

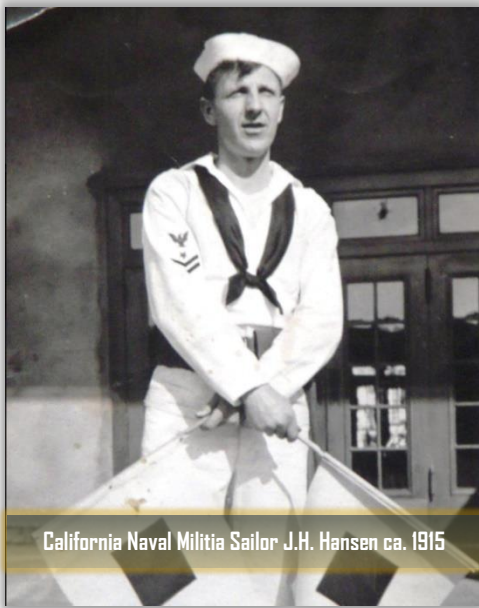
NAVAL ORDER

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California Naval Militia Sailor J.H. Hansen ca. 1915

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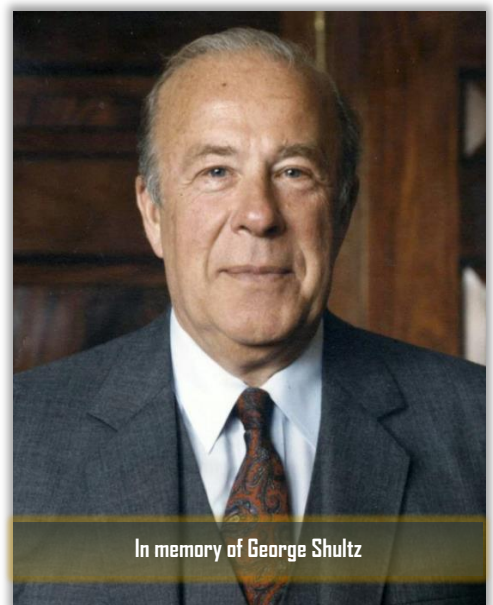
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FFC USS *Barry* Stern Plate Project



In memory of Edna Mary Wardwell

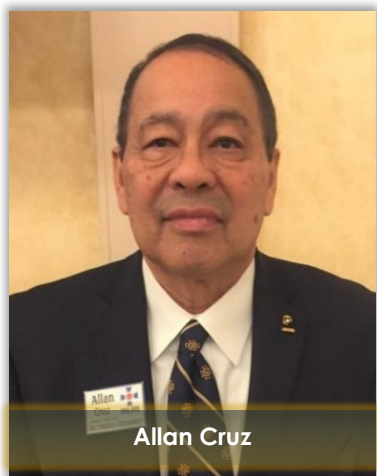


In memory of George Shultz



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Fellow Companions,
Thank you all, again, for attending our first virtual Congress. We will now try our second virtual Congress sponsored by our Continental Commandery. CAPT Aaron Bresnahan will be the chair of the committee that will lead our efforts to make the Congress happen. A

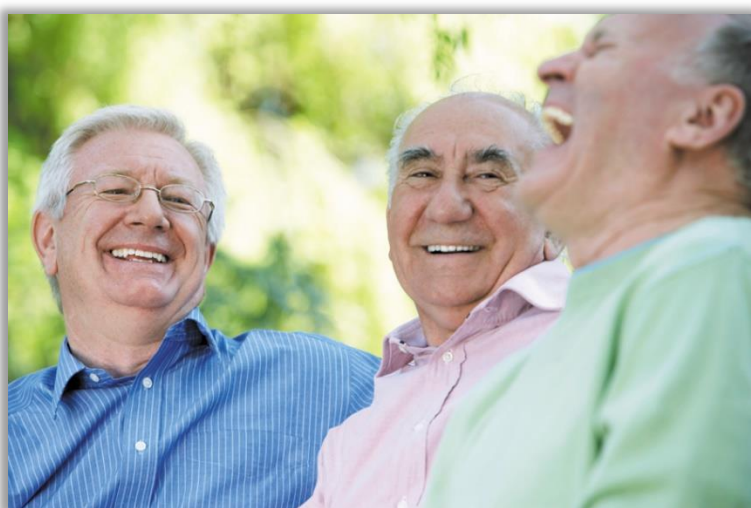
virtual Congress is now a tool that we can use regardless of the weather or the restrictions from a virus. Let us take advantage of this opportunity to have our Continental Commandery host this event for the first time.

The 2021 Congress is scheduled for Friday and Saturday 22-23 October 2021.

Many of our Companions make up the most "at-risk" population with respect to the COVID-19 virus. We can remove the virus and our response to the virus from consideration by having a second virtual Congress in 2021. Once we all have our vaccines and the pandemic is behind us, we can look forward to meeting in person again in 2022.



Nothing takes the place of a face-to-face Congress. There is much to be gained in meeting people around the Country and socializing with them. Let us see what we can do for 2022. The Site Committee and our Commander General Elect will have more to say on this topic.



There is something good happening to the Naval Order. As we become more aware of what is now possible with the new technology, we can change the way we do things. We are not strangers to new technologies. The history of the maritime services is full of examples. Look at the changes in the list of military occupational specialties. Most Companions should remember the mimeograph machine. We all understand the phrase "Death by PowerPoint".

We now take advantage of well-credentialed speakers that can reach more than one commandery. Our individual Companions have listened to speakers from across the Country. We have toured local museums using the new technology. Let us continue to explore the new technologies and find out what we can do and cannot do. We are only limited by our imaginations.

**Colonel Allan F.P. Cruz, USMC (Ret.)
Commander General**

To kick off Women's History Month, the Continental Commandery is proud to report that our Recorder was selected as the 2020 U.S. Coast Guard Training Center Cape May (USCG Boot Camp) Enlisted Sailor of the Year. Health Services Technician First Class Elizabeth Little is a Life Member of our Commandery and has been pivotal in our formation. She is also a proud Navy Veteran, having served 4 years as an Aviation Boatswain's Mate, Handling, Third Class, aboard the USS Ronald Reagan (CVN 76).

"Petty Officer Little is cited for superior performance of duty while assigned to Health, Safety, and Work-Life Regional Practice Cape May from January 2020 through December 2020 and being selected as Training Center Cape May's Enlisted Person of the Year for 2020. As the clinic's Outpatient Supervisor, she demonstrated exceptional leadership and management for the scheduling and oversight of 10 Public Health Officers, seven Corpsmen, and six civilian employees and contractors while handling the comprehensive medical records of over thirty-five hundred patients.

She demonstrated exceptional organizational skills

and steadfast resourcefulness in maintaining the Clinic's annual budget of \$495,000 while meticulously tracking all procurements, property and accountability of all COVID personal protective equipment. Petty Officer Little was instrumental to the response of COVID-19 when she assumed the lead PCR and Antigen testing responsibilities, which accounted for over 500 administered tests. Additionally, she volunteered her off-duty time serving in several positions with multipole associations

including the Vice Chairman of Sea Service Family, Foundation, Recorder of the Continental Commandery of the Naval Order of the United States, and a Life Member of the Coast Guard Enlisted Association. Petty Officer Little's perseverance, diligence, and devotion to duty are most heartily

commended and are in keeping with the highest traditions of the United States Coast Guard."

We commend the hard work of all our female and enlisted members of the Sea Services and hope you will join us in celebrating them and all of their many accomplishments!

Submitted by Michael Little



Pictured with HS1 Little is her husband, Navy Veteran, Life Member of Continental Commandery, Plank Owner and Treasurer, Michael J. Little, and TRACEN Cape May Commanding Officer CAPT Kathy Felger



CAPT Kathy Felger presenting certificate of honor to First Class Petty Officer Elizabeth Little

Memories from Our Continental Companions

It was a Friday morning, June 1970, the sun was shining, and visibility was clear. We were returning from a week of drills, steaming in Chesapeake Bay, returning to Norfolk. I was in my compartment, changing into my dress whites when I heard over the 1MC "Collision imminent, all hands brace for the collision." My first thought was "Why are they having a drill so close to Norfolk,?" but then I felt the ship vibrating. I knew the only time that happened was when they put the engines in reverse.



USS Pocono (AGC-16) damaged by USCGC Courier

It was at that point I realized this was the real thing, so I grabbed onto something, and then wham! I ran up on deck and saw the USCG Cutter *Courier* dead in the water. Fortunately, we steered for bow-to-bow contact so there wouldn't be any damage below the waterline.

I happened to see a Navy magazine a few months later and there was an article about two ships colliding, there were no names, but I knew it was about us. In it they said our captain misunderstood the other ship's horn, so he was at fault. Strangely, he wasn't transferred because of it.



The USCGC Courier in June 1970 after colliding with the USS Pocono (AGC-16) in the Chesapeake Bay.

Submitted by **Chuck Grecco**
Ship's Serviceman 2nd Class USS Pocono AGC/LCC 16

And another note...

I am happy to furnish the following which I hope will be helpful. One way that I have been keeping current on maritime and naval affairs is by newsfeed and Facebook groups. I can highly recommend the Naval Institute newsfeed, as well as the Royal Navy Facebook page.

- [facebook.com/NavalInstitute](https://www.facebook.com/NavalInstitute)
- [facebook.com/royalnavy](https://www.facebook.com/royalnavy)

The Facebook group "Joint Maritime Operations" moderated by retired Chief Sam Marcelo is excellent. As the Chief is of Philippine origin, he sometimes has news of Asian developments that I have not seen elsewhere.

I also enjoy naval fiction. All of these are COVID friendly, as they can be accessed from home.

Chaplain Dean Kellerhouse
former USNR and retired Veteran

A Career Well Served - Herschel "Ben" Nichols



LCDR Ben Nichols

Herschel "Ben" Nichols enlisted in the Navy in 1943, where he was trained and assigned to the escort aircraft carrier USS *Manila Bay* [CVE 61]. The newly commissioned ship conducted a shakedown cruise along the west coast in late 1943 and sailed for Pearl Harbor. Sailing west in January 1944, *Manila Bay*

took part in invasions of the Marshall Islands and New Guinea.

Seaman Nichols was assigned as an aviation ordnance specialist. He worked primarily on the flight deck where he loaded bombs and torpedoes, as well as machine gun ammunition on all of the aircraft in the air wing. During combat engagements, the ship was extremely busy, as the crew loaded, launched, and landed dozens of aircraft while defending the ship against the enemy.

Operating a flight deck safely while in combat is a difficult job, as there are dozens of individuals who must complete their tasks in coordination with every other member of the team. Preventing serious interruptions of the flight schedule is essential to the entire ship's operation.

Seaman Nichols and his colleagues worked under tremendous stress, as they had to maintain the cycle of operations, never allowing a mistake to interfere with the missions of the air wing.

Following the invasion of New Guinea, *Manila Bay* departed the western Pacific for overhaul in Pearl Harbor, where she arrived in May of 1944. In June, *Manila Bay* loaded Army fighter aircraft and sailed for the Mariana Islands. In the following days, the ship remained in the vicinity of the Marianas as the carrier task forces waged the Battle of the Philippine Sea, which was the last U.S. vs. Japan carrier battle in the war.

The battle was highlighted by the "Great Marianas Turkey Shoot", in which American pilots and anti-aircraft gunners inflicted a severely disproportionate number of losses upon Japanese aircraft.

On 23 June, while refueling east of Saipan, Manila Bay was attacked by four Japanese dive bombers. The bombers dropped their bombs, but all fell in the sea, with no harm to the ship. The captain launched four Army fighters to protect the task force and serve as Combat Air Patrol [CAP], and the ship suffered no further attacks that day.

After embarking 207 wounded troops, *Manila Bay* passed through Pearl Harbor on 8 July and arrived in San Diego on 16 July. The ship returned to Pearl Harbor on 31 August and departed on 15 September, steaming west while preparing for the invasion of the Philippines.

Part of Task Group 77.4, *Manila Bay* sailed toward the Philippines on 12 October. Her planes pounded enemy ground targets on several Philippine islands, launching strikes for ground support, spotting and air cover during amphibious assaults of the Philippines. She also sent bombers and fighters in support of ground forces during the first few days of the Battle of Leyte Gulf.

Before sunrise on 25 October, *Manila Bay* launched eight aircraft for a strike against ground targets on Leyte. These planes bombed and strafed enemy ships that were fleeing the battle.

On the 25th and 26th, there ensued a running battle between America's escort carriers and the more powerful ships of the Japanese Center Force. The aggressive and relentless strikes by aircraft from *Manila Bay* and her fellow escort carriers contributed to the victory in the Battle off Samar, the centermost action in the Battle of Leyte Gulf. The superior Japanese surface forces were beaten, and they broke off engagement and retreated. *Manila Bay* continued her attacks on the Japanese fleet.

