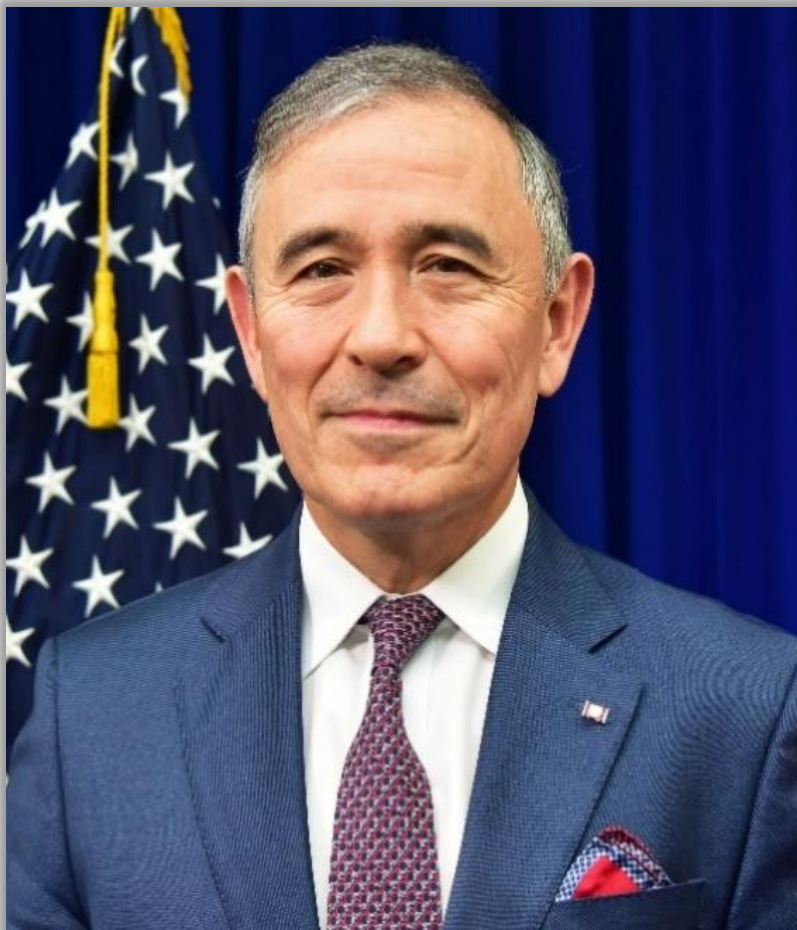
He was born in Yokosuka, Kanagawa. His mother, Fumiko (Ohno), was Japanese and his father, Lieutenant Junior Grade Harry Binkley Harris, had been a U.S. Navy Chief Machinist's Mate who served aboard the USS *Lexington* (CV 2) during the Battle of the Coral Sea.

After his family's move to the United States, Harris grew up in Crossville, Tennessee and Pensacola, Florida, where he attended local public schools. Born in Japan, he is also the first 4-star admiral to have participated in the Navy Junior Reserve Officer's Training Corps and the first

officer from the U.S. Navy's P-3 Orion maritime patrol aviation community to achieve 4-star rank. While a vice admiral, he served as the Assistant to the Chairman of the Joint Chiefs of Staff. Harris was Commander U.S. Pacific Fleet from 2013 to 2015.

He took command of United States Pacific Command (USPACOM) on 27 May 2015 and retired from the Navy on 1 June 2018. His educational assignments include selection for the Navy's Harvard/Tufts Program, where he graduated with a Master's of Public Administration from Harvard's John F. Kennedy School of government in 1992. Subsequently, selected as an Arthur S. Moreau Scholar, he studied international relations and

ethics of war at Oxford and Georgetown University, earning a Master of Arts in National Security Studies from the latter in 1994. While at Georgetown, he was a Fellow in the School of Foreign Service. He was also an MIT Seminar 21 fellow for the 1999–2000 class.



Harris is a 1978 graduate of the United States Naval Academy. He was the Academy's "Old Goat" – the longest-serving Naval Academy graduate still on active duty – from January 2017 until April 2018, when he passed the title on to a classmate, ADM Kurt W. Kidd. He was also the Navy's 15th "Gray Owl" – the Naval Flight Officer on active duty who has held this designation the longest period when he passed it to Vice ADM Herman Shelanski. He is also an admiral in the "Texas Navy."

After he retired from the Navy, he was the American Ambassador

to South Korea until 20 January 2021.

His many personal decorations and awards include the Defense Distinguished Service Medal (2), Navy Distinguished Service Medal (3), Defense Superior Service Medal (3), Legion of Merit (3), and Bronze Star (2). He also holds multiple awards from foreign governments.

Harris is married to CDR Brunhilde Kempf "Bruni" Bradley, USN (Ret.), a 1984 Naval Academy graduate. She is a member of the board of directors for the Military Child Education Coalition.

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 Naval Order of the United States in October 2019, and reprised in two installments to the San Francisco Commandery in June and July of 2020. This month's edition covers the beginning of his July presentation.)

So, you might recall from last quarter I took you on a journey spanning five years from 1939 to 1944 to bring you up to the point that MacArthur had landed at Leyte and the Navy was positioned around his landing area to protect him from Japanese counterattacks. The *Kitkun Bay* is in its 20th week since entering the war, and you can just imagine the fatigue that is setting in onboard. It's now early morning, 25 of October 1944, and the allies have already dealt crushing blows to the Imperial Japanese Navy at the Battles of Surigao Strait and Sibuyan Sea. The IJN is thought to be in retreat on all fronts with Halsey chasing down what was believed to be the main attack force. As you know, however, the Japanese Northern Force was a diversion designed to draw Halsey away from the mouth of the Straits, thereby leaving it open for ADM Kurita's Center Force. It worked.

