

Voyager



Navy League
of the United States



VOL. 83 DELGENE PHILLIPS - EDITOR

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MARCH 2018

FUTURE EVENTS

Healy Dinner Meeting
Wednesday, 21 March

Other Events
Tuesday, 27 March Boeing tour
Thursday, 10 May Golf

ABOUT US

The Lake Washington & Everett Council (LW&EC) is part of the Navy League of the United States, www.navyleague.org

Council Adopted Units:

US Naval Station Everett
USCG Base Seattle
USCGC Healy (WAGB 20)
USCGC Henry Blake (WLM 563)
USCGC Blue Shark (WPB 87360)
USS Jimmy Carter (SSN 23)
Undersea R & D Detachment
Liberty High School NJROTC
U. of Washington NROTC
NavSta Everett Sea Cadet Div USNSCC

Voyager is the official newsletter of the LW&EC NL-US and is published quarterly in March, June, September and December and printed by American Publishing & Printing, Inc. in Kent, WA and provided to all members. Comments and suggestions are welcome and should be sent to: *Voyager* Editor, P.O. Box 547 Bellevue WA 98009-0547 or email to: etpefp@comcast.net

Annual USCGC Healy Dinner

Wednesday, 21 March 2018 1800 - 2100
Bellevue Red Lion Hotel
11211 Main Street, Bellevue, WA 98004

Always a favorite annual event, the council will host members of the USCGC Healy crew and recognize the 2017 Sailors of the Quarter and Sailor of the Year.

New Community Affiliate Member will be introduced:
Aviation Technical Services

You can register for the Annual Healy Dinner via our website www.lakewashnlus.org

Tour

The Boeing Company
Everett Final Assembly Facility
Tuesday, 27 March 2018
Registration Information on page three

Navy Receptions

1600 – 1900

Held at the **Scuttlebutt Brewing Company**
1205 Craftsman Way, #101, Everett, WA 98201
On the following **Thursdays**: 15 March – 19 April
17 May – 21 June – and 19 July

VIEW FROM THE BRIDGE



It has been a very busy and productive start to 2018 for the Lake Washington & Everett Council. At the beginning of the year, we installed a new board of directors (*see below*) at our 17 January dinner with RADM John Lockwood administering the Oath of Office.

At the dinner, we awarded our long-time member CAPT Angus McDonald, USN, Retired, with our council's *John and Cyndee Lockwood Lifetime Achievement Award*. Please read more about Angus and his life on page eight in this issue. Also, at the dinner, Perry Yaw, a senior manager with Boeing's P-8A Poseidon program gave us all a great presentation on the current and future of the program. You will also see that we have been actively supporting our student units. You will see some updated news about our UW NROTC commissioning ceremony in December. Our NAVSTA Everett Division of the US Naval Sea Cadet Corps held its Annual Inspection on 20 January. The unit did very well and scored a 3.86, which is a very good score. SA Cole Basney was awarded the *Navy League Theodore Roosevelt Youth Medal* as the 2017 Cadet of the Year for NAVSTA Everett Division. Also in this edition, you will find information about the USCGC Healy's first Arctic dive after 11 years

2018 BOARD OF DIRECTORS

President..... Sanu Chacko
 First Vice-President..... Matt Thompson
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 Louise Chase (LWC) (NLUS)
 Roger Ponto (LWC) (NLUS) / Past LWC President
 RADM John Lockwood, USCG, Retired

of preparation. I would like to take this moment and welcome our newest Community Affiliate, Aviation Technical Services, and thank them for their support of our council and the Navy League in general. After being dormant in the Everett area for a few years, our council has started our monthly receptions in favor of the various commands based out of NAVSTA Everett. We met with the CO and his NAVSTA Everett team and discussed our council's planned activities in the area and we were met with very high enthusiasm. On 22 February, we held our first get-together at the Scuttlebutt Brewery and Taproom on the Everett waterfront. During that event, we discussed with all the attending commands that we intend to hold these receptions on the third Thursday of every month at Scuttlebutt. The management of Scuttlebutt has offered us the use of their Sea Services room for our receptions. Our next reception will be held on 15 March between 1600-1900. Please come and support the sailors who call NAVSTA Everett "homeport" by buying them a drink. The Lake Washington & Everett Council is always looking for new members who would like to support our sea services. If someone is interested in learning more or would like to join our council, please contact CMC Kevin Isherwood, our Membership Director, at (240) 786-2775 or email: membership.lwe@gmail.com or contact any of our board members. Thank you to all our members and friends and we look forward to seeing you at our future events.