On 27 October, *Manila Bay* resumed air operations against ground forces in Leyte, providing ground support and air cover. The ship departed for the Admiralty Islands on 4 November.

Continued on next page...



USS Manila Bay

Manila Bay sailed on 10 December to provide air cover for the invasion of Mindoro. The ship shot down one kamikaze aircraft on 13 December. During the landings at Mindoro on 15 December, *Manila Bay* helped down three of the kamikazes, and her fighters shot down two more.

On 4 January 1945, Japanese suicide raids intensified. Two kamikazes attacked *Manila Bay*, with one striking the flight deck and the other falling into the sea. The attack caused fires on the flight and hangar decks, while destroying the radar transmitters and ship's communications. Seaman Nichols joined his crew in fighting the fires, and within 24 hours, the ship returned to flight operations.

The ship lost 14 men and had 52 wounded from the attack, but she was able to recover and resumed flight operations by 10 January. While providing air cover for the task force, *Manila Bay* flew more than 100 sorties against targets in Luzon. The ship's aircraft provided close support for ground troops while bombing, rocketing and strafing gun emplacements, buildings, convoys, and troops throughout Luzon.

The ship departed the Philippines on 17 January, steaming to Pearl Harbor en route to San Diego where she arrived on 15 February. Repairs of battle damage were completed by April, and the ship sailed for the western Pacific on 24 May. *Manila Bay* operated off Japan's waters into June, then departed for the Marianas, followed by a trip to the Aleutians in August.

After the war, *Manila Bay* conducted three "Magic Carpet" cruises, in which the ship returned thousands of troops to the states between October and January 1946.

Seaman Nichols performed his many duties aboard USS *Manila Bay* with distinction throughout his wartime tour in the Pacific. *Manila Bay* earned eight battle stars for service in World War II.

Nichols was discharged from the Navy in 1946, but he reenlisted in 1947. He had earned distinction for his work in ordnance for aircraft, and he welcomed the new training that came with reenlistment. Assigned to duty in Jacksonville, Memphis, and Hawaii, he was promoted and attended training at the Special Weapons Facility in New Mexico. Successful in working with special weapons, he was promoted to Chief Petty Officer while assigned to attack squadrons in Sanford, Florida.

Chief Nichols was commissioned to the rank of ensign in 1960 and attended pre-flight school in Pensacola, Florida. He was assigned to attack squadrons in Jacksonville, then to Naval Air Station, Key West. Lieutenant Commander Nichols retired in 1972.



ETCM(SW) John R Craft, Florida First Coast Commander presents LCDR Ben Nichols with a memento of his presentation.

First Coast Commandery had the privilege of hosting Commander Nichols in January 2021 for a discussion of his participation in World War II while serving aboard USS *Manila Bay*. His presentation can be viewed in a video located on the Naval Order web site under events on January 3. Please visit this link to view the presentation: tinyurl.com/9bmv8dav

Submitted by CAPT Peter Wynkoop, USN (Ret)

FLORIDA FIRST COAST COMMANDERY

The Florida First Coast Commandery, in spite of the COVID-19 restrictions, continues to be active and planning for another great year in 2021! Florida has been less restrictive than many states and it shows in the participation of our companions.

Our commandery sends "This week in Naval History" emails to all of our members to keep a presence and to remind everyone of significant events and milestones contributed by our shipmates.

We glean these history snippets from the Naval History and Heritage Command Website. We select them to both inform and generate discussions about the event and its impact on today's Navy. Responses to surveys indicate that the information has been well received. Those responses are available to all Companions on the Naval Order website at navalorder.org/this-week-in-naval-history.

We continue to ramp up our efforts to stimulate competition among our local high school NJROTC units to write theses about naval history and relate those events to the world today. Some of our companions will be judging the Naval Order History Day competition this year alongside our Southern Florida Commandery brethren. In addition to the monies provided by the NOUS Historian General for the State winners, several of our companions have obligated to "sweeten the pot" for the winner of the local competition. We believe that this competition will generate a greater study and understanding of Naval History, sharpen the students' critical thinking, and help develop better writing and presentation skills. Our involvement is still in its infancy, but we believe it will pay great dividends for our Navy's leaders the future!

NOUS FFC will once again be honoring the Distinguished Officer Graduate from the NROTC Program at Jacksonville University with the presentation of a Navy Officer's Sword at commissioning. The FFC Commandery has sustained this tradition for many years.



The annual USS *Stark* memorial service is scheduled for 17 May 2021. Hopefully, Naval Station Mayport will be open to the public this year and the expanded service can be held as in pre-Covid years. If not, we may repeat the ceremony held off base last year so as to continue this important Memorial Tradition and Remembrance. Details will be posted on the NOUS First Coast page on the Naval Order website.



Our scheduled social join-ups, Friday morning coffee gatherings, and well-being checks on our companions help keep the Florida First Coast Commandery motivated and moving "onward and upward"!

Submitted by ETCM (SW) John R. Craft, USN (Ret)
Commander, Florida First Coast Commander

Naval Order Markers Now in Historic Marker Data Base

While the COVID pandemic restricts some travel, we can still visit far-away places virtually. One way is through the online Historic Marker Data Base at hmdb.org. The HMDB is a unique resource for travelers and students of history, offering a photo-filled collection of approximately 145,000 historic markers from all over the world. Visitors can search the free data base by entering key words about a location, a person, an organization, a year, or an event. Every entry in the data base is placed by website users, making the data base a crowd-sourced product.

In the Fall 2020 issue of this newsletter, I wrote about six historic markers sponsored by the National Capital Commandery on the behalf of the Naval Order of the U.S. These markers are:

- A biographic marker next to the statue of Commodore John Barry in Washington, D.C. (2012)
- A marker for the Old Naval Hospital in Washington, DC (2016)
- A tribute to the U.S. Navy Mediterranean Squadron in Port Mahon, Menorca, Spain (2016)
- A commemorative marker to the U.S. Naval Headquarters, Queensland at Cobh, Ireland (2017)
- A commemorative marker to the Naval Air Station, Wexford, Ireland (2018)
- A commemorative marker to the USS *Constitution* at Valetta, Malta (2019)

In January 2021, I undertook a project on the behalf of the National Capital Commandery to enter these Naval Order Markers into the HMDB.

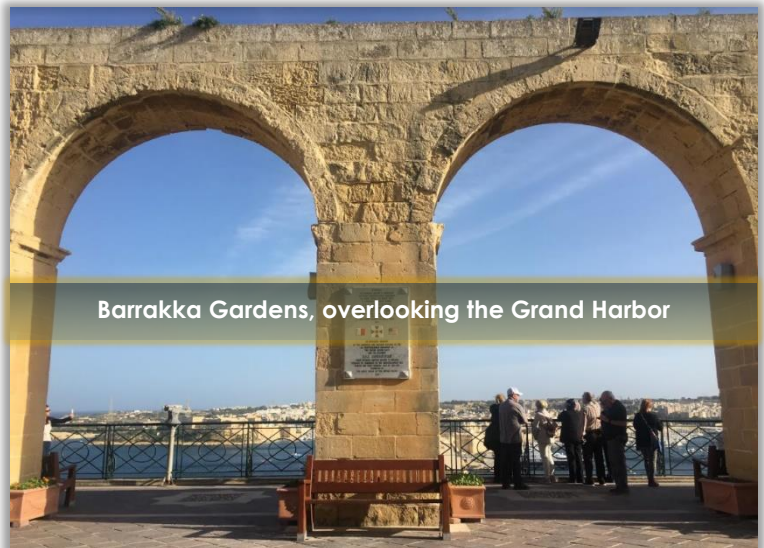
There are thousands of historic markers all over the world that are not documented in the data base. You might find one in your vicinity that you would like to enter.

To enter a marker, you simply register with the data base to set up your own private “page” where you can keep track of markers you have entered, markers that are your “favorites”, and photos and links you have added to your own entries or to other existing entries.

When you decide to enter a marker, you should check to make sure the marker is not already in the data base. I found that markers for Commodore John Barry and the Old Naval Hospital were already in the data base, leaving four for me to enter.

When entering a marker in the database, you simply go to your “page” and click on “enter a new marker”. Then you will be taken to a form, where you will fill in the required information such as title and text of the marker, marker location, the organization that established the marker, and nearby historic, relevant points of interest. You’ll be prompted to supply photos of the marker and its surroundings.

Here, for example are the three photos I supplied for the commemorative marker for the USS *Constitution* in Malta:



Continued on next page...



Marker to USS Constitution in Valetta, Malta

Your entry will be reviewed by an editor and, if all is in order, your entry will be published within about two weeks. If the editor needs more information or clarification, he or she will contact you by email. The editor will notify you, via email, when your marker page is published.

Here are the HMDB links for the Naval Order Markers:

- Barry Marker: tinyurl.com/2awxzryw
- Old Naval Hospital: tinyurl.com/y4pjxs5u
- Mediterranean Squadron in Port Mahon: tinyurl.com/78rbfv7d
- USN Headquarters, Queensland: tinyurl.com/33azmk4
- NAS Wexford: tinyurl.com/3ujdw2t4
- USS Constitution at Malta: tinyurl.com/7ecnx3cp

I recommend you explore the Historic Marker Data Base by entering key words in the "search" function on topics of historic interest to you or your commandery. You might be surprised at what you will find!

Submitted by Dr. Judy Pearson
Photos by CAPT Bill Steagall

Northwest Commandery Off to a Busy Start for 2021

Although the Commandery is optimistic about resuming face-to-face meetings later in 2021, NOUS Northwest continues to hold some exciting meetings via its Zoom connections as necessitated by the COVID-19 pandemic. This new internet platform has been highly successful in keeping our membership together during a time of limited travel and stay-at-home orders. We have been able to schedule guest speakers from outside our three states of Washington, Oregon, and Idaho. We have also provided an opportunity for NOUS Northwest participants to join us from distant locations, who otherwise would not have been able to travel to the Everett, Washington area where we traditionally meet in person. With our positive Zoom experiences, we are now discussing methods of "hybrid" meetings in the future, which will combine future, live gatherings in Everett with a provision for Zoom participation to continue for our far-flung companions. We will be reporting on such progress in future newsletters.

Our first Zoom meeting of the new year was held on 18 January and began with Commandery business matters and a review of upcoming meetings. CAPT Richard Griffin, USNR (Ret.) gave an initial overview of National History Day (NHD) and the opportunity for NOUS Northwest volunteers to support



that valuable undertaking involving more than a half a million middle and high school students across the country. As described by the NHD website, "Every year, National History Day frames students' research within a historical theme.

The theme is chosen for the broad application to world, national or state history and its relevance to ancient history or to the more recent past." The theme for 2021 is *Communication in History: The Key to Understanding*.

Within that national structure, NOUS Northwest will be assisting local educational and historical organizations in our three states, by serving as volunteer judges in the contests.

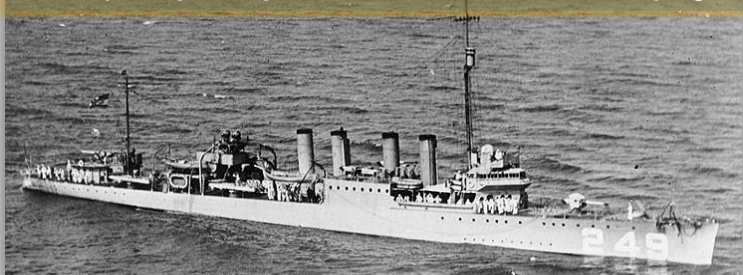
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In addition, the Commandery will award \$100 to the best presentation by a student relating to maritime history. We will have more to report in the Summer Newsletter on this exciting program which concludes with the final rounds of national competition in June 2021.

The January meeting continued with CAPT Joe Valenta, USN (Ret.) describing the formation of a sub-group of companions particularly interested in the Destroyer Navy. The new "DD Sailors Club" primarily involves those who have had prior service on destroyers, but the group welcomes any companion with an interest in that aspect of the Navy. It was agreed that the group would make reports at a Zoom and BBQ gathering in early August centered around our collective DD experiences. There will be more info on this event during the summer.

On 15 February, the Commandery again met via Zoom and welcomed new companion Ed Murray. Further details were provided by CAPT Richard Griffin in support of National History Day with additional volunteers committing to the program.