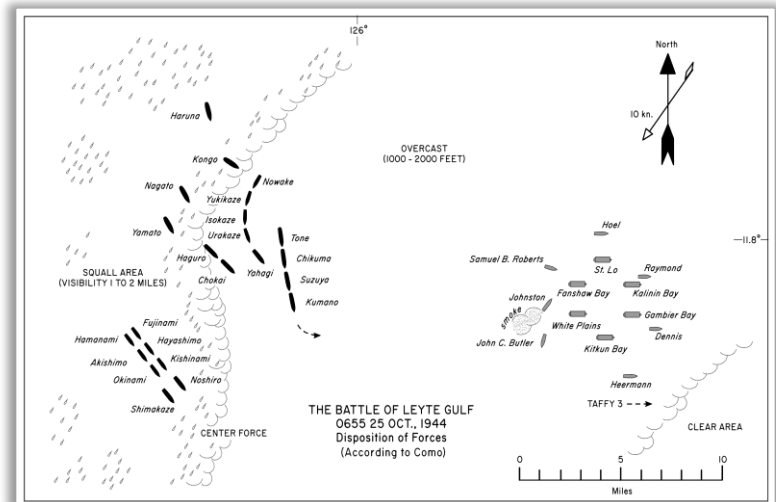
It's 0630 on 25 October 1944. Both Taffy 3 and the Center Force are blithely unaware of each other. RADM Sprague has just ordered Taffy 3 to secure from General Quarters and set Condition 3, normal underway watches. Both forces are sailing in circular formations designed to protect the capital ships from air and submarine attacks. The sun has been up for 16 minutes, and the weather is spotty, with scattered, but extensive, rain squalls and considerable haziness. Only seven minutes earlier, the *Yamato* had detected the presence of aircraft.

The Combat Air Patrol (CAP) FM2 Wildcats had been launched around 0500 from the *Gambier Bay* and seven TBM's had been launched from a variety of other ships. An hour earlier, VADM Kurita had received a message from VADM Shima informing him that the Southern Force had been destroyed.

The following chart was compiled by Byron Como showing the tactical situation at 0655. ENS Brooks has radioed in the composition of the force and their course and speed. RADM Sprague believes Brooks has seen Third Fleet ships and tells Air Plot to have him check his identification. Brooks responds "I don't think those ships up there are friendly. I'm drawing fire. The bastards have pagoda masts."

About this time, the pagoda masts of the battleships begin to appear above the horizon and are visible to Taffy 3. RADM Sprague orders Taffy 3 to change course to 090 which can be seen in the chart.

Aboard the Destroyer *Johnston*, the Skipper, Commander Earnest Evans, heard the radio chatter as he was heading back to his sea cabin and started to put two and two together. The OOD, LT Welsh, was relaxing a bit on the bridge wing, having secured from General Quarters minutes earlier. While LT Welsh struggled to come to grips with what he was hearing over the radios, CDR Evans burst onto the bridge and ordered, "All hands to general quarters! Prepare to attack a major portion of the Japanese Fleet! All engines ahead flank! Commence making smoke and stand by for a torpedo attack. Left full rudder!"



You can see by the graphic above that the *Johnston* was the first to start laying down the smoke screen.

Aboard the *Kitkun Bay*, the following order was given: "General quarters. Pilots, man your planes. On the double. The Jap fleet is 14 miles astern."

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THE ODYSSEY OF THE OLD CROW - PART 4

The Odyssey of the Old Crow notes here that “never in the history of any ready room was so much flight gear put on so quickly and more planes manned in a greater hurry.”

In exactly one minute after flight quarters had sounded, Maxie Moore took off as the first of eleven fighters to be launched. CAPT Whitney had the great foresight to order SAP bombs brought topside and loaded into the TBM's as fast as possible and, of course, planes had been warmed up and engines cut after sunrise, so they were all ready to go. The rest of the fighters were soon in the air and all the TBM's that were topside and loaded nosed up to the catapult for their turns.

My Dad writes, “I went running to my TBM parked on the hanger deck with five others, all with bomb bay

open and torpedoes sitting underneath ready to load. It was obvious I would not launch on this alert, so I ran up to the flight deck just as our first fighter was being launched.

Below is a picture taken right at that time with an annotation showing where Dad was standing during the launch.

With the announcement over the 1MC about the Japanese Fleet being 14 miles astern, Charles Spalding begins his narrative:

“Sure, it is,” I say. Angrily, the flight deck officer, LaRue, a small aggressive man who looks like a belligerent rooster with his yellow cap tied up on his

Continued on next page...



head, grabs my arm and points toward the last CVE in formation. It is the *White Plains* steaming along undisturbed against a background of gray, quarrelsome, early morning clouds that squat low on the sullen sea. Gusty winds drive a chilling dawn rain across the deck, but nothing seems out of the ordinary. But even as I look, two geysers of spray rise up fantastically in tall, lazy columns behind the *White Plains* (which is what you see in the picture on the previous page). Marker shells dye the water red, and then a phosphorous shell bursts short and above the ship, releasing glittery streamers. I turn quickly back to LaRue, but he is under the bridge getting orders to launch from LCDR Sweet, the Air Officer. CAPT Whitney's bulk, peaked by a green baseball cap, looms up behind the Air Officer. The bridge teems with activity. Startled members of the staff peer through glasses into the murky gray astern. The Admiral, holding binoculars in his left hand, his canvas flight jacket with the leather name plate, Ofstie, R.A., open below his neck, goes to the Captain.

