

NAVAL ORDER



of the

UNITED STATES

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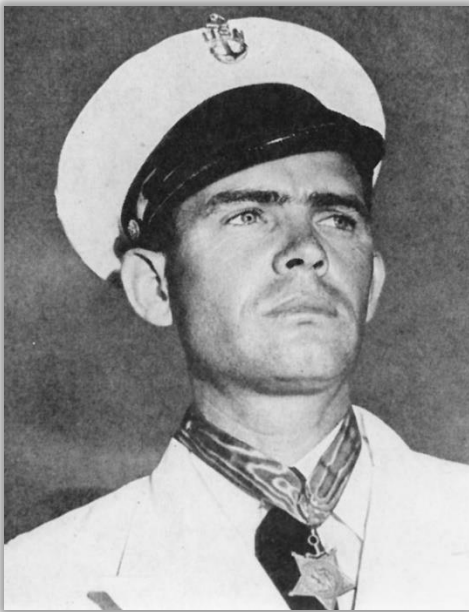
Spring 2022

Volume XXVII No. 2

National Medal of Honor Day - March 25

Chief Aviation Ordnanceman John Finn

Stationed at NAS Kaneohe Bay, HI, Chief Aviation Ordnanceman John Finn demonstrated extraordinary valor during the Japanese air assault on Oahu. Finn manned an exposed 50-caliber machine gun stand and returned significant fire upon Japanese aircraft. Despite numerous painful wounds, he remained at his post and inflicted heavy damage upon the Japanese until ordered to seek medical attention.

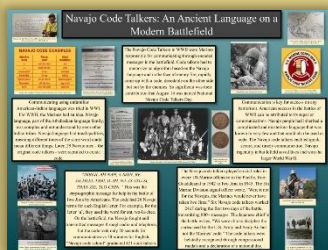


Major General Alexander Vandergriff



For outstanding and heroic accomplishment above and beyond the call of duty as commanding officer of the 1st Marine Division in operations against enemy Japanese forces in the Solomon Islands during the period from 7 August to 9 December 1942.

This dangerous but vital mission, accomplished at the constant risk of his life, resulted in securing a valuable base for further operations of our forces against the enemy,



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

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Greetings! By the time you read this you are either at the doorstep of the start or in the middle of an aggressive campaign to increase our membership. This is a chance to promote our brand and increase our recruiting skills. If we do not grow, we die! As the first part of 2022 has shown us, history is not only important to future actions, but can easily be erased if not championed by organizations such as ours, which are focused on preservation and truth.

- We have planted the seedlings for growing a dedicated responsibility to documentation of Oral Histories.
- We have initiated our outreach and presence by establishing a documented Speakers' Bureau.
- We have formed the basis for better communications through Zoom usage and more open and continuous communications.
- We have continued our Mission of Education through Nationwide National History Day efforts, monthly History Night Presentations, and continued Commandery history outreach efforts.
- We have committed to grow as an Organization.

At the core of all of this is all of you; our Companions making this happen. By expanding our ranks and offering our services, we solidify the basis of our Mission of preserving Naval and all Maritime History.

We will continue to embrace new ideas and initiatives that build on the base that you have all established through the years. History is not relegated to the past if we can pass on its lessons to a wider group and pay homage to those who have preceded us in establishing the traditions of Freedom!

Plan now to attend the Naval Order CONGRESS in Washington DC this October! What better place to rekindle our commitment to our nation and our Service?

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CONGRESS 2022

20 – 22 October 2022 • Alexandria, VA
“We Are Ready Now, Sir!”

Save the date to attend the 2022 NOUS Congress in historic Old Town Alexandria, Virginia. A city rich in naval history, Alexandria (founded in 1749) is minutes away from the nation's capital and George Washington's Mount Vernon, and only an hour from Annapolis, Maryland, home to the U.S. Naval Academy and the Marine Corps Museum in Quantico, Virginia. The Congress will take place within walking distance of world-class restaurants, waterfront parks, trolley cars, water taxis, nineteenth century neighborhoods and boutique shops. In addition to business meetings and outstanding speakers, the 2022 Congress will feature the Commander General's Reception with companion (invited) CAPT Carlos del Toro, USN, (Ret.), Secretary of the U.S. Navy; tours of local historic attractions such as the Navy Museum; and the historic estate of Mount Vernon; the Farewell Banquet.

Registration begins in June. See the NOUS website for updated information and registration instructions.

This year's Congress is based on “readiness,” reflecting the U.S. sea services' continuing readiness to serve national security and humanitarian concerns and preserve the nation's international standing. In 1917, LCDR Joe Taussig, USN, led the first contingent of six U.S. Navy destroyers to Europe after the U.S. declared war against Germany, arriving in Queenstown, Ireland in May to assist the British in protecting merchant shipping against German U-boats. In response to the British Commander-in-Chief of the Western Approaches, Vice Admiral Sir Lewis Bayly's question about when the newly arrived U.S. destroyers would commence operations, legend has it that Taussig replied, “We are ready now, Sir.”

See the Summer Naval Order newsletter for more Congress details.

Naval History Virtual Lecture Series

The Commandery's Naval History virtual lecture series has continued along smartly, with excellent presentations in December, January, and February.

In December, Mr. John Landry of the USS *Midway* Museum, recounted the events of the May 1942 Battle of the Coral Sea. Fought entirely by aircraft, the Battle marked the first Naval Battle in history where the opposing ships never sighted each other. You can watch Mr. Landy's lecture at bit.ly/3JLHjLe.



Diagram of ship movements during the Battle of the Coral Sea.

In January, Mr. Peter S. Seibert, President and CEO of Philadelphia's Independence Seaport Museum regaled us with the history of the USS *Olympia* (C-6). The *Olympia* was ADM Dewey's flagship during the Battle of Manila Bay. It served as a training ship during the First World War and participated in the Allied Intervention in Siberia during the Russian Civil War. Decommissioned in 1922, It has been a museum ship in Philadelphia since 1957.

USS *Olympia* (CG 6) permanently moored outboard of the USS *Becuna* (SS/AGSS-319) at the Philadelphia Independence Seaport Museum.



Mr. Seibert's lecture is available at bit.ly/3wLq2xZ.

Our February lecturer was LT Garrett Richards, USN. LT Richards is currently a member of the USS *Detroit*'s (LCS-7) wardroom. During his insightful presentation – **Second Chances at Sea** – LT Richards offered a junior officer's perspective on the impact recent, career ending reliefs of command have had on the aspirations of him and his contemporaries for command-at-sea – contrasting current actions with those that gave second chances to several titans of naval history. LT Richards' lecture can be found at bit.ly/35enNYD.



Thanks to the tireless efforts of John Peracchio, the Commandery has a full season of outstanding Naval History virtual lectures lined up. Check the Commandery's *Upcoming Events* page, bit.ly/3lQxB9e, for details or join the Continental Commandery's *LinkedIn* group to learn about our upcoming events. All lectures are recorded and posted to the Continental Commandery's YouTube channel: bit.ly/3Dh7N4P.

Communications Check

In January, CAPT Passman sent out a communications check email to the Commandery's 167 companions. In addition to asking all hands to acknowledge receipt of the email (unlike *Outlook*, *Gmail* does not offer an option for automated delivery and read receipts). As of this writing, 43 (26 %) of the Commandery's companions have acknowledged receipt of the email. The next step is to investigate how many listed, Lifetime Companions have changed email addresses without notifying the

Continued on next page...

Registrar General, how many have crossed the bar, and how many simply choose not to acknowledge that they are receiving NOUS email communications.

The Communications email included three questions that BTMC Paul Reed, USN (Ret.) had crafted:

1. What inspired you to join NOUS?
2. What inspires you to renew your NOUS membership each year?
3. What programs/activities would you like to see the Continental Commandery develop to engage you in our support of NOUS' mission?

The most common response to the first question was that the companion had been invited by a mentor. For companions who were not lifetime members, the most common reason for remaining a member was belief and enthusiasm for the NOUS mission. There were only a few novel responses to the third question. Many reported that they enjoyed the Commandery's naval history virtual lectures. Several suggestions related to being more proactive in engaging the general public in U.S. maritime history awareness.



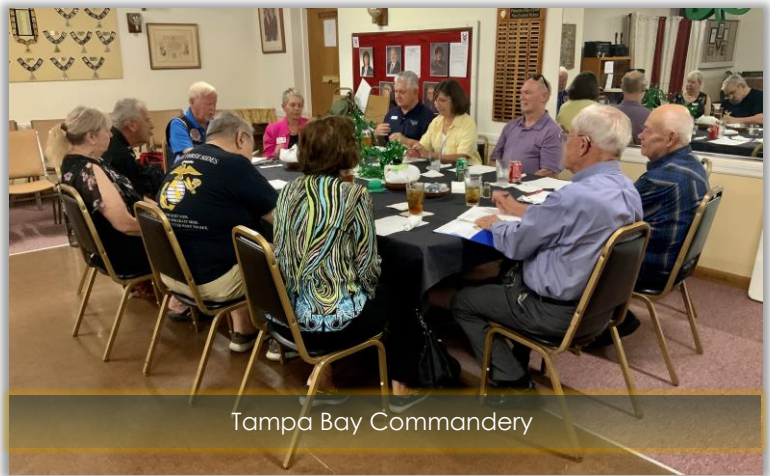
The mushrooming of virtual programming by many NOUS Commanderies during the pandemic, made the Continental Commandery less unique than it is during normal times. As we consider strategies for ensuring that the Order remains active and relevant, the comments offered by our Commandery's companions might well serve as navigation aids for all NOUS commanderies.

**Submitted by CAPT Fred Passman, USN (Ret.)
Commander, Continental Commandery**

WHAT?!? There's a new Commandery forming in Florida? Yes, it is true!