USS Hopkins (DD 249) served in the Guadalcanal Campaign



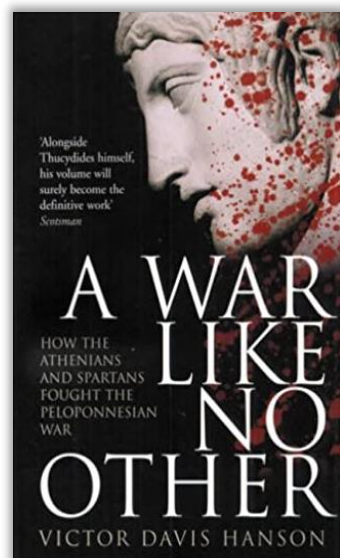
USS Radford (DD 446) served in World War II, Korea & Vietnam



The U.S. Navy's newest warship, USS Zumwalt (DDG 1000)



CAPT Griffin then offered a highly informative review of Victor Hanson Davis' book, **A War Like No Other**, involving the ancient Greek city-states of Athens and Sparta. The book discusses the Peloponnesian War, ranging from the how and why perspective, including politics, morals, and the end results. CAPT Griffin's report was then followed by some great questions and discussion regarding this book and



why the Peloponnesian War is still a topic of discussion at the Naval War College. Our assessment is that these types of book reviews and discussion groups work quite well on Zoom and may be continued as such, post-COVID.

The NOUS Northwest Commandery, under the direction of our newly appointed commander, CAPT Jim McGinnis, MSC USN, (Ret.) is very active in lining up an impressive list of guest speakers for the coming Spring and Summer meetings. We will be reporting on those events as we continue to take advantage of our broad range of Zoom connections from both coasts.

Upcoming Events

Planned upcoming events are listed on NOUS Northwest's website at nousnorthwest.org. Each meeting is led by NOUS Northwest Commandery Commander CAPT Jim McGinnis.

Chapter Contacts:

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

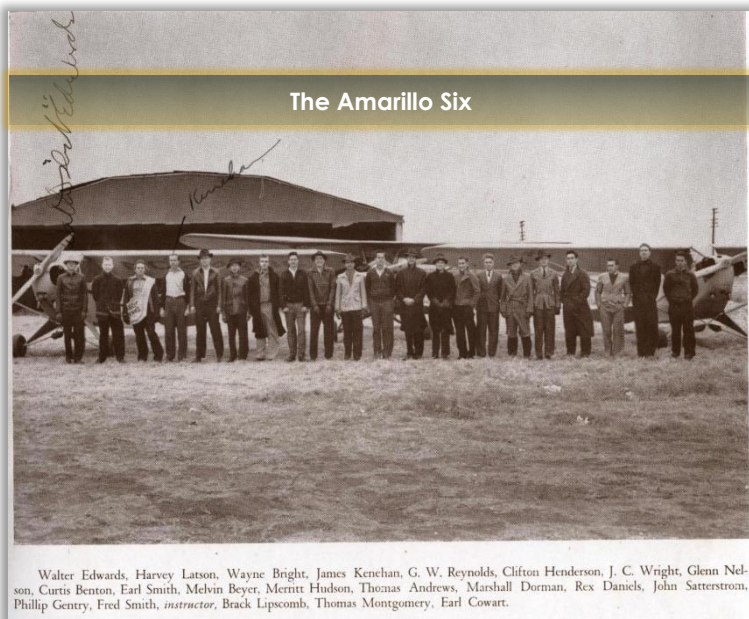
Communications:
CAPT Solon Webb, USN (Ret.) at
mendosolo@aol.com or 707.548.3720 for additional information and details.

Submitted by CAPT Solon Webb, 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 (Part 2)

(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.)

Dad got his pilot's license before he got his driver's license. He was one of the first trainees under the Civilian Pilot Training Program initiated by General Hap Arnold, and he completed both courses by September 1940. Dad had a group of friends who referred to themselves as the Amarillo Six. Of the Six, Dad was the only one to join the Navy – the others went to the Army Air Corps and the group that eventually became the Flying Tigers.



When Dad showed up in Pensacola in December 1940, he said he showed them his Commercial Pilot's License, and they told him that there was really nothing they could teach him so just go out and grab a plane and fly it.

Well, I don't think it really happened that way because his first entry in his Flight Log was on 3 March 1941, and his first time piloting was 11 March. Dad got his wings about the same time they opened Corpus Christi, so he and a bunch of his fellow

graduates were sent to Corpus Christi as Flight Instructors, where, over the course of the next two plus years, he became the Chief Instructor for Bombing and Torpedo Bombing squadrons. In August of 1943, he finally got ordered to sea – with a new Squadron that was going to be embarked on a new ship.



VC-5 was established on 6 September 1943 with a complement of 11 officers and 125 enlisted members. The Squadron grew quickly, eventually comprising 29 officers, three chiefs and 130 airmen. Included in those numbers was the skipper, CDR Dick Fowler and our family's lifelong friend, LTJG Don Issitt.

Their ship was the USS *Kitkun Bay* – a 10,900 ton (when fully loaded), 512-foot-long Casablanca Class Escort Carrier, also known as a Jeep Carrier. These ships were being produced by the Kaiser shipyards in Vancouver and Tacoma at the rate of one every two weeks – a total of 50 over the course of three years from the end of 1942 to the beginning of 1944. The *Kitkun Bay* was launched on 8 November of 1943. She was commissioned 15 December, CAPT J. W. Whitney commanding. VC-5 embarked for the first time on 8 March 1944. She got underway for points west on 1 May 1944.

It took them nearly one and a half months to arrive into the war zone, not that there wasn't plenty going on during that 45-day period. On 13 June, they finally encountered the enemy when a Japanese snoopery Betty happened to encounter the VC-5 CAP. VC-5 pounced on her, chased her down and dispatched her – the first kill of the War. There would be many more.

Two days later was D-Day on Saipan, where VC-5 and VC-10 preceded the 2nd and 4th Marine Divisions on to the beach on D-Day H-Hour strikes. Dad described it as follows:

Continued on next page...

“Our tactical formation called for the 12 TBM's in a stepped down column flying parallel to the landing beach with the 16 FM's in a similar column higher up. Upon signal from CDR Fowler, all 28 aircraft made a 90 degree turn right and commenced the glide-dive with FM's strafing followed by TBM's, each simultaneously firing a salvo of eight rockets, a burst of twin 50 calibers, and dropping a load of bombs at pull out with the radiomen shooting their guns out the rear portal. This made quite a show as the marines were then scrambling across the beach. That evening we listened to “Tokyo Rose” reporting that US naval forces had unleashed a new powerful aircraft launched secret weapon on Imperial Japanese forces protecting Saipan. We had wired our TBM's so as to use the “throttle mike button” as a trigger for the rockets, thus enabling us to strafe, fire rockets and release bombs all at the same time in one attack.”

Ah yes, the throttle mike button – America's new secret weapon. Actually, though I have not confirmed it, Dad said it was the first time TBM's had fired rockets against Japanese forces.

VC-5 supported the Marines there for 18 days, running close air support and CAP multiple times a day and engaging Japanese Kates and Jills in the air. It was a grind. On the next to the last day there, July 1st, the Marines were having a particularly hard time with Japanese holed up in a ravine far up inland. They asked for close air support to attack the ravine and Dick Fowler led an attack on the ravine which ravaged the forces there. The Marines followed immediately and reported back that more than 1,000 Japanese had been killed in the ravine, with only a few tanks escaping to the north. The *Kitkun Bay* Task Force left on July 2nd and the island was secured on the 9th.

After re-supplying at Eniwetok, the *Kitkun Bay's* task force headed to Tinian, arriving on July 14th, where they spent the next two weeks “blasting the hell out of the island.” During this engagement, Dad fired into what was described as an innocent looking clump of trees and ended up setting off a huge explosion when he hit a fuel dump that was hidden there. He also recounted an event where he dove onto a target and waited a little too long to pull out of his dive. When he finally did, he hit a palm tree

with his tail fin stabilizers and brought part of the tree back to the ship as a souvenir. It turned out that, in pulling out of his dive, he exceeded the “safe” level of G-Force that the plane was designed to withstand, and, when they inspected the plane further, they found the fuselage was covered with cracks. They had to push the plane overboard. After the two weeks of unrelenting attacks, the island was secured.

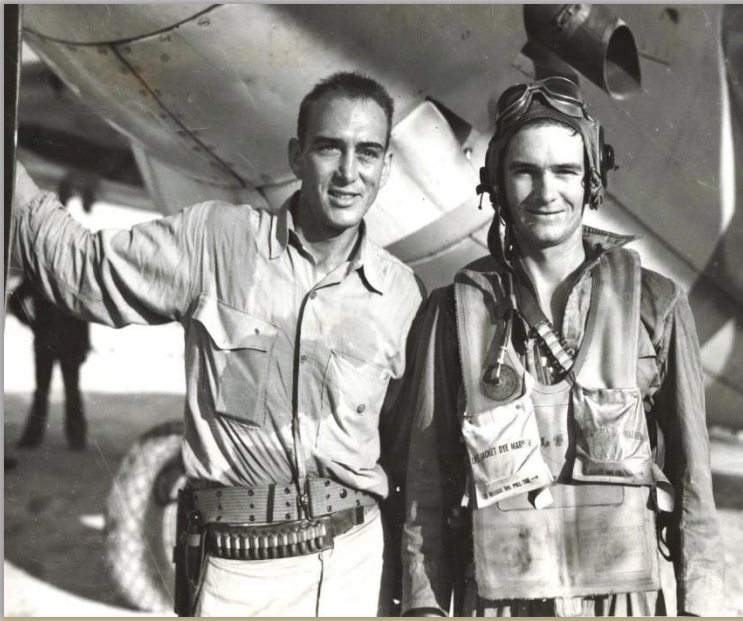
The squadron then moved on to Guam, where the island had been under siege by American forces for quite some time. The task force only remained on station for three days there before moving on, flying mostly CAP and anti-submarine patrols. Then they headed south away from the Marianas.

For the next six weeks, the task force would resupply in Eniwetok and stand down while awaiting the next mission. They crossed the equator during this period and, of course, conducted their Crossing the Line Ceremony where the uninitiated crossed the threshold from Slimy Polliwog to Trusted Shellback.

On September 8th, the task force set out for the Palau's, where they were to participate in the D-Day H-Hour strikes on Peleliu. The morning strikes went well, but, in the afternoon, a frantic call went out for close air support to counter an attack by approximately 20 Japanese tanks. Dad led a division of four TBM's into the attack and they strafed and bombed the tanks, basically, and no pun intended, stopping them in their tracks. A Marine sergeant later interviewed said it saved the day for the Marines.

After a week of fighting, a number of VC-5 planes and pilots had ended up at the airfield at Peleliu, and, on the afternoon of the 21st, Dad and one of his squadron mates, Charlie Lee, flew onto the island to gather planes and crew. After he landed, he and Charlie got out of the plane to wait for their pilots and a combat photographer rushed over and asked to take their picture. Of course, being aviators, they obliged. Right after this picture was taken, a Marine sergeant rushed over to the plane and demanded that they get the hell out of there, as they were drawing Japanese mortar fire. Dad said he would leave as soon as he got his pilots, and, as if on cue, they pulled up and Dad took off.

Continued on next page...



LT Charlie Lee and LT Thomas L. Andrews, Jr.

Unbeknownst to him at the time, about 100 feet away from his plane was his childhood friend from Amarillo, Texas, Cecil Franks. Cecil was part of the first Marine Division and was manning a mortar position next to the plane. 20 years later, they were talking about Peleliu, and Cecil mentioned something about this damn plane drawing Japanese mortar fire and Dad had to confess that it was his plane that was the culprit. Small world, even in battle. Peleliu was hard on the First Marine Division, which, in the first eight days of battle, suffered 71% casualties. Cecil fought with the First at Guadalcanal and Peleliu – I can only imagine the scars he suffered from those two battles, but I was never aware of it from my time around him as a kid.

After returning to the ship, the task force, now under RADM Ofsie, headed back up to support D-Day, H-Hour strikes at Ulithi. By the time they got there though, the whole thing was called off, as the Japanese had earlier abandoned the island. So, it was off to the Admiralties to replenish and re-arm, and then, on the 12th of October, the *Kitkun Bay* sortied to Leyte Gulf to support McArthur's return to the Philippines.

Next time -- part 3: Leyte Gulf and Beyond!!

**Submitted by
RADM Thomas L. Andrews III, SC, USN (Ret.)**

The San Francisco Commandery continued its Zoom sessions in January with our traditional "History Day Presentation." Our winner/presenter was Ella Parsons from Moreno Valley High School, in Moreno Valley, CA. Moreno Valley is near Riverside in Southern California and through using the "new technology", we were able to have Ella with us.

Her presentation on the Barbary Wars of the early 19th century reflected a depth of research and knowledge that we don't normally expect from a 14-year-old. We learned why "the Shores of Tripoli" is part of the Marine Corps Hymn.