"Captain, that's a Jap Fleet behind us. What are you doing about it?"

"ADM Sprague has ordered the Task Force to increase speed one knot."

"One knot!?! Giver her all she'll take!"

All she'll take amounts to nineteen knots. In the gloom of the CIC room, a tell-tale red line on the plotting screen shows the Japanese warships closing at thirty. Enlisted men and officers work feverishly over squawk boxes, charts, radar instrument, radios, and phones. Foul weather doubles the static; excitement multiplies the conversation. Loud hectic talk, instruction, pleas, cries, shouted criticisms, Japanese on the radios, frantic questions – all issue in the semi-lit room, collide and jell into endless garbling. One of the officers stands aside watching an enlisted man plot with red chalk on the large circular luminous screen the course of the Japanese behind us.

Back on the deck the fighter planes are already off, the last in a climbing, curving arc to the right. A plane director aids the first torpedo plane onto the catapult, walking slowly backwards and motioning with his hands.

Immediately behind crawls another plane, awaiting its turn. The catapult officer, LTJG Wertheimer, points down the deck, and the first plane is flung aloft. The others inch clumsily nearer the catapult.

My eye follows the torpedo plane out over the water and falls upon the small escort vessels steaming along both sides of our force. They are laying a smoke screen. It shows clearly white against the sea's ashen shades. Two destroyer escorts and a destroyer are doing the same thing astern. Heavy black smoke issues from our own stacks.

CDR Richard Fowler, the squadron's skipper, is on the catapult now. The tip of his tongue shows between his teeth. It gives him an impish look. Stiff anxiety is pressed on other faces, but Fowler's face is almost bright. This is his profession. This helpless position he regards as the chance of a lifetime. Some men are made great in moments like this. Turner's tough bearded face is twisted, Garrison's fat rubbery face looks ugly behind goggles, Issitt's dark face freezes evenly, Globakar is open-mouthed, but the Skipper's humorous face is almost bright. After he is launched, LT David appears out of operations. We stand together in the catwalk."

Dad is somewhere nearby.

In the picture on the previous page, the *White Plains* is shown being shelled by the *Yamato*. You will note that a wisp of black smoke is coming from the ship. As the *White Plains* was being shelled, it began billowing black smoke as part of the defensive stack smoke screen effort. On board the *Yamato*, the black smoke was misconstrued as being the result of a direct hit on the *White Plains*, so, in accordance with Japanese gunnery doctrine, the ship now being considered crippled, the *Yamato* moved on to its next target, which happened to be the *Fanshaw Bay*. This was a stroke of incredible luck for the *White Plains* because, with the well-developed fire control systems employed on the battleships, and the first salvo being so close, it would have fallen prey to the bombardment in short order.

With the *Yamato*'s first salvo, the three other Center Force battleships began firing and did so for 10 long minutes until the *Johnston* and *Hoel* were able to get within firing range and opened fire.

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THE ODYSSEY OF THE OLD CROW - PART 4

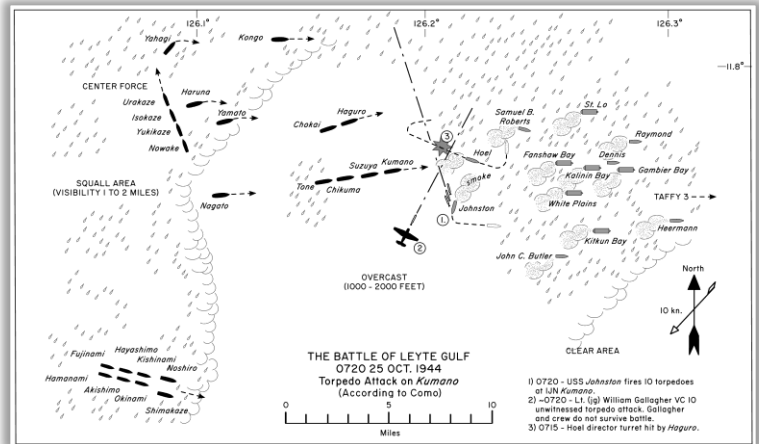
During this period, however, *Providence* engaged, and Taffy 3 sailed into a rain squall. Between the squall and the smoke screen, the battle picture was blurred.

After the initial launch, the rest of the planes, which consisted of six Avengers and one Wildcat, were brought up on deck. The word was passed to defuel the planes and catapult them off the ship without crews. This was being done on other ships in the task group. Dad ran up to the bridge and asked the skipper to leave 50 gallons of fuel in the tanks and let them man the TBM's, as all they needed to do was launch, wheels/flaps up, turn, arm torpedoes, open bomb bays, release the torpedoes and, if they survived, either fly into Leyte or land in the water. CAPT Whitney relented and kept the planes on board, which would serve him well later.

Now the battle turned to The Magnificent Seven, the term Byron Como uses to describe the seven screening ships of Taffy 3. By their heroic actions, and the persistence of the planes that were able to get airborne, precious time was purchased for the fleeing escort carriers.

