

# Voyager



Navy League  
of the United States



**VOL. 44**

**WWW.LAKEWASHNLUS.ORG**

**NOVEMBER 2008**

## NOVEMBER MEETING

We will hear from Rear Admiral James Symonds, Commander, Navy Region Northwest at the November 12 dinner meeting, and honor two of our sponsored units, USS Abraham Lincoln and the NROTC Unit at the University of Washington.

Registration details on page 4 .

## Council Elections Set for November

Don't forget to vote!

At the November meeting we will be voting on the council officers and Board of Directors members who will guide the council during the coming year. Special thanks are due to Dave Visneski and the other officers who will be stepping down this winter.

Nominees of your new team to take office in January are:

## CORPORATE MEMBERS

Todd Pacific Shipyards  
Safeboats, International  
Kvichak Marine Industries  
Microsoft  
Converteam

## COMMUNITY AFFILIATES

Alaska Ocean Seafood  
Aleutian Spray Fisheries, Inc.  
Boeing  
Chadwick Corporation  
COSTCO Wholesale  
Flags & Flagpoles Northwest  
Forde Financial & Tax, Inc.  
Foss Maritime  
Global Construction Services  
Hepinstall Consulting Group, Inc.  
Holland American Line  
Human Resources, Inc  
Lockwood Associates, Inc.  
Red Lion Bellevue Inn  
Security Services Northwest, Inc.  
Sperry Ocean Terminals, LLC  
Starbucks Coffee  
The Bellevue Collection  
USAA  
V2R  
Vertical Path Recruiting  
Vigilos

President	Lee Ann Peterson Walker
First Vice President	Pete Stiles
Second Vice President	Sheldon Woodle
Secretary	Jim Britt
Treasurer	Ken Sparks
Chaplain	Rev. Paul Williams
Judge Advocate	Al Grantham
Directors at Large	Penny Dustin Kenneth Dobrow Jeff Garrett Bert Kinghorn Bob Mitchell Dave Ojeda Jim Sketchley Al Thorstenson Dave Visneski
Directors Emeritus	Louise Chase John Lockwood
National Directors	Roger Ponto Ken Sparks

## VIEW FROM THE BRIDGE



Dear Council Members and Friends:

The second annual Pacific Northwest Coast Guard Ball held in September and abundantly demonstrated the vitality and energy of the Lake Washington Council. We are closing this year with the spirit and energy that is the hall- mark of our council.

I particularly want to take this opportunity, to bring to your attention two events on the horizon;. First the upcoming event on the 12<sup>th</sup> of November: we will be having our diner event with our distinguished guest speaker, Rear Admiral James A. Symonds, Commander, Navy Region Northwest. We will also be voting for our new set of council officers and board members. Secondly, our “Honor the Cutter Healy” event will be held on 26th of January. The reservation site is open on our web site <http://www.lakewashnlus.org>. so please email your reservation to [dinner@lakewashnlus.org](mailto:dinner@lakewashnlus.org) .

Reservation for both of these exciting events will be limited and on a first come, first served basis so I highly recommend not waiting until the last minute to make your reservations. Get them in early!

I look forward to seeing you in November and beyond, and don't forget about our upcoming November dinner.

Best wishes,

Dave Visneski  
President, Lake Washington Council  
NLUS

### **FREE Concert The United States Coast Guard Band**

Monday November 24th, 2008

7:00 PM

In the Mark Taper Auditorium - Benaroya Hall  
200 University Street , Seattle, WA 98101

The Coast Guard Band will be playing in Seattle prior to their historic trip to Japan to present “An American Journey, the United States Coast Guard Band in Japan.”

#### **Admission by ticket only.**

*Tickets will be sent out in advance on a first come, first served basis.  
Remaining tickets, if available, may be obtained at the door.*

Request your tickets online at [www.uscg.mil/d13](http://www.uscg.mil/d13)

-or-

by phone at 206.220-7093

**DON'T MISS THIS RARE OPPORTUNITY** to see and hear one of the five premier service bands in the United States.

# It Happened on Hood Canal

## A Continuation of the article by Paul Gilbert from the August Issue

As it happens, I also had the privilege of participating in another interesting, and by chance, related project on the Hood Canal, this being the Hood Canal Bridge. The bridge crosses the Canal near its mouth, between the SUBASE and the rest of Puget Sound and the Pacific. This 1½ mile long floating concrete pontoon bridge had been built in the 1950s and was a first of its kind, being located on tidal salt water experiencing a 16-foot tidal fluctuation twice each day. In February 1979, a severe wind storm, one that would have been called a hurricane on the East Coast, blew through Puget Sound and hit Hood Canal with particular force. The funnel effect of the long north-south oriented canal concentrated the fury of the storm on the bridge, causing the destruction and sinking of the western half of this unique floating bridge. In January 1980, the Washington State Department of Transportation selected Parsons Brinckerhoff to design a replacement for the bridge. There was a great sense of urgency since the important area of the Olympic Peninsula was essentially cut off by the loss of the bridge. Temporary ferry service was introduced to provide some relief, but the ferries could not handle the larger road loads. The State wanted the bridge reopened by October 1982.