National History Day contests are staged at the local, state and national levels for about 600,000 participants each year. Working as individuals or in groups, students in grades 4 through 12 conduct extensive research on a historical topic before submitting projects that can take the form of an original paper, a website, a poster, an exhibit, a performance or even a documentary.

This year's theme is "Breaking Barriers in History". Ella was a student at Vista Heights Middle School when she did her research and wrote the paper. If you would like to read her paper, please visit tinyurl.com/5m3mkmxd.

In February, we started a series of presentations on the Pacific War with QMCS Mickey Ganitch, USN (Ret.) a Pearl Harbor Veteran. Mickey is well known in the local and national media and is frequently seen on History Channel documentaries talking about the war. Do a Google or YouTube search for his name and you will come up with innumerable hits. He is famous for singing "Remember Pearl Harbor" to the President in the Oval Office as well as getting down in a football stance with Coach Jimmy Johnson on Sunday Morning football a few years ago. He recalled that he was dressed up for a football game on Sunday morning, 7 December 1941. Although his padding made it difficult to get to his battle station, he credits it with helping prevent injury.

Even though he finished his distinguished career as a Navy Recruiter in Oakland, he focused on his wartime experiences on the USS *Pennsylvania* (BB 38) from Pearl Harbor through Leyte Gulf,

Continued on next page...

the Japanese surrender and finally the Atomic Bomb tests at Bikini Atoll in 1946.

As a farm boy, he was put in charge of the farm animals that were used to test the effects of the radiation. He attributes his long life to radiation exposure during the tests and “breathing.” Although housebound due to COVID restrictions, Mickey stays active in the Veterans of Foreign Wars, the Masons, and his church through Zoom technology.



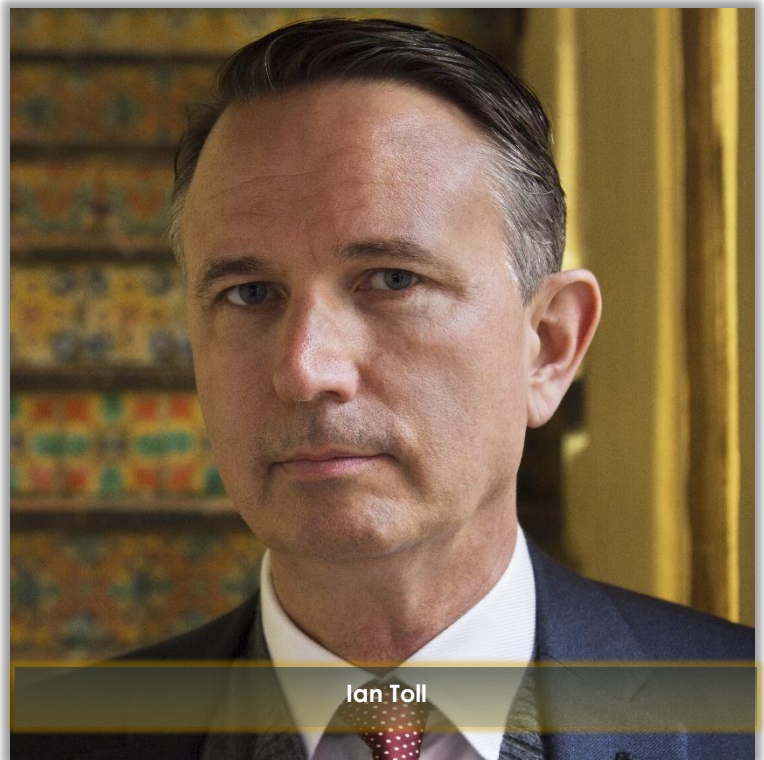
QMCS Mickey Ganitch, USN (Ret.) at home

Our March speaker was noted author Ian W. Toll who spoke to us about his latest book ***Twilight of the Gods***, the third volume of a trilogy on the Pacific War. Toll graduated from St George's School in Middletown, Rhode Island received a degree in history from Georgetown University in 1989, and a master's degree in public policy (M.P.P.) from the Kennedy School of Government at Harvard University in 1995.

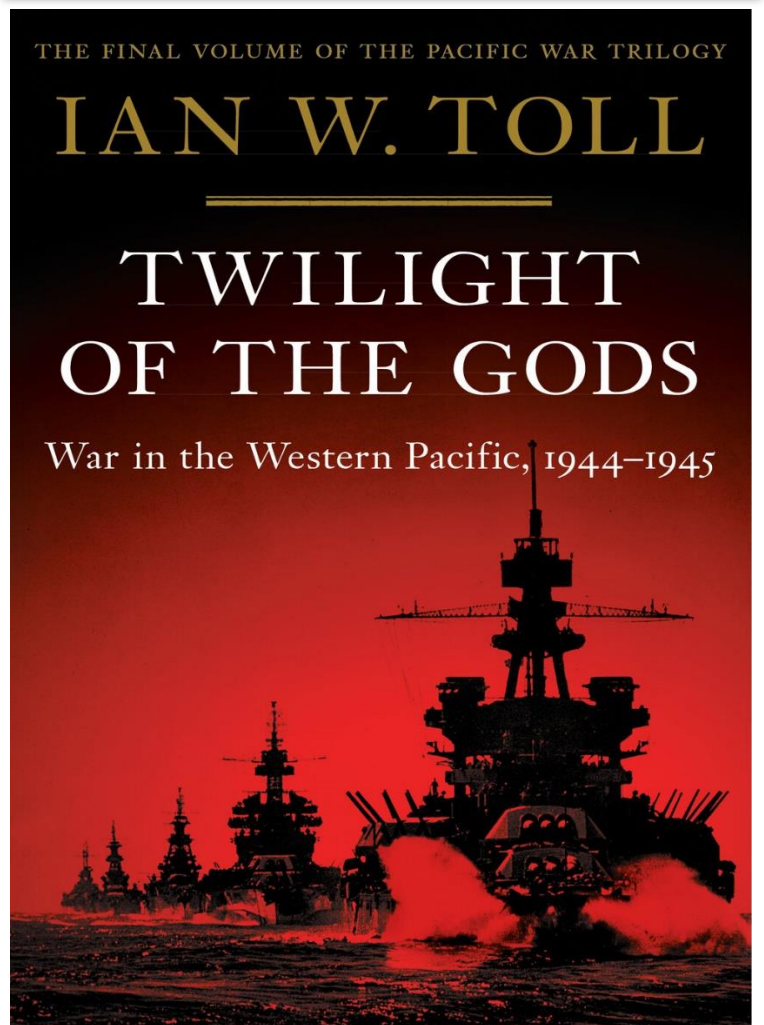
Toll has also served as a juror for the National Endowment for the Humanities, a cultural ambassador for the U.S. State Department, and a lecturer at the Naval War College.

Toll's first book, ***Six Frigates***, was the 2007 recipient of the Samuel Eliot Morison Award for Naval Literature by the New York Commandery of the Naval Order and the William E. Colby Military Writers Award.

The first volume of the trilogy, ***Pacific Crucible***, received the Northern California Book Award for Nonfiction in 2012. The second volume, ***The Conquering Tide***, was a New York Times bestseller and was selected as the best book of 2016 by Lionel Barber, editor of the Financial Times. ***Twilight of the Gods*** was a New York Times Bestseller in 2020.



Ian Toll



SAN FRANCISCO COMMANDERY

In 2019, Toll was awarded the Samuel Eliot Morison Award by the USS *Constitution* Museum.

Toll is an old friend of our Commandery, having resided in San Francisco earlier in his career. He recalled the vivid impression of the USS *San Francisco* Memorial made on him.

Even though he now is based in New York City, he noted how the pandemic has enabled him to reach a wider audience on his "book tour" through virtual technology like Zoom.

Companions paid rapt attention and posed so many insightful questions – especially about why the Japanese surrendered when they did – that Ian probably spent more time than usual answering.

We look forward to our scheduled April speaker, Mr. James Zobel of the MacArthur Museum and Memorial in Norfolk, Virginia. Zobel is an expert on the life of General MacArthur and the controversies surrounding his career. He has shared his insights on the General's personality at presentations at the University of Santo Tomas in the Philippines and the Marines Memorial Club in San Francisco, among other places.

His presentation, to be given on the anniversary of MacArthur's "firing" by President Truman, will focus on the General's relationship with the United States Navy and Marine Corps.



James "Jim" Zobel of the MacArthur Museum

We finished March on a rather somber note. Two of our most noteworthy companions, former Secretary of State George P. Shultz, 100, and Chief "Johnny" Richard Jongordon, 98, both crossed the bar. Their impact on our country and the Naval Order cannot be understated. Please see articles on both men on pages 27 and 30.



Chief Johnny



Secretary of State George P. Shultz

As we move into warmer weather and get vaccinated against COVID, we look forward to being able to meet again face to face. Some of us may see each other soon for the first time in months at the commissioning of the USS *Oakland* in Oakland (within social distance guidelines).



USS *Oakland*

Our target for our next commandery-wide event is our annual Pearl Harbor Day dinner in December (fingers crossed).

Until then we will continue to use "Zoom" as our tool to meet with our San Francisco Commandery Companions and attend our second virtual Congress. We hope to resume our luncheon get togethers soon afterward, but until the all-clear siren sounds, we will use the new technology to make sure we all stay safe and healthy.

Submitted by **MCCS Bob Hansen, USN (Ret.)**

Texas Commandery Leads Memorial Service for USS *Houston* - "Lest We Forget"

Texas Commandery Officers joined USS *Houston* (CA 30) Survivors Association/Next Generation members, descendants of the crew of the USS *Houston*, and the Australian Consul General and members of his staff on Friday, 5 March 2021, at Sam Houston Park in downtown Houston to commemorate the USS *Houston*.

The *Houston* and her valiant crew were lost on 1 March 1942 in the Pacific during the Java Campaign in the early weeks of the Pacific War. This year marked the 27th time a ceremony has taken place at the beautiful Cruiser *Houston* Memorial, an obelisk engraved with inter alia the names of each of the crew members.

The USS *Houston* and HMAS *Perth* were both sunk just after midnight on 1 March in the Sunda Strait. Of the USS *Houston*'s crew of 1068, only 368 survived the sinking only to become Prisoners of War of the Japanese. After three and a half years of captivity, 289 *Houston* crewmembers were liberated at war's end in September 1945.

After 31 years in about 100 feet of water, the ship's 500-pound bell was recovered by Indonesian divers in 1973. Following 20 years on the Battleship USS *Texas* (BB 35) - now part of the San Jacinto Battleground State Historic Site - the bell today rests on top of the USS *Houston* monument.

The Texas Commandery, based in Houston, TX, was responsible for the funding, design, and construction of the memorial monument that was dedicated on Veterans Day, 11 November 1995. This project, which took over three years to complete, was largely the

brainchild of CAPT Carl V. Ragsdale, one of the founders of and the first Commander of the Texas Commandery.

This 5 March, both Texas Commandery Commander CAPT Woe King, and Texas Commandery Historian Donald M. Kehn, Jr., (also the official Historian for the CA-30 Survivors Association) took part in the ceremony which included a wreath-laying and short video interviews with the participants.



The Texas Commandery provided the flags of the Allied Fleet (ABDA) that were flown during the ceremony (American, British, Dutch, Australian) and the Prisoner of War (POW) flag.

Although attendance was necessarily limited due to COVID-19 considerations, the spirit of the ship and her splendid crew along with the dedication of all persons involved made the 2021 memorial event as touching and memorable as many of the much larger gatherings that have taken place over the years.



Submitted by CAPT Woe King, USN (Ret.) and Don Kehn Jr., USN (Ret.)

USS Barry (DD 933) Stern Nameplate

John Barry was an Irish American officer in both the Continental Navy and the United States Navy. From his appointment as a captain in the Continental Navy on 7 December 1775, over his lifespan of 58 years, this son of a poor Irish farmer rose from cabin boy to Commodore of the entire United States fleet. He was humane to his men as well as adversaries and prisoners. Barry was the first to capture a British war vessel on the high seas; he captured two British ships after being severely wounded in a ferocious sea battle; he quelled three mutinies; he fought on land at the Battles of Trenton and Princeton; he captured over 20 ships including an armed British schooner in the lower Delaware; he authored a Signal Book which established a set of signals used for effective communication between ships; and he fought the last naval battle of the American Revolution aboard the frigate *Alliance* in 1783. Many consider him to be a "Father of the United States Navy".

Four U.S. Navy Ships have been named for Commodore Barry:

- *Barry I* (Destroyer No. 2)
- *Barry II* (DD-248)
- *Barry III* (DD-933)
- *Barry IV* (DDG-52), currently in service

USS *Barry* (DD 933), was Commissioned in 1954 and spent most of her career in the Caribbean, Atlantic, and Mediterranean. She served in the 1962 Cuban Missile Crisis and earned two battle stars for Vietnam.