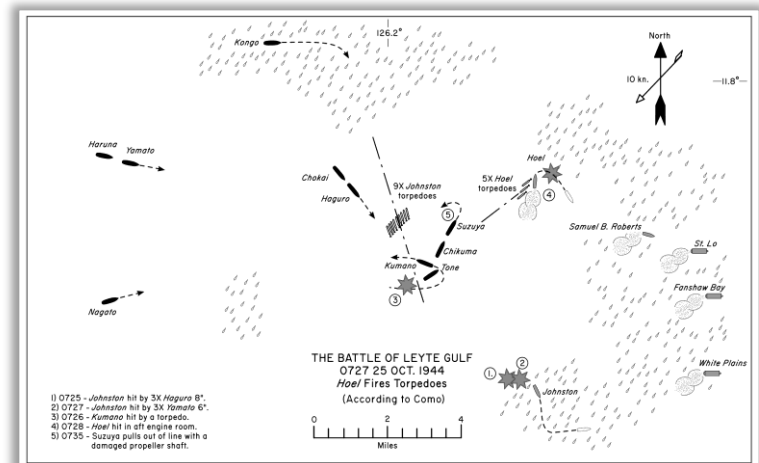
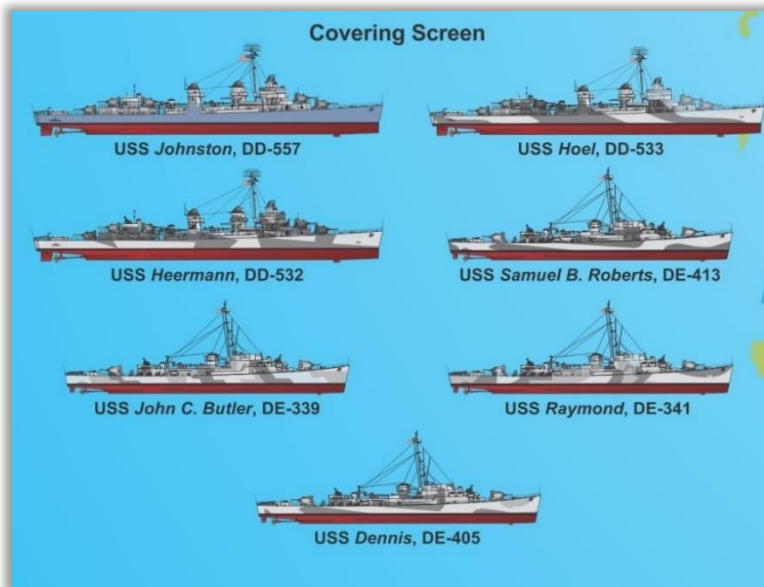
Over the next hour, a running battle ensued wherein these tiny ships and planes wreaked enough havoc on the Center Force that they were unable to execute their somewhat inflexible battle doctrine. In the chart below, you see the attack on the *Kumano*, the lead ship of Cruiser Division 7 at 0720. LT Gallagher, who was launched from the *Gambier Bay* with only 33 gallons of fuel and one torpedo, made the best use he could of what he was given and

attacked the lead ship, dropping his torpedo and ditching his plane shortly afterwards, never to be seen again. At about the same time, the *Johnston*, who had been annoying the *Kumano* with its 5" 38, launched a fan of 10 torpedoes at the advancing ship. Notice the position and direction of DESRON 2 here:



At 0727, a torpedo hit the *Kumano* just in front of its armor belt, staggering it. We don't know if it was Gallagher's torpedo or one of *Johnston*'s 10. Eight minutes later, VC10 aircraft attacked the second ship in the line, the *Suzuya*, damaging a propeller shaft. Both the *Kumano* and the *Suzuya* dropped out of the battle line and transferred command of the Division to the *Chikuma*. About the same time, the *Hoel* fired its first round of torpedoes at the advancing line of heavy cruisers.

With the *Hoel* and *Johnston* torpedoes in the water, the Japanese cruisers were forced to take evasive action. Notice the direction of the *St. Lo* here in the chart below.

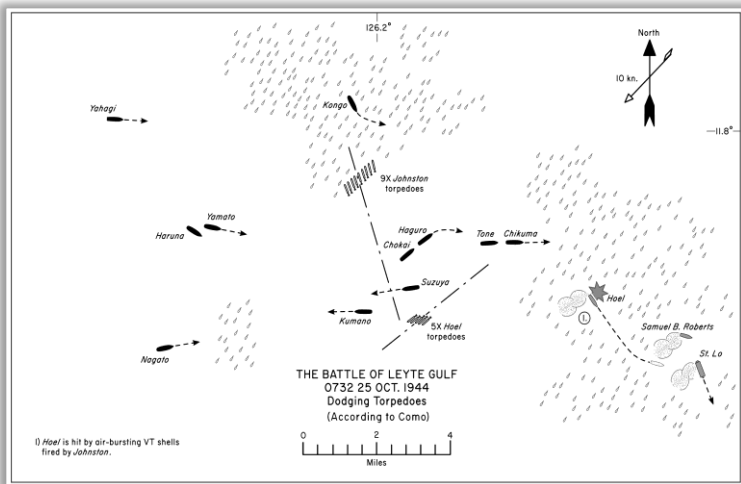


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THE ODYSSEY OF THE OLD CROW - PART 4

At 0730, VC-10's airborne skipper, LCDR Edwin Huxtable, noticed a northward skew of the Japanese cruisers and recommended to RADM Sprague a course change to 180. RADM Sprague so ordered, and the movement was accomplished while Taffy 3 was obscured from view by a squall and the smoke. Along with the confusion caused by the *Kumano* being hit, Taffy 3 was able to put some vital distance between it and its pursuers by this maneuver.