Sanu Chacko
President

WELCOME NEW MEMBERS!

Penny Carpenter
 Richard Earl "Dick" Stringfellow

WELCOME NEW COMMUNITY AFFILIATE



Founded in 1970 with a commitment to excellence, ATS has been exceeding customer expectations in safety, quality, regulatory compliance, on-time delivery and value for over 45 years. Head-

quartered in Everett, WA, ATS has over 1.2 million square feet of aviation maintenance facilities with additional operations in Moses Lake, WA; Kansas City, MO; and Fort Worth, TX. This broad North American footprint supports customers with advanced MRO capabilities across the full spectrum of aftermarket products and services in operationally convenient locations. With two separate hangar facilities in Everett and Moses Lake, ATS is the largest MRO on the U.S. west coast providing seamless support for military, commercial and regional aircraft operators – including airframe maintenance, component repair, engineering support, fuselage painting, and business jet services. ATS provides comprehensive airframe and component maintenance services at a single source in FAA Class Four certified facilities. Qualified on numerous aircraft types, ATS' skilled technicians are experienced in all stages of heavy maintenance, avionics upgrade, and structural & accessory repair. ATS is one of the largest suppliers of 737 airframe maintenance in the world, on average redelivering 450 aircraft per year for the last five years. The award-winning components shop is the most comprehensive in the MRO industry, delivering approximately 15,000 components annually to more than 250 customers.

TOUR AVAILABLE

BOEING Everett Assembly Plant VIP Tour
Tuesday, 27 March 9:30

Using headsets to hear commentary by a guide, tour the Everett Boeing Assembly Plant inside the world's largest building (by volume) to watch Boeing 747, 777 and 787 Dreamliner jets being assembled on the factory floor.

TO ATTEND THE TOUR, PLEASE EMAIL TO:
j.ardissono@wfafinet.com **1.** Complete legal name
2. Citizenship and **3.** Cell Number

Additional information will be sent to attendees regarding directions and parking. Tour capacity is 20 guests. Questions: Jim Ardissono, Director of Tours, LW&EC -NLUS, (425) 391-5567

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- ◆ Tacoma Council of the Navy League

UW NROTC Commissioning Ceremony

By Pete Stiles

Photos courtesy of NROTC

On Friday, 15 December, Lake Washington & Everett Council board members Jim Ardissono and Pete Stiles attended the University of Washington NROTC's fall commissioning ceremony. With approximately 75 family members and friends in attendance, the ceremony was held at



Kane Hall on the University of Washington campus. Presiding Officer was CAPT Michael Lockwood, USN, Professor of Naval Science and Commanding Officer of UW NROTC. Keynote Speaker was CDR Michael ("Smoov") Maxwell, USN, Retired, (*above right*) and previous executive officer of "Husky Battalion." Following CAPT Maxwell's opening remarks and CDR Maxwell's presentation, Midshipman First Class Nicholas Eckhardt (*below with parents Steve & Jessica Eckhardt*). received his commission as



Ensign, USN. ENS Eckhardt attended Portland Christian High School in Portland, OR. Upon receiving a four-year scholarship in the spring of his freshman year, ENS Eckhardt joined Husky Battalion where he has supported numerous events and volunteer efforts. He served on the Color Guard Team and the Physical Readiness Team for the Northwest Navy Competitions, each of which placed first. He was also the Color Guard Commanding Officer, physical training instructor and most recently Battalion Executive Officer. ENS Eckhardt will report to Naval Air Station Pensacola, FL as a student naval aviator.

