

# NAVAL ORDER



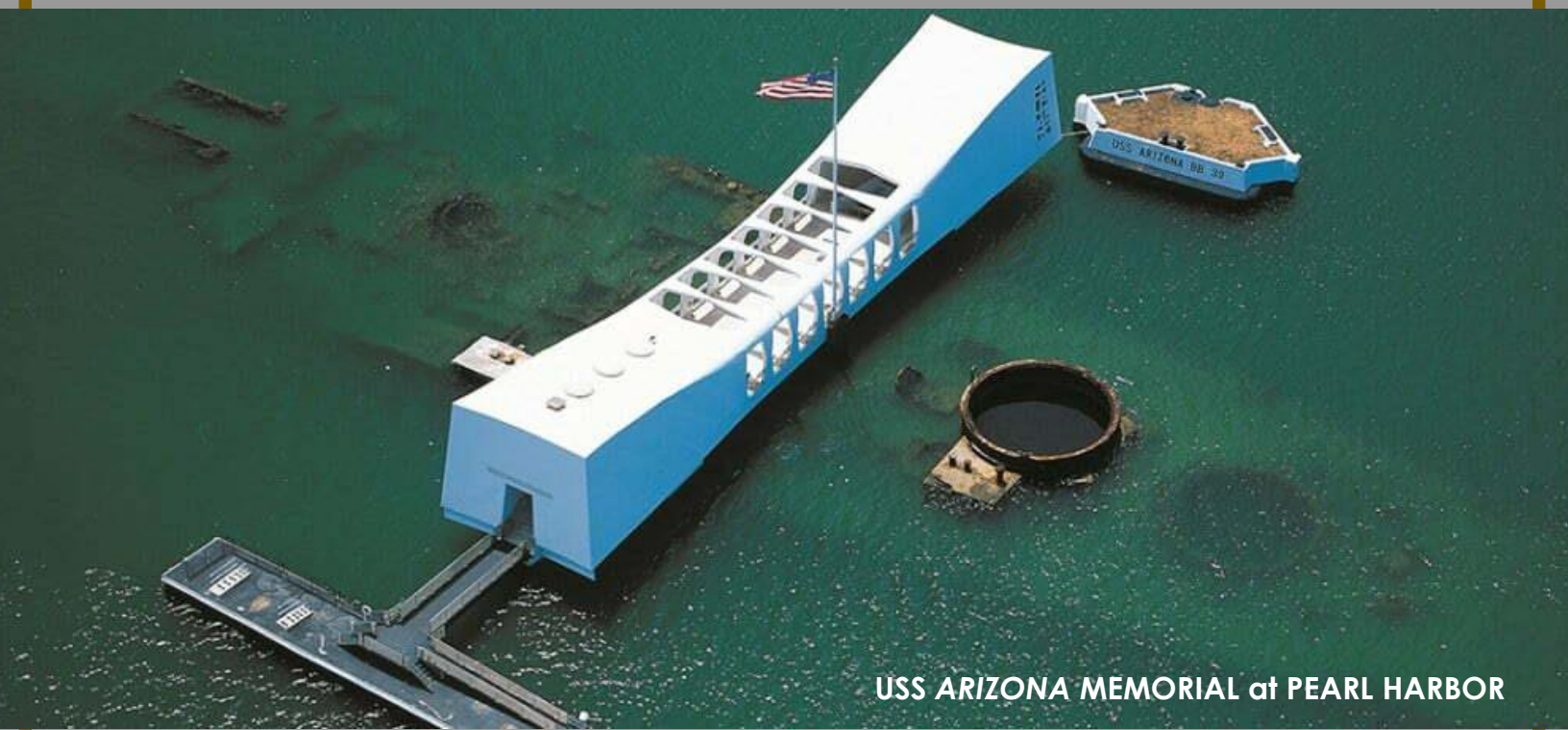
# of the UNITED STATES

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## COMMANDERIES REMEMBER PEARL HARBOR



USS ARIZONA MEMORIAL at PEARL HARBOR

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# COMMANDER GENERAL'S REPORT TO THE ORDER



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

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Greetings and my heartfelt best wishes for a happy and prosperous 2023.

I thank all who attended in-person or zoomed the Congress in October: we will continue to reach out and provide access to all our companions throughout the country.

Believe it or not we are more than halfway through the reporting year for the Naval Order. Time to be looking at our recruiting and membership efforts, project initiatives, and remaining program events for the year. Shore up those areas that need attention with a strong emphasis on recruiting and membership.

The past two years have presented many challenges to each of our commanderies, and we are still working to build back to the flow we had before, but the efforts will bring palpable results. There have been many changes in the world of Naval History in the past few months and we must focus on our mission so that the traditions and accomplishments do not fade and are properly recognized and rewarded. We have initiated a broader effort to get the word out through our *Plan of the Week*, which will announce national events and plans, so please provide feedback on this undertaking.

We continue our monthly History Presentation on the 2<sup>nd</sup> Wednesday of each month, so mark your calendars to attend and soak up the knowledge that these talented writers and historians impart.

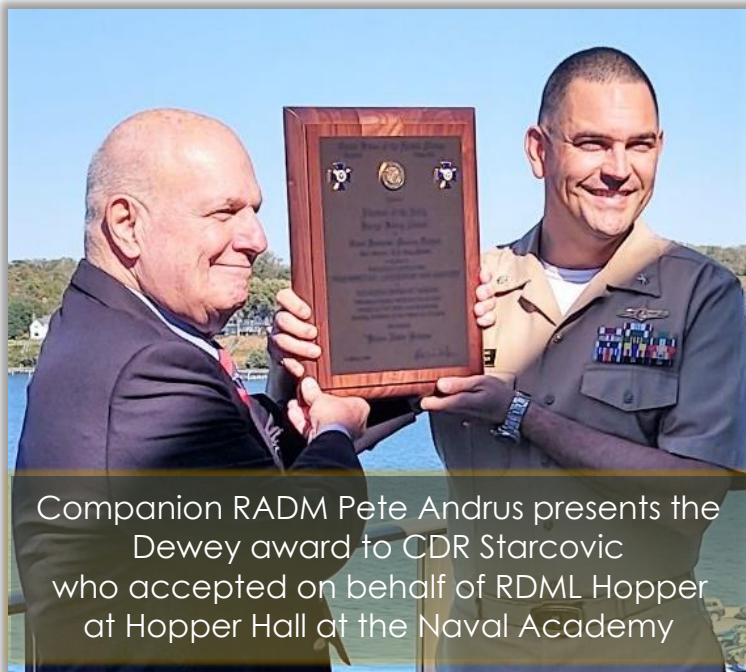
We need all of you to participate locally and nationally to continue to meet the challenges of our mission, which in fact, lends itself to supporting and defending the country we have all dedicated our lives to.

**For the Good of the Order,  
CAPT Bob Whitkop, USN (Ret.)  
Commander General, NOUS**

## NOUS NATIONAL CONGRESS

This year's National Congress was held in Old Town Alexandria, Virginia from Tuesday, 18 October through Saturday, 22 October 2022. Tours of the National Museum of the Marine Corps and the Naval Academy highlighted the daytime opportunities of the first few days, while ample opportunity was provided to tour the Mall in DC, Arlington National Cemetery and Old Town Alexandria.

Several Naval Order Companions carpoled to the Naval Academy at Annapolis on Thursday. Besides observing the noon meal formation, the highlight of the tour was announcement of the Admiral of the Navy George Dewey Award to Hopper Hall in honor of the late RDML Grace Hopper, USNR (Ret.) Accepting the award for Hopper Hall in honor of RDML Hopper was CDR Phil Starcovic, Deputy Director of the Naval Academy Center for Cyber Security. The official presentation was at Saturday's formal banquet.



Companion RADM Pete Andrus presents the Dewey award to CDR Starcovic who accepted on behalf of RDML Hopper at Hopper Hall at the Naval Academy

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## 2022 CONGRESS IN OLD TOWN ALEXANDRIA, VIRGINIA

Formal proceedings kicked off Thursday evening with the Commander General's Reception, where the Distinguished Sea Service Award was presented to GEN Joseph F. Dunford, USMC (Ret.). GEN Dunford was generous with his time, gracious in his receiving of the award, and complementary of the Naval Order and its mission. The Commander General, Bob Whitkop, and the Commander of the Host Commandery, CAPT Bill Steagall, welcomed everyone to the Congress and proceeded to kick it off in style. The Hospitality Suite was officially opened and was generously stocked.

The business of the Naval Order was accomplished during the Friday session. Participation by Zoom was enabled, and the Credentials Committee easily confirmed a quorum with both in-person and Zoom attendees. There were six Committee reports as well as the reports of the Commander, Recorder, Registrar, and Auditor Generals. Bottom line, the Naval Order is financially sound, though struggling to increase membership. Proposals were affirmatively voted on to create paths for "de facto" life membership to certain categories of companions. Breaking up the series of reports was a presentation by VADM Robert Murrett, USN (Ret.), former Director of the National Geospatial Intelligence Agency on "Naval Intelligence – How it Informs the Present and the Future." The afternoon ended with Roundtables with the Commandery Commanders, Membership, and Finance Officers.

Saturday was a full day with four historical presentations, presentation of the Distinguished Sea Service – Senior Enlisted Award to Sergeant Major of the Marine Corps Ronald L. Green, USMC (Ret.). Sergeant Major Green quite unexpectedly spoke for nearly 30 minutes, speaking broadly on leadership and Marine Corps values. Our "special" speaker during Saturday's program was one of our own, Secretary of the Navy Carlos Del Toro who took time out of his extremely busy schedule to drop by. SECNAV reflected on his arrival in the United States as a refugee from Communist Cuba and his career as a Naval officer as well as his personal commitments to making our Navy the best it can be. He took the time to answer some very probing questions on current and future policy. He addressed companion concerns with confidence and elan. He took the time to present the Commander General's Medal to Kris Carlock for her outstanding work as Registrar General.



SECNAV Del Toro addresses companions



SECNAV presents Commander General's Award to CAPT Kris Carlock

The Congress concluded with the formal Dewey Award Dinner, where VADM Nancy Brown, USN (Ret.), accepted on behalf of RDML Grace Hopper. VADM Brown likewise gave a rousing speech about "growing up" with RDML Hopper and how it affected her life and career. Both events were nothing short of inspiring. At the dinner the Lieutenant Commander Lee W. Douglas Award was presented to the Continental Commandery and the CAPT Jan Armstrong Award to the Northwest Commandery for excellence and outstanding work in the large and small commandery categories respectively. Criteria for the awards are outstanding local effort, membership growth, Congress support, and national initiatives. A hearty Bravo Zulu goes to both.

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# 2023 CONGRESS IN SAN DIEGO 17-22 OCTOBER 2023

And, of course, the Congress ended as it began, with a wonderful feeling of kinship and camaraderie in the Hospitality Suite.

According to Companion John Shanahan, Congress Committee Chairman, "Congress 2022 was a team effort from start to finish. I'd like to recognize the work of team members who made it all possible."

For companions who have never experienced a Congress, we hope to see you at next year's. It will be co-hosted by the San Francisco and San Diego Commanderies. That Congress is in the planning stages with hopes to hold it in San Diego, October 2023. See the article that follows.

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

## CONGRESS 2023 IN SAN DIEGO

The Naval Order Congress will return to the West Coast 17-22 October 2023.