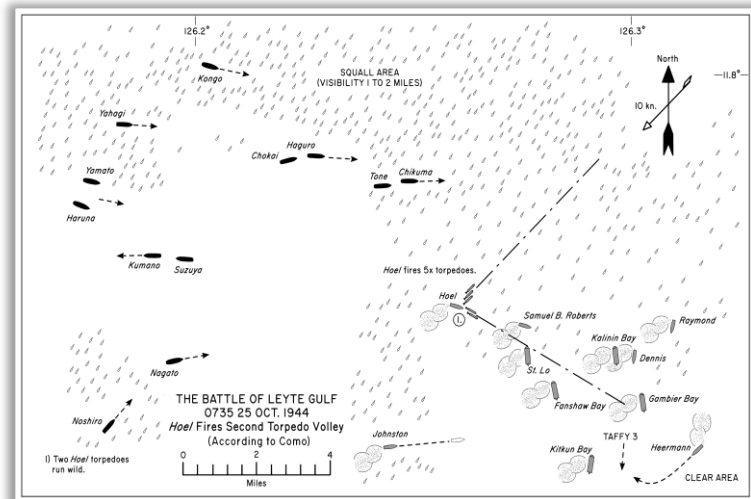
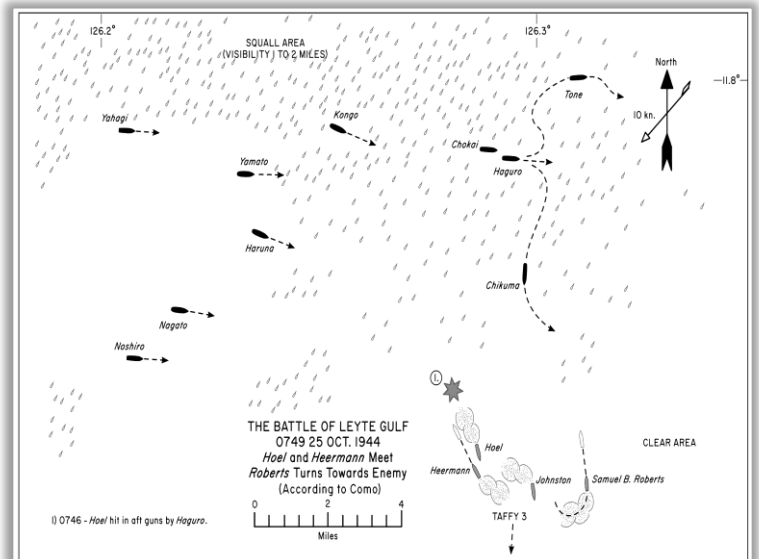
In spite of getting hit by what is now believed to be friendly fire, the *Hoel* continues to fire its torpedoes into the path of the charging cruisers. As you can see, two of the torpedoes fire wildly and head toward Taffy 3. Note the *Kumano* and *Suzuya* retiring here.



The *Heermann* and *Roberts* still had torpedoes so both turned to attack. As the *Heermann* readied its torpedoes, the badly damaged *Hoel* appeared out of the smoke and nearly collided with the *Heermann*, causing *Heermann* to maneuver and ruining its torpedo solution.

Now within 8,000 yards of the enemy and closing fast, they had to reconsider their targeting solution and chose to fire at the battleships instead of the cruisers. Meanwhile, *Roberts* came up and took on the cruisers.

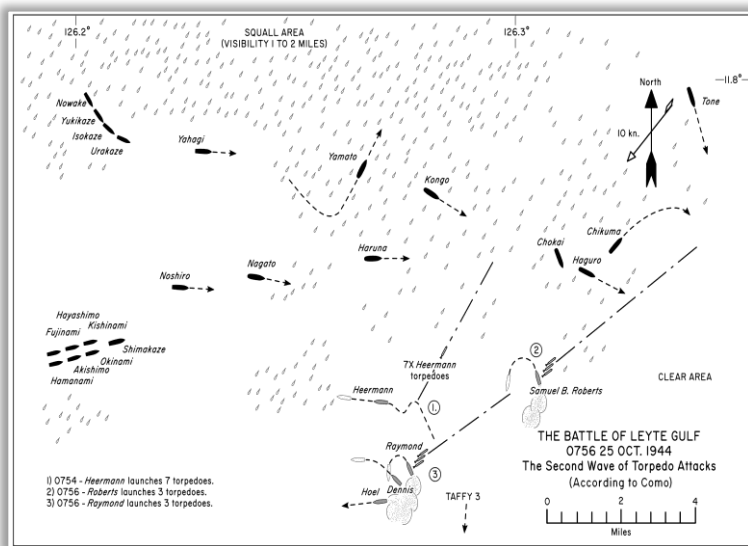
Jon Cox, who wrote the "on-line" book about the Battle and continued to expand it as stories came in, noted that the firing of the three torpedoes by the *Heermann* at 4,400 yards, which were intended for the Battleship *Haruna* but missed and continued on toward the *Yamato*, may have been one of the most fortunate events of the entire battle as the *Yamato* was forced to turn north to escape the torpedoes, thus putting the *Yamato* and Kurita's command and control element out of communication with the forward elements of the Center Force for the remainder of the action.



