

# Voyager



Navy League  
of the United States



VOL. 89 DELGENE PHILLIPS - EDITOR

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SEPTEMBER 2019

## FUTURE EVENTS

Scuttlebutt Social Hour 17 Oct  
Dinner Meeting 13 Nov  
Dinner Meeting 14 Dec

## ABOUT US

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

## SUPPORTED UNITS

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  
USNLCC TS Henry M Jackson  
US Naval Station Everett  
Carrier Strike Group ELEVEN  
Destroyer Squadron Nine  
USS Shoup (DDG 86)  
USS Kidd (DDG 100)  
USS Momsen (DDG 92)  
USS Gridley (DDG 101)  
USS Ralph Johnson (DDG 114)  
USS Sampson (DDG 102)  
Afloat Training Group - PACNW  
Regional Support Organization - PACNW  
Naval Operational Support Center Everett  
Puget Sound Naval Shipyard &  
Intermediate Maintenance Facility

## November Dinner features remarks by LT Jessica Shafer, USCG

Wednesday, 13 November 2019 1800 - 2100  
Bellevue Red Lion Hotel  
11211 Main Street, Bellevue, WA 98004

LT Shafer is commanding officer of USCG Station Cape Disappointment, WA and is the second woman in the USCG to earn the Surfman rating – qualified to operate CG boats in seas up to 30 feet and 50 knots wind speed.



Above, LT Shafer speaks during a change of command ceremony at the station in Ilwaco, WA, on 18 June 2018. Shafer was commissioned in 2013 after starting her Coast Guard career in 2002 as an enlisted member.

*Register for the dinner at [www.lakewashnlus.org](http://www.lakewashnlus.org)*

*U.S. Coast Guard photo by PO1 Levi Read*

## VIEW FROM THE BRIDGE



Happy fall everyone!

I hope all of you had a wonderful summer. The Lake Washington & Everett Council had a very busy summer as you will see in

the following pages. But first, I invite all to attend our 13 November dinner featuring LT Jessica Shafer, commanding officer of USCG Station Cape Disappointment and home of the USCG National Motor Lifeboat School. Early this year, our council was invited by the Seattle Navy League Council to assist with various Seafair Fleet Week activities. I was honored to be a Co-Chair of Fleet Week this past summer. Witnessing the work done by the Seattle Navy League Council, along with the Seafair committee and the Navy and Coast Guard teams in the Pacific Northwest, was a humbling experience. As part of the festivities of Seafair, this humble immigrant got an opportunity of a lifetime to ride in the Seafair Torchlight Parade, which is something I will never forget. Our council was honored, along with other local councils, to host the Eagles & Anchors event for Fleet Week as well. You will also read about the a ship ride some of our council members and supporters experienced during Fleet Week. As part of Seafair Fleet

## 2019 BOARD OF DIRECTORS

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Week, the US Naval Sea Cadet Corps conducted a recruiting drive, in conjunction with the Navy Region Northwest Talent Acquisition Group. The cadets had a great time working with the recruiters and were able to get more than 80 new referrals for the Sea Cadet Corps for the Greater Seattle Area. It was my honor to run such a successful event as my last major official duty as the Regional Director of the US Naval Sea Cadet Corps for the Greater Seattle Area. I really appreciate all the help that our council has provided to the Naval Station Everett Division of the USNSCC and the rest of the Sea Cadet Corps. On 11 September, Navy League National President Bill Stevenson spent a couple of hours with our board. We had a wide-ranging conversation on how the National Navy League can assist the local councils. We also spent time updating him on all our student groups, especially the need for the National Navy League to support the US Naval Sea Cadet Corps. In this issue you will also read about the USCGC Healy which left for the Arctic on 24 July, under her new Commanding Officer, CAPT MaryEllen Durley. You will also read about the amazing work that the cadets from our prestigious student group, Liberty High School's NJROTC unit, who competed in the National SeaPerch competition. Over the summer, US Coast Guard District Thirteen had a change of command where a great friend of the council, RADM David Throop was relieved by RADM Anthony "Jack" Vogt. I had the utmost pleasure of spending a lot of time with RADM Vogt over the Seafair Fleet Week events and I am sure he will be a great friend to our council as well. We wish RADM Throop the best as he transfers to Coast Guard Pacific Area as a deputy to VADM Linda Fagan. I am excited to announce that our annual Naval Station Everett Holiday Dinner is scheduled for Saturday, 14 December at the Blue Heron Room at the Port of Everett at 1205 Craftsman Way, Everett. More details and ticket sales will begin in the next few weeks. This is the 25th anniversary of Naval Station Everett and the 50th anniversary of the Navy League's presence in the Everett area. Please join us in celebrating with the sailors and commands at Naval Station Everett. Finally, I welcome Karmin Pincus to our Board of Directors and I look forward to working with her on the board.