Decommissioned in 1982, *Barry* became a museum ship at the Washington, D.C. Navy Yard. Her career as a display ship was successful. She hosted many Military and Civic events including notable Navy commemorations that included Changes of Command and Retirement Ceremonies for senior officers in the Washington area.

By 2015, *Barry* was over 60 years old and in serious need of renovation. To continue as a museum ship was too expensive. Furthermore, the planned construction of a new bridge over the Anacostia River would have trapped her at the Navy Yard. Scrapping was the only realistic option. An official departure ceremony for the ship took place on 17 October 2015, and she was towed away on 7 May 2016 to be scrapped.

In view of Commodore Barry's prominence in our Navy's history, the First Coast Commandery launched an effort to recover the Ship's Stern Nameplate for preservation and display at a suitable site. With help from the Naval History and Heritage Command (NHHC), the Stern Nameplate was obtained and is currently being held in storage at a NHHC facility in Richmond, Virginia.



Action that now needs to be taken:

1. Determine a suitable site for permanent display:

Two sites are under consideration. One is the Barry Gate at the Naval Academy. The other site under consideration is at the Naval Training Center, Great Lakes, Illinois. Both would incur costs.

2. Obtain cost estimates for:

- designing a suitable mounting for the stern plate
- preparation of the placement site and installation
- a dedication ceremony
- long term care and maintenance wherever sited

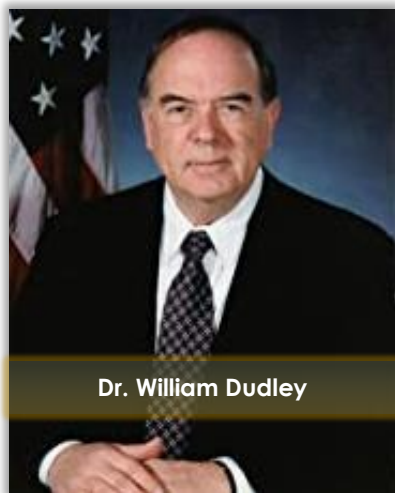
3. The First Coast Commandery will work to **determine and obtain approval** for a suitable site and investigate the costs described above.

We hope to be ready to submit a formal proposal at this year's Congress. If you would like to provide an ADHOC contribution to our effort, send your donation to the NOUS Foundation and earmark for the "FFC *Barry* Stern Plate Project."

Submitted by CAPT Greg Streeter, USN (Ret.)

Inside the U.S. Navy in War of 1812

Recently, Dr. William (“Bill”) S. Dudley, Naval Order Companion, former Director of the Naval Historical Center from 1995 to 2004 as well as one of the first Historian Generals of the Naval Order of the U.S., asked me to help inform the Naval Order about his new book. Set to be released 6 April 2021, Dr. Dudley’s book



Dr. William Dudley

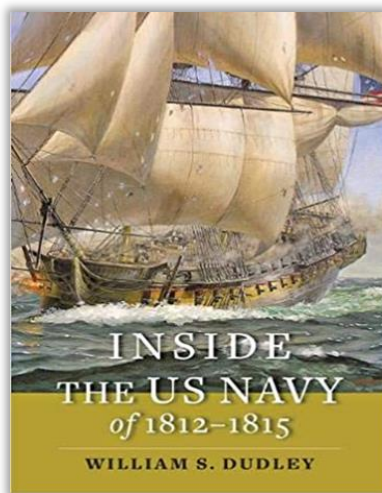
is entitled ***Inside the US Navy of 1812-1815***, published as part of The Johns Hopkins University Press series on the War of 1812. Available following release, I have not yet read this book, but Dr. Dudley has shared his thoughts about the book as follows:

This work comprises a history of the inner workings of the U.S. Navy Department during the War of 1812-1815. Underlying the naval battles were the difficulties of supporting the war, its administration, finance, supply, recruitment, transport, medical support, and shipbuilding. It was especially critical for the miniscule U.S. Navy as it faced the war-hardened Royal Navy. In this book, William Dudley presents the logistics of the war in relation to fleet actions on the lakes and selected ship actions on the oceans.

To create this work, the author relied on his twenty-five years’ experience in primary source research in the national archives of the United States, United Kingdom, and Canada, as well as public and private libraries. He supplemented this with extensive readings of the principal sources on the war. The importance of this work is contained in its multi-archival research base and its contents which reveal the underpinnings of the naval war.

The unique aspect of Dudley’s book is its well-rounded presentation of the naval aspects of the war. One gains a better appreciation of how the navy contributed strategic value to the nation’s survival in the War of 1812 and assisted in bringing the war to an honorable end in 1815.

The likely audience for this history will be maritime-oriented readers, professors and students in naval and military educational institutions, history buffs, those currently serving in the sea services, and naval veterans.



Dr. Dudley was the original editor of ***The Naval War of 1812: A Documentary History***, 4 vols. at completion in 2021. He is the author of ***Maritime Maryland: A History***, and co-author,

with Scott Harmon, of ***The Naval War of 1812: America’s Second War of Independence***.

Dr. Dudley’s website describes his book as “Thoughtful research, based on an in-depth knowledge of naval history and libraries around the world,” and “a resource for historical societies and publications, with clear, accurate, and engaging historical writing.”

Here is what The Johns Hopkins University Press description of the book says:

“What did it take - logistically and operationally - for the small and underfunded U.S. Navy to face the battle-hardened Royal Navy in the War of 1812?”

Find out in this book, the magnum opus of one of the deans of American naval history. Refuting the idea that the United States “won” the war, Dudley argues that the conflict was at best a stalemate. Drawing on twenty-five years of archival research around the world, ***Inside the U.S. Navy of 1812-1815*** will leave readers with a better appreciation of how the Navy contributed strategic value to the nation’s survival in the conflict and assisted in bringing the war to an honorable end.

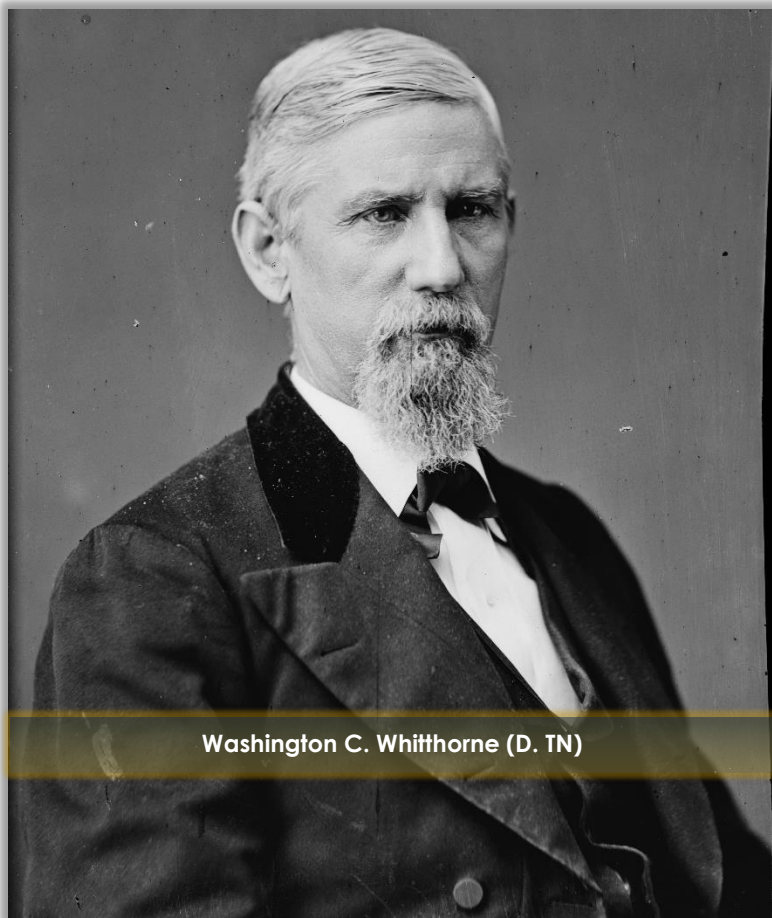
This book will appeal to scholars and students of naval and military history, veterans, current officers, and maritime-oriented history buffs.”

**Submitted by CAPT Vance H. Morrison, USN (Ret.)
Past Commander General
Naval Order of the United States**

NAVAL MILITIA – OUR EARLY NAVAL RESERVES

With the end of the Civil War and reconstruction the United States Government realized a need to bolster the regular United States Navy in time of war. Some form of a naval reserve force was needed.

This challenge was taken up by a combination of former and active naval officers, Annapolis instructors, and naval historians, and in time, the U.S. Naval Institute, as well as concerned citizens. Federal legislation was introduced on 17 February 1887 by former Confederate General, and then senator, Washington C. Whitthorne (D. TN). He introduced bill S3320. "To create a naval reserve of auxiliary cruisers, officers and men from the mercantile marine of the United States."



Washington C. Whitthorne (D. TN)

This bill failed congressional approval due to budgetary constraints, as did two more bills introduced by Senator Whitthorne. His final bill (HR 10,622 "To provide for the enrollment of a naval militia and the organization of naval forces") also failed.

However, it did catch the attention of former naval officer, Lieutenant John Codman Soley *(USNA 1866) of Massachusetts, of the famous Soley family of Maritime heritage (including his brother James Russell Soley, Naval Academy Professor and future Assistant Secretary of the Navy.) (1890-1893).

*Author's Notes: John Codman Soley had an interesting naval career and would become the 2nd Commander General of the Naval Order of the United States, 1893-1895. I also speculate that the gavel written about in the NOUS Newsletter a few issues back and identified as having the initials JFS is in fact JCS in old script and belonging to LT Soley.

As a naval attaché in Paris, France, LT Soley had observed the European system of conscription and reserve forces.

LT Soley realized it was impossible to secure federal legislation and funding to create a naval reserve, but it might be possible to create a state naval force under state control, which would follow the American tradition of relationship to the U.S. Navy, as the land (Army) militia had to the U.S. Army. Such forces would be better than none at all. LT Soley had discovered under state law, that the Governor of Massachusetts was the "Captain General, Commander in Chief and Admiral of the land and sea forces of the state."

With the assistance of the Massachusetts Yacht Club, a bill was introduced in state legislature and on 17 May 1888, an act establishing "A Naval Battalion to be attached to the Volunteer Militia" was passed. The state naval militia movement was born. Within the decade 16 states would establish naval militias, providing a trained pool of seafarers in coastal states.

The first federal legislation was the "Naval Appropriations Act" of 2 March 1891, which authorized \$25,000 for arms and equipment for the naval militias, as the Secretary of the Navy would deem necessary per regulation. This was based on a per capita distribution.

As the United States approached a new century and the era of "Navalism" was in vogue, the potential of state naval militias as a reserve force was being recognized.

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The states of Massachusetts and New York had gained permission to drill aboard active ships of the fleet. Their work so impressed the Secretary of the Navy, that in August of 1894, Congress authorized the loan of old naval vessels to state naval militias for training purposes.

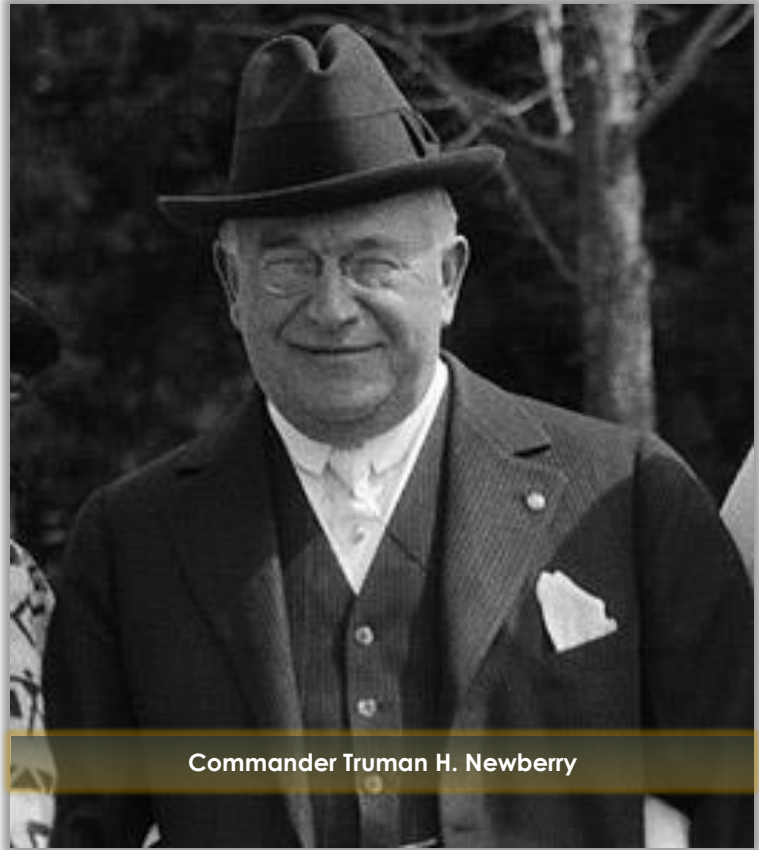
The successes of naval militia units were not without their drawbacks. Including, but not limited to;

1. Funding: Membership in state naval militias had increased, older ships were expensive to maintain, but federal funding to states had not increased.
2. Equipment: Naval militias received only “old” and often unserviceable equipment, essentially the U.S. Navy’s castoffs.
3. Control: Questions of Federal vs State responsibility soon surfaced.