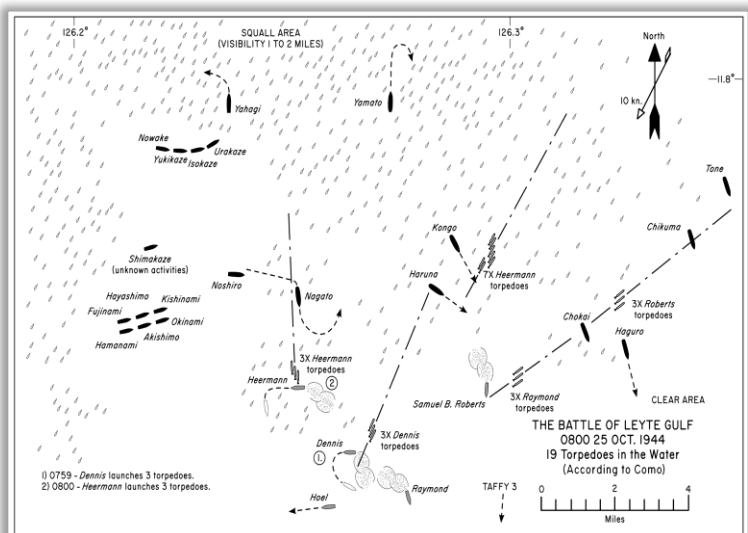
You will also note on the next diagram on the following page, the positioning of DESRON 2 and DESRON 10. At the beginning to the battle an hour earlier, DESRON 2 was heading to the south on a flanking maneuver; however, they were told to follow on the cruisers as Kurita intended to hold them in reserve for later torpedo attacks. DESRON 10 was instructed to stay close to the *Yamato*. You can imagine how things might have turned out had the DESRON 2 destroyers been allowed to continue south.

Continued on next page...

At 0800, the last of the American fish are in the water. The Magnificent Seven have done what they can in delaying the Center Force from over-taking the Taffy 3 carriers, and, in the process, have taken a number of Center Force ships out of the action. But they have not done it alone. If you look at the chart below, you will note two things: 1) The *Yamato's* course change to bring it back into the battle scene, and 2) that the Taffy 3 carriers are not even in the picture here. But also notice that we are entering an area with clear skies now.



The Taffy 3 and Taffey 2 planes are ready and raring to continue the fight. The battle is far from over. Stay tuned for the continuation of the story of the Battle of Leyte Gulf off Samar Island, as told from the perspective of the USS *Kitkun Bay* and VC-5.



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

San Francisco's historic Marines Memorial Club and hotel, a favorite venue for many Naval Order Events, is back in business. Due to COVID, building lights dimmed and many activities were cancelled or postponed. Although the hotel side continued to operate with reduced capacity and restrictions in place, it wasn't quite the same. However, the corner has finally been turned and the lights again are bright.



General Alexander Vandergriff, then Commandant of the Marine Corps, engineered the purchase of the Western Women's Club at 609 Sutter Street for \$800,000 and began developing the facility for the use of veterans and their families. The Marines Memorial Association was incorporated under California laws on 9 August 1946 to establish and operate a permanent and fitting Living Memorial, dedicated as "A Tribute to those who have gone before: and a service to those who carry on." The Marines Memorial Club officially opened its doors on the Marine Corps 171st Birthday 10 November 1946.

The Marines Memorial Association is a 501(C) (19) Veterans non-profit open to all services and all eras of veterans. For information about the club and its facilities or to make reservations, call 1-800-562-7436 or visit the website at marinesmemorial.org.

Story and Photos Courtesy of the Marines Memorial Association and Foundation.

Submitted by MCCS Bob Hansen, USN (Ret.)
Legacy Member of the Marines Memorial Association

They're Still Joining!

Over the course of June, July, and August 23 people inquired about joining NOUS after visiting our web site. August was the big month with 13 inquiries. Of the 23, 11 were enlisted, 10 were officers, 1 was a descendant and 1 was an associate.

Taking a look at the last two published reports produced by the Registrar General going back to 26 May 26, 31 new members were officially booked. Twenty-five of them came as a result of visiting our web site and inquiring about membership. Only six were personally recruited by NOUS members.

So, it's pretty clear that we, as members, must be much more proactive in our recruiting efforts. Keep in mind that membership in NOUS has been historically by personal INVITATION! Who invited you? More importantly, who will you invite?

How many of you have attended a military gathering of some sort in the past three or four months? Did you talk to someone about joining NOUS? Did you get their contact information? Did you have a trifold to give them? If you need a few, just let me know.

I just returned from the 28th Annual Reunion of the USS *Little Rock* Association in Buffalo. While there, I set up a NOUS display in the hospitality room and recruited three new members as a result. I believe more will join in the coming weeks. Interestingly enough, I was recruited by CAPT Kent Siegel at a USS *Little Rock* Reunion 19 years ago.

Remember, they're out there by the thousands waiting to be asked. Don't make them wait any longer.

Submitted by Donald W. Schuld, USN
Naval Order of the United States
Vice Commander General-Membership
3 Mildred Terrace
Flanders, N.J. 07836
H- 973-584-9634

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CAPT James Stuart Thomson, USN (Ret.)

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CAPT Robert Lynn Desh, USCG (Ret.)
Mr. Howard Clifford Stross

Florida First Coast

CDR James Dale Hankins, Jr., USN (Ret.)

National Capital

CAPT Jan Stewart Downing, USN (Ret.)
Mr. Fred Anderson Phelps

Northwest

CAPT Steven James Craig, USN
Mr. Gerald Alan Frazier

New York City

LCDR Andrew Joseph Donovan, USN (Ret.)
Dr. M. Ernest Marshall, MD

Philadelphia/Delaware Valley

Mr. Jeremy G. Gonzáles Ibrahim, Esq.

San Francisco

Mr. James Leo Hoey, Jr.

Texas

CMSgt William Scott Hubbartt, USAF (Ret.)
RDML Gerry Robert Kelley, MC, USN (Ret.)
Dr. Fred L. McGhee, PhD

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

IN MEMORIAM - CAPT GARY BAIR, USN (RET.)

CAPT Gary Bair, USN (Ret.) passed away on Sunday, 28 February 2021.