**Sanu Chacko**  
*President*



Above on 27 July 2019, CAPT Steve Keith, USN, Retired, President of Seattle Council Navy League US and Sanu Chacko, President of Lake Washington & Everett Council Navy League US ride in the Alaska Airlines Seattle Seafair Torchlight Parade & FanFest as co-chairs for Seafair Fleet Week.



Photo by PO1 Karlton Rebensdorf, USCG

**The National Motor Lifeboat School** is a unique USCG training center. With 60 personnel, it

serves as a center of excellence for the Motor Lifeboat (MLB) providing resident training as well as MLB Readiness and Standardization assessments. Located near the mouth of the Columbia River at Cape Disappointment WA, the area is known as the "Graveyard of the Pacific" and provides the training grounds for Coast Guard personnel learning to care for and operate the 47 foot MLB.

### **WELCOME NEW MEMBERS:**

***John Kartak***

***Michael Madrid***

***Voyager*** is the official newsletter of the LW&EC NL-US and is published electronically in March, June, September and December 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](mailto:etpefp@comcast.net)

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Through their financial contributions, these business affiliates demonstrate their commitment to LW&EC-NLUS, to the mission of the Navy League, and their desire to support young people through our programs and scholarships.

### **Partners**

- ◆ Bremerton-Olympic Peninsula Council of the Navy League
- ◆ Hire America's Heroes
- ◆ Tacoma Council of the Navy League



## NJROTC Competes in the 2019 SeaPerch Challenge

By John Deehr

Photos courtesy of NJROTC

On the weekend of 1-2 June, four members of NJROTC Patriot Company traveled to the University of Maryland to participate in the 2019 SeaPerch Challenge (Underwater Robotics National Championships). Evan Rosenfelt (11), Dominic Ogino (11), Carson Tucker (10) and Sofia VanHuss (9) competed against over 100 high school teams from United States, the US and British Virgin Islands and New Zealand. After the technical presentations and two in water competitions, Patriot Company finished 71st out of 110 teams. Although we didn't do as well as we had hoped, it was a great weekend to meet, learn from, and compete against other highly capable high school underwater ROV teams.

**Below from left to right:** CAPT Deehr, Dominic Ogino, Evan Rosenfelt, Carson Tucker, Sofia VanHuss, and Mr. Dee Crouch prepare to have Patriot Company's underwater ROV checked by the judges prior to the national championship competition.



The team had the opportunity to show their vehicle to and discuss their engineering design process with RADM Brett Heimbigner, USN, Retired, (above second from right) Raytheon's VIP representative at the competition and former NROTC graduate of the University of Washington.

**seaperch**  
TEACH • BUILD • BECOME







On Friday, 31 May the team had the opportunity to see the US Marine Corps Sunset Parade at the Marine Barracks at 8th and I Streets (the oldest Marine Barracks in the United States). The Parade includes performances by the President's Own Marine Corps Band, the Marine Corps Drum and Bugle Corps, and Marine Corps Silent Drill Team. It is an awe inspiring performance.



*At left:* Early Sunday morning, 2 June the team went to Arlington National Cemetery and witnessed the Changing of the Guard at the Tomb of the Unknown Soldier.

On 8 June NJROTC presented The Colors at the Second Annual First Responders Bowl at Renton Memorial Stadium (*at right*). This flag football game pits the Renton Firefighters against the Renton Police with all proceeds going to the Lionhardt Organization which assists families who are dealing with cancer and similar life threatening illnesses. From left to right: Carson Tucker, Faith Ellis, Logan Harris, and Marissa Carr.