Pending committee approval, we have already identified our hotel – the Double Tree by Hilton in Mission Valley. An airport shuttle and the San Diego Hazard Center Trolley Station are just steps from the hotel lobby so attendees will not need a rental car. The trolley provides access to San Diego's top attractions such as Old Town, the historic Gaslight District, and, for the hardy, the Mexican Border San Ysidro stop.

The hotel is connected to the Hazard Valley Center shops and restaurants and is just one trolley stop to Mission Valley Fashion Mall with high end shopping and restaurants. The hotel will provide guestrooms at the federal per diem rate with free wi-fi. Our group rate is available 3 days pre and 3 days post Congress.

The theme of this year's Congress will be "The Marine Corps." It will be a traditional four-day format with the Commander General's reception and awards luncheons. Special activities will include a graduation ceremony at Marine Corps Recruit Depot followed by lunch at the Bay View Club and an afternoon tour of the USS Midway (CV 41). Companions remember that past Commander General the late RADM Tom Brown served as both CAG and Commanding Officer of the Midway and was instrumental in establishing the museum. Saturday will be our historic speakers, the Dewey Award luncheon and formal reception and banquet.

As an added option there is a Disney Magic four-day cruise to Catalina and Enseñada that leaves on Sunday afternoon from the downtown pier. If any companion is interested in the cruise, starting at \$1,919 per couple, please e-mail RADM Doug Moore at [dougmoorej@verizon.net](mailto:dougmoorej@verizon.net). We are trying to negotiate a group rate discount.

If companions are inclined to visit Lost Angeles or Hollywood, AMTRAK (the Coaster) is available from downtown.

**Submitted by RADM, Doug Moore, SC, USN (Ret.)**

USS Midway Museum



The San Diego Trolley at Hazard Center Station is just outside our hotel.

## Naval History Virtual Lecturer Series

In preparation for October's NOUS National Congress, I reviewed Continental's YouTube, Naval History Virtual Lecture library to get a sense of each program's views. As of October, the total views were more than 1,300. All lectures are available to NOUS Companions and the general public at the Continental Commandery's YouTube channel: [bit.ly/3CC352D](https://bit.ly/3CC352D)

Dr. Frank A. Blazich Jr. was our first return lecturer. In August of 2020, he regaled listeners with the history of the development of the pontoon lighterage that contributed to successful amphibious landings during World War II (read his August 2021 paper, published in Naval History Magazine, go to [USNI.ORG](https://USNI.ORG) and click on the link for Naval History Magazine – all issues.) In September 2022, Dr. Blazich recounted the saga of magnetic influence torpedo exploder development during the interwar years. The lecture's direct YouTube link is: [bit.ly/3VKmPry](https://bit.ly/3VKmPry)

As reported in the last issue, our October lecture, presented by Dr. William H. Thiesen, Atlantic Area Historian, U.S. Coast Guard, brought to life the life and times of CAPT Mike "Hell Roarin" Healy, USCG. As a powerful law enforcement officer in Alaska Territory, CAPT Healy helped shape the history of this lawless maritime frontier. You can watch Dr. Thiesen's lecture here: [bit.ly/3Ce2rbc](https://bit.ly/3Ce2rbc)



CAPT Mike Healy, USCG aboard U.S. Revenue Service Cutter Corwan, circa 1882.

In November, Mr. Trent Hone, Naval Historian and Vice President, ICF International, discussed his new book: **Mastering the Art of Command: Admiral Chester W. Nimitz and Victory in the Pacific War**. It can be viewed at [bit.ly/3Gwk3li](https://bit.ly/3Gwk3li)

During his presentation, Mr. Hone explored Nimitz's artistic approach in detail and highlighted how core attributes of Nimitz's leadership — collaborative sensemaking, decentralized execution, organizational unfolding, and the relentless pursuit of options — allowed Nimitz and his subordinates to readily adapt and adjust to new information and maximize the effectiveness of their command and organizational structures.

Check the Commandery's Upcoming Events page for details or join the Continental Commandery's LinkedIn group to learn about our events. Check out "Continental Commandery" on you tube as well for all our presentations.

## Continental Commandery Receives Award

During October's NOUS Congress, Continental Commandery received the Lee W. Douglas Memorial Award. As a virtual commandery, Continental has been exploring new ways of connecting with our companions and accomplishing NOUS mission objectives. Receiving the award on behalf of Continental, I



LCDR Lee W. Douglas Memorial Award presented to Continental Commandery on 22 October 2022.

offered a well done to the companions who have contributed to our successful efforts. I invite any Continental Commandery Companion who is interested in helping out to contact me at [commander@continentalcommandery-nous.org](mailto:commander@continentalcommandery-nous.org).

## CAPT Fred Passman, USN, Ret., Receives IASH Lifetime Achievement Award

The International Association for Stability, Handling, and Use of Liquid Fuels (IASH) was formed in 1983 to

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become the leading association for fuel stability and handling, which has been realized over the last three decades. IASH promotes research, development, and discussion into the issues of liquid fuel stability, handling and use from detailed chemical pathways, through microbiological degradation and remediation, testing and issues arising from distribution and use.

During IASH's 2022 International Conference on the Stability and Handling of Liquid Fuels (IASH 2022), Dr. Passman was presented with the association's *Lifetime Achievement Award*. The award citation read:

*"By the members of IASH in recognition of his significant technical contributions and leadership related to testing, control, and mitigation of microbiological contamination in fuels and oils. His notable technical contributions include over 70 technical publications on fuel, lubricant, and metalworking fluid microbiology and biodeterioration. He has had numerous Chair and leadership positions in ASTM, IBBS, and IATA, and contributed significantly to the development of best industry practice documents and guidelines for the prevention and control of microbiological contamination in fuels."*



IASH 1st Vice-Chair Dr. Matt DeWitt presenting IASH Lifetime Achievement Award to Dr. Fred Passman

Submitted by CAPT Fred Passman, USN (Ret.)

## Cuban Missile Crisis Remembrance Dinner

The Cuban Missile Crisis remains a defining moment in U.S. national security and nuclear war preparation and is often considered the closest the Cold War came to escalating into a full-scale nuclear war.

The Florida First Coast Naval Order hosted an oral history evening and remembrance dinner on 10 September with Companion CAPT Greg Streeter and Companion CAPT Ed Froehlich as speakers and moderators.

As fresh Ensigns, both were thrust into the task of helping to enforce the quarantine of missiles from the island of Cuba. Companion Streeter was onboard the USS *Lawrence* (DDG 4), and Companion Froehlich was (eventually) onboard the USS *Rockbridge* (APA 228).

"Eventually" was the watchword because he (as many of us have) chased a ship around the Caribbean.

Stories of chasing deployed ships from port to port and watching the stern of the intended ship disappear over the horizon brought back memories of similar circumstances for many of the attendees!

During the follow-up Q&A/comment session Companion Major General Jerry Mahoney and Companion Dr. Richard Murphy also related their involvements in the quarantine.

The evening was a rousing success and plans are being made for more, similar events.



Companions CAPT Greg Streeter (left) and CAPT Ed Froehlich (right) speakers for FFCNOUS Cuban Missile Crisis Dinner

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## “Barn Find” of Naval History

“Barn Find” is a phrase often used to describe vehicles or equipment that is rediscovered after having been out of the public view for an extended (decades or longer) period of time.

J. R. Stanford, Paymaster of the USS *New Jersey* (BB 16) during its World Cruise of 1907- 1909 with the “Great White Fleet,” and the grandfather of a former Naval Order Companion, CAPT Walton MacLeod III, JAGC, USNR collected a significant cache of original documents, invitations, brochures, pictures, etc. during the Great White Fleet tour.

These documents, originally stored in CAPT Stanford's sea-chest in the family barn, have been in CAPT MacLeod's possession for a number of years. Believing them to be of significant historical interest, CAPT MacLeod offered them to the FFCNOUS for display/archiving /reference, etc.

A team comprised of NOUS Commander General CAPT Bob Whitkop, Jacksonville Historic Naval Ship Association's CAPT John O'Neil, and FFCNOUS Commander John Craft made arrangements to view the collection. Upon viewing, it quickly became apparent that the importance of the collection was far beyond the capabilities of the local Commandery to properly conserve and display.

RADM Samuel Cox , USN (Ret.), Director, Naval History and Heritage Command, was contacted for guidance and we are waiting NHHC's instructions.



A small portion of the “Barn Find” of Naval History!

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## Pearl Harbor Remembrance Dinner

The FFCNOUS Pearl Harbor Dinner, held at the Cypress Village Retirement Community on 10 December was well attended again this year.

In addition to a great meal and the superb attention of the staff, the evening was topped off by NOUS Past Commander General CAPT Michele Lockwood's presentation, "Bingo Field: Ni'ihau."

The presentation was based on the 1982 book *The Ni'ihau Incident* by Allan Beekman. While the main focus of the presentation was the actions of Japanese Zero pilot Airman 1st Class Shigenori Nishikaichi, it also highlighted the remoteness of some of the islands and their inhabitants in the Hawaiian chain, the uncanny predictions of BGEN Billy Mitchell 17 years prior to the attack on Pearl Harbor, and President Roosevelt's Executive Order 9066 to intern Japanese Americans after the attack.

The evening concluded with a small token of appreciation presented to Companion CAPT Michele Lockwood for her presentation and NOUS Commander General CAPT Bob Whitkop being presented his 25-year NOUS membership pin.



Companion CAPT Michele Lockwood receiving a gift from FFCNOUS Commander ETCM John Craft for her presentation on "The Ni'ihau Incident".

## Continuing Activities!

The FFCNOUS continues to work with the local chapter of the American Merchant Marine Veterans to establish enduring memorials to those who have served their country at sea. National History Day Competition progress continues in the North Florida/South Georgia area.

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

## Introducing the New Miami Dade County (MDC) Commandery

This is to introduce the new and exciting Miami Dade County (MDC) Commandery (formerly SEF). The new acronym, chosen after careful consideration, was voted on and approved by the Naval Order. For the reasons which follow it is more representative for this Commandery:

In pre-Columbian times Miami was the name conferred by the first nations, Tequesta and Calusa, on both the lake and the river flowing south from it into Biscayne Bay. There was a thriving pre-Columbian settlement at the mouth of the Miami River. The Tequesta and Calusa were in time driven out by Creek-speaking Seminole and Miccosukee, who renamed the Lake "Okeechobee." The river retained the name of Miami. Modern works of engineering and drainage have obliterated much of its original course, yet it remains a navigable working river from its mouth at the Port of Miami to 15 miles inland. It sports 10 bridges and is home to yacht builders, Haitian tramp steamers, and Coast Guard jurisdiction.

The indigenous word Miami means either freshwater or sweet water. Since brackish non-potable water is neither fresh nor sweet, either translation may serve.

Dade County was named for Francis Langhorne Dade, Major, US Army. While on active service against hostiles in the Seminole War, on 28 December 1835, he, and his command of two companies of infantry were ambushed. The Major and his 106 soldiers were massacred. The U.S. Territorial legislature then assembled in Tallahassee

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to name its counties, named this one Dade County in memory of the fallen. So it has remained for 157 years.

This County originally included all the land south of Lake Okeechobee to mainland's end. In the early 1900s Governor Broward repartitioned it and renamed the northerly portion Broward County in honor of himself. The land was further divided to create Palm Beach County. In 1992, County Mayor Alex Penelas renamed Dade County as Miami Dade County.