Since before, and during, the shutdown of the country, a bunch of Companions have made the move to Florida - and the Tampa Bay Area is very popular for New York City and Washington, DC area folks. A poll was taken of those who moved into the area and 20 new Floridians said "Yes! Sign me up for this new commandery!"

Six new Companions have been recruited directly into the Tampa Bay Commandery since last spring. We have momentum, enthusiasm and many of the requirements complete to charter our new Commandery. We hope to have a Chartering Ceremony on 21 May 2022.



Is there anyone else out there interested in joining this new commandery?



Tampa Bay is rich in military history, as well as interesting and historical events and speaker opportunities. If you are interested in joining or making Tampa Bay your Secondary Commandery affiliation, contact the newly elected temporary Commander, CAPT Kris Carlock at 415-725-2101 or m.k.carlock@gmail.com.

Submitted by CAPT Kris Carlock, USN (Ret.)

Midshipman Richard Sutherland Dale Commemorative Ceremony, Bermuda

On Saturday, 19 February, citizens of Bermuda commemorated the death of U.S. Midshipman Richard Sutherland Dale in an annual ceremony at St. George's parish. The Mayor of St. George's, George Dowling III, laid a wreath on Dale's grave on the behalf of the Naval Order of the U.S. Bermuda's *Royal Gazette* carried the story the next day.



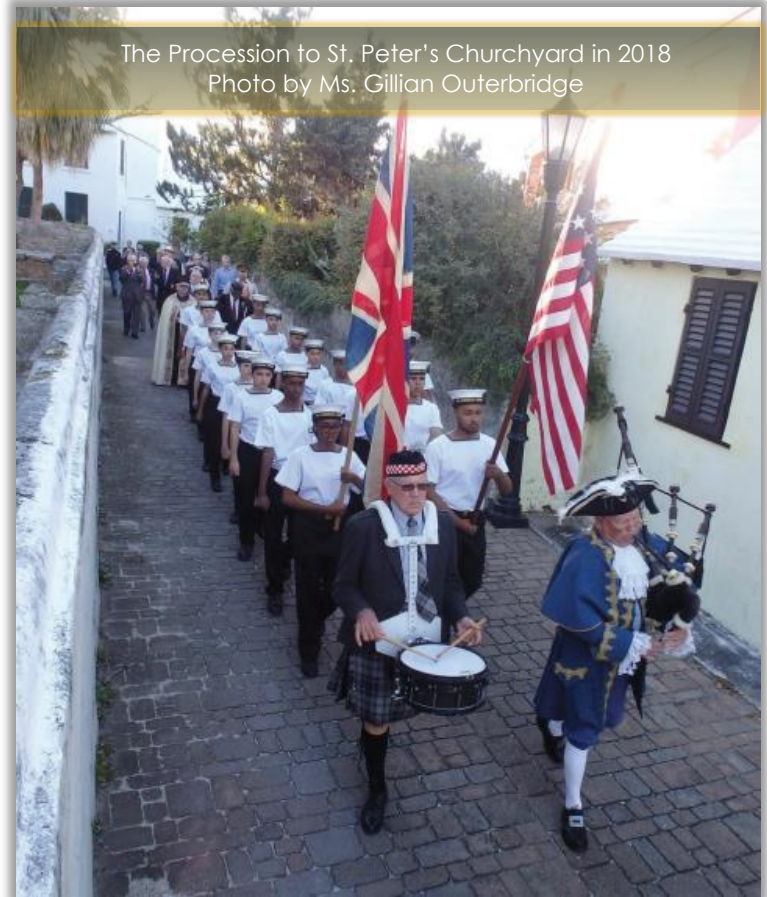
Ordinarily my husband, CAPT John Rodgaard (USN Ret.) and I attend this ceremony, but we have been absent for two years now, due to COVID restrictions and precautions. Nevertheless, our thoughts were with those attending the ceremony on that day.

Midshipman Richard Sutherland Dale was the last U.S. naval officer to die in the War of 1812. He was the son of Commodore Richard Dale, a naval hero of the American War for Independence. Midshipman Dale died as a prisoner of war in Bermuda, as a result of wounds that he received in a sea battle between U.S. Frigate *President* and H.M. Frigate *Endymion*. He is buried in the churchyard of St. Peter's Church in St. George's parish. Although he was not the only prisoner of war to die in Bermuda, his is the only known U.S. war grave in Bermuda.

Each year, the people of St. George's (and a few

tourists) commemorate Dale's death by placing wreaths on his grave; a tradition began in 1932 by CAPT Scarritt Adams (U.S. Naval Academy class of 1930), USN (Ret.) (deceased); a U.S. Navy officer who grew up in Bermuda. The tradition continues thanks to his daughter, Louise Hall Reider, of Seattle, WA. In 2016 the National Capital Commandery led the project to replace the original gravestone, which was badly aged. Each year since 2012, the Naval Order has sent a wreath for the ceremony.

The ceremony includes speeches by the island's governor (representing the Crown), the mayor of St. George's and a spokesperson for the Friends of St. Peter's Church. A drummer, a pipe major, a town crier (dressed in 19th century garb), and the T.S. Admiral Somers sea cadets lead a parade of attendees from the town square to the church yard, where the wreath-laying takes place, after prayers, hymns, and the national anthems of the U.S. and Britain.



The Procession to St. Peter's Churchyard in 2018
Photo by Ms. Gillian Outerbridge

The ceremony has come to honor to the relationship of the United States, Bermuda, and Great Britain.

Submitted by Judy Pearson, Ph.D.

Busy Times in New Orleans

Winter and spring are typically busy times for the New Orleans Commandery. Highlights include a Commandery holiday dinner in December, followed by companion attendance at various Mardi Gras balls, including the New Orleans Military Officers' Wives Club (MOWC) krewe of CAMAN (Coast Guard, Army, Marine Corps, Airforce, Navy) Ball. We also march in the pre-St. Patrick's Day Irish Channel Parade alongside members of the local Veterans of Foreign War (VFW) Post 8973.

The Commandery's holiday dinner and meeting was held at Southern Yacht Club in New Orleans on 17 December. Quarter Century pins were presented to deserving members and respects were paid to RADM Tommie Rinard, USN (Ret.), a pivotal member of the New Orleans Commandery and community.



New Orleans Commandery Commander CAPT Eric Trehubenko, USN (Ret.) presents a Quarter Century Pin to companion CAPT Tony Rodriguez, USN (Ret.)

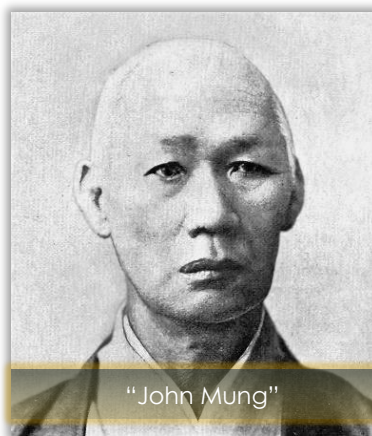
The guest speaker for the evening was CAPT Mike Turner, SC, USN (Ret.). CAPT Turner spoke on the topic of "John" Mung (aka John Manjiro) – believed to be the first Japanese person to live in the U.S. In 1841, whaling CAPT William Whitfield rescued the teenager and his fishermen companions from the island of Torishima, where they had been shipwrecked. After some months at sea, CAPT Whitfield and crew docked in Oahu, ultimately leaving Manjiro's companions behind to settle in, and Whitfield inviting Manjiro to return to Fairhaven/New Bedford, Massachusetts with him to be educated.

Over a period of several years, Manjiro received his basic education, going on to learn navigation, advanced mathematics, and surveying.

In time, Manjiro returned to Japan, and was appointed as a samurai (jikisan) in direct service to the Shogunate, where he



CAPT Mike Turner, USN (Ret.)



"John Mung"

indirectly influenced treaty negotiations with Commodore Perry, ending the 250 years of Japanese isolation from the world.

In the following years, Manjiro shared his knowledge of western technology in several notable ways:

- He translated Bowditch's "The New American Practical Navigator" into Japanese.
- He became Professor of Navigation at the Naval Training School.
- He wrote, "Eibei Taiwa Shokei" (A shortcut to Anglo-American Conversation). This was the first English text published in Japan.
- He initiated the first whaling industry in Japan based on his experiences.
- He was the official translator for the delegation that crossed the Pacific to San Francisco on the *Kanrinmaru* (the first Japanese ship to do so).
- With the new Meiji government, he was appointed professor to Kaisei University, later becoming known as Tokyo Imperial University (Todai University).

You can read about Manjiro at whitfield-manjiro.org

We are also honored to welcome CAPT Turner as a new companion along with, CDR John Daziens and AC1 William Daniels. Welcome aboard shipmates!

Submitted by CAPT Eric Trehubenko, USN (Ret.)

NEW YORK COMMANDERY - RADM J. ROBERT LUNNEY, USN (RET.), NYNM (RET.)

Past Commander of the New York Commandery, J. Robert Lunney died peacefully surrounded by his wife and son on Thursday, 10 March at the age of 94. He was born on 15 December 1927 in New York City. Bob was admired by all that knew him for his commitment to family, his humor, passion for history, and dedication to the many organizations of which he was a member.