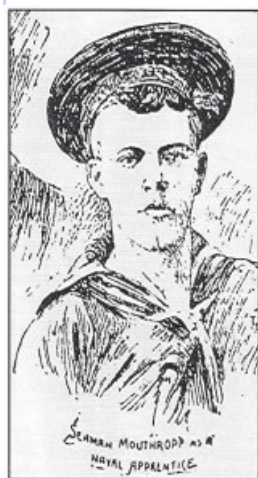




## The Long Blue Line: Unalaska's lost Cutterman Charles Moulthrope and the Commodore Perry

By Dr. Dennis L. Noble,  
Historian, U.S. Coast Guard, Retired

The men and women of the modern U.S. Coast Guard and their predecessors have accomplished some amazing feats, but many remain forgotten. Readers may find interesting this approximately three decades' journey to unearth the rescue accomplished by a forgotten hero. During the period from 1975 to 1978, while researching the U.S. Revenue Cutter Service in Alaska, I came upon a log entry describing the death of a seaman serving aboard the cutter Commodore Perry (at right) in 1896. Writing the required report of the death to his commanding officer, CAPT Horatio Smith, LT James Brown reported, *"While making evening colors, the pennant became fouled and would neither break out nor lower. Seaman C.C. Moulthrope, who was assigned acting quartermaster and had the watch, went aloft to clear the pennant. He reached the trunk and endeavored, for the space of a minute, to break out the pennant, when for some unaccountable reason, he fell to the deck and was instantly killed."* Brown also reminded Smith that Moulthrope had previously performed a heroic deed while serving on the Perry.



Pen and ink sketch (left) of Charles Moulthrope from the April 28, 1896, issue of the San Francisco Chronicle. (Wreck & Rescue Magazine).

There is so little known about the enlisted force of the U.S. Revenue Cutter Service that I became interested in uncovering what deed Moulthrope accomplished that an officer would single him out in the report. I searched the files of the Gold and Silver Life Saving

Medals in the National Archives and found nothing. The enlisted men of the Revenue Cutter Service had no service records, so that avenue remained a closed door. The only thing I knew about Moulthrope, beside his death and the comment by Brown was his final resting place in the cemetery at Unalaska. Moving ahead to 1985, a local group in Unalaska named "Unalaska Pride"



started a movement to restore the cemetery on isolated Unalaska Island. Later, I received an invitation to undertake the journey to Unalaska as part of the ceremony to honor the resting place of some



of the crewmen of the old Ber-  
ing Sea Patrol. Charles  
Moulthrope's headstone (left)  
still keeps a lonely vigil at  
Unalaska. (Jackie Whedbee,  
Find-a-Grave)

Viewing  
Moulthrope's grave, my path  
again crossed this forgotten  
seaman's story. Flash forward  
to the 21<sup>st</sup> century. In 2005,  
while researching the 1896  
court martial of Revenue Cut-  
ter Service Captain Michael

Healy, I uncovered a collection of newspaper articles in a scrapbook filed in the Library of Congress's Manuscript Division. Someone had gone to great lengths to collect clippings on the service, which held much of the newspaper coverage of the trial. As I waded through the material, the drawing of a man caught my eye. As if scripted by Hollywood, under the headline "Victim and Hero of the Perry," the story of Moulthrope's heroism unfolded. I later visited the Newspaper & Periodicals Room of the Library of Congress and read the account in the April 28, 1896, issue of the San Francisco Chronicle. According to the account, Moulthrope landed in San Francisco after serving as an ordinary seaman on the yacht *Coronet*. The owner of the yacht, Arthur Curtis James, wanted to sail to Japan and "observe the eclipse of the sun in August." For unknown reasons, Moulthrope mustered off the *Coronet* in Sausalito, just north across

the Bay from San Francisco. The San Francisco newspaper reported that Moulthrope remained at the “house of Al White, whom he had known for many years.” Born in Springfield, MA, Moulthrope had served a hitch in the U.S. Navy, being discharged in San Francisco. He then returned to the East Coast and eventually shipped in the *Coronet* and sailed back to the West Coast. He wished to sign on a Navy ship once again. One day, however, Boatswain Alfred Halfell, serving on Cutter Perry, visited White’s house “hurriedly and told White he needed a man. The place was offered to [Moulthrope] and he accepted it. He had no idea of going to the Behring [sic] Sea, but rough-and-ready sort of fellow that he is, made up his mind at once. Half an hour later he was rowed out to the Perry.” Halfell had “made his headquarters at San Francisco for years. He was in the Navy for nine years, his last [enlistment] being on the *Ranger*, where he rose to the rank of chief boatswain’s mate.” He served for many years in the Pacific Squadron. Halfell left the Navy and “after a rest,” signed on board the *Perry*. A native of Switzerland, “he came to America while quite young.” At the time, he was 35 years old. While en route to Port Townsend, Washington, the *Perry* ran into heavy seas. “Halfell was swept overboard by one of the many seas that struck the vessel; a boat was manned [by four sailors] to attempt to his rescue,” but Halfell died before the boat reached him. While making the attempt, the rescue boat capsized, throwing the four sailors into the cold, heavy seas. “They struggled . . . and seemed doomed. . . .” Moulthrope, “a powerful fellow, standing about six feet high, and weighing 180 pounds, [and described] as just the fellow who would attempt the seemingly impossible [rescue,] grabbed a line [rope] and leaped over the side.” He managed to swim to the four sailors succumbing to hypothermia. With almost superhuman effort, Moulthrope worked the line around all four of the helpless sailors. Those on board the cutter then pulled the unconscious men aboard the *Perry* and “[Moulthrope], the last to be hauled aboard, was still fresh and strong.” The newspaper account recorded the praise Moulthrope received. It also noted a “proposal [by] Captain Smith of the *Perry* that [Moulthrope] be given a medal.” Thus, after 110 years, the account of a brave but forgotten cutterman can now be told to the public. The only remaining question is why did Moulthrope not receive a medal? I believe that once Moulthrope died in the Bering Sea, Smith saw no reason to pursue

