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Spring 2023 Issue

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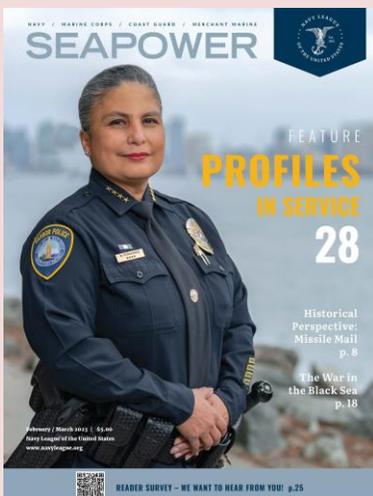
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La Cueva HS Grad Part of All-Woman Super Bowl Flyover

story by Joe McGuire, Secretary, U.S. Naval Academy Alumni Assn, New Mexico Chapter; photo submitted by Mike Petrofes from U.S. Navy public relations

On February 12, 2023, it was safe to say that most televisions in the US were tuned to the coverage of Super Bowl LVII. As is tradition wherever the Super Bowl is played, the end of the National Anthem is timed to be punctuated by the thunderous roar of military aircraft flying overhead to rouse the audience across the nation into a full-throated cheer. This year, however, there was a twist in the script, which was connected to the New Mexico Chapter.



New Mexico's LT Caitlin Perkowski, front row 3rd from left

In honor of the 50-year anniversary of female military pilots who were first assigned to active-duty aviation in 1973, this year's Super Bowl Flyby was piloted by an all-women team. In addition, the majority of the logistics, maintenance and ground crew supporting the Flyover were also women from the U.S. Navy.

Flying an F/A-18F Super Hornet in a diamond formation, the "slot" aircraft assigned to the rear point was flown by Lt. Caitlin Perkowski '15. Caitie, callsign "Jenga", is the daughter of former Naval Aviator and U.S. Naval Academy Alumni Association, New Mexico Chapter Past President, Michael Petrofes '80.

Story and additional photos continue on page 3.

Thank You! When you keep your dues up to date with the Navy League national office, our New Mexico council receives a stipend for each active member. This makes a big difference in our ability to support our namesake ships, our youth, our Sea Cadets, and the local active and reserve.
Join or renew at members.navyleague.org

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President's Message



John Jones
President, New Mexico Council

**Spring is Here –
it snowed the other day!**

Our Spring newsletter honors women in the Navy with roots in New Mexico, and those who live in New Mexico that support our maritime services. Our Historian, Greg Trapp, has also provided an in-depth article on The Lucky Lady – USS SANTA FE (CL 60) - covering her historic service in WWII, and quotes from the Queens Daily – the newspaper of battleship USS NEW MEXICO (BB 40).

The Junior ROTC units will start holding their annual awards ceremonies in late April and early May. The Council provides a Theodore Roosevelt Award (medal, ribbon and citation) to units that notify us of a recipient. Our sponsored JROTC units cover the State and portions of the El Paso sector of Texas. We make every attempt to present these awards in-person, but it CAN be logistically challenging. If you'd like to represent the Council and League in a presentation in your community, let us know!

Centennial birthday greetings to Chief Dorothy "Dot" Blanchard, former YNC and executive assistant to Admiral Arleigh Burke. Semper Fortis, Dot.

Our membership is rising this year, with renewals and new members increasing

our ranks. The Council depends on passionate individuals, like you, and corporate sponsors to support our mission – please tell your friends about us! The NM Council has adopted ships, honored and rewarded local enlisted personnel, and supported families of deployed sea service personnel. At the national level, the Legislative Affairs Team of the League works on behalf of our sea services to educate government officials on the maritime nature of our Nation and the New Mexico links to the sea. No prior military service is required to be a member of the League. Active-duty service members are now eligible for membership, and the spouses of those currently serving can join at no cost for one-year - just our way to thank you for all you do.

Please consider a tax-deductible donation to the Council in support our educational efforts with the Sea Services, our scholarship program for men and women on active duty and in the reserves, our work with crews on our namesake New Mexico ships, and our recognition programs with the Navy ROTC and Junior Navy and Marine Corps ROTC programs around the State and El Paso.

The Council Board continues to meet via Zoom on the 2nd Monday of each month. Should you wish to sit in on a meeting, let me know!

Stay in touch, tell us what you think. Thank you for being with us this past year.

**Contact me any time at
JohnLJonesNM@gmail.com**

or by mail at the Council's P.O. Box.

**Not for Self, but Country.
Semper Fortis.**

John L Jones, CDR SC USN (ret)

New Mexico Council
In this issue, we honor and highlight a few of the many outstanding women of the Navy as well as women who steadfastly support our military.