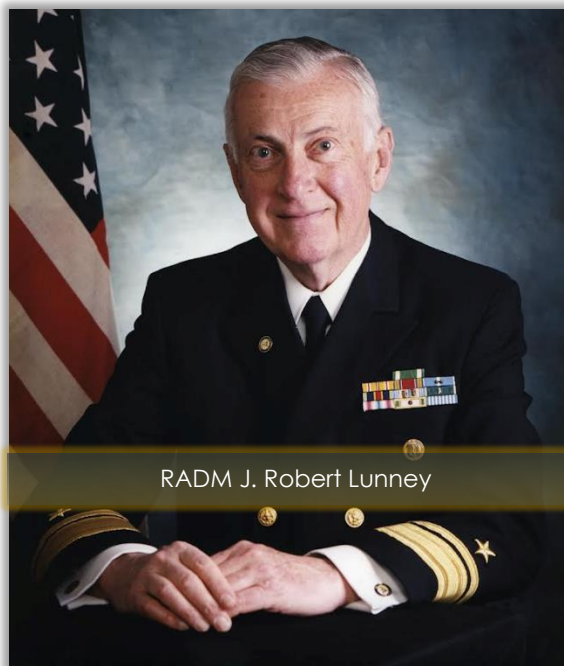
Enlisting in the Navy at 17, during World War II, he served with the Naval Amphibious Forces, Pacific (Marshall Islands and Mariana Islands) 1945-46. During the Korean War he served in Korea, 1950-1951, with the Military Sea Transportation Service as a staff officer (Inchon Landing; Hungnam Evacuation).

His awards include the Navy Combat Action Ribbon, Merchant Marine Gallant Ship Citation, and the Korean Presidential Unit Citation. His Gallant Ship Citation commends ADM Lunney for his courage and resourcefulness in participating

in "one of the greatest marine rescues in the history of the world" at Hungnam, North Korea during December 1950. The Guinness Book of World Records cites this wartime action as, "The greatest rescue operation ever by a single ship by evacuating 14,000 refugees" threatened with annihilation.

He was awarded a Bachelor of Arts degree (1950) from Alfred University, and a Doctor of Law degree (1954) from Cornell Law School. He served five years with the Department of Justice as an Assistant U.S. Attorney, SDNY (1955-1959) and later spent nine years with Shearman & Sterling. On 14 August 1963, The New York Times reported on its first page that he was the first northern lawyer to provide legal assistance to voter registration drives in Mississippi. He later founded his own firm specializing in litigation.

By appointment of the Secretary of the Navy he served a three-year term on the National Naval Reserve Policy Board. He retired from the Navy Reserve as a captain in 1987, having completed 43 years of service, at which time the governor of New York promoted him to Rear Admiral in the New York Naval Militia.



In 1994, the Secretary of the Navy decorated ADM Lunney with the Navy Distinguished Public Service Award for outstanding service, the highest form of public service recognition bestowed by the Navy. In 1997 and 1998 ADM Lunney, having been designated by the Department of Defense, observed joint operations by American and North Korean military personnel in North Korea recovering American war dead and conferred with the North Korean Ministry of Foreign Affairs on POW/MIA issues.

ADM Lunney was awarded the Order of the Croatian Trefoil by the President of Croatia in 2007 for his determined efforts in finding the next of kin of Peter Tomich. Tomich, born in Croatia, had been awarded the Medal of Honor for sacrificing his life to save his men during the attack on Pearl Harbor and his family had never been found.

In 2006 he was awarded an Honorary Doctor of Politics by Woosuk University, Korea in recognition of his extraordinary humanitarian service during the Korean War.

ADM Lunney was the past national president of the Association of the U.S. Navy. His other memberships include the Knights of Malta (American Assn.); National Guard & Naval Militia Relief Society of NY (past Chairman); Sons of the Revolution (past national president); NY Council, Navy League of U.S. (past president); Naval Order of the U.S. (past commander, NY Commandery); Knights Templar (past UN representative); The Chosin Few, Inc. (past national director); U.S. Naval Service Personnel Educational Assistance Fund, Inc. (board of directors); Knights Templar (past U.N. representative); Lavelle School for the Blind (board of trustees) and Lavelle Fund for the Blind (board of directors)

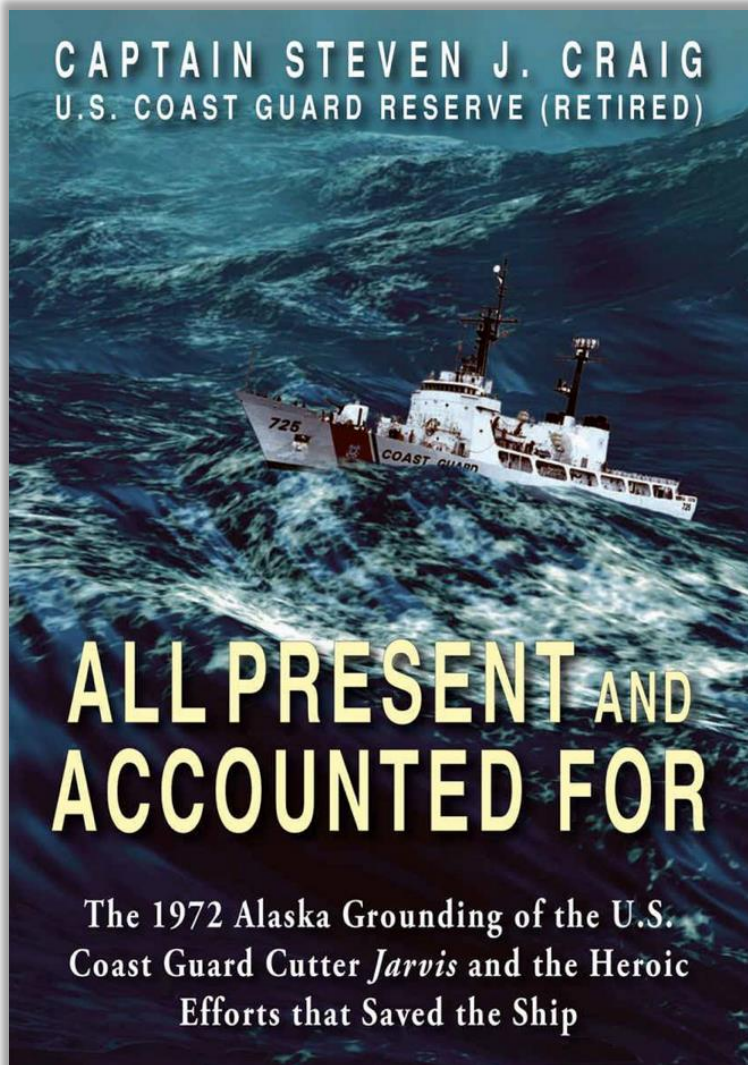
He was a private pilot, scuba diver, skier, and a former skydiver.

He will be missed greatly by his wife of 46 years, Joan, and their son Alex and his wife Melissa.

Submitted by CDR John Cupschalk, USN (Ret.)

A “First-Hand” Grounding Experience in our February Meeting

On 19 February, NOUS Northwest companions met via Zoom with a focus on the U.S. Coast Guard. The meeting was one of the Commandery's Destroyer Club book reviews and centered around an account by fellow NWT companion/author Steven Craig, USCG Reserve (Ret.) titled **All Present and Accounted For**. In his Zoom presentation, CAPT Craig described the 1972 Alaska grounding of the USCG Cutter *Jarvis* and the heroic efforts that saved the ship.



CAPT Craig's website describes the extreme conditions: "It was late November of 1972—one of the coldest periods to be on a ship near Alaska. The vessel had run aground during a severe storm and was taking on water. The engine room flooded, disabling the engines. Mountainous seas and gale force winds pounded the *Jarvis*, with freezing rain

and snow challenging emergency response efforts by the crew. To make matters worse, the ship was floating toward a rocky coastline that would surely destroy it and probably kill most, if not all, of the men. The situation was grim, with a list drawn up by the command on who should be rescued first."

Adding to the reality of the presentation was the participation of MCPO Jack Hunter USCG (Ret.), who was onboard at the time of the grounding. His first-hand account was riveting, and combined with the excellent review by CAPT Craig, many questions were fielded by both from the Zoom participants.

The *Jarvis* account was followed by former NOUS Commander General, CAPT Paul Crissy, USCG (Ret.), who gave an excellent overview of the Coast Guard's unique functions. He compared the Navy's primary purpose of going to sea to fight and win wars to the Coast Guard's three missions of ensuring the nation's maritime safety, security, and stewardship. This was a great opportunity for many of our NWT Companions to learn more about America's smallest military service.

The meeting concluded with CAPT Joe Valenta, USN (Ret.) giving a review of two books by ADM James Stavridis, **Destroyer Captain** and **The Accidental Admiral**. CAPT Valenta also provided a summary of former Navy Secretary John Lehman's work, **Command of the Seas – Building a 600 Ship Navy**. These summaries were brief, but they provided attendees with great insights for future reading.

Earlier in the quarter on 24 January, the Commandery held a business meeting via Zoom which included discussions on plans for National History Day. NWT Companions are actively involved in providing judges for that program in our four states: Alaska, Idaho, Oregon, and Washington. We will be reporting more on this educational opportunity for high school students in the next Quarterly, including the winners of the NWT awards for maritime subjects.

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.).

Submitted by CAPT Solon Webb, USN (Ret.)

SAN FRANCISCO COMMANDERY

The San Francisco Commandery took a brief respite from in-person meetings in January and February due to the omicron variant surge. However, we were able to continue with excellent presentations via Zoom technology.

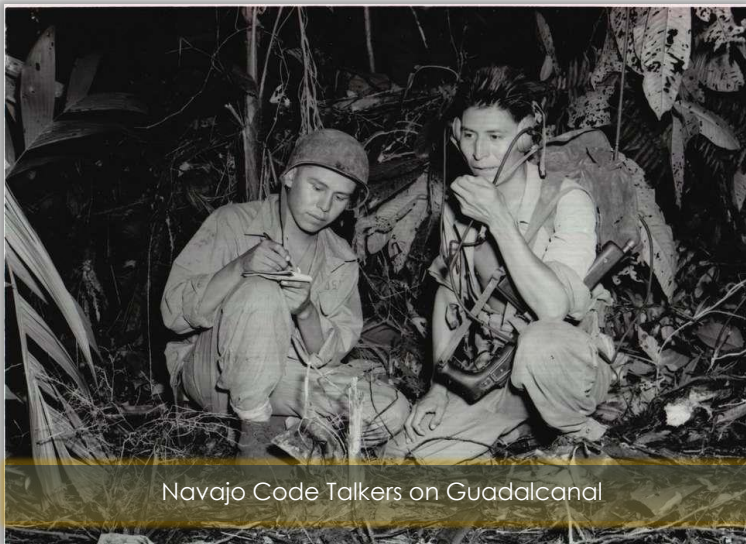
For January, our own medical expert and in-house historian, CAPT Tom Snyder, MC, USN (Ret.) recounted the history of Naval Hospitals in California during World War II. Most of us are familiar with the hospitals at Mare Island, San Diego, and Oakland. There were many others but few of us knew that the Ahwahnee Lodge in Yosemite was converted into a Naval Hospital at the height of the War. The ambiance created a unique experience for patients and their families.