Miami Dade County has dozens of municipalities, many having Miami in their naming: North Miami, West Miami, South Miami, Miami, Miami Beach, et al. With a population larger than 14 States, and an annual budget larger than that of Central America, is de facto capital of the Caribbean.

For branding, unit cohesion, and recruiting purposes we petitioned to rename the Commandery as the Miami Dade County (MDC) Commandery.

Note: Commandery name-change procedures are being created to conform to regulations, the NOUS 501(c)(3), NOUS Treasury, and the individual commandery banking institution.

## Tampa Bay Commandery Change of Command

CAPT Kris Carlock reported that she has turned over her duties as Commander in the newest and best NOUS Commandery!

According to Kris, Jim Hoey has stepped up to take the baton to lead the newest Commandery. "He was with us from the beginning from the first organizational meeting last October at the Florida POD Congress. I'm sure he'll bring great improvements to our young group during the next two years."



James Hoey and CAPT Kris Carlock

James Leo Hoey, Jr. served as an ETR2(SS) Electronics Technician (Radar) second class in the submarine service. His duty stations afloat included USS Vega (AF 59), USS Sam Houston (SSBN 609) and USS Fulton (AS 11). He attended Nuclear Power School at Mare Island, Submarine School in New London, and Radiac Maintenance and Repair School at Treasure Island.



The entire leadership team of the Naval Order expressed their thanks to Kris for her successful tenure and leadership in establishing the Tampa Bay Commandery and for her continued outstanding job as our Registrar General. BZ to Kris!

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



MDC Commander Anthony Atwood, Ph.D., CWO3, USN (Ret.)

## Pearl Harbor Commemoration Dinner

On the evening of 7 December, the National Capital Commandery and the east coast chapter of the Surface Navy Association held a Pearl Harbor Commemoration Dinner at the Army Navy Country Club in Arlington, Virginia. About 80 companions and guests were in attendance. The guest speaker was Mr. Trent Hone, Vice President of Solution Architectures of ICF International, who spoke about the leaders, such as Admiral Chester Nimitz, who emerged in the aftermath of Pearl Harbor.



Mr. Trent Hone, guest speaker

The dinner was also an occasion for a change of command, as CAPT William Steagall, USN (Ret.), after four years of leading the commandery, relinquished his post to Mr. John Shanahan (formerly of NOAA), who was also the evening's master of ceremonies.



Change of leadership: CAPT William Steagall and Mr. John Shanahan

Midshipmen (NROTC unit) of George Washington University served as color guard. Chief Purser Julius Jackson did excellent duty as chaplain, giving the invocation and benediction. Incoming Vice Commander, Master Chief David Mattingly (USN Ret), gave a dedication to the empty seat at the POW/MIA table. Past commander, CAPT John Rodgaard, USN (Ret.) led a toast to the fallen at Pearl Harbor, to those who served, and to our allies.



Companions CAPT John Rodgaard and Dr. Judy Pearson pose for a photo during the National Capital Commandery's Pearl Harbor Day Dinner.

Commandery members were delighted to welcome the naval attachés from the embassies of Great Britain, Sweden, Norway, and New Zealand.



Naval Order Companion, RADM Don Loren pictured with naval attachés from the Royal Navy, Royal Naval Swedish Navy, Royal Norwegian Navy, and Royal New Zealand Navy (from left to right respectively).

Many thanks to LCDR Steve Baker, USN (Ret.), who led the dinner planning committee, and to CAPT Bill Erickson who was our liaison to the Surface Navy Association. Many kudos to CAPT Kevin Myers, who brought ten fine midshipmen. An inspiring speaker, delicious food, excellent service, heart-warming camaraderie – all taking place in an elegant setting! The event was a success in every respect!

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## Naval Historical Foundation Salutes 100 years of Aircraft Carriers

On 5 November, the Naval Historical Foundation (NHF) held a five-star mess night at the Navy Museum in the Washington, DC Navy Yard to mark the 100<sup>th</sup> anniversary of U.S. Navy Aircraft Carriers. ADM William Fallon, USN (Ret.) NHF Chairman, presided. RADM Sam Cox, USN (Ret.) Director, Naval History and Heritage Command (NHHC) assisted. The guest speaker was RADM Andrew Loiselle, USN, Director of Air Warfare, N98, Office of the Chief of Naval Operations.



RADM Sam Cox of the Naval History and Heritage Command. To his right is ADM William Fallon, and to his left is RADM Loiselle.

He spoke about the significance of aircraft carriers as an effective method to project power, sustain sea control, and maintain America's worldwide commitments.

On 20 March 1922, the U.S. Navy made history by recommissioning the former collier USS *Jupiter* (AC 3) as the Navy's first aircraft carrier, USS *Langley* (CV 1).

One hundred years later, today's fleet has evolved to include battleships and warships in each Carrier Strike Group. Aircraft carriers from the two classes of nuclear-powered ships (Nimitz-class and Ford-class) lead the modern-day fleet forces providing humanitarian assistance and disaster relief, deterring aggression, and assuring national security.

Congress mandates the U.S. Navy to operate eleven aircraft carriers throughout the world to maintain security, economic freedom, and enduring international relationships.

Naval Order Companions Dr. David Winkler and CAPT Todd Creekman, USN (Ret.) received certificates of recognition for their contributions to the NHF, as did RADM Sam Cox and ADM Sonny Masso, USN (Ret.), Executive Director of NHF. CAPT Creekman is the former Executive Director of the NHF. Dr. Winkler is the 2020-2021 Smithsonian Air and Space Museum Charles Lindbergh Fellow in Aerospace History. Dr. Winkler's daughter, Xepher, sang the National Anthem following the presentation of the colors.



Recipients of Certificates of Recognition (left to right): RADM Sam Cox, CAPT Todd Creekman, Dr. David Winkler, and ADM Sonny Masso.

Additional attendees from the Naval Order were CAPT John Rodgaard, USN (Ret.), Dr. Judy Pearson, and Dr. Edward Marolda, former U.S. Navy Senior Historian at NHHC and a recipient of the NHF Commodore Dudley W. Knox Naval History Lifetime Achievement Award. Among the VIPs in the audience were former Secretary of the Navy William Ball and ADM James Foggo, USN (Ret.) who last served as commander, U.S. Naval Forces Europe - Africa and commander of Allied Joint Force Command Naples.

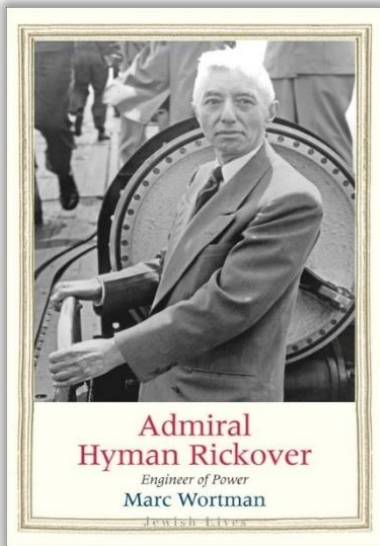
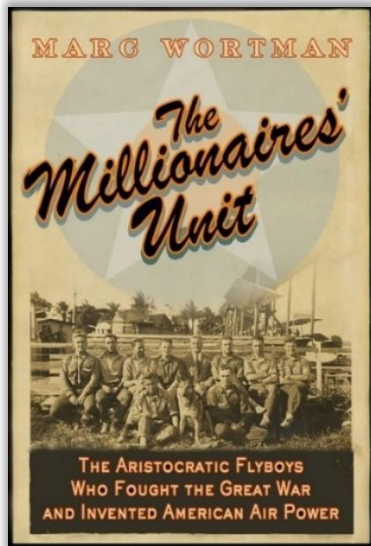
This dinner was, in some respects, a farewell dinner for the NHF as, after almost 100 years in existence, the foundation will be absorbed by the Naval Institute in 2023.

**Submitted by Judy Pearson, Ph.D.**

## Distinguished Authors Visit the Commandery and a Review of Fort Ward, Washington

While Zoom is no substitute for the camaraderie gained from face-to-face meetings, its technology has opened opportunities for the Northwest Commandery to hear from distinguished authors residing on the opposite coast. In November, the Commandery welcomed Marc Wortman, and in December, we were privileged to have Paul Stillwell return for a second visit during this year.

On 5 November, Wortman reviewed his two titles ***The Millionaires Unit***, ***The Aristocrat Flyboys Who Fought the Great War and Invented American Air Power*** and ***Admiral Hyman Rickover, Engineer of Power***. Wortman provided a great narrative overview of both titles for their respective periods in history with the effects of both the Flyboys and ADM Rickover continuing today. These books serve both as compelling contemporary accounts, as well as historical background reads. During the presentation, several of NOUS Northwest Companions recalled their interviews with ADM Rickover prior to entering the nuclear Navy.



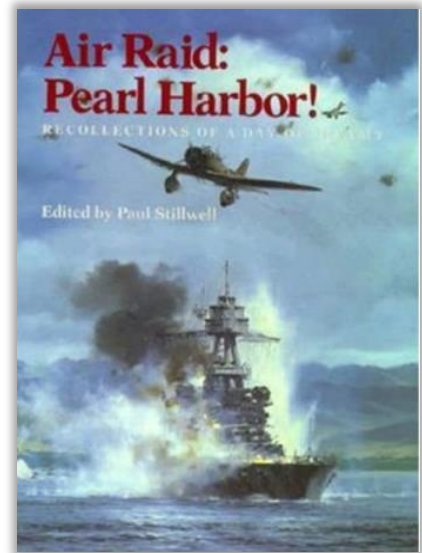
Paul Stillwell's visit to the Northwest Commandery follows his selection by the NOUS New York Commandery for the 2022 Morison Award. The New York Commandery presents this annual award to an author for their "substantial contribution to the preservation of the history and traditions of the United States Navy."

Stillwell's work which was so honored was titled ***Battleship Commander, The Life of Vice Admiral Willis A. Lee Jr.***

In his 3 December presentation to NOUS Northwest in honor of Pearl Harbor Day, Stillwell's collection of the memories of actual participants and survivors of the attack provided a first-hand sense of the experiences for those present on that fateful Sunday morning.

Published in 1981, ***Air Raid at Pearl Harbor! Recollections of a Day of Infamy*** is highly recommended as a standard reference for NOUS Commanderies on this important day in our Naval history.

During the 3 December meeting, Companion Louis Alloin briefed the Commandery on some local history of



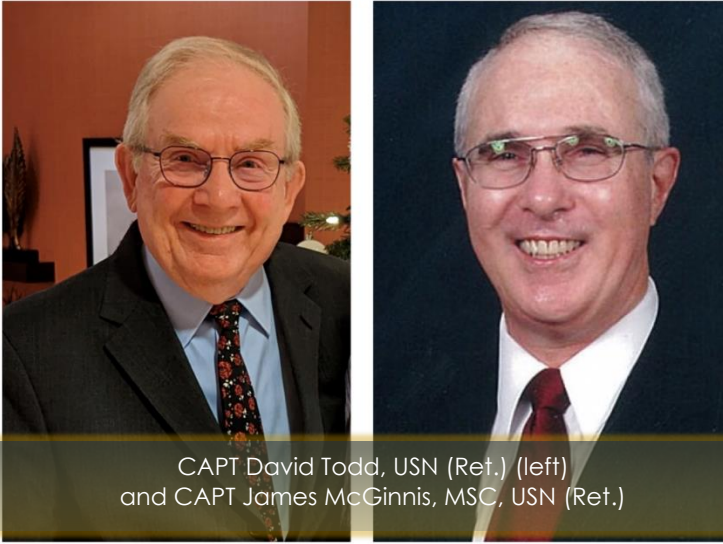
the Fort Ward Naval Radio Station, near Seattle, Washington, including its critical role during World War II. Ideally located on Bainbridge Island, Washington, Fort Ward was instrumental in sending and receiving message traffic including transmissions related to the Pearl Harbor attack. We look forward to learning more in future meetings about this facility and the progress by Louis to uncover Fort Ward's historical importance in Naval history.