Namesake Ships



USS New Mexico (SSN-779)'s new Executive Officer is LCDR Kristin L Shaw



LCDR Kristin Shaw, U.S. Navy photo

Navy League of the United States, New Mexico Council, is thrilled to welcome LCDR Kristin Shaw to the crew and to future visits to New Mexico!

A native of Fairfax Station, Virginia, Lieutenant Commander Shaw is a 2010 graduate of the United States Naval Academy where she earned a Bachelor of Science in Chemistry. She also earned a Master's Degree in Engineering Management from Old Dominion University in 2017.

At sea, LCDR Shaw's assignments included tours as the Electrical Officer and Communicator on the USS GEORGIA (SSGN 729) (GOLD), Navigator/Operations Officer then Engineer Officer on the USS JOHN WARNER (SSN 785), and is currently the Executive Officer for USS NEW MEXICO (SSN 779). At these assignments, she completed deployments to the Indian Ocean, Mediterranean Sea, and the Northern Atlantic and had the privilege to serve with crews earning multiple Battle Efficiency Awards and unit commendations.

Ashore, LCDR Shaw served as a Tactics Instructor and the Modernization Training Team Officer in Charge at Submarine Learning Facility Norfolk and as a Junior Board Member on the Nuclear Propulsion Examining Board at U.S. Fleet Forces Command.

LCDR Shaw is the 2020 recipient of the Naval Submarine League VADM Charles Lockwood Award for Professional Excellence and an honorable mention for the 2020 CAPT Joy Bright Hancock Leadership Award. She is authorized to wear the Meritorious Service Medal, the Navy and Marine Corps Commendation Medal (five awards), and the Navy and Marine Corps Achievement Medal (two awards). LCDR Shaw is married to Lieutenant Dylan J. Shaw and is the stepmother to a son, Isaac (21), and daughter, Isabella (18), and the mother of one son, Cooper (5).

All-Woman Super Bowl Flyover *(continued from cover page)*

Caitlin (Petrofes) Perkowski graduated from La Cueva High School in Albuquerque in 2011 and immediately accepted her USNA appointment. After her commissioning, she successfully achieved a Masters of Science degree in Aeronautical Engineering in 2019 using an online course offered by Purdue University. She is now a Division Officer in Strike Fighter Squadron 192 (VFA-192), the Golden Dragons, based at Naval Air Station Lemoore, CA.



The New Mexico Chapter is proud of its connection to Caitie and of her role in this historic event.



Call sign 'Jenga'
LT Caitlin Perkowski





Sail Ho! USS Albuquerque Surfaces at Kirtland Air Force Base *by Greg Trapp and Dick Brown;*

photos cleared for public release by Puget Sound Naval Shipyard (PSNS) Public Affairs and Kirtland AFB 377th Air Base Wing Public Affairs

After several years of planning, some good timing, and dedicated efforts of a City of Albuquerque and Navy League New Mexico Council committee, the sail from USS Albuquerque (SSN-706) is now resting securely at Kirtland Air Force Base. Transported by American Lighthouse Transportation, the sail and fairwater planes were loaded from the Puget Sound Naval Shipyard. The upper-half, fairwater planes, and clamshell covers all arrived on January 20th. The lower-half arrived early on the morning of February 3rd, and the final pieces of the 52-ton sail landed in the desert on February 9th.



Fairwater planes being loaded at PSNS



Top portion of sail being moved to awaiting trailer by giant shipyard crane at PSNS

The journey of the USS Albuquerque sail to the city began on February 26, 2013. It was on that day, just over ten years ago, when Rod Stewart wrote Naval Sea Systems Command (NAVSEA) on behalf of the Navy League to express interest in the City of Albuquerque acquiring the sail. Dick Brown followed up with NAVSEA in November of 2014. What had been expected to be a journey of about five years turned into over a decade.

The city is planning to turn them into a memorial, but they say it is undecided where that memorial would be. Until then, the sail will be kept at Kirtland Air Force Base. The USS Albuquerque is a nuclear submarine that was commissioned in 1983. It was given the hull name SSN706, in recognition of the 1706 founding of the city.



Ready to roll!



USS Albuquerque Sail in Transit and at Kirtland Air Force Base



Joel Howell, from American Lighthouse Transportation was a key player in the transfer, along with drivers, David and Jeff.

It must have been a site for other highway drivers to see these submarine parts during this refueling at a local Love's Travel Stop somewhere on the route.