Hospital "ward" in the lobby of Ahwahnee Lodge during WWII and the Ahwahnee Lodge lobby in "normal" times.

In February, we were honored to host National History Day middle school winner, Vishnu Satyanarayana, who shared his outstanding presentation on Navajo Code Talkers.

He used his award-winning poster to describe how the Code Talkers used the Navajo language to confound and confuse the enemy during the island-hopping campaigns of the Pacific war.



Navajo Code Talkers on Guadalcanal

It was a sad and somber moment at Arlington National Cemetery on 25 February, when prior Commander General Thomas Brown III was finally laid to rest. RADM Tom Andrews represented our commandery. Companions from other commanderies who knew RADM Brown well also attended.



Fellow Aviators "Golden Eagles" pay their respect to Martha Brown at her husband's burial service. (Photo by RADM Tom Andrews, SC, USN (Ret.))

Our March luncheon featured two clips from the YouTube Channel of HMCM (FMF) Mark Hacala, USN (Ret.). His channel is called "Master Chief's Sea Chest." The clips

were in commemoration of the 77th anniversary of the Battle of Iwo Jima in March 1945 and the sinking of the USS *Maine* in Havana harbor in February 1898. Master Chief



Hacala retired in 2011. He is the executive editor of the 25th and 26th editions of the Blue Jackets Manual.

Now that COVID is largely behind us and Spring is arriving, San Francisco is looking forward to getting back to a normal routine with our USS *San Francisco* Memorial Day event and the Korean War Memorial event later this year. Those events, coupled with a great speaker's schedule will, hopefully, get us all out of our COVID doldrums. Check our FACEBOOK page for more details.

Submitted by MCCS Bob Hansen, USN (Ret.)

Texas Commandery 2022 Annual Banquet and Fleet Admiral Chester W. Nimitz Leadership Award Presentation

For the first time since 2020 the Texas Commandery held its annual banquet, business meeting (Election of the 2022 – 2024 Officers), and presentation of the 2021 Fleet Admiral Chester W. Nimitz Leadership Award in person. This year marked the 37th consecutive award since the award's inception in 1986. Recipients have included Secretaries of the Navy, Commandants of the U.S. Marine Corps and U.S. Coast Guard, Astronauts, Medal of Honor recipients, POWs, World War II heroes and pioneers, an IT and cyber pioneer, and even ordinary folks who did their job well.

CAPT Carl "Rags" Ragsdale created the award and the criteria for selection. Of the 37 recipients since 1986, two have been awarded posthumously, Captain Norman "Dusty" Kleiss (2016), a dive-bomber pilot during the *Battle of Midway*, and Rear Admiral Grace Hopper (2021), a pioneer in the development of the computer including the introduction of the computer into the Navy.

CAPT King introduced Midshipman Luke Westerfield from the Houston Consortium NROTC Unit consisting of NROTC midshipmen assigned to Rice and Prairie View A & M Universities. Midshipman Westerfield is a Junior at the University of Houston (U of H) and drills with the Rice NROTC unit. He is majoring in Political Science and hopes to get assigned to the Surface community upon commissioning in 2023.

Midshipman Westerfield provided the information attendant to the POW/MIA table, that included the POW/MIA table, vacant and set for one, representing those missing from our ranks.

Also attending the TC banquet was Midshipman Olubusola Oke, also a Junior at the University of Houston, majoring in Biotechnology with a focus on Bioinformatics. After commissioning in 2023, she hopes to get assigned to the Submarine community.

The head table and special guests were introduced, including CDR Gene Tulich, USCG (Ret.), the 2021 recipient of the Fleet Admiral Chester W. Nimitz Leadership Award and his wife, Joan, a retired Navy Nurse Corps Commander; Mr. Scott Moseley, a former

Marine and the guest speaker on the *Battle of Iwo Jima*; CAPT Dave Burr, former Texas Commandery Commander and Chair of the Nimitz Award Selection Committee and his wife, Cheri, a former Navy nurse; Mr. Richard Cobb, a former Marine and guest of Mr. Moseley; and CAPT King's wife, Mary, who has been at his side throughout his 30-year Navy career and beyond for almost 55 years.

Texas Commandery Companions that concurrently serve as National NOUS officers were introduced: RADM Peter Andrus, Commander General, elect; CDR Bob Frazier, Treasurer General and Secretary/Recorder; and RADM Jud Scott, USN (Ret.), who serves both as the NOUS and Texas Commandery Judge Advocate General.

Mr. Tom Gillette was introduced - a Texas Commandery Companion who was a 10-year-old child survivor of the Pearl Harbor attack. We also welcomed Mr. John Shanahan to his home-commandery-away-from-his-home-commandery, the National Capital Commandery.

There were also five former Texas Commandery Commanders present: CDR Jim Sterling, CAPT Dave Burr, Petty Officer Second Class, Machinist Mate (Submarines), Gil Raynor, CAPT Chuck Hewell, and CDR Bryan Lethcoe.

After dinner, Mr. Scott Moseley spoke about the *Battle of Iwo Jima*. Mr. Moseley had interviewed several survivors of the battle and related the stories he heard. He also had several artifacts from the battle that he passed around the room for all the attendees to see and touch.



Marine Corp Veteran Scott Moseley speaks on the *Battle of Iwo Jima* while CAPT King looks on.

CAPT Dave Burr provided background on the Nimitz Leadership and the qualities of leadership prowess that form the criteria for the leadership award.

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CAPT Burr re-introduced CDR Tulich and then presented him with an engraved plaque with the brass NOUS medallion attached. In addition to the personal plaque, there is also an engraved brass plate that will be mounted to a perpetual plaque that hangs in the Nimitz Museum that is part of the National Museum of the Pacific War located at Fredericksburg, Texas.

CDR Tulich spoke about the many different tasks he performed as a Coast Guard officer including two tours in Vietnam on two Coast Guard Cutters, maritime search and rescue duties, maritime law enforcement, Coast Guard intelligence, organized crime law enforcement while often coordinating with federal, state, and local organizations including the CIA, customs, DEA, immigration, ATF, and the FBI.



Nimitz Award recipient
CDR Gene Tulich, USCG (Ret.)

RADM Andrus, the Texas Commandery nominating "committee," presented the slate of officers for the 2022 – 2024 term:

- | | |
|--------------------|----------------------|
| Commander | Mr. Steven Howell |
| Vice Commander | Mr. John Bowers |
| Secretary/Recorder | CDR Bob Frazier* |
| Treasurer | CAPT Chuck Hewell |
| Surgeon | CAPT Joseph Dervay* |
| Chaplain | Reverend James Payne |
| JAG | RADM Jud Scott |
| Historian: | Don Kehn* |

*Incumbent

CAPT King gave his closing remarks and then handled the "virtual" gavel to Steven Howell for his first duties as the new Commander - calling for the Benediction and Adjournment of one of our largest attended banquets in recent memory, 54 Companions and guests.

Photo credits: CAPT Chuck Hewell, USN (Ret.)

Submitted by CAPT W.O. King, Jr., USN (Ret.)

National Medal of Honor Day 25 March 2022

I'd see him at the Marines Memorial Club – the distinguished gentleman who looked like a Marine, talked like a Marine, and comported himself like a Marine. That describes just about every Marine that I've ever met in my life, especially at the Marines Memorial Club. What's unique about him is that he wears the Medal of Honor around his neck. He is Sergeant Major John Canley who received the Medal for his actions during the Battle of Hue City in 1968 - a place in Vietnam where I had served later the same year.

The Medal of Honor is at the top of the pyramid of honor in the personal awards given to members of our military. Sometimes incorrectly called the Congressional Medal of Honor, it is an award that is not won on the battlefield. It is earned by heroism in the field of battle.

Years ago, the Navy tasked me with interviewing individuals who had been awarded the Medal of Honor. I remember interviewing one at length, Robert E. Bush, who was awarded the Medal of Honor for heroism as a Navy Corpsman during the Battle of Okinawa during World War II. I called him first, left a message with his secretary and he called me back. I asked him what he was thinking during the action that earned him the award. He said that he was only thinking about doing his job and that he didn't even think about what had happened until after the fact. I suppose that's typical of most who have received the medal.

Among those who have been awarded the Medal of Honor are the late Chief Aviation Ordnanceman John Finn, a companion of the San Francisco Commandery. The Naval Order Foundation is working to place a statue of Chief Finn near the Nimitz statue in Pearl Harbor. The Marines Memorial Association and Club exist because of General Alexander Vandergriff who was awarded the Medal of Honor for heroism during the Battles of Guadalcanal. The Medal of Honor comes in three distinct designs: The Army, The Air Force, and the Navy/Sea Services designs. Following is a brief history of the Navy Medal of Honor, with excerpts from the Naval History and Heritage Center Website.

Continued on next page...

The Navy and Sea Services Medal of Honor

In 1990, President George H. W. Bush signed into law the designation of 25 March as National Medal of Honor Day. As Congress put it in later legislation, "public awareness of the medal had declined in recent years," and Medal of Honor Day was supposed to restore the decoration to its rightful place in American culture and society.