He loved his family, his friends, and his country. Gary adored Norma Jean Hardin Bair, his wife of 49 years, whom he lost in 2014. He was so proud of his surviving sons John Scott Bair and Paul Barton "Bart" Bair, daughter-in-law Lori Cavicchi Bair, and granddaughters Kaylin Marie Bair and Gillian Diane Bair. He was born and raised in Pleasantville, New York in

1939, son of John William and Margaret Elizabeth McCauley Bair, and brother of Theodore "Ted" Bair (deceased) and John "Jock" Bair of Dallas, Texas. He was a graduate of Phillips Exeter Academy 1957 and Amherst College 1961.

CAPT Bair served nearly 32 years of active Naval service as a designated Surface Warfare Officer.

Fifteen of his first 18 years were on sea duty in cruisers and destroyers, nearly all of his last 15 years in command, including the destroyer USS Corry (DD817), Naval and Marine Corps Reserve Centers in Santa Monica and Encino CA, Naval

Reserve Readiness Command – Great Lakes, and Naval Support Activity – New Orleans, where he founded the Algiers Armed Forces Festival. He made three Pacific Vietnam deployments. As Deputy Commander of the 126,000 members of the Naval Surface Reserve Force, he directed the mobilization of 21,000 naval reservists for the first Gulf War.

He received two Legion of Merit Awards, two Meritorious Service Awards, the Navy Commendation

Medal, and the Navy Achievement Medal, among many awards.

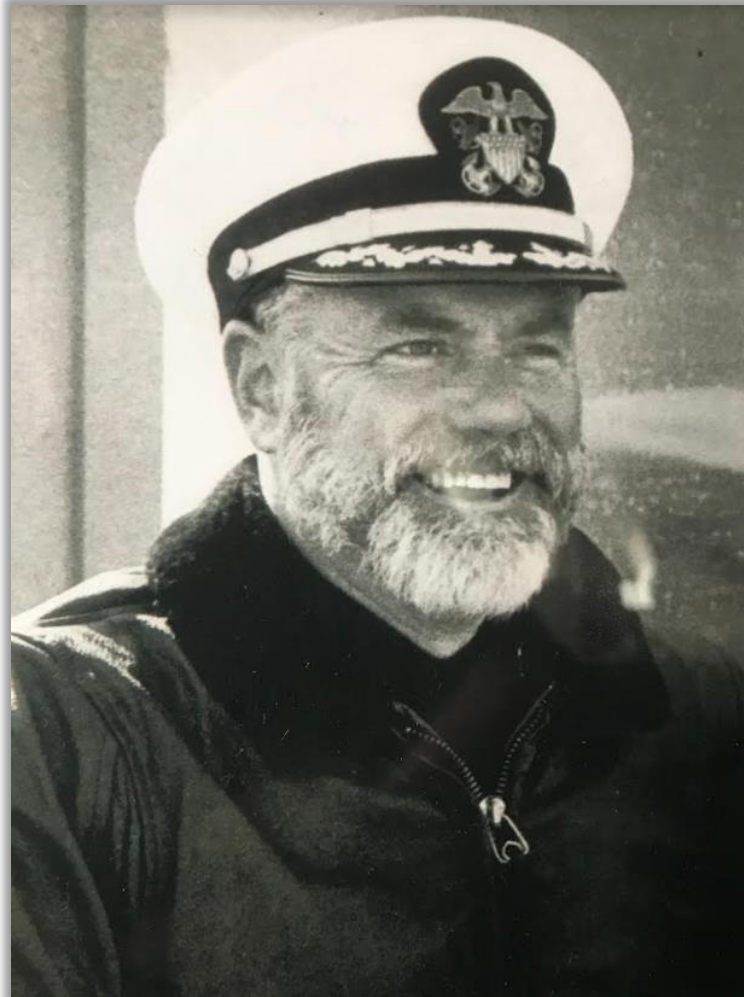
Gary was extremely active in voluntary service to the New Orleans community since retiring from the Navy in 1993, almost always in positions of leadership. He has been serving as the Commander of the New Orleans Commandery of the NOUS the past 25 years, and as Chairman of the Belle Chasse Education Foundation (ten years). He recently served as Vice-

President for Membership and for Sea Cadets of the Greater New Orleans Council of the Navy League of the U.S., and as president of The Friends of the Algiers Courthouse. He was a founding member and Vice Chairman of the Board of Directors of Belle Chasse Academy, the first charter school on a military base in the country. He was President of Tall Timbers Owners Association and the Pachyderm Club of Greater New Orleans.

He was a founding member and Vice-Chairman of the Algiers Development District, and Vice President of Junior Achievement for Southeast Louisiana.

A member of the Kiwanis Club of Algiers since 1990, he twice served as President and was twice named Kiwanian of the Year. He was honored by Kiwanis International as a Life Member.

He was an active member of the Mayor's Military Advisory Committee, American Legion Post 23, and the Chalmette Refining Westbank Citizens Advisory Panel.



Submitted by MCCS Bob Hansen, USN (Ret.)

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

Walter Resor Ammon

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San Francisco Commandery
Joined 07 November 1988
Died 26 November 2012

CAPT Daniel Sidney Appleton, USN (Ret.)

(Certificate 6636)
San Diego Commandery
Joined 01 July 1990
Died unknown

CAPT James Alden Barber, Jr., USN (Ret.)

(Certificate 6617)
Florida Keys Commandery
Joined 14 July 1990
Died 02 August 2017

CAPT Andrew Flowers Barnett, Jr., USN (Ret.)

(Certificate 6687)
Hampton Roads Commandery
Joined 20 November 1990
Died 09 October 2018

MajGen Ronald Lee Beckwith, USMC (Ret.)

(Certificate 6132)
Florida Keys Commandery
Joined 01 April 1988
Died 17 February 2019

LCDR James Carl Bladh, USN (Ret.)