*Unloading the sail pieces.
High and dry at Kirtland AFB.*



**FINAL PIECE OF U.S. ALBUQUERQUE SAIL
DELIVERED TO ALBUQUERQUE**

Local TV channel KRQE was there at Kirtland AFB to let the whole State of New Mexico know that the Albuquerque is HOME!



From the Sea Chest — by Greg Trapp, JD, Chapter Historian

A Look at The Lucky Lady: The WWII Cruiser USS Santa Fe by Greg Trapp, JD

The story of the World War II light cruiser USS Santa Fe (CL-60) is one of the most remarkable and dramatic tales to emerge from the Pacific War. The cruiser set a record of serving on the front line for 24 months and steaming 221,000 miles. In her most famous action, Capt. Harold Fitz earned the Navy Cross for guiding the cruiser in the perilous rescue of the burning carrier USS Franklin in March of 1945. Despite Santa Fe having numerous near misses and earning 13 battle stars, the “Lucky Lady” did not lose a single crewman due to enemy action.

Santa Fe was laid down by the New York Ship Building Company in Camden, New Jersey on June 7, 1941 and launched on June 10, 1942.

The cruiser was sponsored by Caroline Chavez, the young niece of New Mexico Senator Dennis Chavez. Instead of being christened with the customary bottle of champagne, 14-year-old Caroline Chavez christened the cruiser with a bottle containing water from the Santa Fe River that had been blessed by Santa Fe Archbishop Rudolph Gerken. Naval tradition holds that it is a bad omen to not christen a ship with champagne, but the cruiser’s good fortune soon led the crew to believe that the blessed river water had made Santa Fe a lucky ship. It was this good fortune that resulted in Santa Fe being known as the “Lucky Lady.”



14-year-old Caroline Chavez christening USS Santa Fe on June 10, 1942. (U.S.S. Santa Fe A Pictorial Record The War Years 1942-1945, Page 19).

Santa Fe was commissioned on November 24, 1942, with Capt. Russell Berkey in command. Included in her crew of 1,255 sailors were 350 survivors of cruisers USS Quincy, USS Vincennes, and USS Astoria, which had all been sunk during the Battle of Savo Island in August of 1942. The addition of these seasoned sailors meant that Santa Fe would enter service with a sizeable complement of battle-tested veterans.

After shakedown, the newly commissioned cruiser left the Philadelphia Naval Shipyard for the Pacific on the 28th of February, 1943.



The newly commissioned USS Santa Fe (CL60) at the Philadelphia Naval Shipyard in January of 1943 (Official Navy Photo).

The Lucky Lady was the fifth of 27 Cleveland-class light cruisers that were constructed during World War II. Like the other members of her class, Santa Fe was 610 feet long, displaced 11,932 tons, and had a top speed of 32.5 knots. Santa Fe had a main battery of twelve 6 inch/47 caliber guns that were laid out in four triple turrets. The cruiser’s anti-aircraft batteries consisted of twelve 5 inch/38 caliber guns, four quad 40 mm guns, eight dual 40 mm guns, and twenty-one single 20 mm guns.



USS Santa Fe running at 26 knots while on her way to Tarawa and Makin in September of 1943 (U.S.S. Santa Fe A Pictorial Record The War Years 1942-1945, Page 28, Official U.S. Navy Photo)

Santa Fe had a brief stopover at Pearl Harbor, and then headed north to where the Japanese were defending their tenuous foothold in the Aleutians. The cruiser shelled Japanese positions at Attu in April and May, and Kiska in July. Santa Fe left the Aleutians in August and returned to Pearl Harbor to join Cruiser Division 13. In September, Santa Fe supported carrier raids against Japanese positions at Tarawa, and in October she used her guns to shell positions at Wake. Santa Fe then participated in landings at Tarawa in November, and she supported carrier strikes at Kwajalein in December.

The start of 1944 found Santa Fe assigned to Task Force 58, which was under the command of Rear Admiral Mark Mitscher. Santa Fe was also under the command of Capt. Jerauld Wright, who had relieved Capt. Berkey in December. Admiral Nimitz had set his sights on Eniwetok, which was critical to operations in the Central Pacific. Standing in his way was the massive Japanese naval base at Truk. On the morning of February 17, Task Force 58 launched "Operation Hailstone" consisting of carrier raids against the vaunted naval base. Operation Hailstone resulted in the destruction of over 250 Japanese aircraft, three light cruisers, four destroyers, and five tankers. Santa Fe used her anti-aircraft batteries that night to help defend the task force from retaliating Japanese Kate torpedo bombers. The busy cruiser would spend the ensuing months supporting carriers which were attacking Palau, Yap, Saipan, Tinian, Guam, and Truk.