under the command of *Captain H. D. Smith,*  
Friday, July 17  
P.C.S.  
U.S. Navy,  
1876.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

At anchor, 10-15  
Underway, 5-45  
Dist. 21.0  
Officers, 8.  
Enlisted crew, 34.  
Rations, 3270  
Served, 28  
Rem. 3240

Mid to 8 A.M.:  
Light breezes N.E. and cloudy. 6<sup>30</sup> resumed  
Coaling. Worth G. Ross, 1st. Lieut.  
8 A.M. to 4 P.M.:  
Light N.E. breeze and cloudy to partly  
Clear. Crew employed Coaling ship until  
noon, when hurried off to make preparations  
for planing Moulthrope's funeral. A general  
conference consisting of officers and  
Crew of U.S. Steamer "Perry" and Comm. left  
the vessel for Unalaska.

11 P.M. to mid.:  
Dull to moderate N.W. breeze, weather  
cloudy and foggy, sea smooth. 122 officers  
and crew returned having buried planer  
Charles E. Moulthrope, in Unalaska Alaska.  
Expended 50 pounds of .45 Cal. cartridges  
in killing four rats. 6<sup>30</sup> resumed  
Coaling ship. Rated Chas. Woodruff O.S. to  
planer. 8<sup>30</sup> finished Coaling. Having  
received 72 tons Comm. Coal. 8<sup>30</sup> left off  
and steamed out of the harbor 9<sup>15</sup> set  
course N.W. by 10<sup>00</sup> left cheerful dream.  
Changed course to N.W. and. No sail set at  
end of watch. F.J. Hake, 2nd. Lieut.

the paperwork required for the medal. Next to nothing is known about those enlisted men who served “before the mast” in the U.S. Revenue Cutter Service and it is unlikely that commissioned officers of the cutters knew very much about the men who served on deck. Log entry (above) from the *Commodore Perry* documents the interment of Charles Moulthrope at the Unalaska Cemetery. (National Archives) For all practical purposes, the enlisted force consisted of merchant marine sailors and, as many maritime historians have pointed out, most sailors in the 19<sup>th</sup> century had few ties to shore. It is, therefore, consistent with the times that Smith felt it not worth the effort to determine whether Moulthrope had a family that would appreciate a medal recognizing the courage of their son or brother. Be that as it may, I believe Moulthrope’s name should be added posthumously to the list of Gold or Silver Lifesaving Medals recipients. Below captain and crew from USCGC *Munro* give honors to Charles Moulthrope’s grave in 2012. (U.S. Coast Guard)





## USCGC Healy (WAGB 20) Departs for Arctic Ocean

USCG Public Affairs release

Photo by Senior Chief Petty Officer NyxoLyno Cangemi

On 24 July, USCGC Healy departed for a months-long deployment to the Arctic Ocean. The cutter will support multiple science missions, as well as Operation Arctic Shield, the service's annual operation to execute U.S. Coast Guard missions, enhance maritime domain awareness, strengthen partnerships, and build preparedness, prevention, and response capabilities across the Arctic domain. As the Nation's primary maritime presence in the Polar Regions, the Coast Guard advances U.S. national interests through a unique blend of polar operational capability, regulatory authority, and international leadership across the full spec-