In fact, public awareness of the medal and its meanings, uses, and prestige have shifted over time, ever since the Civil War, when Congress authorized the first Medal of Honor, the Navy's, on 21 December 1861. However, only after the First World War did the Navy Medal of Honor begin to take on its modern role as the decoration reserved exclusively for the greatest acts of valor in a combat.

In 1919, Congress passed an act clarifying the distinctions among the Navy's decorations and placing special emphasis on the Navy Medal of Honor as a decoration for heroism in combat. This act of 4 February 1919 also featured the words that came to define the medal anew:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be, and is hereby, authorized to present, in the name of Congress, a medal of honor to any person who, while in the naval service of the United States, shall, in action involving actual conflict with the enemy, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission of his command or the command to which attached.

The Navy Medal of Honor was first authorized by legislation on 21 December 1861 for the Civil War. At the time, the Medal of Honor was not only at the top of the pyramid of honor, it was the only award on the pyramid of honor. Consequentially, it was often

given out for action which, in the modern context, would not be deserving. For example, after the five given out during the Civil War the medal was awarded to sailors and marines in the following instances:

- Korean War of 1871: 15 Medals given to Sailors and Marines
- Samoan Civil War: Five Medals
- Boxer Rebellion: 55 Medals
- Philippine American War: 6 Medals
- American Occupation of Veracruz: 62 Medals

The American Occupation of Veracruz was, and remains, the event for which the most Medals of Honor was awarded. It exceeds Pearl Harbor, Iwo Jima, D-Day, Guadalcanal, and other battles of note.

Since it was the only medal awarded to anybody for heroism during the pre-World War I era, it was often given for non-combat heroism. There were 204 Medals of Honor awarded for non-combat heroism before the War. Most of these were for things like boiler explosions, man-overboard, and other typical hazards of the Naval service which, although possibly deserving of an award, would not merit a Medal of Honor under current criteria. The Medal of Honor is currently only given for heroism in the face of an enemy. Following is Sergeant Major Canley's Medal of Honor Citation. Excerpts from citations for Finn and Vandergriff are on page 1 cover. The Battles of Guadalcanal remain the only engagement in which Medals of Honor were awarded to all three sea services.

The Navy version of the Medal of Honor is described as a five-pointed bronze star, each tipped with trefoils that contain a crown of laurel and oak.

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In the middle of the medal is Minerva to symbolize wisdom and war and personify the United States. She stands with her left hand resting on the fasces, or a bundle of rods, and her right hand holding a shield that has the coat of arms of the United States blazoned on. Minerva repulses Discord which is represented by snakes and is appropriate in the context of the Civil War's discord. The Navy Medal of Honor is made of solid red brass.

As of July 2019, the Sea Service Medal of Honor has been awarded to:

- 749 Navy
- 299 Marines
- One U.S. Coast Guard

To ensure equity, in recent years several Medals of Honor have been awarded after record reviews. That includes the one awarded to SgtMaj Canley. One Medal of Honor was even awarded in 2014 for heroism during the Civil War. That may be an outlier, but it clearly demonstrates that the Department of Defense is committed to ensuring that everyone who deserves the Medal of Honor receives it.

Gunnery Sergeant John Canley United States Marine Corps

For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty in action against the enemy while serving as Company Gunnery Sergeant, Company A, First Battalion, First Marines, First Marine Division from 31 January to 6 February 1968, in the Republic of Vietnam.

Company A fought off multiple vicious attacks as it rapidly moved along the highway toward Hue City to relieve friendly forces that were surrounded by enemy forces. Despite being wounded in these engagements, Gunnery Sergeant Canley repeatedly rushed across fire-swept terrain to carry his wounded Marines to safety. After his commanding officer was severely wounded, Gunnery Sergeant Canley took command and led the company into Hue City. At Hue City, caught in deadly crossfire from enemy machine gun positions, he set up a base of fire and maneuvered with a platoon in a flanking attack that eliminated several enemy positions.

Retaining command of the company for three days, he led attacks against multiple enemy fortified positions while routinely braving enemy fire to carry wounded Marines to safety.

On 4 February, he led a group of Marines into an enemy-occupied building in Hue City. He moved into the open to draw fire, located the enemy, eliminated the threat, and expanded the company's hold on the building room by room. Gunnery Sergeant Canley then gained position above the enemy strongpoint and dropped in a large satchel charge that forced the enemy to withdraw. On 6 February, during a fierce firefight at a hospital compound, Gunnery Sergeant Canley twice scaled a wall in full view of the enemy to carry wounded Marines to safety.

By his undaunted courage, selfless sacrifice, and unwavering devotion to duty, Gunnery Sergeant Canley reflected great credit upon himself and upheld the highest traditions of the Marine Corps and the United States Naval Service.



**The Odyssey of the Old Crow –
The Story of LT Thomas L. Andrews, Jr.
and His Journey to the Battle of Leyte Gulf
(Part 6)**

(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 quarter's edition concludes the story.)

We finished the last segment with the final volleys of rounds from the Center Force cruisers missing the USS *Kitkun Bay* and Vice Admiral Kurita recalling his forces.

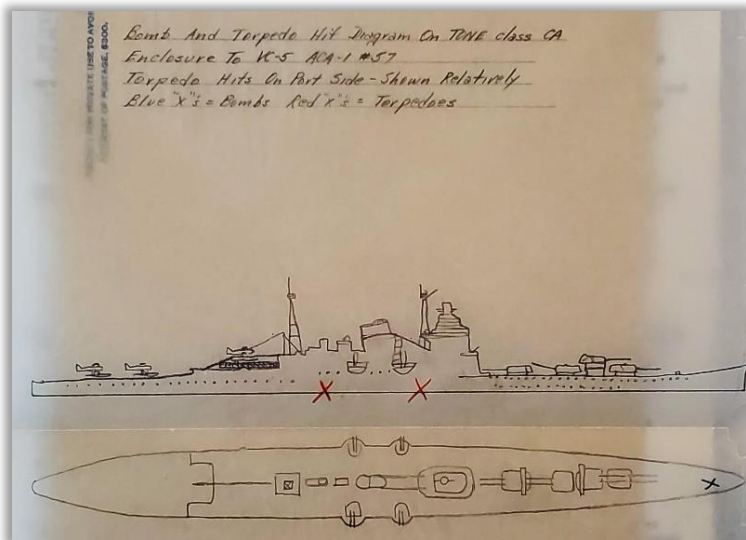
With the enemy retiring, CAPT Whitney, skipper of the *Kitkun Bay*, wasn't done with the battle...not yet.

Earlier in the Battle, Dad had convinced the Skipper to keep the remaining planes on board with a bit of gas in them. Now on the flight deck, CAPT Whitney had the planes complete their fueling, got them all loaded with torpedoes except for one with 500-pound bombs, and launched them at 1015. Dad was the Flight Leader.

As they were heading toward the retreating ships, they came upon the *Chikuma*, which Dad described as circling at a very high rate of speed. It was still uncomfortably close to *Taffy 3*, so Dad decided to direct his attack on it. He instructed LTJG Kalb's section of three planes to attack from the starboard quarter and he would take LTJG Buttle and attack from the port quarter. He describes his attack as follows:

"I turned 90 degrees to port in a steep dive. I remember thinking that I wouldn't get down fast enough for a torpedo run so I pushed over to at least a 60-degree dive as I was standing on the rudder pedals. We dove out of the sun and from the top of a cloud bank. I was the first plane to drop. I was not using a sight, as long ago we quit using a sight, and made our practice drops by using the position of the nose of the plane. I got lined up without turning as I pulled out of my dive, and when it looked right to me, I released. The cruiser had not fired a shot until after I had released the torpedo.

After the release, I made a flipper turn to the left with a pull up and a slight dive that I would consider unsafe at another time. The other planes were releasing as I was making my flipper turn, causing the cruiser to continue a tight starboard turn to avoid their three torpedoes. This placed the cruiser broadside to the torpedoes launched by LTJG Buttle and me.



Both of these torpedoes hit directly amidships and exploded in fairly close succession. LTJG McDermitt made a glide bombing run catching the cruiser in a fore and aft line of sight, his third bomb hitting directly on the bow. I believe the enemy did not see us in the attack until I had dropped my torpedo as there was no anti-aircraft fire. However, during the retirement, the AA fire was medium to heavy. I circled around for 10 minutes observing. During this time, LTJG Curtis joined up on me. I observed the cruiser slow down to practically a stop, listing to port and trying to hold a straight course in the direction of the battleship."



Continued on next page...

THE ODYSSEY OF THE OLD CROW – PART 6

When Dad left the scene, the ship was adrift and its decks awash. She would be sunk three hours later when TBM's from Taffy 2 would launch three torpedoes into her and she sank in fifteen minutes.

Meanwhile, back on the *Kitkun Bay*, flight quarters had just stood down and planes had been recovered when, at 1051, anti-aircraft fire was heard coming from the *St. Lo*. The *Kitkun Bay* immediately went to General Quarters. Charles Spalding describes it as follows:

"Black smudges against the gray sky indicate a

carrier on the port side has thrown up anti-aircraft fire. From nowhere, four zeroes appear and coast slowly past to port at an altitude under eight hundred feet. They are mistakenly regarded as friendly until LTJG Richter shouts frantically from air defense, "They're Zekes! They're Zekes!" The guns open up behind and none are shot down. Nobody realizes they are decoys until the

starboard guns open up at a plane diving steeply on the ship. As the dive progresses, it is evident the pilot has no intention of pulling out. Guns in his wings wink. People scatter. A gunner forward sags in his straps; others dive into the light lock amidships.

The plane skims the bridge, crosses the deck, plunges through the catwalk forward on the port side into the sea. There is a loud explosion and then a fire on the hanger deck. The fire is quickly controlled. On deck, the wounded are attended, a plane captain has been killed.