### Change of Command

During the 3 December meeting, an important milestone for the Commandery was achieved as CAPT David Todd, USN (Ret.) relieved CAPT James McGinnis, MSC, USN (Ret.) as the fourth Commander of NOUS Northwest.

CAPT McGinnis leaves his post after a highly successful two years of command. Under his direction, NOUS Northwest was recognized at the 2021 and 2022 National Congresses with the CAPT Jan V. Armstrong Award for its "outstanding local efforts and success achieved" during both years.

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CAPT David Todd, USN (Ret.) (left) and CAPT James McGinnis, MSC, USN (Ret.)

It is noteworthy that CAPT McGinnis's tour was predominately undertaken in a pandemic stricken, Zoom environment, which required compelling leadership via the internet. CAPT McGinnis met that challenge as our unit participation has grown steadily over the past two years.

CAPT Todd takes command with plenty of experience of leading large organizations. He recently concluded a highly successful two-year term as President of the Portland Rose Festival, overseeing events such as major parades, concerts, boat races and the festival's annual Fleet Week. Vessels visiting Portland in June 2022 included USS *Michael Monsoor* (DDG 1001), USS *Coronado* (LCS4), USCGC *Terrapin* (WPB 87366), USCGC *Bluebell* (WLI 313), USCGC *Elm* (WLB 204) as well as Royal Canadian Navy vessels HMCS *Edmonton* (MM 703) and HMCS *Brandon* (MM 710).

Bravo Zulu to CAPT McGinnis and a hearty welcome to CAPT Todd.

### Northwest Commandery Upcoming Events

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

### Chapter Contacts:

NOUS Northwest Commander: CAPT David Todd, USN (Ret.) at [todd@easystreet.net](mailto:todd@easystreet.net) and 503.320.5849

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

Submitted by CAPT Solon Webb, USN (Ret.)

Fall marks the beginning of San Francisco Commandery's busiest season. October brings us Fleet Week and the Navy Ball, while November brings us the Marine Corps Ball. Many of our companions attend one or both events. We finish with our Pearl Harbor Commemoration in December.

The roar of jets signaled the beginning of our fall season when the Blue Angels arrived the evening of 2 October for San Francisco's annual Fleet Week. Companions in Oakland and Alameda noticed their presence as they overflowed us at dusk on their way to their berthing at the Oakland Airport.

Fleet Week is a significant event on our calendar as some of our companions serve on the Fleet Week Committee, while others help organize or participate in the various activities such as ship tours and receptions associated with Fleet Week when the Navy is in town. For the first time, a special event for senior enlisted was held. Companions Matt Danforth, Bob Butchart, Jack McIlvain, and Bob Hansen joined our newest companion, LtGen Mike Rocco, to welcome Senior Enlisted Marines and Sailors to the Marines Memorial Club.

Our annual Fleet Week luncheon included several familiar faces. Our honored guest was, once again, RDML Michael "Mouse" Baze, Commander, Expeditionary Strike Group 3 (CSG 3). Also joining us was Command Master Chief Jasen Williams, as well as newly retired and past ESG 3 Command Master Chief Matt Danforth, who is now a Naval Order Companion. RDML Baze updated us on the mission of the Strike Group and its role in the Pacific region.

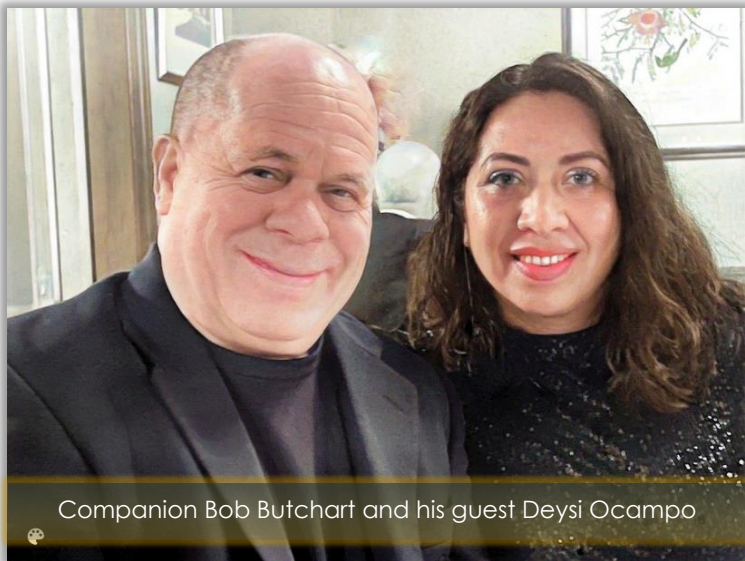


Master Chief Matt Danforth, Sid Mobell, and Master Chief Sara Waggoner at our Fleet Week Luncheon

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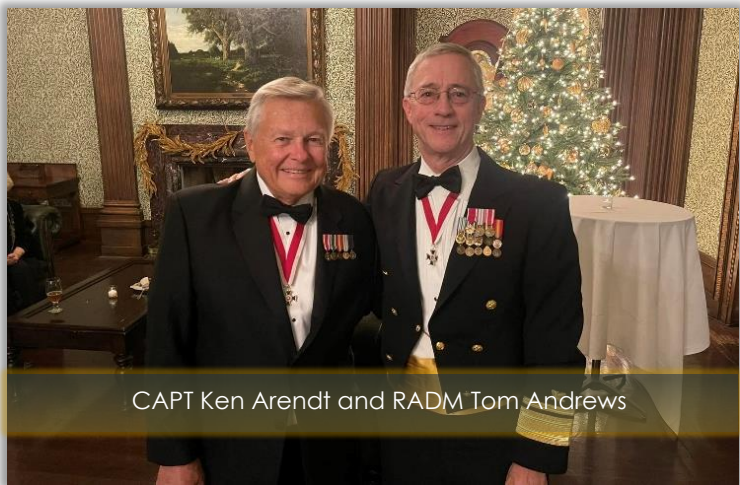
# SAN FRANCISCO COMMANDERY

Our own companion, Sid Mobell, honored us by sharing a prayer he had written called "Bow Your Head." Acting chaplain, Companion Bob Butchart, played a recording of Sid singing the prayer. Sid, a retired jeweler, is a legend in San Francisco.



Companion Bob Butchart and his guest Deysi Ocampo

The following week our commander, RADM Tom Andrews, led a contingent from our commandery to the Naval Order Congress in Alexandria, Virginia. While there, they met SECNAV Carlos Del Toro, a companion of the National Capital Commandery.



CAPT Ken Arendt and RADM Tom Andrews

November was a somber month. We found out that Sid Mobell had passed away peacefully just before our monthly luncheon. Sid had called to let us know that he would miss the luncheon due to a planned trip to Las Vegas. However, that was not to be. Sid was the last World War II veteran who regularly attended our luncheons. In honor of Sid, we recited "Bow Your Head" in his memory.

In November, we had our annual business meeting

where we discussed the Pearl Harbor Dinner and the schedule for 2023, as well as some of the challenges we have as a Commandery. To facilitate scheduling at the Italian Athletic Club, we voted to move our regular luncheons to the second Tuesday beginning in January. Our Pearl Harbor Day dinner was again held at San Francisco's University Club. We had great camaraderie and were joined by many companions who are unable to make the monthly luncheons. We started the event with a rather somber tolling of the bell to remember companions who have passed since last year.

In addition to Sid Mobell, we took special note of CAPT John Hassenplug, who in past years took the lead role in organizing the event and acting as greeter as guests arrived.



CAPT Travis Pezholdt

The CAL NROTC Unit Commanding officer, CAPT Travis Pezholdt, spoke reverently about the meaning of Pearl Harbor Day and recounted the stories of the 15 men awarded the Medal of Honor for heroism aboard the ships berthed in Pearl Harbor on 7 December 1941.

A contingent of Midshipmen from the Naval ROTC Unit at Cal Berkeley joined us as our honored guests.

During the question-and-answer session following, RADM Doug Moore, past NOUS Commander General, recounted his time in the CAL NROTC unit and how Fleet Admiral Nimitz, the founder of the Unit, had a tradition of inviting midshipmen over to his house to play horseshoes. RADM Moore spoke eloquently about Nimitz as mentor and role model to all midshipmen.

RADM Andrews closed the evening by thanking CAPT Ken Arendt and all others who had made the evening a success. The event was "sold out."

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

## Pearl Harbor Commemoration Ceremony

On Saturday, 3 December 2022, in the shadow of the USS *Cavalla* (SS-244) and the USS *Stewart* (DE 238), the Texas Commandery conducted our annual Pearl Harbor Commemoration Ceremony. The ceremony this year was conducted at the American Undersea Warfare Center at Galveston Naval Museum in Seawolf Park on Pelican Island in Galveston, Texas.

Master of ceremonies was TCNOUS Commander Steven Howell. Guest Speaker was TCNOUS Vice Commander John S. Bowers. Companion Bowers, who served in the United States Coast Guard, spoke on the often-overlooked topic, the Coast Guard's actions at Pearl Harbor on 7 December 1941.



Left to right, at the podium CAPT Steve Howell, RADM Pete Andrus, CPT Tyler Beck, John Bowers, and Rick Lawrence

Organizations supporting this year's ceremony included the Southeast Texas Patriot Guard Riders with Ride CAPT Johnny Darner (U.S. Flag column at the park entrance), the Community Band of Southeast Texas conducted by Jacob McWherter (pre and ceremony music), CPT Tyler Beck, USA Infantry, 101st Airborne Div. (Invocation and Benediction), U.S. Naval Sea Cadet Corps, Houston Div. led by NCCM Rene R. Cano USN (Ret.) (Color Guard), I-I, H&SD Co. A, 1st Bn., 23rd Marines (Honor

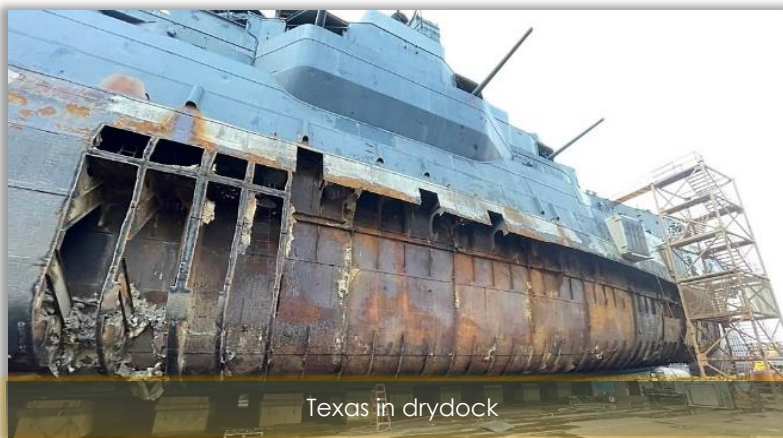
Rifle Squad), Sons and Daughters of Pearl Harbor Survivors Association led by Mr. Rick Lawrence, and the U.S. Coast Guard Marine Safety Unit, Texas City. Additionally, RADM Peter Andrus, MC USNR (Ret.) represented the national organization of the NOUS.