Santa Fe next sailed with Task Force 58 on 6 June in support of the invasion of Saipan and operations in the Marianas. The attacks led to the Battle of the Philippine Sea. The clash was the largest naval battle in history, and included the Great Marianas Turkey Shoot in which American pilots and naval gunners shot down so many enemy planes that Japanese carrier airpower essentially ceased to exist. Rear Admiral Mitscher ordered his pilots to attack the fleeing carriers late on the afternoon of June 20. Afterwards, Santa Fe and the ships of Task Force 58 braved the threat from Japanese submarines and famously turned on their lights in an effort to help guide the returning American pilots to their carriers.

The month of July saw Santa Fe supporting carrier actions at Iwo Jima. This included the Lucky Lady using her Vought OS2U Kingfisher floatplanes to rescue downed aviators and to spot for the ships that were shelling Iwo Jima. The 4th of July was no picnic for one of the Kingfishers as on that day, a Kingfisher piloted by Lt. Bill Hendershott was attacked by three Zeros. The floatplane was no match for the nimble Zero, and no amount of skillful piloting could overcome that disadvantage. However, whether it was the skill of the Kingfisher's crew, a blunder by an inexperienced Japanese pilot, or the blessed water from the Santa Fe River, the Kingfisher's radioman Art Hickman somehow managed to down one of the attacking Zeros with his .30-caliber machine gun. Against all odds, Hendershott managed to escape the remaining zeros and land his bullet-riddled kingfisher. True to the lore of the Lucky Lady, Hendershott and Hickman were rescued from their sinking floatplane by the destroyer USS Burns.



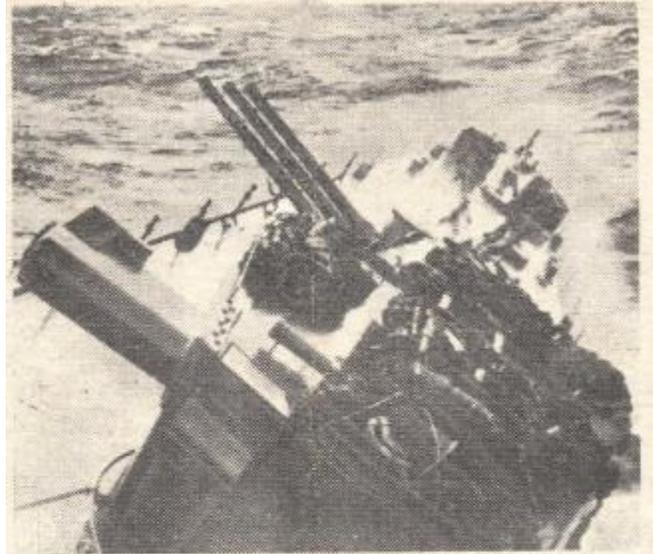
Shot off to port, plane gains 60 knot speed by end of catapult.

A Vought OS2U Kingfisher about to be catapulted from USS Santa Fe. (U.S.S. Santa Fe A Pictorial Record The War Years 1942-1945, Page 86, Official U.S. Navy Photo)

Santa Fe was assigned to Task Group 38 in August. This included successful surface actions against Japanese supply convoys during which Santa Fe helped to sink the escort destroyer Natsu. Task Group 38 next shifted to Okinawa to help support the planned liberation of the Philippines. The Lucky Lady was assigned as flagship of Task Force 30.3 on October 15, which was an attempt to save the cruisers USS Canberra and USS Houston that had been torpedoed and were being towed to safety. In a bit of gallows humor, the Task Force called themselves "CripDiv 1." The Japanese Navy saw an opportunity to finish off the damaged cruisers, and sent an air strike against CripDiv 1. One of the attacking planes was a Mitsubishi Jill, which managed to evade anti-aircraft fire from Santa Fe long enough to target the cruiser with a torpedo. Ordering all ahead full on the starboard propellers and full astern on the port propellers, Captain Wright turned Santa Fe's stern towards the oncoming torpedo, causing the torpedo to explode in the churning water of the cruiser's wake. The maneuver also caused The Lucky Lady to avoid a direct hit by the burning Jill, which exploded just above Santa Fe's bow. The explosion showered burning fuel on Marines from USS Houston who were manning one of Santa Fe's 20 mm guns. Two of the Marines later died from their injuries. Because the Marines were actually from Houston, the Lucky Lady maintained her record as never having lost a crewman due to enemy action.