There is a frightful gash across his chest as if he had been opened up by a plow. The guns begin again. I look at the *St. Lo*. The planes that passed us are now attacking her. One makes a suicide dive. There is a tremendous explosion that arrests everybody on our deck in rigid, horrified stances. Flames burst out of the ship and engulf it. The bridge is blown off and the elevator must rise a thousand feet in the air. A lookout, with glasses trained on the fiery ship, cries, "Guys are flying through the air!"

Another plane attacks us from the stern. The guns hack at it and tear it up. A wing comes off, the

engine falls out. The plane spins dizzily into the sea ahead of the ship while the five-hundred-pound bomb it carried lobs over the radar screen, tears away a support of link chain forward by the starboard 40 MM guns, and then explodes in the water below. The bridge is inundated. Water gushes down the voice tubes into the pilot

house, but there is no damage and, for the time being, there is a lull."

The Kamikaze that hit the *St. Lo* was the fifth of five kamikazes and was on fire when it missed the *White Planes* and flew into the *St. Lo*. It was a Zeke 52 with two 500-pound bombs under the wings. The result was catastrophic. The picture on the following page was the second large explosion, which was the result of a torpedo on a TBM on the hanger deck exploding.

Continued on next page...



Kamikaze diving on the USS Kitkun Bay (CVE 71)



USS *St. Lo* (CVE 63) explodes after Kamikaze hit.

She was initially hit at 1053 and was gone by 1130. Another kamikaze attack occurred just after 1100, but all those planes were either shot down or ran without inflicting any major damage to *Taffy 3*. The *St. Lo* would be the first ship sunk by kamikaze attacks.

For the *Kitkun Bay*, the four-and-a-half-hour engagement was over. They would continue to launch and land planes as VC-5 and the rest of the air assets of the Taffies would continue to attack the Center Force as it retreated, but, for the ship, there was a general sense of relief and elation.

Overall, the four-day battle from 23 October through 26 October 1944, was a great victory for the U.S. Navy, and the results show it.

American forces lost 10 ships while the Japanese lost 26. Even more telling, though, was the tonnage lost – the Americans lost 37,000 tons of warships while the Japanese lost 306,000 tons.

The IJN would never sail again as an effective fighting force.

Finale

I close with a final story. When I received my flag at the Supply Corps National Workshop in St. Louis in June 2002, my parents and my soon to be wife joined me on stage. The new Flag Officer is expected to make some comments, so I started as follows:

Continued on next page...

THE ODYSSEY OF THE OLD CROW – PART 6

“You know, they don't have an initiation for new Flag officers like they do for new Chiefs, so, instead, they keep inviting you to Conferences, putting you in the backs of rooms and reminding you that it is better to be seen and not heard; or they give you two-minute blocks to speak at the end of two-day conferences – speed bumps to others on the way out the door. It's the community's way of teaching humility, because that is what it's all about really, isn't it? I am filled with humility as I stand up here today, because I stand up here either in front of, or in lieu of, so many of my heroes. I stand up here in front of my father, a World War II Vet, 32-year Naval Aviator, and winner of the Navy Cross at the Battle of Leyte Gulf.”

Now, as I got ready to start my next sentence, applause started to swell from the back of the room and quickly rolled up to the front. Suddenly, people

were standing and applauding and hooting, and I stepped back from the podium. After a minute, I started to step back up and the applause just got louder. I stepped back again – that's where you see me in this picture.

It went on for minutes. Finally, I stepped back up and, in somewhat of a state of shock, finished my comments.

As I left the stage, Dad came up behind me and said, “Thank you for that,” and I suddenly realized that he had really never been thanked for his service. After 31.5 years, he just walked out the door of the Pentagon one day and was done. Such were the veterans of that generation.

Well, here, today, I want to say thanks to them all, and, of course, to my Dad.



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

SKCS Norma Von Dohren

Norma joined the Navy as Seaman Storekeeper (SKSN), E-3, on her 40th birthday. She did not know what that meant. She later found out that, with her college degree and civilian skills, she could have enlisted as a Petty Officer under the Advanced Pay Grade Program (APG),

She came very close to *not* signing the enlistment contracts, but she told herself that, if she did not join, she couldn't make a difference. She *did* sign and she has made a difference. The rest is history.

In college she worked for the Air Force and did not know anything Navy. She had to quickly learn the Navy way. She was not intimidated by any challenges.

Her goal was to improve areas that needed improvement. She was willing to do anything and everything whether on her personal or Navy time. She reorganized administrative files, helped sailors to write "brag" sheets and helped write evaluations. She fostered teamwork and assumed leadership roles without offending seniors even when she was the lowest ranking sailor in the unit. Always polite and respectful, her sailors gave her flowers and a dozen roses when she made SK3. She was affectionately nicknamed "Petty Officer Mom."

Norma was appointed Officer in Charge (OIC) of the

first air cargo unit in the West Coast (Advanced Base Functional Component Navy Overseas Air Cargo Detachment (120). She had just made Chief Storekeeper. She was OIC for 4 months while awaiting the appointment of a commanding officer. She aggressively pursued training opportunities to meet proposed requirements. Appointed Training

Officer of that unit, she obtained an overall training effectiveness of 100%. Her foresight allowed the unit to stand-up with a much higher readiness rating than would normally be expected of a new unit.

The unit was awarded the Leo V. Bilger Award in 1999, as the best reserve unit in the nation based on mission effectiveness, contributory support, and community involvement.

Norma led by example. Her uniform was always impeccable and despite her age, she routinely scored excellent in the physical fitness test.

Her initiative was not limited to her routine Navy duties. As an

SK2, she revitalized a dormant Sea Cadet program in Sacramento and even established a new Sea Cadet division sponsored by the Naval Enlisted Reserve Association (NERA) Gold Country Chapter (she had used her personal resources to lead the chapter).



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MEMBER PROFILE - SKCS NORMA VON DOHREN

As President of the Gold Country Chapter, she sponsored three other Sea Cadet Divisions: the Stockton Division, the Training Sea Wolf Division, and the Golden Bear Division.

She provided her cadets the best training opportunities possible, including rescue swimming with the Coast Guards, nighttime land navigation with the Army, field communication with the Air Force, and close order drill and field exercises with the Marines. Four of her cadets entered the Naval Academy, and another was awarded an ROTC scholarship at San Diego State University. She was proud to render the first salute* to one of them in Annapolis in 2005. In 2006 she gave another first salute at San Diego State University, during the ROTC graduation.

She taught CPR and First Aid, when the Reserve Center was short of medical personnel.

Although not a boatswain mate, she has piped for several officer and enlisted retirements, Change of Commands, funeral and memorial services, and other special events in Sacramento and Alameda, California. She learned to pipe for love of the Navy so she could pipe those who could not get a boatswain mate piper for their retirement. She feels that every sailor who honorably serves our country deserves to be piped ashore.

It's been 20 years since Norma retired as a senior chief. However, she has not stopped supporting Sea Services personnel, especially the Naval Operational Support Center (NOSC) Sacramento where, under permissive orders, she continues to help whenever and wherever she can.

Norma is a life member of many vital support organizations: Naval Order of the United States (NOUS), Navy League (NLUS), Naval Enlisted Reserve Association (NERA), Association of the United States Navy (AUSN), Non-Commissioned Officers Association (NCOA), Fleet Reserve Association (FRA), American Legion, and Veterans of Foreign Wars (VFW). She is also an Associate Life Member of the Vietnam Veterans of American, and the Marine Corps League.

Norma's personal awards include two Navy and Marine Corps Commendation Medals, four Navy Achievement Medals of which the fourth was awarded when she was selected as the Naval Reserve Readiness Command Region 20 "Sailor of the Year," and the Military Outstanding Volunteer Medal.

Norma was a Girl Scouts Leader, led a Boy Scouts Troop; was a Sea Cadet Commanding Officer, an American Red Cross First Aid and CPR Instructor; and a chapter President of the Gold Country Chapter of the Naval Enlisted Reserve Association.

Her numerous letters of commendation and appreciation all attest to the fact that she has, indeed, made a difference.

**the Commissioning Ceremony is the formal event marking the transition from trainee, cadet, or Midshipman to Commissioned Officer in the United States military. All officers will take the Oath of Office swearing to support and defend the Constitution of the United States and the pinning on of rank. Some larger ceremonies will include a Color Guard, but there is one time-honored tradition each new officer looks forward to with great planning and anticipation, the Silver Dollar Salute.*

While the exact origin is unknown, the tradition of the first salute is generally believed to stem from British military practices in Colonial America. It was customary for new officers to be assigned a knowledgeable advisor from the enlisted ranks. It was the responsibility of the enlisted member to help quickly get the new officer up to speed with the military practices, customs, and history so the officer could be an effective leader. In gratitude for the valuable assistance the enlisted service member had given, he was rewarded with a portion of the newly commissioned officer's pay, which at the time amounted to \$1 a month.

Similar to the alleged origin of the tradition, newly commissioned officers reward an enlisted service member who has provided them with indispensable support and assistance during their officer training period.

The honor as we know it today has been incorporated into the very first salute of an officer's military career. The newly pinned officer will receive their first salute from the enlisted service member they have chosen to thank with this tradition.

There are few restrictions regarding who may be chosen, other than the individual must have served in the enlisted ranks, however most officers do keep with tradition and choose the enlisted member who had the greatest impact in their training.

(First salute explanation borrowed from navyonline.com)

Submitted by MCCS Bob Hansen, USN (Ret.)



More than Possible, Museum is Certain

Everyone at our Association was extremely excited and appreciative to see the vision of a National Coast Guard Museum take a major step forward with the public announcement earlier this month by Senator Chris Murphy, Chairman of the U.S. Senate Appropriations Subcommittee on Homeland Security. Receiving \$50M in Museum Construction Funding in the Omnibus Bill, signed on 15 March by President Biden, is a gamechanger. Pending our final permits and with this incredible support, we have targeted this summer to start our first phase of construction on the riverfront, with the goal of bidding Museum construction by the end of this year.