Rick Lawrence, Sons of Pearl Harbor Survivors, speaks at Texas Commandery's Pearl Harbor Day Commemoration.

Following Companion Bowers's talk Commander Howell recognized the Sons and Daughters of Pearl Harbor Survivors Association who were in attendance. As part of the tribute to both the survivors and those brave Americans who lost their lives during and after the attack on Pearl Harbor the Association tossed a memorial lei into Galveston Harbor.

In the past, Texas Commandery held its Pearl Harbor Day commemorations aboard the museum ship USS Texas (BB 35), which was moored near the *Cavalla*. Shortly after the 2021 Pearl Harbor commemoration, Texas was towed to Galveston's Gulf Copper Drydock and Rig Repair where she is currently undergoing rehabilitation. *Cavalla* has undergone an extensive restoration process and is open for self-guided tours. For more information on *Cavalla*, visit [galvestonnavalmuseum.com](http://galvestonnavalmuseum.com).



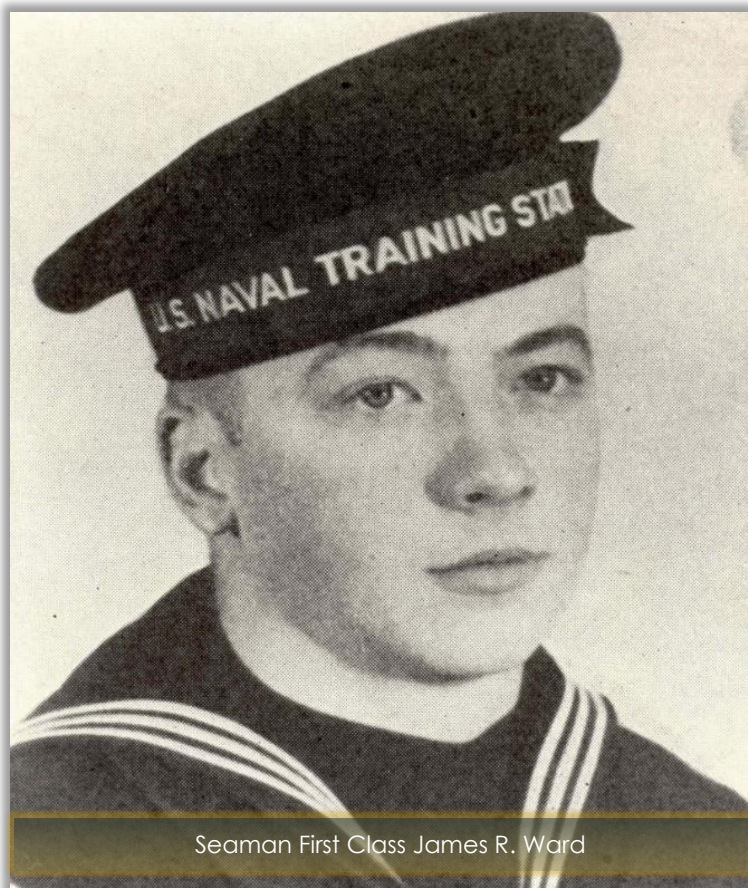
Texas in drydock

See article on The Coast Guard at Pearl Harbor on page 21  
**Submitted by Steven Howell, CAPT, USN (Ret.)**

Every December, companions of the Naval Order gather to commemorate the anniversary of the Pearl Harbor attack. Some commanderies have a memorial dinner, others may attend local events where the "Day of Infamy" is remembered, and veterans of the attack are recognized. The passage of time since the attack has greatly shortened the roster of surviving veterans. Nevertheless, we still take the time to acknowledge the service and sacrifices of those who served and those who were lost during the attack. Sixteen Medals of Honor were awarded for action that day. Fourteen of the medals were awarded to sailors aboard the ships that were in port.

Thirteen were awarded to officers and sailors aboard the battleships. RADM Isaac Kidd was the highest-ranking sailor to receive the Medal of Honor. Seaman First Class James R. Ward was the most junior. Ward was aboard the USS *Oklahoma*. His Medal of Honor citation reads as follows:

***For conspicuous devotion to duty, extraordinary courage, and complete disregard of his life, above and beyond the call of duty, during the attack on the Fleet in Pearl Harbor by Japanese***



Seaman First Class James R. Ward

***forces on 7 December 1941. When it was seen that the USS Oklahoma was going to capsize and the order was given to abandon ship, Ward remained in a turret holding a flashlight so the remainder of the turret crew could see to escape, thereby sacrificing his own life.***

The Destroyer Escort USS *J. Richard. Ward* (DE 243), 1943-1972, was named in honor of Seaman First Class Ward.

Ensign Francis Charles Flaherty, USNR, was also awarded the Medal of Honor for remaining in a turret with a flashlight when the *Oklahoma* capsized.

Most of us are very familiar with the story of the USS *Arizona* (BB 39), aboard which 1,177 men were killed. Many of us have visited the USS *Arizona* memorial. The USS *Oklahoma* suffered 429 killed in action – the second highest number of casualties after *Arizona*. *Oklahoma* was struck by torpedoes and capsized within minutes, trapping many of crew. *Arizona* was almost immediately written off as lost and was stricken from the list on 1 December 1942. However, *Oklahoma*, although not considered worthy of returning to service, was salvageable.

The righting and refloating of the capsized battleship *Oklahoma* was the largest of the Pearl Harbor salvage jobs, and the most difficult. Since returning this elderly and very badly damaged warship to active service was not seriously contemplated, the major part of the project only began in mid-1942, after more immediately important salvage jobs were completed.



USS *Oklahoma* being righted

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# RIGHTING OF THE USS OKLAHOMA

Its purpose was mainly to clear an important mooring berth for further use, and only secondarily to recover some of *Oklahoma's* weapons and equipment.

The first task was turning *Oklahoma* upright. During the latter part of 1942 and early 1943, an extensive system of righting frames (or "bents") and cable anchors was installed on the ship's hull, twenty-one large winches were firmly mounted on nearby Ford Island, and cables were rigged between ship and shore. Fuel oil, ammunition, and some machinery were removed to lighten the ship. Divers worked in and around her to make the hull as airtight as possible. Coral fill was placed alongside her bow to ensure that the ship would roll, and not slide, when pulling began. The actual righting operation began on 8 March and continued until mid-June, with rerigging of cables taking place as necessary as the ship turned over.

To ensure that the ship remained upright, the cables were left in place during the refloating phase of the operation. *Oklahoma's* port side had been largely torn open by Japanese torpedoes, and a series of patches had to be installed. This involved much work by divers and other working personnel, as did efforts to cut away wreckage, close internal and external fittings, remove stores and the bodies of those killed on 7 December 1941. The ship came afloat in early November 1943, and was drydocked in late December, after nearly two more months of work.

Once in Navy Yard hands, *Oklahoma's* most severe structural damage was repaired sufficiently to make her watertight.



Guns, some machinery, and the remaining ammunition and stores were taken off. After several months in Drydock Number Two, the ship was again refloated and moored elsewhere in Pearl Harbor. She was sold to a scrapping firm in 1946 but sank in a storm while under tow from Hawaii to Oakland in May 1947.

## Naval History and Heritage Command

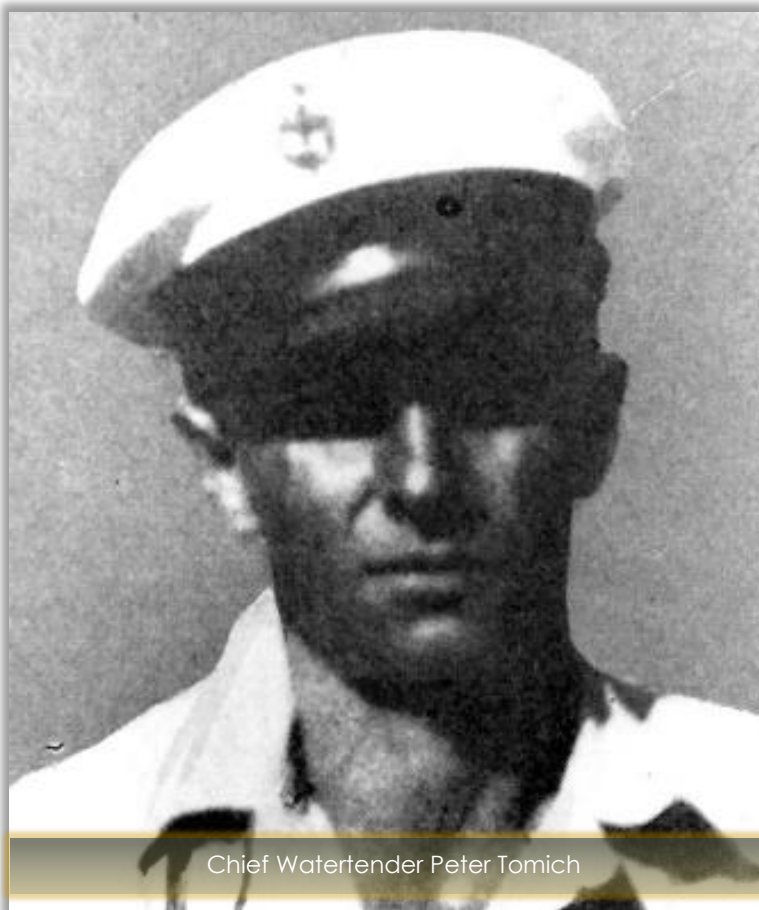
The story of the *Oklahoma* did not end in 1947. Over the years veterans of the *Oklahoma* regularly gathered to remember their lost shipmates. More recently, interested citizens wondered why there was no official memorial for the ship at Pearl Harbor. After all, there was the USS *Arizona* memorial as well as the USS *Utah* Memorial. A committee that included two *Oklahoma* survivors, Paul Goodyear and Edward Vezey, was formed to begin fundraising for the memorial. Their efforts were fruitful and the USS *Oklahoma* memorial on Ford Island was officially dedicated on 07 December 2007.



"As Navy vessels pass through Pearl Harbor, Sailors and Marines stand at attention along the ships railing and superstructure. The crew's dress uniforms contrast sharply against the grey vessels. The design of this memorial is a bold expression of the USS *Oklahoma's* lost crew members. The symbolism incorporates navy tradition, giving life to this memorial. The black granite panels suggest the once formidable hull of the USS *Oklahoma* while the 429 white marble standards represent each of its lost souls. Each white marble standard is for an individual in his pristine dress uniform and is inscribed with his name and rank. In full dress uniforms, the ship's crew stands at attention in the display of respect and honor - coming home for the final time by manning the rails."

Submitted by MCCS Bob Hansen, USN (Ret.)

# USS *UTAH* AND CHIEF WATERTENDER PETER TOMICH AT PEARL HARBOR



Chief Watertender Peter Tomich

The old dreadnaught USS *Utah* (BB 31) suffered a fate like that of the *Oklahoma*. A veteran of the 1914 American occupation of Veracruz, she served during World War I. *Utah* was modernized in the 1920's.