ued presence will enable us to reinforce positive opportunities and mitigate negative consequences today and tomorrow." The Coast Guard has been a leader in the Arctic for over 150 years and the sole provider of the nation's polar icebreaking capability since 1965. Presently, the Coast Guard maintains two icebreakers – USCGC Healy, a medium icebreaker, and the USCGC Polar Star, the United States' only heavy icebreaker. While the Healy deploys annually to the Arctic, the 43 year old Polar Star is the only cutter capable of supporting Operation Deep Freeze, the annual mission to maintain U.S. presence in Antarctica. If a catastrophic event, such as a shipboard fire or getting stuck in the ice, were to strand the Healy in the Arctic or the Polar Star near Antarctica, the U.S. Coast Guard is left without a self-rescue capability. By contrast, Russia currently operates



trum of maritime governance. Earlier this year the Coast Guard released the Arctic Strategic Outlook, reaffirming the service's commitment to American leadership in the region through partnership, unity of effort, and continuous innovation. *"While we focus our efforts on creating a peaceful and collaborative environment in the Arctic, we're also responding to the impacts of increased competition in this strategically important region,"* said ADM Karl Schultz, Commandant of the U.S. Coast Guard. *"Our contin-*

more than 40 icebreakers – several of which are nuclear powered. The Coast Guard is seeking to increase its icebreaking fleet with six new polar security cutters to ensure continued national presence and access to the Polar Regions. *"The Polar Security Cutters will support the full range of Coast Guard missions, to include search and rescue, law enforcement, environmental response, and national defense,"* said VADM Linda Fagan, USCG, the Coast Guard's Pacific Area commander. *"This investment will enable America to project presence in the Polar Regions."*



## USCG Announces New Home Port for Polar Security Cutters

USCG Public Affairs release

Photo courtesy of VT Halter Marine, Inc. and Technologies Associates, Inc. (TAI)

The U.S. Coast Guard announced on 17 June that Seattle, WA will be the home of the service's new Polar Security Cutters. *"I am pleased to announce that Seattle, Washington will be the home of the Coast Guard's new Polar Security Cutters,"* said ADM Karl L. Schultz, Commandant of the U.S. Coast Guard. *"The Pacific Northwest has been the home of our icebreaking fleet since 1976, and I*



*am confident that the Seattle area will continue to provide the support we need to carry out our critical operations in the polar regions."* The U.S. Coast Guard is the nation's lead agency responsible for providing assured surface access in the polar regions. The addition of the Polar Security Cutters in Seattle will support the United States' ability to conduct national missions, respond to critical events, and project American presence in the high latitudes. The Coast Guard conducted a detailed analysis to identify locations that could accommodate the Polar Security Cutter. Based on operational and logistical needs, Seattle was deter-

mined to be the appropriate homeport for the first three Polar Security Cutters. In April 2019, VT Halter Marine, Inc. of Pascagoula, MS, was awarded a contract for the detail design and construction of the Coast Guard's Polar Security Cutter class pictured below in an artist rendition.

## USCG Announces Public Affairs Award For USCGC Healy (WAGB 20)

USCG Public Affairs release

The Commandant of the Coast Guard announced that the First Place winner of the 2018 CDR Jim Simpson Award for Outstanding Unit Achievement in Coast Guard Public Affairs (Large Afloat) was USCGC Healy (WAGB 20). These awards are designed to encourage and formally recognize Coast Guard-wide participation in conducting the important public affairs mission. The Coast Guard's success depends in great measure upon the American public understanding and supporting these missions. Consequently, the service needs every member to continue to tell the Coast Guard story. The CDR Jim Simpson Award, named in honor of the first press assistant to the Commandant of the Coast Guard, recognizes excellence in an all-encompassing unit public affairs program.

## Memorial Service for Douglas Munro

Article & photo by CDR Vic Primeaux, USCG, Retired

CDR Doug Sheehan, USCGR Retired, (*below left*) speaks during the 27 September memorial ceremony for his uncle, Signalman First Class Douglas Munro, the Coast Guard's only Medal of Honor recipient. The annual event was held at Munro's gravesite in Cle Elum, WA, Munro's hometown, on the 77th anniversary of his death. Munro died in 1942 at Point Cruz on Guadalcanal while operating a Landing Craft Tank shielding the successful evacuation of 500 marines in five Higgins landing craft from the beach. His citation reads in part, *"By his outstanding leadership, expert planning, and dauntless devotion to duty, he and his courageous comrades undoubtedly saved the lives of many who otherwise would have perished. He gallantly gave up his life in defense of his country."*