We want to express our gratitude for every individual who has worked with us and continues to support this important project. The National Coast Guard Museum is now more than possible, it is certain.

We especially want to herald the work of our Connecticut Delegation in bringing this National Museum to New London, Connecticut. Years ago, Senator Richard Blumenthal and Congressman Joe Courtney led the charge to change legislative language to authorize federal funding for this effort. In the development of the 2022 budget, Chairman Murphy initiated this funding opportunity, and

Representatives Courtney (Chair of the Seapower and Projection Forces Subcommittee) and Rosa DeLauro (Chair of the House Appropriations Committee) provided the additional momentum to carry it through the House of Representatives.

With this funding, we have \$131M in commitments from federal, state, and private sources toward the required \$150M and are well on our way to build an institution worthy of the men and women who serve our Coast Guard with Honor, Respect and Devotion to Duty. The site preparation phase will take approximately nine months and will lay the groundwork for construction of this waterfront Museum and public access project between the business district and the waterfront. coastguardmuseum.org.



Submitted by CDR John Hooper, USCG (Ret.)

Thus far for the year, 13 people have inquired about membership via our web site. That's about one every four days. I am currently tracking 41 pending inquiries. Some respond immediately while others take as much as six months or more before they submit their applications. Ten are Navy, three Coast Guard. Six officers, and seven enlisted.

In the past six months, Hampton Roads and Continental Commanderies have brought on a good number of members. I'm looking for a surge shortly from Tampa Bay and Atlanta. Some local commanders need to do a better job following up on "delinquent" members.

The Commander General has proposed that the month of May be designated **Membership Month** and that all local commanders and their members make a special effort to recruit new members during the month. A goal of 10% has been established for each commandery across the entire membership of NOUS. Those local commanders and their members achieving that goal will receive appropriate recognition at the Congress and in our Quarterly Magazine, including the names of those companions who recruited new members. We will also be interested to hear--and will publish--the various techniques used in the recruiting process. Local Commanders or the Membership Chair should provide that info to me for publication.

Applications, trifold, and referral forms will be sent to all local commanders by regular mail or by attachment. Additional copies may be made as needed. Local commanders will be responsible for providing recruiting material to their members. Any member who submits a referral form proposing someone from another state will receive credit for their own commandery.

All applications, once signed by the local commander should be sent directly to CAPT Kris Carlock along with copies of a DD-214 from former military and a copy of ID cards for currently serving military. By June 13, we ask that all local commanders submit a list of names of those newly recruited people and e-mail to VCG-Membership Don Schuld at dschuld@juno.com.

I believe the organizations you presently belong to are the best hunting grounds for new members. I also believe that most of our members have served aboard at least one ship, while others have served

aboard two or three ships or more. I believe as well that many of our members belong to one or more of those ships associations. I recently recruited three new members from the USS *Little Rock* Association Board of Directors. The people in these ships associations are "joiners". They're proud of their naval service and enjoy hearing about Naval History. Naturally, there is more than ships associations to choose from. In fact, there are scores of others and are all fertile hunting grounds.

Let's make May a banner month for recruiting.

Donald W. Schuld, USN (Ret.)VCG-Membership

Welcome New Companions!

Continental

Mr. Robert Merle Waltz
RADM John Conant Weed, Jr, USN (Ret.)

Hampton Roads

The Very Reverend William Courtney Fleenor

Florida First Coast

Mrs. Danette Jean Hernandez
HMC Robert John Hernandez

National Capital

Mr. Joseph Phillip Castillo
MIDN Matthew Patrick DuBois
Ms. Devon Elizabeth Jean Snodgrass

New Orleans

CAPT Stephen Drake Caviness, USN (Ret.)
Mr. William Earl Daniels
CDR John Martin Daziens, USN (Ret.)
CAPT William Michael Turner, USN (Ret.)

Northwest

Sgt George Edward Knapp, Jr., ARNGUS (Ret.)

San Diego

Mr. John Paul Beall
Mr. Zach Stephen Morris

San Francisco

RADM Brian Kent Penoyer, USCG

Southeast Florida

Mr. James Anthony Murray

Tampa Bay

Mr. Craig James Conklin
Mrs. Sharon Lee Schmidt

Western New York

Mr. Stephen Jeffrey Bastable
VADM Robert Brendan Murett, USN (Ret.)

**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**

CDR ERIK BERRYMAN, USN (RET.)

In lieu of a traditional commandery activities report, Hampton Roads would like to take this opportunity to give tribute to our immediate past commander, CDR Erik Berryman, USN (Ret.) on the two-year anniversary of his passing. Like many companions across the Naval Order of the United States, CDR Berryman's life consisted of many twists and turns

that crossed paths with historical events of our times. His life was, and still is, an inspiration to all of us. The story below is a compilation from many sources. Even when written in the third person, it came directly from him.

He was born in Berlin, Germany on 3 August 1940 the son of Karl Friedrich Dietrich of Sulzbach-Saar, a Luftwaffe scientist who helped engineer V-1 and V-2 rockets at the Institut für Ballistik und technische Physik der Technischen Akademie der Luftwaffe in Berlin-Gatow, and his wife Ella Barbutzki von Wernen, the daughter of a Prussian Army officer from Königsberg, Hans

Joachim von Wernen. His paternal grandfather was an editor from the Saarland, Friedrich Karl Dietrich.

He was evacuated from Berlin, where he spent the early war years in a children's home in Langenbrück, Upper Silesia.

On the morning of 16 April 1945, he stood next to his mother, a volunteer Wehrmacht field nurse, after being winkled out of their basement hospital bunker by a U.S. infantry rifleman. The two stood with hands firmly plastered on top of their heads, backs against the house wall. When the region ceded to the Soviets in the partition of Germany he walked with his mother

back to Berlin, a journey of several months in train with unnumbered other refugees. He arrived covered in lice that his grandmother cracked between her thumbnails. With packs of children, he hunted for food and fuel amid the ruins of what had been a great city.

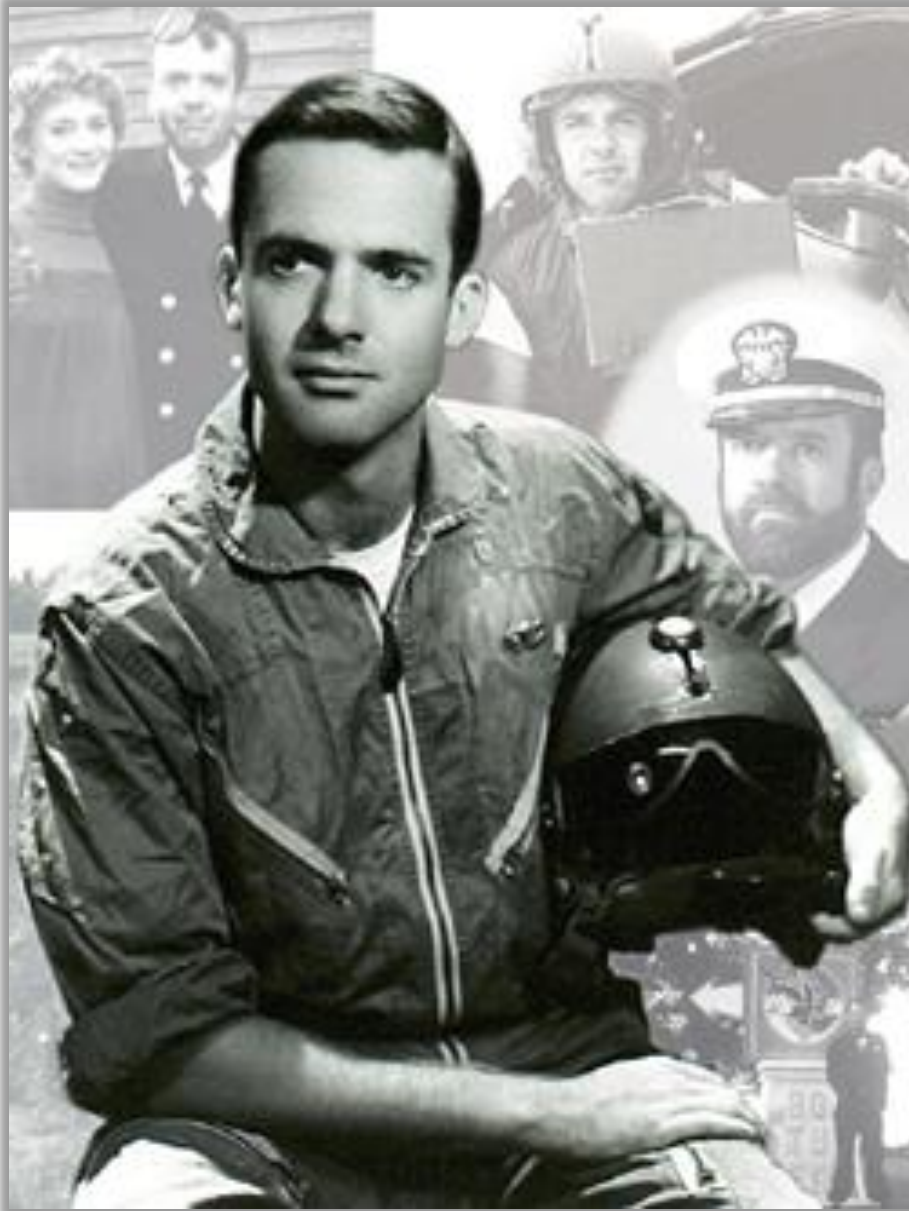
By Eric Dietrich-Berryman

VIRGINIA BEACH, VA, -- *I have clear memories of trudging Germany's highways in the autumn of 1945, headed for Berlin ahead of the Soviets coming to take over the rural Hartz region we lived in when the war ended. We walked for weeks. My mother told me it was three*

months. She pushed a small child's pram that held our one suitcase.