War with Spain

By the mid 1890's, war with Spain was looming on the horizon. Assistant Secretary of the Navy, Theodore Roosevelt, and his aide Lt. Gibbons USN, embarked on an inspection tour and review of naval militia units from New York, Michigan, Illinois, and Ohio. Secretary Roosevelt was said to be in full sympathy with the naval militia units.

On 25 April 1898, war with Spain was declared; panic broke out all along the Atlantic Coast from the threat of invasion by Spain. The U.S. Navy was seriously undermanned, no federal naval reserve was in place and no formal mechanism was in place to bring state naval militias into the U.S. Navy. Congress realizing they were about to make the same mistakes that had been made during the civil war regarding call up of forces (and that they had been warned about), passed emergency legislation on 26 May 1898 creating the “U.S. Auxiliary Naval Force”, to be composed of volunteers and with the Governor’s approval, members and entire units from state naval militias. The cruiser, USS *Yosemite*, was manned almost entirely by a crew of 300 of the Michigan Naval Brigade. Its commander, Truman H. Newberry, would become the Secretary of the Navy 1908-1909.



Commander Truman H. Newberry

Author's Notes:

Commander Newberry's Assistant Secretary of the Navy 1908-1909 was none other than Herbert L. Satterlee, the 6th Commander General of the Naval Order of the United States 1925-1928, who would also be an Incorporator of the Navy League of the United States in 1902.

Although the officers and men of the naval militias performed admirably during the war, the system still needed improvement and it was apparent a distinction between state forces and a future federal naval reserve was needed. Assistant Secretary of the Navy Franklin Delano Roosevelt called for the establishment of a naval reserve that “becomes part of the navy itself” and that it “in no way conflicts with or takes the place of the present system of naval militia.” They were envisioned to exist side by side; the “reserve” providing direct combat support and the militias providing a “second line of defense”.

The intervening peacetime years between 1898 and WWI would see an increased reliance upon state naval militias by the regular U.S. Navy.

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HISTORY AND HERITAGE – THE NAVAL MILITIA

Legislation was introduced to create a U.S. Naval Reserve, but it would continue to fail due to funding disparities. In 1911, the “Office of Naval Militia” was established in the personnel division of the Secretary of the Navy’s office, to monitor the state naval militias.

The U.S. Navy increased naval militia cruises for naval militiamen aboard battleships and cruisers, increased training in fleet tactics, equipment and performance standards. The increased use of naval militia as a “reserve” finally prompted Congressional action, and on 16 February 1914. “The Naval Militia Act”, “To promote the efficiency of the naval militia and for other purposes”, was passed to become effective 3 years after its passage in 1917. On 12 April 1914, General Order #93 establishing the “Division of Naval Militia Affairs” was signed by Josephus Daniels in accordance with the Naval Militia Act.

These events led to an almost immediate growth and efficiency impact on the state naval militias. However, world events were soon to overtake a lack of Congressional action for establishing a federal naval reserve.

World War I

With war raging in Europe and increased pressure for the United States to enter the conflict, Congress was once again confronted with the problem of manning a large navy. So much so, that on 29 August 1916, Congress passed the “Naval Reserve Force Act.”



National Naval Volunteers of Lynn, Massachusetts
on South Common Street, 1 April 1917

Remembering the mobilization mistakes of both the Civil War and Spanish American War, and noting that the naval militias were already functioning and trained as a naval reserve, and most importantly realizing that the new naval reserve force had yet to enroll its first member (in effect an empty program), the Naval Reserve Force Act created yet another program known as the “National Naval Volunteers.” Naval Militiamen could join this group and then from the National Naval Volunteers, transfer into the Federal Naval Reserves, thus eliminating any issue of federal control over state troops.

Upon the successful conclusion of the war in Europe, and with a federally organized, functioning and funded U.S. Naval Reserve in place, Congress in 1918 repealed federal laws regarding naval militias and the President was authorized to transfer all personnel to the new naval reserve. Control of the naval militia was given back to the states, where interest in them would slowly decline, many becoming dormant, merely existing in state ordinances and statutes where they would remain until needed. Many states would reactivate naval militias during the Second World War, using them as armory administration, instructors and auxiliary coastal troops, often with former or older members.

Author's Notes: United States Code 10 USC 7851 – 7854 exists currently dealing with naval militia. New York still maintains its Naval Militia the oldest continuous naval militia in existence. Many states still maintain their naval militia on their state statutes.



National Naval Volunteers at the Armory, 1 April 1917
Leaving Lynn for the USS Kearsarge Fourth Deck Division

Submitted by Jon Silvis

Keep 'em Coming!



Neither rain nor snow nor the pandemic seems to stop people from inquiring about becoming a member of the Naval Order. Since the first of the year until this writing, twenty-two people have either inquired about

joining via our website or have been referred by another member. Five referrals came from four members. Those members were COL Bill McLaughlin, Craig Bernat, Earl Wightman, and CAPT Joe Dervay. Thanks gents!

Each time our Registrar General, CAPT Kris Carlock, sends out a dues notice, she includes a proposal form so that the recipient might be encouraged to PROPOSE a new member.

So, how did you join? Did you inquire about joining via our website or did someone propose you? If it's the latter, then I ask, who have you proposed?

Do you remember the article in our last newsletter about COL Jonathan Mendes, USMC (Ret.) reaching his 100th birthday? He was ninety when he joined, so you can't expect much from him, right? WRONG! Just several months ago Jonathan proposed former navy commander, Dr. Ben Freilich and he joined!

I ask you, who have you proposed? They are out there by the thousands, they love Naval History, and they are waiting to be asked to join.

BTW...you don't have to wait until you receive another proposal form. You can e-mail the contact info to me at dschuld@juno.com or contact me at the address below.

Standing by...

Donald W. Schuld, USN (Ret.)
Naval Order of the United States
Vice Commander General-Membership
3 Mildred Terrace, Flanders, N.J. 07836
H- 973-584-9634 Cell 201-874-0730

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

Welcome New Companions!

We have met a major milestone in the Naval Order membership. Our last newsletter listed certificate numbers 9969 through 9999. This list marks our 10,000th Naval Order Companion, Mrs. Elizabeth Carlock!

Charleston

LTJg Thomas Richard Conn, Sr., USN (Ret.)
Mrs. Christine Weisiger Ross Crowe

Continental

Mr. Charles Sidney Dayhoff, III
Mr. Jackie Dean Miller, I

National Capital

Ms. Melinda Steagall Lynam
MIDN Grace Ellen McCaffery
Cadet James Patrick McCaffery
CDR Philip Lee Puckett, SC, USN (Ret.)

Northwest

CDR Matthew Edward Murray, Jr., USN (Ret.)

Philadelphia/Delaware Valley

Mr. Sumner Bruce Lippincott
Mr. Michael Glen Sherer

San Diego

Mr. Clay Thomas Hoffman
Mr. Robert Clayton Lau, Jr.

Southeast Florida

Ms. Georgianna Louise Carter Krell

San Francisco

Mrs. Elizabeth Mary Carlock
Dr. Leo Joseph McCarthy, MD
Mrs. Margaret Matthews Sneddon

Texas

CAPT Douglas Seward Lloyd, MC, USN (Ret.)

Send all contact info changes to:

CAPT M. K. Carlock
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M.K.Carlock@gmail.com
415-725-2101

USS TELESFORO TRINIDAD CAMPAIGN (USSTTC) “Ship & Shipmate Before Self”

In commemoration of the 106th Anniversary of the awarding of the Medal of Honor to Fireman Second Class Telesforo Trinidad, the USS *Telesforo Trinidad* Campaign (USSTTC) announced the launching of an initiative to name a U.S. Navy Warship after an American national of Filipino descent. Trinidad holds the distinction of being the first and only Filipino in the U.S. Navy to receive a Medal of Honor.

Trinidad received the Medal of Honor for extraordinary heroism in the line of duty during boiler explosions onboard the USS *San Diego* (ACR-6) while the ship was underway in the Gulf of California on 21 January 1915. Trinidad brought two crewmembers to safety in spite of his own physical injuries from the explosion.

USSTTC is a U.S. registered non-profit (501c3) and a national grassroots advocacy group comprised of serving and retired members of the U.S. Armed Forces, community leaders, academics, corporate executives, civic leaders, and veterans' families.

The U.S. and the Philippines have maintained uninterrupted economic, cultural and military ties since 1901, when President McKinley signed an executive order allowing the recruitment of 500 Filipinos in the Navy and 6,000 Filipinos in the Army to serve as part of the Insular Force of the War Department. During WWI, 6,000 Filipinos enlisted in the U.S. Navy and thousands more were recruited through the interwar years.

During WWII, thousands of Filipinos served under the U.S. Army Forces in the Far East and the U.S. 16th Naval District. After the Philippines became fully independent in 1946, tens of thousands of Filipinos joined the U.S. Navy, until 1992, under a provision of the Republic of the Philippines-United States Military Bases Agreement.

Additionally, thousands of Americans of Filipino descent joined during this time and continue to do so today. According to USSTTC the naming of a United States Navy ship after Trinidad would recognize the shared history and values of two allies, forged in war and peace.



Fireman Second Class Telesforo Trinidad

Although warships are routinely named after sailors and marines who were awarded the Medal of Honor for heroism in combat, there are no specific naming rules. Names for Navy ships traditionally have been chosen and announced by the Secretary of the Navy, under the direction of the President and in accordance with rules prescribed by Congress.

If approved, Trinidad would be the first enlisted sailor of Filipino descent to have a ship named after him. This would serve as milestone in the history of the United States Navy and honor the thousands of Filipinos who served faithfully and loyally for the past 120 years.

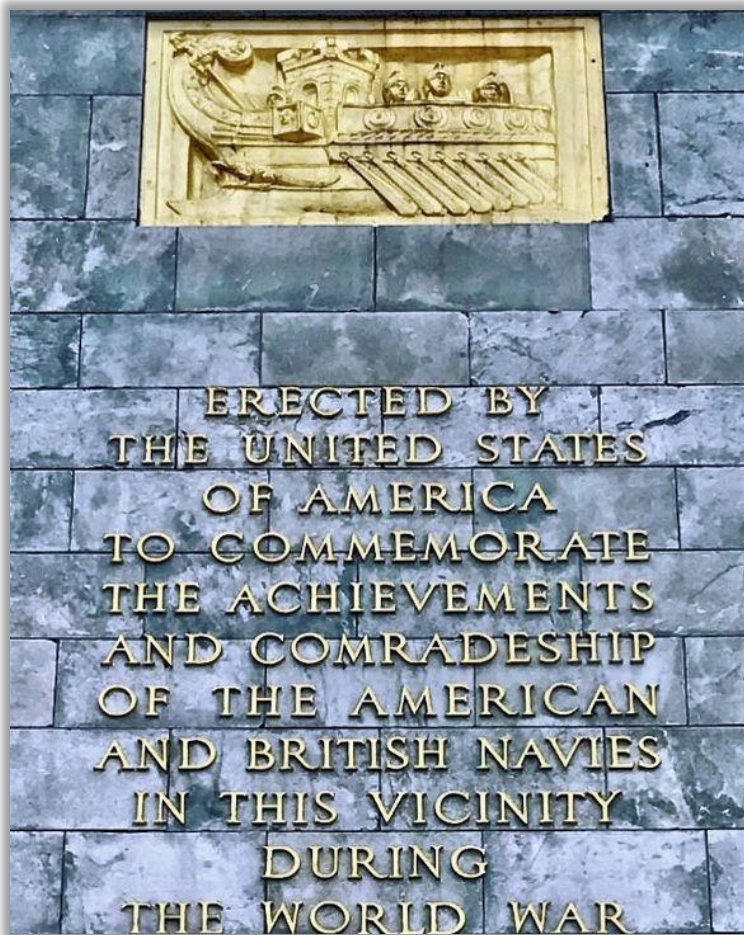
For further information, please contact Cecilia Gaerlan at cecilia@bataanlegacy.org or (510) 520-8540.