According to the terms of the London Naval Treaty of 1930, *Utah* was converted into a radio-controlled target ship. All her primary and secondary weapons were removed, though her turrets were still mounted. Work was completed by 1 April 1932 and *Utah* was redesignated as (AG 16). She was also equipped with numerous anti-aircraft guns of different types to train gunners for the fleet. She served in these two roles for the rest of the decade, and in late 1941 was in Pearl Harbor.



(Tomich remained with his post in the engineering plant of the USS *Utah* until he saw that all boilers were secured, and all fireroom personnel had left their stations, and by so doing lost his life.)

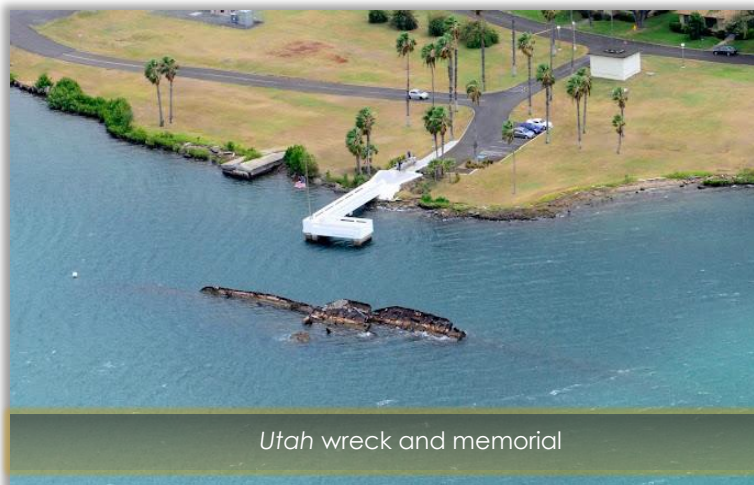
She was in port on the morning of 7 December. The Japanese were looking for aircraft carriers so possibly mistook her for a carrier. In the first minutes of the Japanese attack on Pearl Harbor, *Utah* was hit by two torpedoes, which caused serious flooding. *Utah* quickly rolled over and sank; 58 men were killed, but most of her crew were able to escape.

Chief Watertender Peter Tomich, who had immigrated to the United States in 1913 was an ethnic Croat from Herzegovina. Tomich was a 22-year Navy veteran aboard the *Utah* in 1941. He stayed behind to secure the *Utah*'s boilers while the crew escaped. Tomich was awarded the Medal of Honor for his heroism. It took 64 years to locate his next of kin in Croatia. The medal was finally presented to them in Croatia in 2006.

## Legacy

- The destroyer escort USS *Tomich* (DE-242), 1943–1974, was named in honor of Chief Watertender Tomich.
- The United States Navy Senior Enlisted Academy in Newport, RI is named Tomich Hall in honor of Chief Watertender Tomich.
- The Steam Propulsion Training Facility at Service School Command Great Lakes is named in honor of Chief Watertender Tomich.
- The U.S. Citizenship and Immigration Services Headquarters Conference Room in Washington, D.C., is named the Peter Tomich Conference Center.

The wreck of the *Utah* remains in Pearl Harbor. In 1972, a memorial was erected near the ship.



*Utah* wreck and memorial

## Part 2 of Mathias F. Gutman's War Story: WWII Navy Veteran Remembers Battle of Peleliu and his Navy Career.

Part 1 featuring the Battle of Peleliu can be found in the FALL 22 Newsletter VOL. XXVII NO. 4



Mathias F. Gutman

I liked the idea of joining the Navy because I wanted good, warm chow and a bunk to sleep in, not a mud hole.

I wanted to go into the Seabees for construction work originally. I went to the Navy recruiting station at the post office and talked to the chief Seabee, and he said, "What's your occupation? What did you do?" I said, "I just came out of high school. I had basic electric." He said, "Look, son, go next door. Talk to the Navy recruiter. We can't be teaching you. We want people that are already trained." So, I went to the office next door and enlisted.

I went to Sampson, New York, for basic training, then by train down to Camp Bradford, Virginia for amphibious training. They taught me how to operate the Higgins boat. They asked me if I'd like to do that, and I said, "Why not? I'll do what I can."

They shipped a crew of us to Evansville, Indiana, where we boarded LST-553. It was built there, right alongside the Ohio River. At Pearl Harbor a few months later, we enjoyed a week of liberty. God only knew where we were going. A lot of guys got pie-eyed. I think I had a couple of beers.

### Battling Kamikazes, Typhoons

After Peleliu, our next invasion was at Leyte in the Philippines, and that was in October 1944. That is where we encountered the first kamikaze planes diving on our ships. We were at our guns three days straight.



A burning kamikaze plane

My battle station was at one of our 20-millimeter guns. I was the gunner. Some kamikazes tried to dive onto our ship. Our crew shot down two fighters and a twin-engine bomber.

From Leyte, we invaded Mindoro, Lingayen Gulf, and Zambales-Subic Bay in Luzon, all in the Philippines. Then we found out our next assignment was going to be Okinawa, the biggest island we invaded. We landed Marines and soldiers there on Easter Sunday, 1 April 1945.

After Okinawa, we had a layover in the Philippines and encountered the fiercest typhoon I went through in the Pacific — and I went through three of them. The wind was so strong, it broke our anchor chain. Our ship drifted ashore and hit the rocks. They cut open the bow and bent our big bow doors. We sailed to Saipan for repairs.

When the war was over, we were assigned to disarm the Japanese at three different islands.

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View of wrecked amphibian tractors (LVT) and other debris on one of the invasion beaches one day after the initial landings

We went ashore, and our commanding officer told their commanding officer to bring all their guns, explosives, and ammunition down to the beach, which they did. We had the Japanese break up all their rifles and load everything onto their large, wooden boats.

I was assigned to take this stuff out to sea and have the Japanese throw it in the water. I made about two or three runs that day. On my return, I saw that a Japanese officer was coming down the road, and he was still wearing a samurai sword. I quickly went over to him and said, "Sir, you won't need this anymore." I unbuckled it from his belt and brought it home.

Now that we'd disarmed the Japanese, 28 of us on our LST volunteered to sweep the pressure mines that had been dropped by our planes in Japanese harbors.

It was called guinea pig duty. The mines were on the sea bottom. If our ship passed over one, the mine would explode directly underneath us. We swept several harbors, traveling back and forth six times every hundred yards. We never set off any mine.

We put our lives on the line to open up those shipping lanes.

## Epilogue

Gutman was awarded a Navy Commendation Medal for voluntarily sweeping the harbors for pressure mines "despite the personal danger involved." The work ensured safe entry for U.S. occupation forces. He got through the war without being wounded. His brothers Louis and Joseph fought in the European Theater and also came home unhurt. Louis was a soldier and Joseph, a sailor. "My mother must've been praying day and night," he said.

Gutman was honorably discharged from the Navy in December 1946. He had active duty in the Navy Reserve as an instructor and recruiter and retired as a chief petty officer with 22 years of service.

He and his first wife, Bernadine, had six children. He has three stepsons from his second marriage to Arlene.

A sign painter, Gutman worked for Stehly Sign Co. and later Mack Trucks, where he did goldleaf lettering and striping on firetrucks. "I was always good in art," he said.

While on the LST-553, he painted two images on the conning tower — a diving Japanese Zero and, beside it, a palm tree on a sandy beach. Hash marks indicated the ship had shot down three enemy planes and participated in six landings.

**By David Venditta ,  
Submitted by CDR John Hooper, USCG (Ret.)**



## THE COAST GUARD'S ACTIONS AT PEARL HARBOR ON 7 DECEMBER 1941: USCGC TANEY

The message: "Air Raid, Pearl Harbor. This is no drill" came at 07:55 on 7 December 1941, as Japanese planes swept overhead in an attempt to cripple the Pacific Fleet. USCGC *Taney*, moored alongside Pier 6, Honolulu Harbor, manned her anti-aircraft guns within four minutes and began firing newly installed three-inch guns at Japanese planes passing high overhead. The ship fired on a second and third group of attacking planes, the last of which flew over the Honolulu harbor entrance, perhaps intending to attack the power plant, and was low enough to be engaged by the 50 caliber machine guns. The Japanese planes changed course to avoid *Taney's* fire. Coast Guardsmen from the *Taney* were ordered to take up defensive positions around Aloha Tower and protect it from being occupied. The following is excerpted from *Taney's* after-action report on the events of 7 December 1941.



TANEY as a museum ship in Baltimore Harbor in 2011

"When anti-aircraft fire was first observed over Pearl Harbor on 7 December, general quarters were sounded and all officers not on board ordered to return. The anti-aircraft battery as well as all other guns were ready to fire with their full crew and three officers at their stations within four minutes. The remaining officers, with one exception, were aboard less than ten minutes later. Steam was ordered and vessel was ready to get underway. Without having received orders from any source, between 0901 and 0902 and

between 0915 and 0918, opened fire on scattering formations of enemy aircraft at high altitude passing over the harbor from west to east, using #4 and #5 - 3" guns. #3 gun did not bear, and machine guns were outranged.

Long fuse settings were used but fire failed to reach planes. 27 rounds of 3" shrapnel were fired in these attacks. At 1135, opened fire with #3 gun on a small formation of enemy planes which had passed over the city from north to south and were almost overhead at time of firing. One of these planes appeared to have dropped a bomb on Sand Island. No report was heard, but dust and smoke were observed.

At 1158 a formation of five enemy planes approached the vessel directly from the south southwest over the harbor entrance on what appeared to be a glide bombing or strafing attack on this vessel, or more probably a bombing attack on the power plant, which is located north of vessel's berth at Pier Six, Honolulu.

Fire was opened with #4 and #5 - 3" guns and #3, #4, #5, and #6 - 50/Cal. machine guns after planes were in range. No direct hits by the 3" guns were definitely seen, but planes were rocked by the fire and swerved up and away.

Several 50/Cal. tracers appeared to pierce wing and tail of structure of one plane. No bombs or machine gun bullets were received aboard nor observed falling near-by.

54 rounds of 3" shrapnel were expended and about 250 rounds of 50/Cal. ammunition. The only casualty was a delay in firing due to the projectile being unseated from cartridge. Cartridge was rammed home, breech closed, and gun fired.

A fairly satisfactory volume of fire was obtained but it was not as great as would have been desirable, due to interference with loading from splinter shielding at that particular angle of fire. A modification of the drill requiring an extra shellman was made and eliminates this difficulty.

This vessel had had no opportunity to fire anti-aircraft

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# USCGC TANAY (WHEC-37) AT PEARL HARBOR

practice, although the difficulty would not have appeared and might not have been discovered at the angles of fire used in prescribed practices. The officers and crew bore themselves well, although most members of the crew had had no training except drill and had never seen anything above a 50-caliber fired."

Taney in Honolulu 1958



Taney went to sea on 8 December 1941. She served throughout World War II in all theaters. She is a veteran of both Korea and Vietnam and served in many peacetime capacities, including search and rescue and drug interdiction. She was designated a "High Endurance Cutter" (WHEC) in 1965.

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

## USCGC TANAY (WHEC-37)

**Class:** Secretary Cutter     **Launched:** 3 June 1936

**At:** Philadelphia Navy Yard, Philadelphia, PA

**Length:** 327 feet     **Beam:** 41 feet, 2 inches

**Draft:** 15 feet, 3 inches     **Displacement:** 2,560 tons

**Armament:** One 5-inch/38 caliber gun (1986)

USCGC Taney is one of seven Treasury/Secretary-class cutters built for the Coast Guard in the Mid-1930s. Home ported in Honolulu, Hawaii beginning in 1937, Taney was attached to Destroyer Division 80 in the summer of 1941 and was in action against Japanese planes during the Pearl Harbor attack. Of the 101 U.S. fighting ships present in Hawaiian waters on 7 December 1941, Taney is the only one still afloat.