(Certificate 6598)
National Capital Commandery
Joined 14 May 1990
Died 13 December 2009

CAPT John Francis Campbell, USN (Ret.)

(Certificate 6692)
Philadelphia/Delaware Valley Commandery
Joined 29 September 1990
Died 15 March 1992

CDR Richard Albert Carlson, USN (Ret.)

(Certificate 6112)
New Orleans Commandery
Joined 02 June 1988
Died 16 January 2007

RADM Stanley Thomas Counts, USN (Ret.)

(Certificate 6696)
San Diego Commandery
Joined 07 December 1990
Died 27 January 2015

CAPT Vincent Nicholas DeVito, USN (Ret.)

(Certificate 6510)
New York City Commandery
Joined 23 October 1989
Died 23 April 1993

Virginia "Mother Goose" Alexandria De Fraités

(Certificate 6756)
New Orleans Commandery
Joined 20 May 1991
Died 13 June 2021

VADM Joseph S. Donnell, III, USN (Ret.)

(Certificate 6194)
Florida Keys Commandery
Joined 01 December 1988
Died 28 March 2012

James Robert Elliott, II

(Certificate 6540)
Long Beach Commandery
Joined 27 January 1990
Died 18 May 2014

CAPT George Daniel Emmons, USMM (Ret.)

(Certificate 7794)
National Capital Commandery
Joined 06 June 1999
Died 12 June 2021

Gary George Estrella

(Certificate 9559)
San Francisco Commandery
Joined 01 February 2016
Died 26 May 2021

Radcliffe Wilcox Farley, Jr.

(Certificate 6669)
Philadelphia/Delaware Valley Commandery
Joined 29 September 1990
Died February 2004

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(Certificate 6105)
Florida Keys Commandery
Joined 16 May 1988
Died 26 April 2013

CW04 Donald Arthur Felton, USN (Ret.)

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Long Beach Commandery
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Died 24 January 2018

CAPT John Frank Gamboa, USN (Ret.)

(Certificate 6704)
National Capital Commandery
Joined 21 July 2011
Died 08 July 2021

CAPT Allen Reynold Gitlin, USN (Ret.)

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Southeast Florida Commandery
Joined 28 October 1988
Died 19 July 2016

RADM Henry Peter Glindeman, Jr., USN (Ret.)

(Certificate 6173)
West Central Florida Commandery
Joined 31 October 1988
Died 15 February 2015

David Henry Haug

(Certificate 6608)
San Francisco Commandery
Joined 02 April 1990
Died December 2004

ADM Ronald Jackson Hays, USN (Ret.)

(Certificate 6136)
Florida Keys Commandery
Joined 01 April 1988
Died 11 January 2021

VADM Arthur Eugene Henn, USCG (Ret.)

(Certificate 6501)
Florida Keys Commandery
Joined 28 November 1989
Died 28 March 2001

CAPT Kenneth Clark "K. C." Sr., USN (Ret.)

(Certificate 6528)
San Francisco Commandery
Joined 08 January 1990
Died 15 June 2004

RADM David Anthony Janes, USN (Ret.)

(Certificate 6568)
Long Beach Commandery
Joined 22 March 1990
Died 07 April 2019

Gilbert Katz

(Certificate 6586)
Philadelphia/Delaware Valley Commandery
Joined 01 June 1990
Died 25 November 2020

LCDR Julius Kendall, USN (Ret.)

(Certificate 6575)
Massachusetts Commandery
Joined 22 May 1990
Died 02 August 2006

William Madison Kennedy, III

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Died 10 June 2021

CDR Anne Loretto Kindsvatter, USN (Ret.)

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Philadelphia/Delaware Valley Commandery
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Died 03 July 2002

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(Certificate 6115)
Florida Keys Commandery
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Died 19 July 2017

Robert Kramer

(Certificate 6588)
Philadelphia/Delaware Valley Commandery
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Died 15 December 2008

Arne Kristian Kvaalen

(Certificate 7305)
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Died 09 January 2021

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Died 05 August 2016

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Florida Keys Commandery
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Died 02 December 2005

CDR George Henry "Doc" Leach, Jr., USN (Ret.)

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Florida Keys Commandery
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Died 20 July 2021

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New Orleans Commandery
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Died 15 February 2019

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(Certificate 6125)
New Orleans Commandery
Joined 01 September 1988
Died 20 January 2020

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Joined 12 March 1990
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Joined 15 April 1992
Died 05 February 2019

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(Certificate 6663)
Tampa Commandery
Joined 03 September 1990
Died 15 July 2005

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(Certificate 6592)
Philadelphia/Delaware Valley Commandery
Joined 01 June 1990
Died 06 October 2020

CDR George Wilbur Schutz, USN (Ret.)

(Certificate 6607)
San Francisco Commandery
Joined 05 March 1990
Died 26 October 2007

VADM Robert “Dutch” Francis Schoultz, USN (Ret.)

(Certificate 6198)
Florida Keys Commandery
Joined 01 December 1988
Died 09 October 2017

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(Certificate 6199)
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Joined 01 December 1988
Died 15 October 2002

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Died 08 January 2009

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(Certificate 6683)
Philadelphia/Delaware Valley Commandery
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Died 27 November 2008

CDR Leonard E. Wesendorf, USN (Ret.)

(Certificate 6682)
Philadelphia/Delaware Valley Commandery
Joined 29 September 1990
Died 20 May 2005

CDR Joshua Frank Williams USN (Ret.)

(Certificate 6142)
Florida Keys Commandery
Joined 05 April 1988
Died unknown



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