Santa Fe shifted operations to Leyte Gulf in October of 1944. Leyte Gulf was the location of Operation Sho, an elaborate plan in which the Japanese navy would lure away the American carriers by using Japanese carriers as a decoy. The Japanese believed Admiral Halsey would be eager to sink their surviving carriers, even though their carrier air arm had largely been destroyed in the Great Marianas Turkey Shoot. Once Halsey was decoyed, the cruisers and battleships of the Japanese Center Force, which included the powerful super battleships Yamato and Musashi, would steam through San Bernardino Strait and attack the unprotected Leyte Gulf landings. As the Japanese had hoped, Halsey ordered his carriers north to attack the Japanese carriers on October 25. Accompanying Halsey's carriers were six battleships and seven cruisers, including the Lucky Lady. Once alerted to the deception, Halsey ordered his carriers back to Leyte Gulf, and ordered Santa Fe and three other cruisers to continue north to pursue the surviving carriers. As a result, Santa Fe participated in a surface action that finished off the carrier Chiyoda and destroyer Hatsuzuki. Back at Leyte Gulf, it was only the heroics of the destroyers and destroyer escorts of Taffy 3 that averted disaster.



RECORD HOLDER—Her decks awash, the USS Santa Fe rolls at 45-degree angle as she rides out a typhoon while operating with fast carrier force in South China Sea. Piles of life preservers are lashed to deck. Veteran of North, South and Central Pacific areas, the cruiser has set a record for the war's longest front line tour of action—221,000 miles in 25 months. Not a man was lost or any serious damage suffered by the ship in extended tour.

Another close call for the Lucky Lady came during the typhoon that battered Admiral Halsey's 3rd Fleet on the 18th and 19th of December, 1944. The Cleveland-class cruisers were top-heavy due to their powerful anti-aircraft batteries, and the

Shown in pictures above is the front page of the September 18, 1945 issue of the Queen's Daily, the newspaper of USS New Mexico (BB-40). USS Santa Fe is shown rolling heavily during the typhoon in December of 1944



USS Santa Fe shooting water towards the burning USS Franklin on March 19, 1945.

wind and waves caused Santa Fe to roll 53 degrees to starboard before recovering. Three destroyers were lost in the typhoon and many other ships were damaged, but the Lucky Lady escaped the deadly storm unscathed.

It was on March 19, 1945 that the Lucky Lady had her famous luck put to its greatest test. On that day the carrier USS Franklin (CV-13) was off the coast of Japan when she was struck by two 550-pound bombs dropped by a Japanese Judy. The bombs tore deep into the "Big Ben," igniting fires and setting off explosions that engulfed much of the carrier. Captain Harold Fitz quickly brought Santa Fe alongside the burning Franklin, which was listing heavily to starboard. Underscoring the peril was the experience of USS Birmingham (CL-62) at Leyte Gulf in October of 1944. Birmingham was aiding the burning carrier USS Princeton (CV-23), when Princeton's aft magazines exploded and killed 233 men on the cruiser. Mindful of this,

Capt. Fitz ordered that only essential personnel be on Santa Fe's exposed deck. Seeing that Santa Fe would need to be right up against Franklin for Santa Fe to be able to successfully fight the fires, Capt. Fitz ordered that Santa Fe be pulled away. He then gave a set of orders that deftly maneuvered the cruiser to a position alongside the carrier. While now able to better rescue wounded sailors and fight the fires, the starboard gun sponsons on Franklin were now tearing into the port side hull of Santa Fe. The close position also meant that Santa Fe would be doomed if Franklin capsized, or if one the carrier's ammunition magazines exploded. Santa Fe stayed in this precarious position for over two hours,

helping to bring the fires on Franklin under control. Santa Fe's luck held, and both ships were saved. Battered from her ordeal, Santa Fe was afterwards ordered stateside for repairs.

The battered Lucky Lady moored at Terminal Island on April 8, 1945. There to greet the crew was Dinah Shore, who welcomed the returning sailors with a stirring rendition of God Bless America. Santa Fe returned to Pearl Harbor on August 1, but the Bombings of Hiroshima and Nagasaki brought the war to an end before Santa Fe could fire another shot in anger. The Lucky Lady was Decommissioned on October 19, 1946, and quietly finished her service as a part of the reserve fleet.



USS Santa Fe pulling away from the listing USS Franklin on March 19, 1945. The Lucky Lady evacuated 833 sailors from Franklin. (Official U.S. Navy Photo).

Author's Note: You can read more about USS Santa Fe and its role in saving USS Franklin in "Lucky Lady: the World War II Heroics of the USS Santa Fe and Franklin," Steve Jackson, Hachette Books, 2003.