At sea for 80 of the first 90 days of war, Taney carried out anti-submarine patrols off Hawaii, and later served as a convoy escort in the Pacific through 1943. Following a major refit, the cutter was transferred to the Atlantic in 1944 where she escorted six convoys between the east coast of the U.S and North Africa. On 20 April 1944, Taney helped fight off a German torpedo bomber attack on Convoy USG 38 off Algiers. Converted to an Amphibious Command Ship in 1945, she participated in the battle for Okinawa downing four Japanese Kamikazes and one "Betty" bomber.

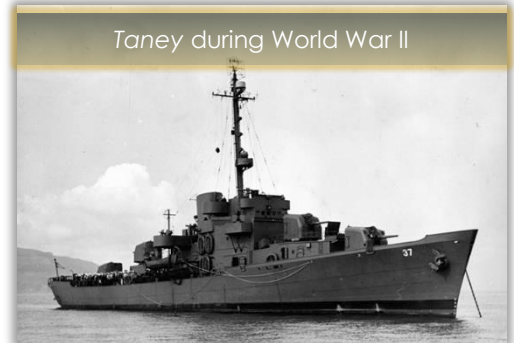
Known as "The Queen of the Pacific," Taney was home ported in Alameda, California, from 1946 to 1972 carrying out ocean weather patrol, law enforcement and search and rescue duties. During 1969-70, the cutter was assigned to Coast Guard Squadron III off South Vietnam where she helped interdict the flow of arms along the coast, fired over 3400 rounds of 5/38 ammunition in naval gunfire support missions, and provided medical assistance to over 5,000 South Vietnamese civilians.

Transferred to Little Creek, Virginia and later Portsmouth, Virginia, in 1972, Taney completed the last Coast Guard ocean weather patrol in 1977, and from 1977 to 1986 carried out search and rescue duties, training cruises for the Coast Guard Academy, and drug interdiction in the Caribbean. In one 1985 drug bust Taney seized a record 160 tons of marijuana. Decommissioned on 7 December 1986, she is displayed in Baltimore's Inner Harbor along with Lightship No. 116, USS Torsk and USS Constellation as part of the Historic Ships in Baltimore collection. USCGC Taney is a National Historic Landmark.

Over her distinguished career, Taney received three battle stars for World War II service and numerous theater ribbons for service in World War II, the Korean

War, and Vietnam. She was also based in Japan, Honolulu, Alameda, and Norfolk during her long and distinguished career.

Taney during World War II



**Data from: [history.uscg.mil](http://history.uscg.mil)**

# GUADALCANAL, THE USS *JUNEAU*, AND THE FIVE SULLIVAN BROTHERS

From the very beginning, American sailors and marines have paid a very high price for the freedom of this nation. The Battle of Penobscot Bay (a defeat,) *Bonhomme Richard* (John Paul Jones) vs. *HMS Serapis*, and *Randolph* (Nicholas Biddle) vs. *HMS Yarmouth*, were all in the top eight bloodiest battles of the American Revolution on land or sea, with over 300 killed in each. Their sacrifice deserves to be remembered. Every December, Naval Order Companions gather to remember the heroism of our companions and comrades who gave their all at Pearl Harbor.

Pearl Harbor may have been their nadir, but it didn't take long for the Sea Services to go on the offensive. The Battle of *Midway* the first week of June, is considered the denouement of Japanese offensive operations in the Pacific Theatre during World War II. The series of Battles on the land, seas and air around Guadalcanal is considered the start of American offensive operations that ultimately led to our victory.

The Battle of Guadalcanal began with the landing of the 1<sup>st</sup> Marine Division on 7 August 1942 and ended on 9 February 1943. Guadalcanal was a series of battles.

During the Naval Battles of Guadalcanal from 12-15 November 1942, our forces lost two light cruisers; *Atlanta* (CL 51) and *Juneau* (CL 52), and seven destroyers. The aircraft carriers *Wasp* (CV 7) and

*Hornet* (CV 8) participated at Guadalcanal but were lost in adjacent actions. The story of *Juneau* is particularly notable due to the loss of the five Sullivan brothers.

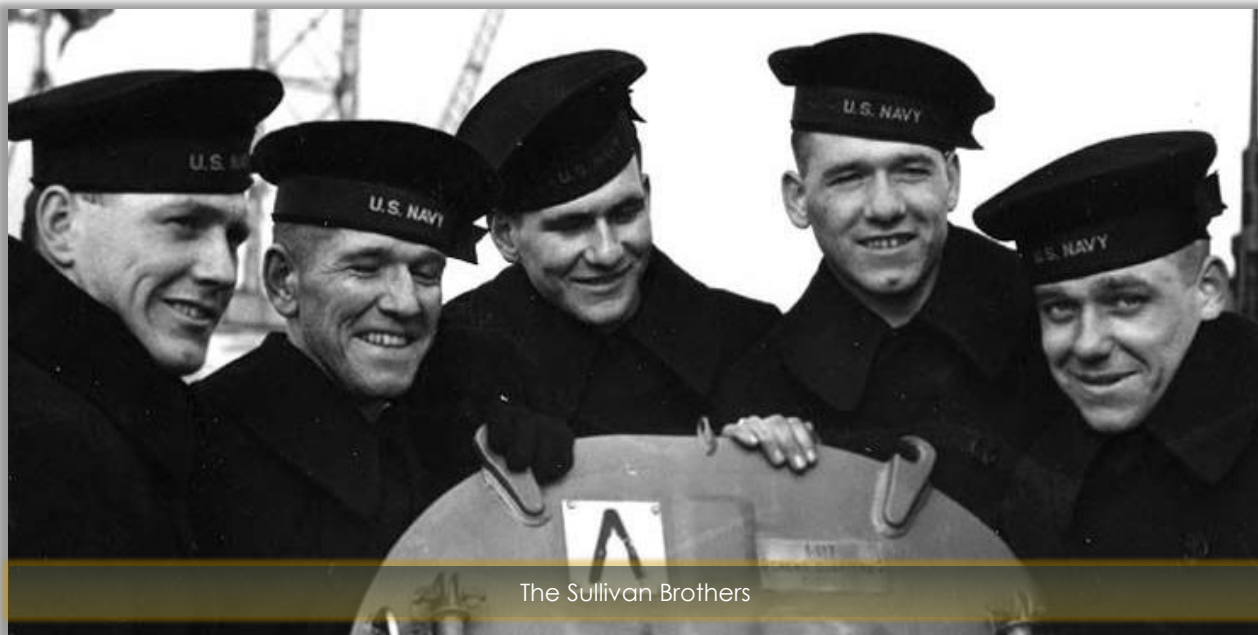
Sadly, memorials dedicated to the sacrifice of American Sailors during the Battles for Guadalcanal are few and far between. Besides the USS *San Francisco* memorial in San Francisco,

the USS *South Dakota* memorial in Sioux Falls honors the three destroyers lost in the battle of 14-15 November (*Preston*, *Walke*, and *Benham*,) and the museum ship *The Sullivans* (DD-573) in Buffalo has a room dedicated to the *Juneau*, aboard which all five Sullivan Brothers were lost after the battle.

*Juneau* initially served in the Atlantic but was transferred to the Pacific in August 1942. Late in October 1942, she took part in the Battle of the Santa Cruz Islands and, on 12 November fought off Guadalcanal. In that action, a torpedo severely damaged the ship. The following morning, the crippled cruiser, down by the bow and struggling to make 18 knots, retired from the battle area.

Handling sluggishly as she limped through the glassy-calm sea, *Juneau* was an easy target for the nearby Japanese submarine I-26. A torpedo strike hit the damaged cruiser and detonated her magazines. The resulting explosion tore her apart, and she went down in just 42 seconds.

Four of the Sullivan brothers, Coxswain Francis Sullivan and Seamen 2<sup>nd</sup> Class Joseph, Madison, and Abel, failed to make it topside in time to abandon their doomed ship. Gunner's Mate 2<sup>nd</sup> Class George Sullivan, wounded during the 12 November night action, managed to get over the side and pull himself onto a raft but died of his wounds a few hours later. Only 10 of ~140 were rescued from the ship.



The Sullivan Brothers

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# GUADALCANAL, THE USS *JUNEAU*, AND THE FIVE SULLIVAN BROTHERS

George and Francis Sullivan, the two eldest, enlisted in the U.S. Navy on 11 May 1937 and served on the destroyer USS *Hovey* (DD 208) into June 1941. At Des Moines, Iowa, on 3 January 1942, George and Francis, accompanied by their younger brothers Joseph, Madison, and Albert, reenlisted to avenge the loss of Seaman 1st Class William V. Ball, a friend, who was killed while serving on the battleship USS *Arizona* (BB 39) at Pearl Harbor.

After receiving initial training at the Naval Training School in Great Lakes, Illinois, all five brothers, at their expressed request, joined the light cruiser *Juneau* at the New York Navy Yard on 3 February 1942.

The five brothers, the sons of Thomas (1883–1965) and Alleeta Sullivan (1895–1972) of Waterloo, Iowa, were:

- George Thomas Sullivan, 27 (born December 14, 1914), Gunner's Mate Second Class (George had been previously discharged in May 1941 as Gunner's Mate Third Class.)
- Francis Henry "Frank" Sullivan, 26 (born February 18, 1916), Coxswain (Frank had been previously discharged in May 1941 as Seaman First Class.)
- Joseph Eugene "Joe" Sullivan, 24 (born August 28, 1918), Seaman Second Class
- Madison Abel "Matt" Sullivan, 23 (born November 8, 1919), Seaman Second Class
- Albert Leo "Al" Sullivan, 20 (born July 8, 1922), Seaman Second Class

The Sailors who fought at Guadalcanal were still mostly pre-draft volunteer professionals, many of whom had endured years of austere budgets, slow promotions, neglect and even disrespect. They went to war in a Navy with equipment that was not the best in the world, even though we thought so, and yet they still did their duty to the utmost, even in some cases against insurmountable odds and the knowledge that they would not survive. They bought time with their lives for this nation to mobilize the industry and manpower to achieve ultimate victory, for which this nation should always be grateful.

To have the story of the *Hornet* and *Wasp*, ships whose courageous crews held the line during the darkest days of the war, reach a wide national and international audience are in the view of many a win for the U.S. Navy.

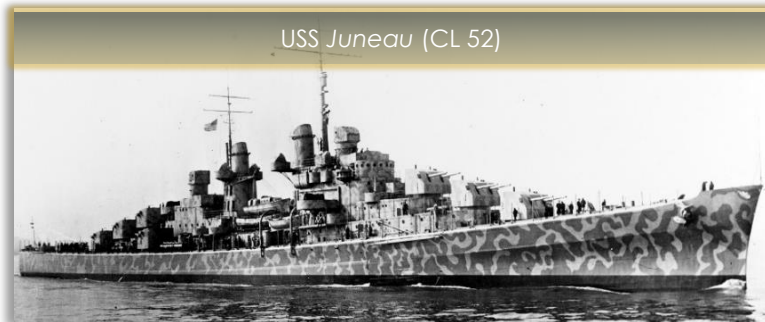
The wreckage of *Juneau* was found by the research vessel RV *Petrel* in 2018. The *Wasp* and *Hornet* were found by *Petrel* in 2019. There are still ships to be found, such as the destroyer USS *Jarvis* (DD 393,) her loss on 9 August 1942 with all 233-hands somewhere southwest of Guadalcanal overshadowed by the disaster at Savo Island the night prior.