**Submitted by MCCA Bob Hansen, USN (Ret.)
with Cecilia Gaerlan**

The U.S. Navy Memorial at Gibraltar

The World War I Naval Monument in Gibraltar is located at the Straits of Gibraltar, the gateway to the Mediterranean Sea. It is a masonry archway which leads to a British Commonwealth War Graves Commission Cemetery. Over the arch are two bronze seals of the United States and the Department of the Navy. This monument, constructed of the stone from the neighboring Rock of Gibraltar, commemorates the achievements of the U.S. Navy in the nearby waters and its comradeship with the British Royal Navy during World War I.

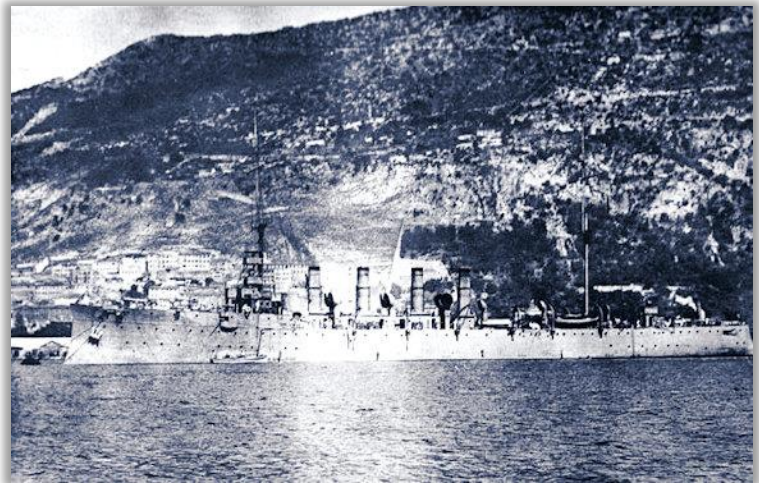
Steps lead downward from the south side of the Naval Monument to the busy harbor; thus its nickname of the "American Steps." The inscription on the north side of the monument:



The United States entered World War I on 6 April 1917. The American Expeditionary Forces (AEF) bound for combat in Europe relied upon sea transport. German submarines posed a major threat to the traffic.

General John J. Pershing, commander of the AEF, summarized the menace thus:

In the five months ending June 30, 1917, German submarines had accomplished the destruction of more than three and one quarter million tons of Allied shipping.



The U.S. Navy cooperated with the Royal Navy and other navies in fighting the submarine menace. Gibraltar was one of its major bases. The Navy's Patrol Force operated there from August 1917 until after the Armistice of 11 November 1918. Its ships included cruisers, destroyers, Coast Guard cutters, and submarine chasers.

The ships attacked German submarines and escorted convoys to and from ports in France and Great Britain. During July and August 1918, the Patrol Force escorted 25 percent of all Mediterranean convoys to French ports and 70 percent of all convoys to English ports from the vicinity of Gibraltar. General Pershing paid tribute to the Navy's performance in his 1919 final report. He said:

To our sister service we owe the safe arrival of our armies and their supplies. It is most gratifying to record that there has never been such perfect understanding between these two branches of the service.

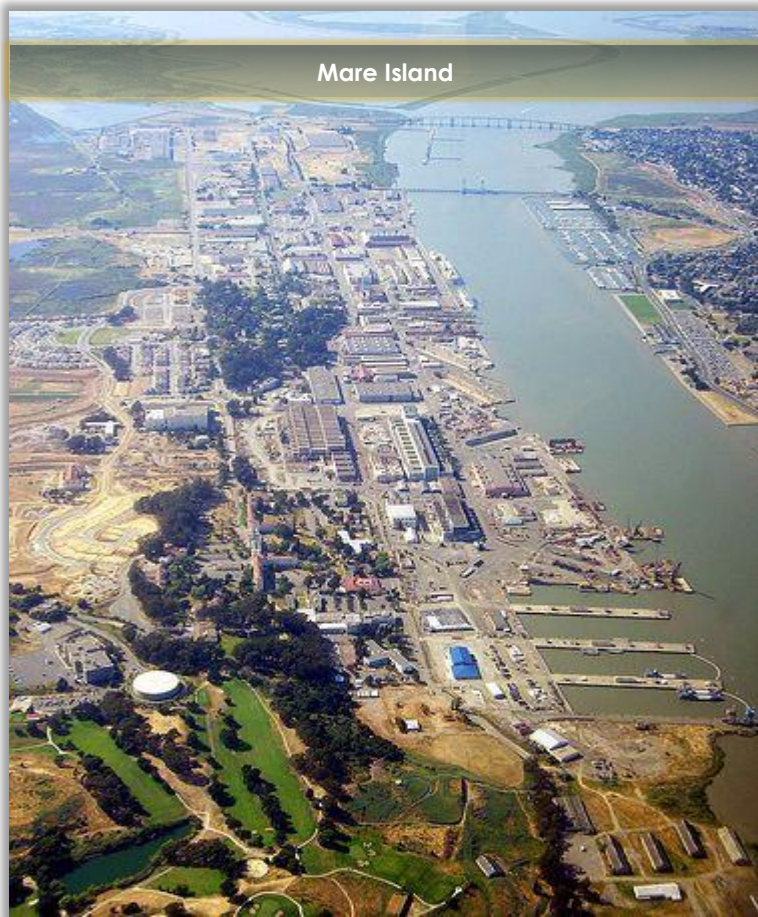
Used with permission from Mike Hanlon, "Roads to the Great War" series.

CAPT Aaron Bresnahan, USN (Ret.)

Mare Island Naval Cemetery Update

For Vallejo historian and civic leader, Colonel Nestor Aliga, USA (Ret.), it has been a struggle, but the effort was worth it. Aliga, a noted veterans' activist, was a key player in the effort to get the Naval Cemetery on Mare Island under Veterans Administration control. Through his association with CAPT Tom Snyder, MC, USN (Ret.), he enlisted the support of the San Francisco Commandery. Aliga's efforts at Mare Island did not originally start with the cemetery.

According to Aliga, "I first got started with the Mare Island Naval Cemetery in 2012 when I heard that Veterans of Foreign Wars Post 2485, Angeles City, Philippines got (then) New Hampshire Senator Kelly Ayotte to introduce S.2320 – Remembering America's Forgotten Veterans Cemetery Act of 2012 – for the U.S. Government to repossess the Clark Veterans Cemetery (CVC) in the Philippines, which contains the remains of more than 8,300 United States service members and their dependents. The CVC transferred to the American Battlefields Monuments Commission (www.ABMC.gov) in 2013."



The Mare Island Naval Shipyard (MINSY), under the command of (then) Commander David Farragut, began operations on 16 September 1854 adjacent to Vallejo, CA. At its height during World War II, base facilities included a hospital, ammunition depot, paint and rubber testing laboratories, and schools for firefighters, opticians, and anti-submarine warfare. It also reached its peak capacity for shipbuilding, repair, overhaul, and maintenance of many different kinds of seagoing vessels, including both surface combatants and submarines. Up to 50,000 workers were employed. Following the War, MINSY was considered to be one of the primary stations for construction and maintenance of the Navy's Pacific fleet of submarines.

Burials began at this Mare Island Naval Cemetery (MINC) in 1856 and continued until 1921. The shipyard closed in 1996 and was turned over to the City of Vallejo. The cemetery was subsequently cared for by the Mare Island Shoreline Heritage Preserve. More recently, CAPT Snyder and COL Aliga crossed paths through their mutual involvement in Mare Island and Vallejo veterans and historical groups. Although they gradually became aware of the situation, Aliga admitted that he was not fully committed to fight for MINC against all the "bureaucracy locally and in Congress."

In March 2017, retired U.S. Navy Captain Ralph Parrott of Virginia visited MINC and was appalled at its dilapidated condition.



Continued on next page...

PRESERVATION IN LEAN TIMES

CAPT Parrott and (then) Deputy Assistant Secretary of the Navy Karnig Ohannessian assisted the City of Vallejo in applying for the Department of Defense Innovative Readiness Training (IRT) program. The U.S. Army Reserve's 801st Engineer Company (Construction) based at Mare Island, the City of Vallejo, and many volunteers started the IRT in August 2019.

Aliga navigated local bureaucracy with the help of his wife, then-Councilwoman (now-Vice Mayor) Rozzana Verder-Aliga who helped convince the City of Vallejo to put MINC on a higher priority despite all the other issues they faced. Although the IRT was slowed down by the COVID pandemic it resumed in September.

The IRT project includes grading, installation of drainage systems, minor restoration of burial sites, and fence repair throughout the area.

Aliga enlisted the help and support of many veterans groups. A petition quickly collected over 50,000 signatures and secured the support of The American Legion, Veterans of Foreign Wars, AmVets, Vietnam Veterans of America, Navy League of the United States, the Naval Order of the United States, the Wounded Warriors Project, Fleet Reserve Association, Military Women's Coalition, National Association of Black Military Women, and other veterans service organizations.

From 2018 to 2020, Congressman Mike Thompson and Senator Dianne Feinstein introduced H.R.5588, H.R.578, H.R.6039 and S.2881, S.127, S.2983, respectively, but they were not passed by the House nor Senate Veterans Affairs (VA) Committees. So, they included MINC in the Fiscal Year 2021 National Defense Authorization Act.

On 1 January 2021, the FY21 National Defense Authorization Act (NDAA) became Public Law 116-283 which includes Section 9107 that transfers the Mare Island Naval Cemetery (MINC) from the City of Vallejo to the Veterans Affairs National Cemetery Administration (VA NCA). The VA would pay no fee to acquire the land but would assume the obligation of maintaining the cemetery in the future.

The NCA has 180 days or June 30 to submit to the

Committee on Veterans' Affairs of the Senate (SVAC) and the Committee on Veterans' Affairs of the House of Representatives (HVAC) a REPORT on the feasibility and advisability of taking over MINC. Then the VA NCA will enter into an agreement with City of Vallejo before the date that is one year after the date on which such REPORT is submitted.

Aliga said, "I am very relieved that the federal legislation finally passed. It's been around three and half years since we started this effort and there have been a lot of obstacles, especially from the Veteran Affairs (VA), which to me is a paradox when you think of their motto: *To care for him who shall have borne the battle and for his widow, and his orphan.*

Yet the VA NCA seemed to be forgetting about the fallen veterans buried at MINC. They deserve as much respect as other American veterans buried in ABMC cemeteries overseas and in our VA national cemeteries at home.

Despite COVID / HPCONC disruptions, they have nearly completed this extensive project to bring MINC back to national shrine conditions worthy of President Abraham Lincoln's promise, 'to care for him who shall have borne the battle and for his widow and his orphan.'"



COL Nestor Aliga, USA (Ref.)

**Submitted by MCCS Bob Hansen, USN (Ref.)
with COL Nestor Aliga, USA (Ref.)**

World War II Veteran, Believed to be the Last Survivor who Served in Battle Aboard the Cruiser San Francisco, Dies at 98

13 Mar 2021

San Francisco Chronicle | By Sam Whiting

Every Memorial Day weekend, a crowd gathers at Lands End in San Francisco to stand in ceremony beside the gray, shell-pocked bridge of the heavy cruiser *San Francisco*, which served valiantly at the desperate naval battle of Guadalcanal during World War II.

Chief Petty Officer Richard Jongordon, known to his shipmates as Chief Johnny, stood with his fellow sailors to the last man — which turned out to be him.

Among 1,200 men who fought aboard the “Frisco” in the great sea battle of Nov. 12-13, 1942, against a vastly superior force of the Imperial Japanese Navy, Chief Johnny is believed to have been the last survivor and was definitely the last among the 50 who regularly attended the ceremony.

Jongordon, who always gave the opening remarks at the Memorial Day ceremony, died March 6 at a hospice facility in Alamo near his home at Rossmoor in Walnut Creek. He died of natural causes, said his daughter, Cidnee Lusk. He was 98.

“Chief Johnny was a national treasure,” said John McKnight, president of the USS *San Francisco* Memorial Foundation. “He inspired generations of sailors and veterans through both his actions during his years of service, and the remarkable life he lived afterward.”