Naval Station Everett Division Sea Cadets Annual Inspection and Awards Ceremony

By Pete Stiles

Photos by NSE PAO, Kerry Kearney

One of the Lake Washington & Everett Council's premier "student" adopted units is the Naval Station Everett Division of the Naval Sea Cadet Corps, which holds a majority of its weekend drills at NAVSTA Everett. On Saturday, 20 January 2018, Everett Division held its annual inspection at the Historic Flight Foundation located at Paine



Field, Everett, WA. Conducted by Region Director LCDR Matt Thompson, Everett Division received an overall final inspection score of 3.8697 - a nearly perfect score. Quoting Division Commanding Officer LTJG Sanu Chacko, "*I cannot thank everyone enough for the great work we have done over the past year. But that being said, I would like to take this opportunity to thank some for the outstanding effort this past year, namely all the cadets for holding up their end of the agreement by doing their coursework on time and attending unit activi-*



ties and advanced training throughout the year.” Following the annual inspection and announcing the results, LTJG Sanu conducted an awards ceremony where a number of cadets were promoted and/or recognized for outstanding performance. At the end of the ceremony, LW&E Council board member Pete Stiles (*opposite page*) on behalf of Lake Washington & Everett Council, presented the *Navy League Theodore Roosevelt Youth Medal* for 2017 to SA Cole Basney (*at right and below with parents Kerry & Paul Kearney*) for being the

unit’s Cadet of the Year. “Cole has shown exemplary leadership over the last year and has emerged as one of the cadets to watch in our outstanding unit,” commented LTJG Sanu Chacko. The Navy League established a Youth Medal that is awarded to outstanding Navy and Marine Corps Junior Reserve Officers Training Corps (JROTC) cadets, Navy National Defense Cadet Corps (NNDCC)

cadets and Naval Sea Cadets. The award consists of a medal, ribbon bar, certificate, and pamphlet on President Theodore Roosevelt whose visage is on the medal.



Members Briefed at January Dinner on Boeing P-8A Poseidon Success

*Compiled by Pete Piles & Delgene Phillips
Photos By Delgene Phillips & Ray Copin*

The Lake Washington & Everett Council held its first dinner of the year at the Bellevue Red Lion Hotel on Wednesday, 17 January 2018. Following the social hour (*enjoyed by Janie Nicodemus & Matt Thompson, at right*), new President Sanu Chacko called his first meeting to order. The Liberty High School NJROTC began by parading the Colors, followed by Liberty High School Cadet Emily Magley leading the audience in the pledge of allegiance. After the posting of the Colors board member and Chaplin Jim Ardissono gave the invocation and the buffet dinner was served (*enjoyed below by Gloria James, Cordelia Phil-*



lips & Al Torstensen). Promptly at 1945, Sanu asked prior council president and council plank owner RADM John Lockwood USCG, Retired, to install the council's 2018 officers and board of directors. RADM Lockwood administered the oath of office and the full list of the officers and board members is on page two of this issue. Sanu next introduced Perry Yaw, a senior manager for P-8A Poseidon sales for Boeing Military Aircraft's Strike, Surveillance & Mobility Division, working with domestic, U.S. customers. Prior to Boeing, Perry was a 29 year navy veteran who retired two years ago. He graciously complemented the NJROTC Color Guard on their performance and offered congratulations to the new board. During his navy career, Yaw was a maritime patrol P-3 pilot, commanding Patrol Squadrons Nine and 30. The P-8A program pro-

vides 111 P-8A aircraft replacing 150 P-3's. The P-8A Poseidon is an aircraft designed for long-range anti-submarine warfare; anti-surface warfare;



and intelligence, surveillance and reconnaissance missions. It is capable of broad-area maritime and littoral operations. A derivative of the next-generation Boeing 737-800, the P-8A, and its variant for India, the P-8I, combine superior performance and reliability with an advanced mission system that ensures maximum interoperability in the future battle space. Boeing delivers 47 737 aircraft a month increasing to 57 per month, then 62 per month. Of that total, 1 ½ per month are P-8; currently 64 have been delivered to USN and eight of 12 delivered to India. Boeing leverages the commercial side Boeing 737 production into P-8 aircraft and the program is on time, under budget, every time. Yaw's change of command at his P-3 unit was six months before P-8's arrived at the unit so he built the buildings and got the unit ready for the P-8A but never flew the aircraft. NAS Whidbey is in the middle of transition and by March 2020, all six squadrons will have transitioned to P-8A which can fly from 200 feet to 41,000 feet. Technology and innovation built into the airplane makes it safe to fly and less costly to maintain due