I was the firm's senior officer in the western U.S. at the time and so was responsible for mounting the resources for an accelerated effort to meet this schedule. We were charged with determining the actual points of failure for the bridge; developing a design for a bridge that would not fail under similar or worse conditions; producing bid packages and getting them out for bid as soon as possible; and following the construction closely, in support of the state, to an early completion. As with the SUBASE project, this assignment came with its share of challenges.

The bridge is made up of large floating hollow concrete pontoons, anchored by multiple 3 inch wire ropes to very large ballasted concrete anchors placed on the bottom at minus 300 +/- feet. In the middle of the bridge are two floating units that provide a means of drawing open two 300-foot sections of pontoon-supported roadway to provide a 600-foot clear opening for navigation. When the western half failed and sank, the draw span for that side was lost as well. Thus the replacement required a new draw span. Our project scheduling studies showed that we could get all the fixed floating pontoons and anchorages, as well as the roadway structures, built and into place by the State's deadline. But the new moveable span was too complicated and could

not be completed in so short a time. So, in close liaison with the state, we looked quickly at options.

We judged that operating the bridge with only a single 300-foot draw span would work for most navigation on the Canal; in fact it appeared it would work for all of it. Then we were reminded of the Trident base and of the State's commitment to maintain a 600-foot opening for passage of the submarines. We approached the State's Assistant Secretary of Transportation with our scheduling studies, the moveable span schedule problem and our proposed solution, the 300-foot opening. He agreed to ask for a meeting with the SUBASE Commandant to discuss the matter. The Commandant agreed to meet, listened, asked a number of questions and got answers, and received the State's assurance that the full 600-foot moveable section would be in place within 15 months. He then agreed to the plan, with one additional condition that went something like this, "Should we need to deploy to sea quickly and your bridge is seen as an obstacle to our safe movement, we will remove that obstacle; is that clear?" The State agreed and we went to work to fulfill the plan.

By October 1982, the Hood Canal Bridge was ready to be reopened, with a 300-foot draw span opening. Shortly before it was to be rededicated and opened to traffic, I happened to be checking some final items on the bridge with a few colleagues. We heard the warning bell on the existing moveable span go off and saw the red lights and the safety arm drop. The moveable pontoon was drawn in and the 300-foot opening was clear. I looked up the Canal and to my surprise I saw the thrilling image of a large submarine approaching from Bangor Base. I watched in awe, the safe passage of its large conning tower with several members of the crew in view while below the surface something very large indeed pushed up a great mound of water as it passed, raising the bridge pontoon on which we stood. I saluted out of pride and respect, and my salute was returned as the boat moved out into the Sound.

A little more than a year later, the replacement draw span unit was delivered to the site, and with a bridge closure of a little over two weeks, the bridge was whole again. I'm glad to be able to say that the bridge has never been seen as an obstacle to the Navy's deployments.

One final note, in the course of writing this article, I confirmed that the submarine that passed through the Hood Canal Bridge that day in October 1982 was the famed USS Ohio, the first Trident, on its first deployment.

Life is full of coincidences.



**NAVY LEAGUE**  
of the United States



**Lake Washington Council - Chartered 1 January 2001**

**November Dinner Event: Wednesday, November 12, 2008**

**Red Lion Bellevue Inn, 11211 Main Street, Bellevue, WA**

**Rear Admiral James A. Symonds (keynote speaker)**  
**Commander, Navy Region Northwest**

**Rear Admiral James A. Symonds is a native of Sodus, N.Y.** In July 2007 Rear Adm. Symonds reported as Commander, Navy Region Northwest. Navy Region Northwest Command is the coordinator for the Navy in the six-state area of Washington, Oregon, Idaho, Alaska, Wyoming, and Montana.

**Mission** - Navy Region Northwest exists to support the Fleet, Fighter, and Family. Our support is essential to provide naval forces ready and able to execute our Nation's defense requirements.