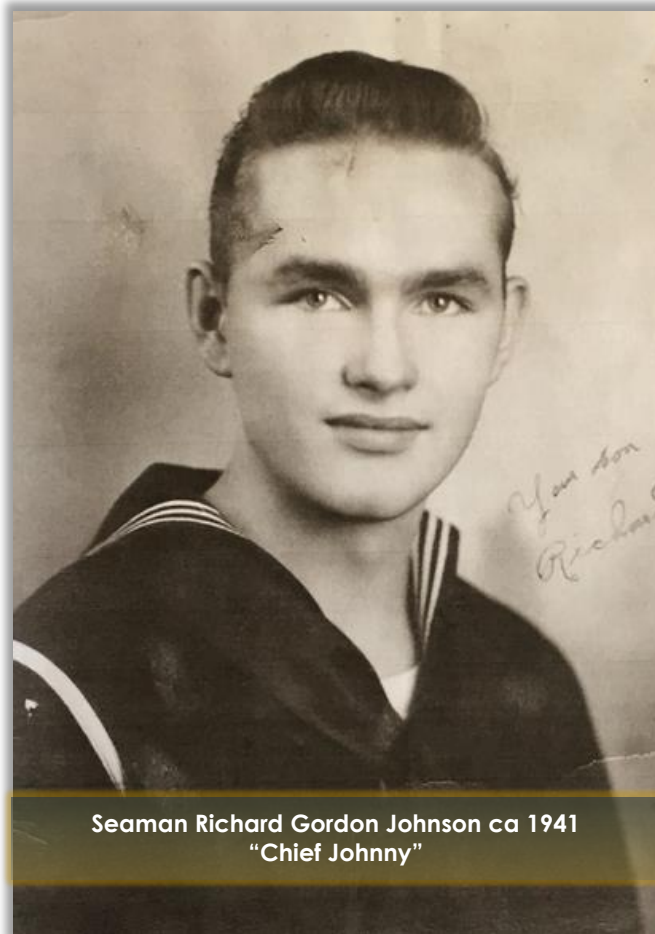
Postwar life included many years as founder and owner of the Neptune Society of Northern California, an Emeryville cremation service. But the accomplishment he was most proud of was the creation of the monument at Lands End, which was built after Chief Johnny, among others, found the remnants of their heroic ship's bridge in a Mare Island scrap yard.

The memorial contains the names in brass of all 100 sailors and seven Marines who died in the battle, and is inscribed with a stirring commendation by Commander-in-Chief Franklin D. Roosevelt.

“I talk to people out there every year, and they are immensely moved by it,” said McKnight, who organizes the ceremony, usually attended by a crowd of 300. “They stare at the names on the plaque and they stare at that piece of ship and the look on their faces is hard to describe, and then comes Chief Johnny to tell stories about that night of battle.” Richard Gordon Johnson — he later legally changed his last name to Jongordon — was born Dec. 6, 1922, in Wheaton, Minn., where he grew up on a farm, the second-oldest of eight children. He shined shoes in town, starting at age 5, and also worked in a butcher shop — anything to help his family through the Great

Depression. At age 17, he dropped out of high school to join the Navy, an impulse that required a waiver signature from his mother.

Because he was a farm kid who had worked in a butcher shop, he was a mess specialist, organizing and distributing three meals a day aboard the Frisco,



Seaman Richard Gordon Johnson ca 1941
“Chief Johnny”

Continued on next page...

IN MEMORIAM – CHIEF RICHARD JONGORDON “CHIEF JOHNNY”.

a 588-foot treaty cruiser with a displacement of 11,000 tons. Chief Johnny turned 19 on Dec. 6, 1941, and one day later he was aboard the Frisco while it was docked at Pearl Harbor. It was a sitting duck as the bombers flew overhead, but they were intent on the ships at anchor.

Saved from destruction, the Frisco left the yard Dec. 14, 1941, to serve in the War in the Pacific and at the Battle of the Coral Sea before multiple actions in the long battle of Guadalcanal. It was in a task force of U.S. Navy vessels that headed off an enemy fleet intent on bombarding the U.S. Marines who had landed. A gun battle at close range ensued after midnight.

Chief Johnny's main duty was getting the meals out, but when all hands were ordered to battle stations, he was enlisted as a medic in the confusion.

"I was trying to find the men who were wounded. They were scattered all up and down the decks," Chief Johnny recalled in an oral history. "The men dead, we could not help, but the wounded needed attention immediately. In this dark night a flashlight in my hand would have been great."

The communication and electrical systems were shot out. Chief Johnny went below deck in the pitch-black darkness to look for survivors and found himself in water up to his waist. A crew stacked mattresses against the shell holes and secured them with tables from the mess hall.

The ship took 45 major hits, but the crew saved it. For its valor, the Frisco received the Presidential Unit

Citation and was sent home to Mare Island for major repairs.

By late February 1943, when the Frisco returned to the War in the Pacific, the bridge was left behind for scrap. The Frisco saw action during the landings at Okinawa and Iwo Jima.

It was preparing to support the planned invasion of Japan when the war came to an end. The Frisco was awarded 17 battle stars, making it one of the most decorated warships of World War Two. Chief Johnny was involved in all 17 of its battles.

Chief Johnny left the Navy in 1947 and returned to his original name of Richard Johnson, until he decided the business world was lousy with Richard Johnsons, so he legally changed his last name to Jongordon.

He entered business in San Diego, with Prudential Insurance. He also developed custom homes in Santa Maria (Santa Barbara County) before finally making his way to the Bay Area to enter the mortuary business, by starting the Neptune

Society, and expanding to the San Francisco Columbarium, along with a chain of crematories.

"Richard really disrupted the industry back in the day when cremation was considered a disposal service," said Frank Rivero, owner of Pacific Interment Service. "He was the first person to offer direct cremations without any frills, saving families a ton of money. He had a lot of guts to take on the funeral industry. A smart guy and a good guy, too."

Continued on next page...



Chief Johnny speaking at a USS San Francisco Memorial

IN MEMORIAM – CHIEF RICHARD JONGORDON “CHIEF JOHNNY”

In 1978, he married Felicia Mehler, whom he met on a blind date. They lived in Concord, San Francisco and Lafayette before moving to Rossmoor 12 years ago. Then, as always, he told stories about the war with great flourish. The bell from the *San Francisco* is in the Marines' Memorial Club in San Francisco, and he could tell stories about that, too.

"He was without a doubt a most unusual man," said Lusk, oldest of his four daughters. "He was always thinking of a new way to do things. That started when he was a boy during the Great Depression and continued on to when he was in the war. He finagled a handmade coffee machine so that sailors always had hot coffee."

He is survived by his wife of 42 years, Felicia Jongordon, four daughters, two stepsons, 12 grandchildren; and 19 great-grandchildren.

The USS *San Francisco* Memorial Foundation's ceremony will be virtual this year, with a special program dedicated to the life of Chief Johnny. Donations in his honor may be made to the USS *San Francisco* Memorial Foundation.

Chief Johnny was never shy. Stick a camera in his face or a mike in his hand it was hard to get him to stop talking.

Named Richard Gordon Johnson at birth, he joined the Navy to 'see the world.' Although aboard the



Chief Johnny being interviewed by a local news station

ship at Pearl Harbor on 7 December 1941, his stories would normally revolve around the heroism of the USS *San Francisco* (CA 38) and its crew during the Naval Battles of Guadalcanal in November 1942.

He was 19 years old during the battle and noted that many of his shipmates, including many of the 107 sailors and marines killed, were even younger.

The ship was awarded a Presidential Unit Citation and its crew multiple awards for heroism including a record four Medals of Honor. He wanted to memorialize the ship and its crew, so he took the initiative in establishing the USS *San Francisco* Memorial Foundation and made it a project of the San Francisco Commandery.

Every Sunday during the Memorial Day weekend, a commemoration is held where the names of the sailors and marines killed are read and a bell is tolled. The ceremony is somewhat unique in that a veteran is recognized as "Chair of Honor" for that day's commemoration. In 2019, Chief Johnny himself was "Chair of Honor."

In 2018, Naval History and Heritage Command joined us for a special Veterans' Day Event at the Memorial. In 2020, although severely muted by COVID-19 restrictions, a remembrance was still held. One will also be held this year.

We all knew the sobriquet "Chief Johnny" wasn't his real name. We also knew that he had been a "Chief Culinary Specialist" when he left active duty. Most of us were aware that his name had been "Johnson" at some point. We generally just referred to him as "Chief Johnny Johnson" even though he was on the Naval Order Roster as Richard Jongordon (his legal name adopted at some point during the 1950's).

He was an astute businessman and entrepreneur, but his friends and shipmates will always remember "Chief Johnny."

Fair winds and following seas "Chief Johnny." We will miss you.

Also see www.ussanfrancisco.org for information on the USS *San Francisco* Foundation.

MCCS Bob Hansen, USN (Ret.)

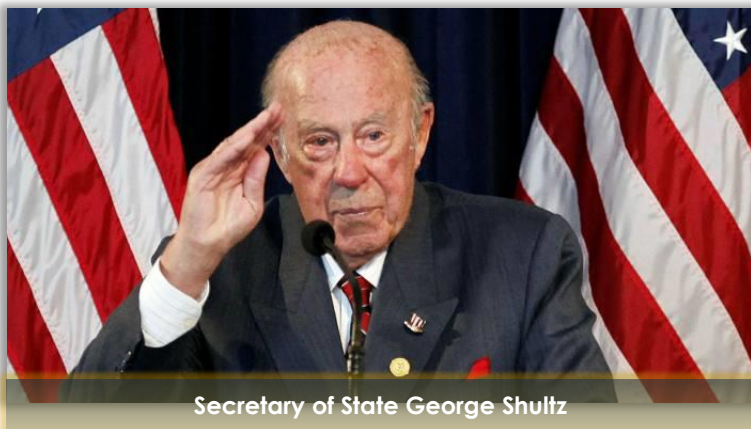
I wish I had known George Shultz better. However, I did feel I knew him better than many. Back in the 90s, a friend of mine was his driver/bodyguard and would often recount the anecdotes that Shultz shared about the presidents he had served during his distinguished career in government service.

Because George Shultz knew that my mother was from the Philippines, I was a beneficiary of his largess when he downsized after marrying Charlotte Mailliard. I received mementos of his trips to the Philippines. More recently, at a Marines Memorial Luncheon when Charlotte posed the question as to what her title was in the Shultz household, I remarked that she should be called the "Commandant." She liked the suggestion. I don't know if it was ever implemented though.

He probably knew me by face, as he would always shake my hand when I encountered him at the Marines Memorial Club or during Fleet Week. He always smiled when I posed him for a photo. He was a gentleman and did not let the fact that he had served in two Republican Administrations mute his relationships with the San Francisco Democratic establishment. I would often see him seated next to Senator Feinstein and Speaker Pelosi at public events. They always seemed to chat amiably.

His career is too long and distinguished to do him justice in this publication. You can read his books or research him. Because he was a true Marine, I send him and Charlotte a hearty "Semper Fi."

Secretary Shultz was the 2007 recipient of the Naval Order's George Dewey Award and a member of the San Francisco Commandery.



Secretary of State George Shultz

MCCS Bob Hansen, USN (Ret.)

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

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Raleigh Commandery
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Died 24 March 2017

James Morton Alexander

(Certificate 6736)
Raleigh Commandery
Joined 16 February 1991
Died 04 March 2002

William Peck Banning, Jr.

(Certificate 6779)
Philadelphia/Delaware Valley Commandery
Joined 28 June 1991
Died 12 July 2012

CAPT Lynton Grant Bauer, USN (Ret.)

(Certificate 6775)
New Mexico Commandery
Joined 01 July 1991
Died 21 June 2015

Kathleen Mary Cassidy-Bepko

(Certificate 6821)
National Capital Commandery
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Died 14 August 2020

CAPT Haig Bodour, SC, USN (Ret.)

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National Capital Commandery
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CDR Norman Goodwin, CHC, USN (Ret.)

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(Certificate 9700)
Charleston Commandery
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Robert Cleary Hoover

(Certificate 6774)
San Francisco Commandery
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Died 30 November 2003

George Wesley Inskeep, IV

(Certificate 6744)
San Francisco Commandery
Joined 04 March 1991
Died 07 July 2019

CDR Leonard Herbert Kraft, USN (Ret.)

(Certificate 6750)
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Joined 06 May 1991
Died 02 December 2019

RADM Irve Charles (Chuck) Le Moyne, USN (Ret.)

(Certificate 6784)
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National Capital Commandery
Joined 27 June 2001
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RADM Benjamin Franklin Montoya, CHC, USN (Ret.)

(Certificate 6742)
San Francisco Commandery
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CDR Robert Elliott Morris, USN (Ret.)

(Certificate 6771)
San Diego Commandery
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CDR Dwight Harrison Murray, Jr., MC, USN (Ret.)

(Certificate 6798)
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Died 16 November 2010

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(Certificate 6831)
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Joined 04 November 1991
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Peter Paul Salatiello

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(Certificate 6773)
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Joined 07 December 1990
Died 11 June 2018



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