Below left to right: Seattle Council President Jeff Davis, Perry Yaw, Cec Allison & Kristen Yaw





to the reliability. Features include a suite of sensors, robust communications suite, boom refueling in flight, and lay flat seats for relief pilots. The P-8A can arrive on station faster, fly further and is more sophisticated. The P-8 Program leverages the Boeing 737 system, resulting in reliability and quality and takes 168 days to build. P-8 aircraft are deployed on missions to Italy; Bahrain; and Kadena, Japan - four squadrons deployed at a time. Commercial parts supply readiness for P-8 is a work in progress. At the conclusion of his presentation, Sanu (*at right*) presented Perry with the Council's Certificate of Appreciation and a Lake Washington & Everett Challenge Coin. RADM Lockwood returned to the podium to present the annual *John and Cyndee Lockwood Lifetime Achievement Award* to long time council member CAPT Angus McDonald USN, Retired. Following the presentation, Sanu announced the council's

Top row left to right: Jim Ardissono, Cec Allison, Janie Nicodemus & Dan Burr **Bottom row left to right:** John Thoma, John Deehr, Delgene Phillips, Sanu Chacko, Matt Thompson & Pete Stiles. **Not pictured:** Jeff Garrett, Bert Kinghorn, Kevin Isherwood & Phil Johnson



next event would be the "Annual Healy Dinner"



on Wednesday 21 March at the Bellevue Red Lion Hotel and wished everyone in attendance to have a safe drive home.

Angus McDonald Awarded Lockwood Lifetime Achievement Award

Article & photos By Delgene Phillips

At the 17 January council dinner, CAPT Angus McDonald, USN, Retired was presented the 2017 *John & Cyndee Lockwood Lifetime Achievement Award* by RADM John Lockwood, USCG, Retired. Both John and Angus (below left to right)



are plank owners in the Lake Washington & Everett Council. Angus is also a Life Member of the United States Submarine Veterans, Inc. (USSVI) which was created by a group of US submarine veterans of World War II. Angus authored a book *"The Scorpion Story, How She Was Lost"* concerning the terrible tragedy of the nuclear submarine USS Scorpion (SSN 589), which sank on 22 May 1968 with the loss of all 99 hands. In his book, Angus went deeper into the tragedy than any of the previous books. His was a story that deals with mystery, intrigue, great science, agonizing irony, and state-of-the-art technology associated with this terrible loss. In his book, CAPT McDonald has tried to provide the reasons why this tragedy occurred. Angus was born in Waukegan, IL in 1926 and named Carleton Angus Klump McDonald, a set of names which provided him opportunities over the years to change what people called him. Growing up in the depression resulted in financial hardships that led to Angus moving to Limerick, ME to live with his grandparents on a farm and to attend a small school, grades one to 12 in the same building. As a fourteen year old, on a trip to Portland, OR, Angus saw the USS Astoria (CA 34), a heavy cruiser later sunk during the Battle of Savo Island in 1942. He was indelibly impressed by the vessel and wondered what it would be like to sail on the cruiser. Angus enjoyed baseball and basketball in school. Just a few days before 7 Dec 1941, An-

gus's grandparent's home caught fire but no one was hurt; however, he moved to Hebron, MA where he finished high school in 1943 and was accepted to MIT, doing well the first term but struggled somewhat the second, maybe due to starting part time work. In December, 1943, Angus was sworn into the Navy V-12 Program, designed to supplement commissioned officers in the US Navy during World War II. Angus later received an appointment to the Naval Academy by Senator White of Maine and entered summer of 1944. At this point he left the name "Jock" behind and became "Mac." Mac excelled on his Academy fast pitch softball team and was a company commander during a review for President Truman with whom he shook hands. At the end of his plebe year, it was announced that his class would be split in two with the top half academically attending three years and the other four. Mac was in the top half and graduated in 1947. Commissioned on 6 June 1947, Angus (below on Leary) reported

to USS Leary (DDR-879) in Boston as the CIC Officer. Leary made a Mediterranean deployment but later Angus submitted a request for submarine school. While on a second Mediterranean cruise, ENS