Food was unavailable. We gleaned fields for wheat kernels we made into a gooey paste. We set wire traps, never successful, to catch rabbits.

Continued on next page...



Drinking water was hard to find. In a graveyard we passed the corpse of a German soldier in uniform stretched full-length atop a table tomb. Wind flapped the ends of his grey coat. Rainwater ran down the face.

We were stopped so very often by men with guns in different uniforms. "Barbed wire. Go back," they ordered. "Stay where you are," they ordered. "Go here, not there," they ordered. "Wait. Wait." In one such encounter at a U.S. sentry post we were deloused with blasts of white powder. Down the front came the funnel, and then down the back. Poof. Explode in a cloud of dust. I howled.

We slept in bombed-out buildings. Came to a British soldier handing out corrugated, curved Quonset hut roofing. One sheet per customer. A surreal scene even in hindsight. My mother looked doubtful but took a sheet and propped it up in the alcove of a ruined building. We crawled under and went to sleep. We slept on pine straw in forests. All of us. Thousands of us. Of all ages. In any sort of weather.

No one has ever wanted to come to America more than me. And at the age of 17, unaccompanied, I succeeded. The compulsion to live in America and be an American is as raw today as ever. Sixty years of living here can't erase the white-hot need that drove me."

In 1948, his mother married John M. Berryman from Cobden Street, Aberaman, Wales, one of the Occupation soldiers stationed in Germany. Once a Rhondda Valley coal miner, the Royal Air Force had made him into a fine cook who served in Africa, Persia, and Germany from 1939 to the finish.

Kindness, an unflinching sense of duty and the haunting beauty of his tenor voice framed his stepfather's strength of character. No boy ever had a better role model. His birth father was released from a POW camp in 1948 and remarried. Father and son met again by coincidence in the summer of 1956, in Berlin.

Upfield Preparatory School, Stroud, and Gloucester Technical College anchored Erik's early education. Unaccompanied, at the age of 17, he arrived in the U.S. aboard the freighter Zoella Lykes from Liverpool to Mobile.

He promptly enlisted in the U.S. Army which put him in an infantry division in Germany. He was a decorated combat veteran of the Vietnam War where he served as a helicopter door gunner on 120 combat missions. To the end of his days, he was ever grateful to America for taking him in.

Enabled by the GI Bill he graduated with distinction from Hofstra University (BA, 1966) and the University of New Mexico (MA, 1968; PhD, 1971). In 1969 he was the D.H. Lawrence Graduate Fellow. As a University Fellow he read at the Houghton Library and the Folger Shakespeare Library. A Dissertation Fellowship concluded his academic career. and he was briefly an assistant professor of English literature at Fitchburg State College, Massachusetts before taking up his Naval Reserve commission to join the staff of the Secretary of the Navy (who remained a life-long friend) as the Navy's Bicentennial Coordination Officer. Various postings ashore and at sea, followed. He retired as a commander in 1993.

"I came to the US at the age of 17, and needing to eat, did not hang about for the Navy's waiting list to reach me. The Army enlists my sort on the day of application and handed out meal tickets to local restaurants. Following a couple of hitches in which I obtained citizenship I applied for a naval commission directly from graduate school, and in 25 years never looked back. My first ship was the Wow II-era aircraft carrier Ticonderoga parked in the stream in San Diego harbor. It was January and ashore I'd never seen people watering their flowers in deep midwinter. The embarcadero teemed with white hats in the brilliant sunshine and as I made my way to the ship's liberty launch, I thought my hair would stand on end, I was that excited.

My career was all as a staff officer and I never learnt to be a ship driver, though that never stopped me from attaching myself to bridge watches as temporary-probationary unofficial acting JOOD at any opportunity. Because of the Navy, I did manage some blue water sailing under canvas in craft ranging from a small wood sloop (my own) to ketches and yawls and some rather splendid full-rigged ships. Haze grey was my first love. I was aboard the Gearing-class destroyer Holder out of Boston in the thick of the Warsaw Pact fishing fleet sweeping the Atlantic of all animal life.

Continued on next page...

CDR ERIK BERRYMAN, USN (RET.)

What they couldn't carry, they ground into fertilizer. Soviet spy ships buzzed us at discrete range."

With his youngest daughter he backpacked across northern Spain to Santiago de Compostela in the winter of 2006, and again a second time with his wife during a golden October the following year. He found personal satisfaction in the uplands of his retirement with directorships on civic boards in Hampton Roads and London, and with military fraternal groups. He was a prolific author of articles

on maritime history, and three books. As faculty advisor to the University of New Mexico Student Rodeo Association he rode a Brahma bull in a student rodeo, but not for long.

He married, 1980, Roberta Lucille Truckey of Minneapolis, MN, who survives him as do three daughters and two stepchildren: Lillian Diamond, a math and science teacher; Monique Travelstead McNamara, a corporate communications vice president; Ted Travelstead (Julie Wright), actor and scriptwriter; Kimberly Berryman Rotter (Anthony Rotter), editor and writer; Stefanie English (Michael English), Cleveland community investor, and four grandchildren, Michael Greenstein, Dayna L. Diamond, Max S. McNamara, and Moxie R. Rotter.

He was logistics director for an expedition that salvaged twenty-two tons of the hull of the square-

rigger *St. Mary*, wrecked in the Falkland Islands in the late 19th century. The retrieved pieces form a permanent exhibit at Maine State Museum, Augusta.

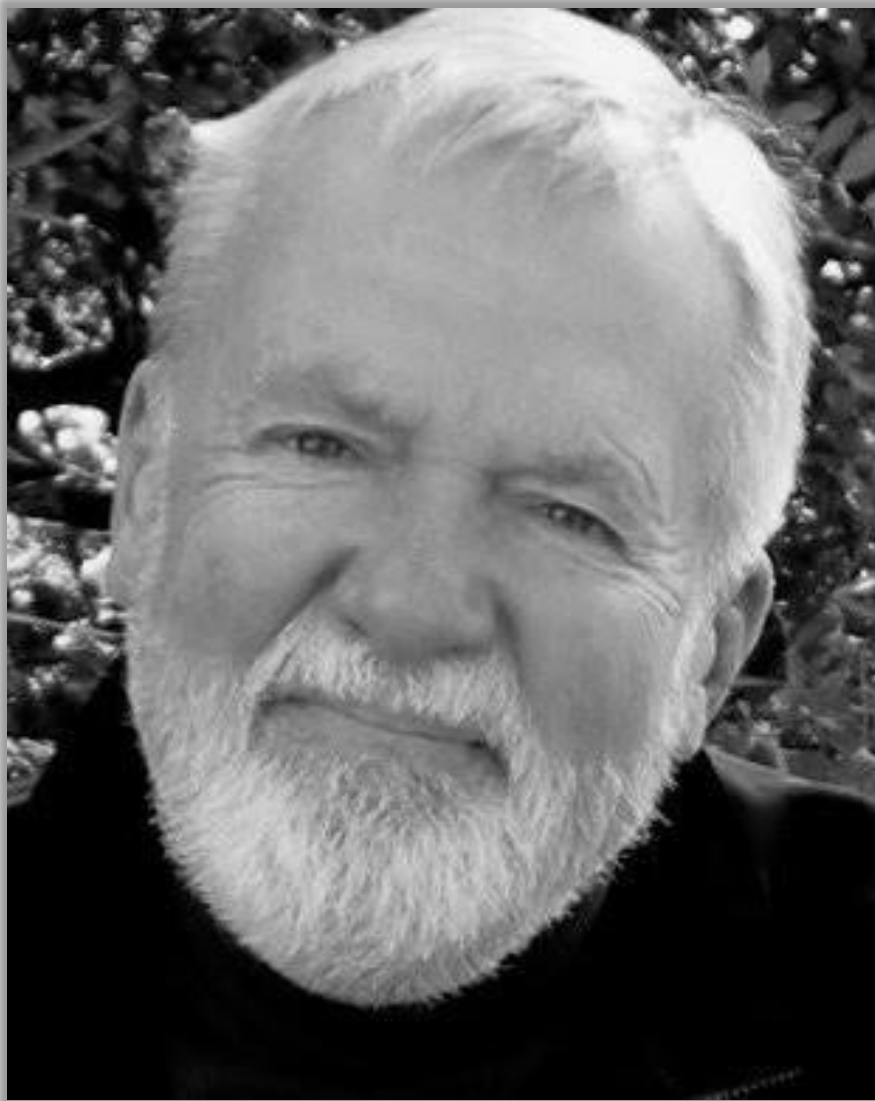
In the austral summer of 1978/79, he was field director for the survey of San Francisco's sole surviving Gold Rush ship *Vicar of Bray*, abandoned in Goose Green, Falkland Islands. And in the summer of 1979 with support of the novelist Clive Cussler he organized an expedition to search for John Paul Jones's *Bonhomme Richard*, lost in the North Sea. This

was the first attempt with modern electronics by the standards of the day to locate the famous American Revolution warship.

He served as deputy director of publications and interim press chief for the Immigration and Naturalization Service, Department of Justice. In 1996 he was appointed special assistant for veterans' organizations to the Secretary of Defense's Gulf War Illness investigation. The experience left him deeply skeptical of the integrity and mental balance of pacifist organizations and their representatives. He retired in 2003 as press chief and

senior speechwriter to the director, National Geospatial Intelligence Agency.

Eric died in Virginia Beach, VA, April 7, 2020. (He had been in failing health for several months.) A funeral service was held October 20, 2020, at Fort Myer Old Post Chapel followed by burial with full honors at Arlington National Cemetery.



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

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