## USS Kentucky (SSBN-737) Tour

*By Pete Stiles*

*Photo by PO1 Ives, USN, SUBGRU9 PAO Office*

On Tuesday, 16 July 2019 the Lake Washington & Everett Council hosted a tour of the Trident Training Facility (TTF) and USS Kentucky (SSBN-737), a United States Navy Ohio-class ballistic missile submarine which has been in commission since 1991. She is the third U.S. Navy ship to be named for Kentucky. The contract to build Kentucky was awarded to the Electric Boat Division of General Dynamics Corporation in Groton, CT, on 13 August 1985 and her keel was laid down on 18 December 1987. Launched on 11 August 1990 and sponsored by Carolyn Pennebaker Hopkins, who used a custom blend of Kentucky bourbon whiskey, mixed for the occasion, rather than the traditional bottle of champagne to christen USS Kentucky, currently the

US Navy's oldest nuclear submarine now in dry dock at Bangor while undergoing its biannual maintenance and repair availability. Twenty-three guests joined council board members Jim Ardisson and Pete Stiles at the Underwater Warfare Museum at Keyport where the group boarded a Navy bus for the trip to the sub piers on Hood Canal. Following a 90 minute tour of USS Kentucky, the group bused to the TTF Galley for lunch followed by a guided tour of the TTF where all Navy Region NW submarine crews receive their active duty training. The tour concluded back at the museum at 1500. Below the tour group is in front of a full-size replica of a SSBN topside and utilizes the actual sail and upper rudder of the USS Woodrow Wilson, a former Fleet Ballistic Missile submarine. Deterrent Park was a gift to the Navy to honor all submariners on the 100th Anniversary of the Submarine Force in April 2000 from the Pacific Northwest Submarine Heritage Association.





## 13<sup>th</sup> CG District Change of Command

By Pete Stiles

Photos by PO2 Ali Blackburn USCG

On 9 July 2019 RADM David G. Throop USCG (*below left*) was relieved as Commander, Thirteenth Coast Guard District by RADM Anthony J. (Jack) Vogt USCG (*below right*). Presiding Of-



ficer at the ceremony was VADM Linda L. Fagan USCG (*below at podium*), Commander, Coast Guard Pacific Area. As Commander, RADM Throop was responsible for all Coast Guard operations throughout the Pacific Northwest, comprised of the states of Washington, Oregon, Idaho and



Montana, and which includes more than 4,400 miles of coastline, 600 miles of inland waterways and a 125 nautical mile international border with Canada. In order to accomplish the Coast Guard's missions in the Pacific Northwest, the Thirteenth District is home to approximately 1,746 active duty, 133 civilian and 456 reserve personnel, three sectors, three air stations, a Marine Safety Unit, a Maritime Protection Unit, 15 multi-mission small boat stations, four Aids to Navigation Teams, 12

patrol boats and three Aids to Navigation Cutters. RADM Throop will report to the Coast Guard Pacific area and will serve under VADM Fagan.



RADM Vogt (*above addressing guests after assuming command*), a graduate of the Coast Guard Academy, earned a Master of Science Degree in Industrial Administration from Purdue University and a Master of Science Degree in National Resources Strategy from the Eisenhower School of National Security and Resources Strategy in Washington D.C. RADM Vogt is married to the former Mary Beth Sedlacek of Florida and has four grown children... Joanna, Hannah, John and Sam and two grandchildren, Cal and Jane.





## Sailors & Patriots aboard USS Mobile Bay (CG-53) in Seafair Fleet Week Parade of Ships

Article & photos by Robert Lockyer



It was Friday, 5 August 1864, when RADM David G. Farragut USN (*left*) sounded the cry, “*Damn the torpedoes, full speed ahead!*” helping secure victory in the Battle of Mobile Bay. It’s no wonder how this powerful paraphrase has been circulated for more than 150 years. It helps en-

compass the rewards our ancestors obtained on our behalf in the face of historically difficult journeys to secure America’s freedom. The Navy’s Ticonderoga Class guided-missile cruiser, USS Mobile Bay (CG-53), honors this pivotal battle in name, spirit and with a memorial prominently displayed on the main deck center superstructure (*right*). The actual Farragut order that day is believed to be “*Damn the torpedoes! Four bells Captain Drayton, go ahead! Jouett, full speed,*” which matters little to the sailors who perform their operations as a team player. This is one of the key attributes that drive their mission success and organization. Despite the calm seas and modest speeds, Navy League guests witnessed this team spirit as the efficient