Badly damaged by a Japanese aerial torpedo and saved by the heroic damage control efforts of her crew, *JARVIS* was limping alone toward Australia for repair when she came under a 31-plane Japanese air attack. It is known from Japanese records that the crew of *Jarvis* put up a valiant fight, downing several aircraft before being overwhelmed. For Lieutenant Commander William W. Graham, Jr. (USNA '25) and the crew of *Jarvis*, there are no Medals of Honor, no Navy Crosses, no Presidential Unit Citation, because there were no witnesses. Only the ship herself, wherever she may be, serves as a memorial to the crew's valor and ultimate sacrifice. That wreck, and every other Navy wreck, is hallowed ground deserving of the utmost respect, and the lives of their crews deserve to be remembered.

President Franklin Roosevelt, upon learning of the results of Guadalcanal, commented, "It would seem that the turning point in this war has at last been reached."

Historian Eric Hammel sums up the significance of the Naval Battle of Guadalcanal this way:

"On 12 November 1942, the (Japanese) Imperial Navy had the better ships and the better tactics. After 15 November 1942, its leaders lost heart. The Japanese never got better while, after November 1942, the U.S. Navy never stopped getting better."



**Submitted by MCCS Bob Hansen, USN (Ret.),  
CAPT Bob Whitkop, USN (Ret.),  
and RADM George Huchting, USN (Ret.).**

Details from Naval History and Heritage Command



New York Commandery Commander-elect CDR John F. V. Cupschalk was the Master of Ceremonies for the presentation of the commandery's annual RADM Samuel Eliot Morison Award for Naval Literature in November. The event was marked by a festive cocktail reception that included mingling, hors d'oeuvres, and enjoyable piano music, followed by a sumptuous dinner buffet. The evening's agenda included the opening with the Pledge of Allegiance led by Past Commander Hank Warnke, singing of the National Anthem, and an opening prayer by the Chaplain and Past Commander, the Rev. Bill Schmidt, SMP. The remembrance of the Table for the Missing Soldier/Sailor was read by the Chaplain.

The main event for the evening was the presentation of the RADM Samuel Eliot Morison Award for Naval Literature to its 2022 winner, Paul Stilwell. Stilwell served as the first-ever Editor-in-Chief of *Naval History* magazine in the 1970s and '80s. His new book, **Battleship Commander: The Life of Vice Admiral Willis A. Lee Jr.** is the first biography of Vice Admiral Willis A. Lee Jr., who served a key role during World War II in the Pacific.

Stilwell is an independent historian and retired naval officer. In addition to being *Naval History* magazine's inaugural editor, he worked as the U.S. Naval Institute's oral historian. He is the author or editor of a dozen books, including four on battleships, including Battleship Arizona, and an award-winning volume on the Navy's first African American officers, The Golden Thirteen.

The Award was presented by Morison Award Committee Co-Chairs Daniel Thys, MD, and Past Commander Bill Schmidt.



Submitted by CDR John F. V. Cupschalk, USN (Ret.)

As of January 2023, 21 people have inquired via our website or have been referred for membership since Congress 2022. This does not include those new members who have been directly recruited by our members.

The breakdown by service is:

Navy 12; USMC 5; US Army 2; Descendants, Associates 2.

Leads: ATL 1; CSC 1; CTL 6; JAX 2; MAS 1; NAT 5; NPT 2; SFR 1; TEX 2.

IN ADDITION: According to New Member Reports provided by the Registrar General between 18 October 2022 and 1 January 2023, 37 new members were officially booked or reinstated.

New: ARZ 1; ATL 2; CSC 2; CTL 7; HRD 1; MAS 1; NAT 2; NYC 4; PDV 1; SFR 4; TEX 1; TPA 4;

Reinstated: CTL 1; NOR 1; NPT 2; SFR 2; TPA 1.

Overall, if all the inquires become companions, that would add up to 53 new companions. That is a good start for the year.

Remember to look over your membership lists to identify those who have, or will reach, their quarter century mark in 2023.

Submitted by CAPT William Steagall, USN (Ret.),  
VCG Membership NOUS.VCGMEMBERSHIP@gmail.com

### Membership: An Essay on Companionship in the Naval Order

During the past year I have had the pleasure of working with a dedicated group of fellow companions on the (former) Retention Committee, now restyled as the Strategic Planning Committee, of the General Commandery. Our efforts are intended to improve the Order by sorting out what we are doing well, what we are not doing well (or should cease doing), and what we should be doing that we are not doing.

Early on we identified the issue of recruiting and retaining members companions as a critical challenge, at present given demographic and societal trends

Continued on next page...

that do not favor membership in all sorts of organizations, including our own. We began to focus on what the value proposition for joining and participating in NOUS was and defining what it meant to be an engaged companion. To the latter point we devised a five-point scale of engagement that looked like the following:

**Level 5** - holds leadership role in the local or general commandery organizations

**Level 4** - routinely facilitates/helps local or national commandery activities each year

**Level 3** - attends and contributes to execution of one or more local commandery activities each year

**Level 2** - attends one or more local commandery activities each year

**Level 1** - pays dues either annually or once for Life membership

As the Committee's work moved forward, we developed graphics to supplement the written descriptions offered here and attempted to estimate the percentage of NOUS Companions who participated at each of the five levels shown.

Furthermore, we wanted a desirable metric indicating success based on the number of companions who the Naval Order could inspire to advance from Level 2 to Level 3, over the course of a year. This metric would indicate whether the Naval Order was truly engaging its members in our mission to preserve, promote, and celebrate our nation's sea service history and heritage.

We realized that while 100% of members participated at Level 1, a successively smaller number participate at each successive level. We recognize that only a small percentage of NOUS Companions would be participating at Level 5 (perhaps 10% of total membership).

As we have reflected upon these matters, a couple of truths emerged. First, by choosing to join and participate, all members contribute some amount of time, talent, and treasure to the Order. The amounts

of each vary widely from companion to companion based on a variety of factors, including conflicting commitments to family, work, and other volunteer organizations. We recognized that geographic location and passion for maritime history also varied among companions. The engagement categories are meant to help us to identify strategies and tactics for inspiring companion engagement. They in no way are meant to suggest that the Order values companions who are Category 1 participants any less than those who are in Category 5. Rather, it reflects how well the Order's National and Commandery leadership are inspiring companions to engage with the Order's mission. Every companion's membership in the Order is of value independent of their level of engagement.

Second, each companion's membership is both a means to the Order's success and an end in itself. The time, talent, energy, and treasure that companions invest in the Order enable us to accomplish our programs and goals. At the same time, the presence of each companion is of value and worthy of celebration. The personal stories of our companions are part of the naval and maritime history of the nation. By fostering the camaraderie and fellowship of the Order we fulfil the inwardly directed aspects of our stated mission. We are aware of the need to support the most senior amongst our companions with buddy checks, home visits, rides to events, and other interpersonal activities that reflect that we value them as NOUS Companions.

As the Strategic Planning Committee continues its work to improve on the efficiency and effectiveness of the Order's operations and programs, we will be guided by the principle that each companion's membership is inherently and equally valuable, regardless of his or her level of engagement and participation. At the same time, we will continue our efforts to broaden and strengthen the various programmatic offerings so that the interests and needs of our varied fellowship are well met. By addressing the value proposition, we can successfully answer the questions: "Why should I join NOUS? Why should I participate? Why should I remain a companion?"

**Submitted by Peter L. Andrus MD MBA  
RADM SHCE/MC USN (Ret.)  
NOUS Commander General Elect**

**Arizona**

Mr. Scott Todd Martorano, (USN Vet)

**Atlanta**

CAPT Jesus Antonio Rodriguez, USN  
LCDR Glenn Lamar Smith, USN (Ret.)

**Charleston**

GMC Keith Andrew Stika, USN (Ret.)  
LCDR Richard Given Slonim, USN (Ret.)

**Continental**

VADM Nancy Elizabeth Brown, USN (Ret.)  
Mr. Johnny Ray Capps, (USN Vet)  
Ms. Suzanne Thompson Clement  
Ms. Judith Thompson Conard  
Mr. Edward Leslie King, (USN Vet)  
Mr. Tatu Pekka Korhonen,  
Mr. Brian James Mingus, (USN Vet)  
Mr. Boyd Jerome Morson, (USN Vet)

**Hampton Roads**

CDR William Alexander McKinstry, USCG

**Massachusetts**

Gen Joseph Francis Dunford, Jr., USMC (Ret.)

**Miami/Dade County**

HMC Richard Jay Tedlow, USN (Ret.)

**National Capital**

Dr. Frank Arthur Blazich, PhD  
RADM Grace Brewster Hopper, USN (Ret.)  
CDR Paul Lewis Stillwell, USN (Ret.)

**New York**

LCDR George Scott McGuirk, USN (Ret.)  
Mr. Michael Christopher Sherwood  
LCDR William James Stowell, SC, USN (Ret.)  
Ms. Anne Ferguson Kelly Treantafeles

**Philadelphia/Delaware Valley**

Mr. David Brian Ermine

**San Francisco**

Mr. Michael Christopher Hennahane  
SKCM Jack Leroy McIlvain, USN (Ret.)  
LtGen Michael Anthony Rocco, USMC (Ret.)  
Col Christopher A. Tavuchis, USMC (Ret.)

**Tampa Bay**

Ms. Elizabeth Lockhart Kemper  
CAPT William Lawrence Pray, USN (Ret.)  
LCDR Andrew William Pray, USN (Ret.)

**Texas**

SgtMaj Ronald L. Green, USMC (Ret.)

**Western New York**

Mr. Paul Joseph Marzello

**Send all contact info changes to:**

CAPT M. K. Carlock  
6205 7th Ave N St. Petersburg, FL 33710  
M.K.Carlock@gmail.com  
415-725-2101

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

**CAPT John Wilfrid Allin, USN (Ret.)**

(Certificate 9419)  
Charleston Commandery  
Joined 07 December 2014  
Died 05 June 2022

**CAPT John Keith Hassenplug, SC, (USN Vet)**

(Certificate 8510)  
San Francisco Commandery  
Joined 03 October 2005  
Died 16 September 2022

**RADM Lee E. Levenson, USN (Ret.)**

(Certificate 5640)  
San Diego Commandery  
Joined 22 August 1984  
Died 17 September 2022

**CAPT James David McCameron, SC, USN (Ret.)**

(Certificate 7200)  
San Francisco Commandery  
Joined 07 September 1994  
Died 25 September 2022

**Dr. Elmon Harold Roy, PhD**

(Certificate 7812)  
National Capital Commandery  
Joined 26 July 1999  
Died 23 February 2022

**Mr. Sidney Frederick Mobell (USN Vet)**

(Certificate 8820)  
San Francisco Commandery  
Joined 08 August 2008  
Died 04 November 2022

**Mr. Eugene T. Wesolowski, Jr. (USN Vet)**

(Certificate 8997)  
Arizona Commandery  
Joined 25 September 2007  
Died July 2022



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