N-A-V-Y D-S-F-A-R-T-M-E-N-T

USS SANTA FE SETS RECORD FOR FRONT LINE ACTION

ABOARD THE USS SANTA FE IN THE PACIFIC--This light cruiser is again ready to add battle actions to her log which already reads like a history of the Navy's Pacific offensive.

Before returning to the West Coast recently for routine repairs, she steamed more than 221,000 miles in 25 months without a major overhaul. She sank seven Jap ships and downed seven planes while participating in 42 air strikes, 12 shore bombardments, and four surface actions.

Her toll in the North, South, and Central Pacific Areas includes one Jap escort carrier, a light cruiser, a destroyer, and four cargo ships--erased in the war's longest frontline tour of any major naval unit, according to Rear Admiral W. L. Ainsworth, U.S.N., Wonalancet, New Hampshire, Commander of Pacific Fleet Cruisers-Destroyers. Ack-ack gunners have bagged both single and multi-motored planes.

She went alongside the USS FRANKLIN twice to remove more than 300 men, many of them wounded, and to help fight fires on that carrier off Kyushu when it blazed and rocked under explosions.

During this tour of action the SANTA FE did not lose a man of her complement or suffer any serious battle damage.

To complete her long belated general overhaul and patch minor damage incurred assisting the FRANKLIN, nearly one million man-hours were required of approximately 1,500 workmen at the Naval Dry Docks, Terminal Island, San Pedro, California.

The SANTA FE has returned to the firing line fitted with equipment of the latest design, including improved piping, lighting, and telephone systems; hull reinforcements; better ventilation facilities; improved fire-fighting installations; and increased armament.

Thirty-four medals and commendations have already been awarded various crew members. Officers and men wear eight battle stars in their Pacific Theater ribbon and two in the Philippine Liberation ribbon.

She operated alongside the burning FRANKLIN for more than two hours, while officers and men stepped from the flaring decks of the big carrier to the safety of the SANTA FE to direct her 55th combat mission since leaving the United States in March, 1943.

-1-

"The Captain (Captain Harold C. Fitz, U.S.N., of 33 Browning Road, Somerville, Massachusetts) took us close aboard the FRANKLIN on the first pass in, while he sized up the situation," said Lieutenant Chauncey B. King, U.S.N., of 461 Sego Avenue, Salt Lake City, Utah, Assistant Damage Control Officer. "Astern the FRANKLIN was a double row of men struggling in the water, who had been blown or forced off her decks by fire. We dropped over life nets, life jackets and rafts to these men as we went up to the FRANKLIN.

"We passed so close aboard that our after fire-fighting party was able to put out the fire in the FRANKLIN's 40 millimeter gun tubs with our hose lines. Twenty millimeter and 40 millimeter ammunition was exploding and shooting all over the place. In fact, any time we approached closer than 1,000 yards we were showered with the carrier's projectiles.

"There was so much stuff falling on our helmets later that it sounded like hail."

The SANTA FE circled, came along the starboard side, and received wounded by gangway and makeshift mailbag breeches-buoys for 45 minutes until forced to cast off from the rapidly drifting FRANKLIN. Then, while crew members watched wide-eyed, Captain Fitz brought the SANTA FE up to the FRANKLIN at 25 knots, gave her hard right rudder and backed full on both engines. She stopped dead in the water a few feet off the FRANKLIN for a perfect approach.

"It was a most daring piece of seamanship," said Captain Leslie E. Gehres, U.S.N., of 370 "B" Avenue, Coronado, California, Commanding Officer of the FRANKLIN. "I want Captain Fitz to get full credit. It took a lot of nerve."

Passing hose lines to the carrier's forward deck and pouring water on the blazing flight deck, men from the SANTA FE, with those of the FRANKLIN, brought the flames under control.

Sighting five men on the carrier trapped by fire in an ammunition handling space, Richard Kemp, Chief Shipfitter's Mate, U.S.N.R., of Rochester, New Hampshire, and Clarence R. LaFontaine, Carpenter's Mate, First Class, U.S.N.R., of East Lebanon, Maine, got a line over to the group. The trapped men swung, hand over hand, to the safety of the SANTA FE.

With all phone, tube, and speaker inter-communication on the FRANKLIN dead, men fighting the fire in various parts of the ship were isolated from the bridge. The SANTA FE's signalmen filled the gap.