Mobile Bay Sailor & Jack Timmons



USN photo by Mass Communication Specialist Justin R. Blake

crew of the vessel maneuvered in crowded Puget Sound during the Fleet Week Parade of Ships. The ship is commanded by CAPT Robert T. Bryans, Jr. USN and has recently returned from the Middle East and Mediterranean Sea near France. The Executive Officer is CDR Fensterer and the ship's Command Master Chief is CMDCM Berryman. We all appreciate these officers and sailors for the work they do. In the words of CAPT Bryans, “*I cannot put into words how impressed I am by this crew of dedicated men and women. They are true professionals. Their commitment to accomplishing the mission is the rea-*



Esther Szarek & Chris Szarek

son Mobile Bay achieved success as Air Defense Commander... *I could not be any more proud of them than I am today.*” The Navy League echoes these words and the Seafair participants are witnesses to those truths. The Seafair Board of Directors requested government dignitaries, educators, and business leaders to be this years nominees as guests aboard naval vessels during the Seafair Fleet Week Parade of Ships (*co-chaired by council*



Kit Larsen & Theresa George



president, *Sanu Chacko*) and indeed, the council delivered. This year's attendees were:

Dave Somers, Snohomish County Executive  
 Glen Bachman, Everett Port Commissioner  
 John Kartak, Mayor, City of Snohomish  
 Dr. Robert Prosch, Dean of Aviation, Everett CC  
 Ross Monroe, Head Engineering Department, Edmonds CC  
 Chris Szarek, Director, Veterans Resource Center, Edmonds CC  
 Esther Szarek, Teacher, Brier Terrace Middle School  
 Dr. Paul Stoot, Sr., Executive Director, Greater Trinity Academy  
 Kevin Fromm, OAC Project Manager for Snohomish County Courthouse remodel  
 Bill King, Emeritus Board Member, Pacific Northwest Aerospace Alliance (PNAA)  
 Jack Timmons, Owner, Jack's BBQ restaurant chain  
 Robert Lockyer, Managing Member, Business Wise Insurance & LW&E Council Board Member

Other ship riders on USS Mobile Bay included:  
 Kit Larsen, District Military Liaison for Congressman Rick Larsen  
 Glynis Casey, Community Planning Liaison Officer for Naval Station Everett.

We learned how smaller inflatable craft with gun mounts protect the vessel, even during peacetime and during Fleet Week. The crews of inflatable craft that surrounded the Mobile Bay were instrumental in diverting other smaller boats out of the path and wake of this fast-moving cruiser. USS Mobile Bay can accelerate very quickly and turn on a dime. While the crew wouldn't divulge se-



*Glen Bachman & RADM Fred I. Pyle, USN, Commander, Carrier Strike Group Three*



*Glynis Casey & Ross Monroe*

crets, including statistics such as speed and maneuverability, we did learn that some of the missiles are already traveling at three times the speed of sound (Mach III) when the tail is barely out of the chute at exit. The speed of sound is 1,126 feet per second and three times that fast is about 2,300 MPH. The ship's defense system radar is reactive in fractions of a second and is coordinated with its missile control systems. RADM Fred Pyle USN was visiting the ship and was gracious to allow us to photograph him with Commissioner Bachman and other dignitaries. All nominees this year were hopeful to be nominated again in 2020. There were at least ten nominees that had to cancel at the last minute but expressed an interest in next year's event. The entire crew was very welcoming. The bus ride to Everett Naval base from Seattle Pier 66 seemed short and all were comfortable throughout the day. For next year, remember \$6 for lunch; bring hat and sunscreen—everything else is included.



*Standing left to right: Bill King, Glen Bachman, Dave Somers & Robert Prosch  
 Kneeling left to right: Bob Lockyer & John Kartak*