**Vision** - Team Northwest operations as an extension of Fleet war fighting capabilities. We are the best everyday in delivering consistent, standardized and reliable shore services and support so that the operational Navy can be the best at providing Navy readiness. To read more <http://www.navy.mil/navydata/bios/navybio.asp?bioid=328> & <https://www.cnmc.navy.mil/cnrmw/About/Mission/>

**Our Honored units: USS Abraham Lincoln**  
**Univ. of Washington Naval Reserve Officer Training Command**

**RESERVATIONS: (a) by e-mail or (b) mail:**

Name \_\_\_\_\_ Meal Choice (circle) CHICKEN or SALMON or VEGETARIAN

Guest \_\_\_\_\_ Meal Choice (circle) CHICKEN or SALMON or VEGETARIAN

Street Address \_\_\_\_\_ City/State/Zip Code \_\_\_\_\_

**Classic Caesar Salad**

- (i) Breast of Chicken stuffed with Brandied Mushrooms and wrapped in Puff Pastry, OR**
- (ii) Salmon Picatta: Salmon sautéed with garlic, capers, lemon juice and fresh herbs, OR**
- (iii) Vegetarian Plate**

**Chocolate Blackout Torte**

**No-host social hour starts at 6:00, dinner at 7:00.**

**Cost per person is \$40 in advance or \$45 at the door.**

**Please make your reservations today by mailing your check made payable to Lake Washington Council - NLUS to LWC-NLUS, PO Box 183, Medina, WA 98039-0183, or via e-mail to [dinner@lakewashnlus.org](mailto:dinner@lakewashnlus.org). Please include names of persons attending and their menu choices. Reservations must be received no later than November 9th**

# “The New U.S. Maritime Strategy”

by Ken Sparks

I was privileged to receive an invitation, one that you cannot refuse; while the following comments are superficial; I encourage each of you to google the related references; particularly, “A Cooperative Strategy for the 21<sup>st</sup> Century,” the Current Strategy Forum and Naval War College, and Robert D Kaplan.

Since 1949 under the title “Round Table Talks,” the Naval War College has provided a timely annual forum to a broad cross-section of civilian American leadership. Some 1300 attended this year’s event on June 17-18 in Newport, RI. Speaker’s included our maritime leaders: CNO ADM Roughead, Secretary of the Navy Winter, and Marine Commandant Conway.

The new U.S. Maritime Strategy adopted by the U.S. Coast Guard, Marines, and Navy seeks a balance of war and peace:

## **Forward Presence**

Deterrence

Sea Control (including space and cyberspace)

Power Projection

Maritime Security

Humanitarian assistance and Disaster Response

## **Did you know?**

90% of the world’s commerce travels by sea

the majority of the world’s population lives within a few hundred miles of the oceans

nearly three quarters of the planet is covered by water

What was significant in the dialogue from the briefings, panel discussions, breakout session, and social events, was that both teamwork, a focus on being responsible members of a worldwide community, and related better communications and understanding of global perspectives.

The most thought-provoking presentation was by *Atlantic* Correspondent Robert Kaplan portrayed the difficult circumstances in friendly and less-friendly lands. Kaplan’s major thesis is *The Coming Anarchy*, “How scarcity, crime, overpopulation, tribalism, and disease are rapidly destroying the social fabric of our planet.” So how can America operate in such an environment?

More in depth links on these subjects will be on our website [WWW.LAKEWASHNLUS.ORG](http://WWW.LAKEWASHNLUS.ORG)

## **PLEASE UPDATE YOUR E-MAIL ADDRESS!**

If you have E-mail and have not received news from this council in the last month or so, that means that we do not have your current e-mail address.

Many opportunities such as cruise embarks, tours, etc. come up at the last minute and are passed to council members via E-mail. It would be a shame if you miss the chance to take advantage of a chance to be included because of a missing E-Mail address.

Please contact [info@lakewashnlus.org](mailto:info@lakewashnlus.org) with your updated e-mail address. This will ensure that you are receiving the latest information from your Council.

LAKE WASHINGTON COUNCIL  
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# Lake Washington Council



## CITIZENS IN SUPPORT OF THE SEA SERVICES

### **Lake Washington Council is your community organization that:**

- Supports our Puget Sound Sea Services: USCGC Healy, USS Abraham Lincoln, Naval Coastal Warfare Squadron-33, USCG Integrated Support Command-Seattle, NOAA Ship Rainier, USS Jimmy Carter, and Undersea Research & Development.
- Supports local Naval Reserve Officers Training Units and USN Sea Cadet Corps: NJROTC at Liberty High School, NROTC at University of Washington, and USN Sea Cadet Corps, Everett.
- Increases awareness of the diversity of maritime units in Puget Sound.
- Conveys the pivotal role our Puget Sound sea services play in our national and regional security.
- Furthers understanding that maritime commerce is the cornerstone of our region's economy.

### *Navy League of the United States Mission Statement*

*A civilian organization dedicated to informing the American people and their government that the United States of America is a maritime nation and that its national defense and economic well being are dependent upon strong sea services – United States Navy, United States Marine Corps, United States Coast Guard and United States Merchant Marine.*