-2-

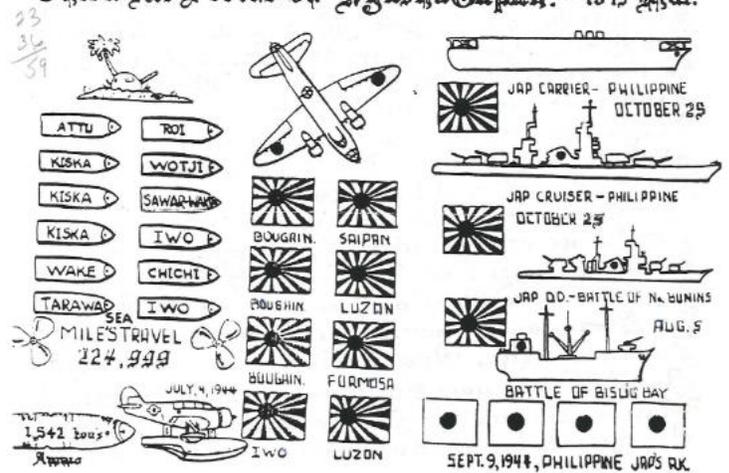
The WWII Cruiser USS Santa Fe (CL-60) Against the Enemy

A hand-drawn accounting of the battle wins of our namesake ship, USS Santa Fe (CL-60) was captured by the crew.

☆☆☆ U.S.S. Santa Fe ☆☆☆
 ☆☆☆ Actions Against the Enemy ☆☆☆

Bombardment of Attu - 26 April 43
 Covering force, Reoccupation of Attu - 2-25 May
 Bombardment and Reoccupation of Kiska - July-Aug
 Air Strike against Carawa and Makin - 18 Sept
 Air Strike and Bombardment of Wake - 5 Oct.
 Night Air attack Repelled: Bougainville - 8 Nov.
 Bombardment and Capture of Carawa - 13-26 Nov.
 Air Strike, Kwajalein; night attack repelled - 5 Dec.
 Bombardment of Wake, Marshall - 30 Jan. 44
 Bombardment and Capture of Roi - 31 Jan-7 Feb.
 First Truk air raids, night attack repelled - 16-17 Feb.
 First Marianas Strike; repelled air attack - 21-22 Feb.
 Covering Force, Occupation of Emiram - 20-22 Mar.
 Air Strike, Palau, Yap, repelled air attack - 24 Mar.
 Carrier Support Force, Invasion of Hollandia - 24 Apr.
 Bombardment of Abaka and Saway - 22 April
 Air Strike against Truk, Air attack rep. - 29 April
 Air Strike against Satawan and Ponape - 1-3 May
 Carrier Support Force, Capture of Saipan - 18 June
 Air Battle with Japanese Fleet - 19-20 June
 Air Strike on Pagan, Marianas - 24 June
 Air Strike, Bombardment of Iwo Jima - 4 July
 Carrier Support Force, Recapture of Guam - 7-23 July
 Air Strike on Yap and Ulithi - 27-28 July
 Air Strike on Iwo and Chichi Jima - 4-9 Aug
 Surface Engagement North Bonins - 4 Aug
 Bombardment of Chichi Jima - 5 Aug
 Air Strike on Palau and Yap - 5 Sept
 Air Strike on Mindanao, Philippine - 8-10 Sept.
 Surface Engagement, Mindanao, Bislig Bay - 9 Sept.
 Air Strike on Manila, Luzon - 14-16 Sept.
 Air Strike on Samar, Leyte, Philippine - 18 Sept.
 Palau, Ulithi, Occupation - 15 Sept.
 Morotal, Baloman, Philippine, occupation - 15 Sept.
 Manila, Luzon, Air Strike, Air Attack - 21-22 Sept.
 Visayan Islands Air Strikes - 24 Sept.

Air Strike of San Bernardino Strait. - 29 Sept 44
 Air Strike on Okinawa - Ryukyu. - 10 Oct.
 Air Strike on Formosa, Air Attack repelled - 12-13 Oct.
 Repelled enemy air attack, four days nights - 12-16 Oct.
 Invasion of Leyte and Samar - 20 Oct.
 Air Strike on Central Manila Bay - 20-24 Oct.
 Surface engagement with Jap Fleet - 29 Oct.
 Air Strike on enemy ships in Leyte Gulf - 27 Oct.
 Air Strike on Luzon, air attacks repelled - 3-5 Nov.
 Air Search and Strike on Visayan area - 11 Nov.
 Air Strike on Manila Bay and Clark Field - 13-14 Nov.
 Air Strike on Luzon - 25 Nov.
 Air Strike on Luzon for landing on Mindoro - 11-16 Dec.
 Occupation of Mindoro - 19 Dec.
 Air Strike on Formosa & Okinawa Jima - 3-4 Jan 45
 Air Strike on Formosa and Luzon Invasion - 9-11 Jan.
 First Air Strike on Indo China, Saigon - 13-14 Jan.
 Air Strike on China, Hong Kong - 16-17 Jan.
 Air Strike on Formosa, Okinawa - 19-21 Jan.
 First Air Strike on Tokyo, Japan - 16-17 Feb.
 Bombardment and Occupation of Iwo Jima - 19-20 Feb.
 Second Air Strike on Tokyo, Japan - 29 Feb.
 Third Air Strike on Kyushu, Japan - 18-19 Mar.