Angus McDonald was OOD late at night in a task force when the task force commander ordered a reorientation of the screening ships. When Angus noticed that the Leary CO at the conn had the maneuver wrong, Angus relieved him of the conn and completed the maneuver correctly. In July 1949, Angus reported to the submarine school in New London, CT. Toward the end of his course in November, Angus selected his sub assignment and selected USS Spikefish (SS 404), a WW II diesel in New London to be near his future wife, Mavis Fox, a nursing student in Boston, MA. Angus and Mavis married in March 1950. Angus was a qualified submariner and assigned diving officer in April 1951. In August, Angus was detached and assigned to USS Sea Robin (SS 407) which shortly received a streamlined superstructure and snor-

kel conversion. In spring, 1954 Angus received orders to US Naval Postgraduate School in Monterey and completed a Master's Degree in Electrical Engineering in 1957 and reported to Commander, Submarine Force Pacific as Assistant Material Officer. In August 1958, Angus attended Prospective Commanding Officer's (PCO) School and then reported for duty as Executive Officer of USS Sterlet (SS 392) and made patrols to the Western Pacific. In February, 1960, Angus reported to Commander Submarine Squadron Seven as Staff Engineer but first he reported to the Nuclear Power School in New London, CT. for temporary duty in a class that started in January. In June, a bad fire occurred on USS Sargo at Pearl Harbor while loading oxygen. Angus was recalled as Squadron Engineer and investigated the tragedy wherein one sailor lost his life. Angus noted that there were no check valves and the loading lines had steel reinforcing wire which oxidized in the fire. In June, 1961 Angus relieved as commanding officer of USS Barbero (SSG 317), a WW II sub modified for Regulus I missiles, and deployed to the Western Pacific for two patrols. Early in 1962, Angus, along with other contemporaries, received orders to report for an interview with ADM Rickover which resulted in Angus receiving orders to Nuclear Power School in Mare Island, CA. After six months, Angus learned that he would be headed to a PCO course at the Naval Reactors Branch of the Atomic Energy Commission (ADM Rickover's office). After successfully completing the course, Angus attended the Guided Missile School in Dam Neck, VA, before assuming command of GOLD crew of USS Grant (SSBN 631) launched 2 November 1963. USS Grant was originally scheduled to be based in Charleston, SC and USS John C. Calhoun would be going to Hawaii. It is easy to see how a sub named Grant in South Carolina would be viewed and the Navy made the switch. After a year of training, fitting out, testing of crew and systems and sea trials, USS Grant was commissioned in July, 1964. Following shakedown trips and post shipyard availability, USS Grant arrived at Pearl Harbor in January, 1965 and completed four GOLD crew patrols by July 1967, when Angus was relieved and assigned as Special Assistant for submarines to the Assistant Secretary of the Navy for Research and Development, Dr. Robert A. Frosch. Since some 20 Mac McDonald's worked at the Pentagon, another name seemed appropriate and "Mac" became "Angus." There was intense public interest in oceanography and Con-

gress created a Marine Council on Marine Resources and Engineering Development and the Senate created the Commission on Marine Sciences, Engineering and Resources. Angus was the Navy staff person on both councils working with other staffers creating position papers. When the USS Scorpion (SS 589) was lost, Dr. Frosch was asked to help and created a Technical Advisory Group that initially met in Angus's office. A lead to the missing sub came from acoustic events recorded by Columbia University's Geophysical Station in Bermuda. USS Scorpion was located by a research ship USNS Mizar but the court of inquiry could not pinpoint the cause for the sinking. In late June, 1970 Angus left the Pentagon with a Meritorious Service Medal – chiefly for his work with the Scorpion tragedy en route to his last assignment as Commanding Officer Naval Submarine Training Center Pacific in Hawaii. During this tour, Angus received a MBA from the University of Hawaii attending night



Above: Angus chats with Roger Ponto, a National Director and former neighbor and fellow council plank owner.

school. In June 1973, Angus retired from the Navy and accepted a job with Exxon Nuclear in Bellevue, WA, selling nuclear products and services to commercial nuclear power industry. By 1981, nuclear power was heading downhill and events like Three Mile Island and high prices of uranium did not help so Exxon Nuclear and Angus parted ways in 1981. After a brief stint with the Washington Public Power Supply System and four years as a mortgage loan officer, Angus retired and hit the volunteer trail, first with Eastside Metal Health Center as bookkeeper for the Employee Assistance Program and then President of the USNA Alumni Association Seattle Chapter in 1989 and President of the Retired Officers Association local chapter in 1993. Along the way, Angus and Mavis had four children: Richard, Sally, Charles Scott and David.