Dorothy 'Dot' Blanchard turned 100 Years on Saturday March 18th photo from Blanchard family

Two years ago, the New Mexico Council of the Navy League of the United States presented Chief Dorothy (Dot) Blanchard with a framed photo collage of Arleigh Burke and a ships coin for her 98th birthday. Dot worked for Admiral Burke after WWII. Dot is now 100! The Albuquerque Journal did a very nice writeup of her career in their March 17th paper, an article by Rick Nathanson and the Journal Staff.

Chief Blanchard was presented with the Military Women's Memorial Living Legend Award for her service as World War II WAVE (Women Accepted for Volunteer Emergency Service). A division of the U.S. Navy, WAVES was created during World War II, freeing up male personnel for sea duty. Dot said that colorful recruiting posters had inspired her to enlist with their illustrations of women in Naval uniforms and the stirring words imploring women to "Join the WAVES" and "Your country needs you now." Happy Birthday, Chief Blanchard!





Blue Star Mothers to Host Chef Landry Comedy Dinner Show Fundraiser on April 29



The Blue Star Mothers organization of the Rio Grande Valley has provided hundreds of care packages to our namesake submarine crews and many other active duty members of the military. While we help pack these items in our Navy League council, we can also support their fundraising efforts. For some great entertainment while helping raise some funds, please consider going to their website at rgvnbsm.org, click on the events site, and enjoy dinner, a show, and a live auction following dinner on April 29th at the Ballut Abyad Shriners center. Doors open at 5 pm.



Thank You to the Daughters of the American Revolution for some Bad Ass Submarine Coffee!

Damon Runyan received a note of many thanks from the Chief of the Boat of the New Mexico, Master Chief Williamson, confirming receipt of DAR packages. Coordinated by Suzan Garrison, the DAR helped make for some great and happy days on our submarines. Suzan said, "Just wanted to let you know 'Bad Ass Coffee' out of Hawaii is sending a case of coffee to the USS New Mexico and also a case to the USS Santa Fe. It has already been shipped from Hawaii. Each case contains 25 - 12oz bags of coffee. I really enjoy Bad Ass and I thought I would ask them to ship coffee to the boats and they agreed. They have a military donation program called Cup-O-Joe and the boats qualified. I'm never afraid to ask for stuff for our Military folks". The New Mexico Council cannot say enough good things about our community and their support of our namesake ships!



Navy League New Mexico Council Presentation to Philippine Coast Guard Commandant

While on a recent trip to the Philippines, the New Mexico Council Vice President and Legislative Affairs Representative, CDR Dave Williams, USNR (Ret.), arranged for the presentation of a Navy League of the United States Certificate of Appreciation to the Commandant of the Philippine Coast Guard, Admiral Artemio Abu. The certificate, provided by the Navy League Headquarters, recognizes Commandant Abu's and the Philippine Coast Guard's contributions to "maritime safety, security, commerce". CDR Williams has witnessed the progress in professionalizing the PCG during and since his service as a US diplomat assigned as the civilian maritime law enforcement advisor to the Philippines from 2016 to 2018.

PCG is the fastest-growing uniformed service in the Philippines. Its ranks have expanded from 5,000 in 2014 to over 24,000 currently, and PCG is expecting to reach 35,000 by 2025. This workforce increase is coupled with expansion and modernization of its vessel fleet and aviation service. The US Department of State International Narcotics and Law Enforcement Bureau, Defense Threat Reduction Agency, and the U.S. Coast Guard are collectively addressing multiple aspects of PCG development in cooperation with international partners. In addition to providing mobile training teams, the US Coast Guard has a senior officer, currently Commander Bien Decena, assigned full time to the US Embassy Manila to assist the PCG in its professional development.



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2023 Upcoming Events for Navy League, New Mexico Council

April 10	Navy League, New Mexico Council board meeting via Zoom
April 29	Chef Landry fundraiser dinner for Blue Star Mothers – doors open at 5pm
April & May various dates	Teddy Roosevelt Award Presentations to JROTC units
May 8	Navy League, New Mexico Council board meeting via Zoom
June 12	Navy League, New Mexico Council board meeting via Zoom

We need presenters for Teddy Roosevelt awards! Help by contacting Ron Olexsak at sakzilla@hotmail.com