The Eleven Year Dive

By ENS Samuel J. Wood, PAO, USCGC Healy
Photos by PA2 Meredith Manning, USCG

On a foggy July morning 75 nautical miles north of Barrow, AK, Diver First Class David Bradbury stands on the bow door on one of CGC Healy's small boats, a 38-foot landing craft designed for Arctic operations. It's cold and quiet. Shrouded by a wall of fog, I can barely see the outline of Healy, less than 200 yards away. The day started just as any other, we were transiting north to find the perfect temperature of water for cold-water diving operations: 29 degrees Fahrenheit, any colder and we would be out of parameters for the seal on the divers' masks, any warmer, well what fun would that be? "DIVER ONE... ARE YOU READY?" shouts Diver First Class Geraldine Cabrera, the Dive Supervisor. Gerri, as the dive locker called her, is one of the more seasoned divers of the bunch. Standing just over five feet tall, she is as energetic as she is fit. She is charged with ensuring all equipment is properly attached and working so it is safe to use for the divers. Gerri is the last safety measure before these divers plunge into the icy Arctic waters. In all, the final safety checks and risk evaluations of the dive operation take nearly thirty minutes. But preparing for this operation didn't just take half an hour, preparation for this mission took just over 11 years. The last time a Coast Guard dive occurred in the Arctic, in 2006, a fatal accident claimed the lives of two Healy crewmembers, LT Jessica Hill and BM2 Steven Duque. The investigations would unveil that safety precautions were skipped and policies either did not exist or were not followed at all levels of the chain of command. Soon after the accident, the Coast Guard

Below: A CG Diver steps off CGC HEALY's small boat during cold-water diving operations in the Arctic.



Above: DV1 Cabrera performs the final safety checks on a C Diver's equipment before entering the water.

Diving Program took a strategic pause while senior leadership examined causal factors and charted a course for Coast Guard dive operations that would prevent this type of accident from reoccurring. In 2014, the Coast Guard announced the creation of the Diver Rating (DV) (*chevron logo at right*). A specialized career path for diving created a channel for divers to improve technical proficiency through experience by making it a primary duty, instead of a collateral duty. In July, 2017 a joint Coast Guard/Navy dive team embarked Healy as it got underway from

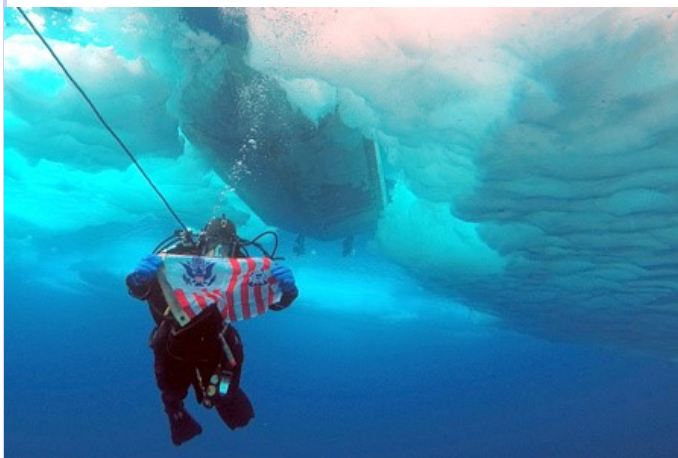


Seward, AK. Of the missions Healy was tasked with, one stood out above all others, restore dive capabilities to the Arctic. The Coast Guard dive team would make the Arctic plunge while the Navy divers undertook a support role. The Coast Guard and Navy's partnership has expanded over the years into a wide range of military operations, perhaps none so deliberately as dive operations. The revitalized Coast Guard dive program is closely built around the Navy's existing program. We use the Navy Dive Manual and our divers have always trained in the same schools, dating back to World War II when Coast Guard diving began. Providing a recompression chamber, the Navy divers are specifically trained on treating dive accidents. Their expert knowledge and opera-

tion of the chamber would guarantee the best immediate care of a diver, should there be an incident. Over the course of the deployment, Healy supported 18 dives with a total subsurface time of nearly four hours, successfully restoring dive capabilities to Healy and reintroducing dive operations to the Arctic. Each dive was completed without any complication. During a memorial ceremony while underway, Healy's Commanding Officer, CAPT Greg Tlapa addressed the crew:

"Lieutenant Hill and Petty Officer Duque were taken from this world 11 years ago, but their spirit lives on in the hearts of loved ones and with the restoration of dive operations to Healy. In their memory, we stand united as one ship, one crew, and one family. We honor them each time we pause to evaluate risk before a dangerous operation and we honor them by reintroducing dive operations to the Arctic."

Lowered from the diving platform off Healy's fantail, Chief Diver Charles Ashmore and Diver First Class Gerri Cabrera carried with them a weighted plaque honoring LT Hill and Petty Officer Duque.



Above: A Coast Guard Diver celebrates a successful dive, the first since 2006, by posing for a photo underneath CGC Healy's small boat.

As they entered the water and swam out from Healy, taps played from the trumpet of Command Master Chief Scotty Hudson onboard. The dive team released the plaque to its final resting place, paying homage to those divers who came before him and symbolically closing the circle on an eleven-year process to overhaul the Coast Guard Dive program.

Brief History of African-Americans In Coast Guard Combat

By William H. Thiesen, CG Historian

In 228 years of CG history, African-Americans have been the first minority group to fight and the first to sacrifice. In the Quasi-War with France and the War of 1812, African-American Revenue cuttermen fought against Royal Navy warships. A 15-year-old black cutterman captured in the War of 1812 is considered the youngest prisoner-of-war in CG history. In 1836, assistant keeper and freedman Aaron Carter died defending the Cape Florida Lighthouse in the Seminole War. In the Civil War, blacks comprised 5 to 10 percent of the crew members in the US Revenue Cutter Service. The U.S. Lighthouse Service began hiring former slaves and in 1863, a slave crew operated the Fishing Rip Lightship, near the city of Port Royal, SC. Revenue Cutter Hudson's African-American steward Moses Jones and cook Henry Savage fed ammunition to the guns in the Battle of Cardenas Bay, Cuba and were the first minority Americans honored for heroism in combat with the Bronze Medal. Torpedoed in 1918, USCGC Tampa was lost with all hands, including 10 African-American crew members, the greatest American naval combat loss of life during the WW I. By late 1943, the CG assigned 50 black officers and enlisted men to the CG-manned USS Sea Cloud. By 1945, the CG had appointed three black ship commanders. In addition, five African-American women were the first black females to enlist. In 1943, African-American Louis Etheridge, Jr., commanded a gun crew on USCGC Campbell and helped sink a U-boat. Also in 1943, mess attendant Charles David, Jr., aboard CGC Comanche, volunteered to rescue torpedoed Army transport *Dorchester* survivors from the freezing waters of Greenland. By the end of the war, 5,000 blacks had served in the CG including: Jacob Lawrence, who became a famous modernist painter; SPAR Olivia Hooker, a Fordham University professor; "Alex" Haley, first CG Chief Journalist who wrote *Roots* and the *Autobiography of Malcolm X*; LTJG Joseph Jenkins oversaw construction of Detroit's freeways; Emlen Tunnel became a pro football star with the New York Giants; Merle Smith in Vietnam, became the service's second black recipient of the Bronze Star Medal. African-Americans have served in every conflict fought by the CG and its predecessor services.

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Lake Washington & Everett Council is your community organization that:

- Supports our Puget Sound Sea Services: USCGC Healy, USCGC Henry Blake, USCGC Blue Shark, USCG Base Seattle, USS Jimmy Carter, Naval Station Everett and Undersea R & D Detachment.
- Supports local Naval Reserve Officers Training Units and US Naval Sea Cadet Corps: Liberty High School NJROTC, University of Washington NROTC, US Naval Sea Cadet Corps, Naval Station Everett Division-134.
- Increases awareness of the diversity of maritime units in Puget Sound.
- Conveys the pivotal role of Puget Sound sea services in 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.