## Guests Briefed on NROTC And NJROTC at September Dinner

Article by Pete Stiles  
Photos by Delgene Phillips

Lake Washington & Everett Council held its fall Dinner at the Bellevue Red Lion Hotel on Wednesday, 18 September 2019. The evening began with presentation of the colors by Liberty High School NJROTC and NJROTC Cadet Dani Widdows leading the audience in the Pledge of Allegiance. Council Chaplain Jim Ardissono followed with the invocation and the buffet dinner



was served. Following dinner, Sanu (*above left*) introduced CAPT Michael R. Lockwood USN, Commanding Officer University of Washington NROTC. CAPT Lockwood (*above center with council member Bob Renner*) presented a program describing the NROTC history, requirements and current status. Last year's class included 14 freshmen, 26 sophomores, 22 juniors and 16 seniors. The commissioning programs include: (1) High school graduates who apply for NROTC scholarship & enter college, (2) Seamen to Admiral for 21<sup>st</sup> century (STA-21) whereby very smart and capable enlisted sailors are selected, (3) Enlisted Officer Candidates who are enlisted sailors applying from the fleet and (4) Marine Enlisted Commissioning & Education Program



Cadet  
CPO  
Tucker  
Carson

Cadet  
CPO  
Faith  
Ellis

Cadet  
LTJG  
Evan  
Rosenfelt

Cadet  
PO2  
Matthew  
Martin

(MECEP) for enlisted marines. Students take college courses and naval science classes and in October of senior year, seniors are notified of the warfare specialty service they have been selected. Results for 19 seniors last year were: eight aviators, five surface warfare, one surface warfare nuclear power option and five submarine service. Five seniors were commissioned 2nLt USMC. Unless selected for aviation, marine option students know after marine corps basic school but are first considered basic infantry officers. The NROTC year starts a week early for incoming freshmen and includes orientation, processing into program, completing forms, uniforms, military drill and basic military instruction so when rest of battalion arrives; freshmen seamlessly join the battalion. New this year was Naval Science indoctrination at Great Lakes Training Center for all entering freshmen across the country. Three weeks basic training provides a basic level of standard training to start the NROTC program. NROTC daily life includes physical training two to three times a week plus degree classes and a naval science course each quarter in subjects such as traditions, rank structure, organization, naval history, leadership & management course, navigation - including celestial, weapons systems and engineering ending with a leadership and ethics course senior year. Once a week there is an early morning entire battalion formation for general military training and outside speakers, i.e., aviators from NAS Whidbey Island and submariners from Bangor. After freshmen year, there is the third class cruise - core training and career orientation training for midshipmen: one week USMC, aviation simulators, water survival, one week subs, one week surface warfare with SEAL and EOD exposure. During second class cruise, stu-



dents are paired with fleet sailors to observe enlisted duties. A pass/fail sea trials is required for commission which consists of fundamental warfare training for naval officers in damage control, fire fighting, ship handling & seamanship, small arms, swimming and standard physical fitness. Final capstone is a Battle Station - a high stress simulation shipboard scenario whereby students are conning a ship in a mine field, hit a mine, conduct damage control and fire fighting followed by abandon ship drill ending in the pool in a survival situation. After junior year, USMC option students are at Quantico for summer training. Other NROTC events include Veterans day events over a 10 day period—NROTC color guards in most, entire battalion are in some; Naval Birthday formal ball in November; spring joint service review with USAF and USA ROTC—opportunity for many civic organizations to present awards to students; Notre Dame Leadership Conference whereby five NROTC students hear high ranking military speakers; Northwest Navy Competition with other NROTC units: Idaho (*includes WSU*), OSU and Utah. UW won the last three year's competitions which include athletic and military events and will be hosted at UW in April 2020. NROTC has a sail-



ing program funded by the UW Blue & Gold Foundation Alumni. NROTC Commissioning's are every quarter but June has the largest number of graduates. Following CAPT Lockwood's presentation, three NROTC students: Midshipman Zoe Schertz (*center above*), Midshipman Michael Hinman (*above right*) and Officer Candidate Kody Kratz (*above left with council member Geoffrey Surprenant*) were recognized for their academic

excellence and professional performance as key members of the NROTC. Sanu presented CAPT Lockwood the council's annual \$750 contribution to the NROTC unit. CAPT John Deehr USN, Retired, briefed on Liberty High School NJROTC. Last year was a great year for NJROTC currently at 103 cadets, up from 82 three years ago. "Self discipline over self esteem" is the Patriot Company motto and the unit core values are commitment and community service. Nine team activities include air rifle, color guard, armed drill, unarmed drill, orienteering, academics, physical fitness, cyber security and SeaPerch. Color Guard performed at a Sounders match. Basic Leadership camps, captains' cup competition and Navy Ball are other events. The community service goal is 10 hours per cadet per semester (1000 hours) and last semester the unit had 2650 hours including



Issaquah Salmon Days participation and school campus clean up. NJROTC is an excellent leadership citizenship development program. CAPT Deehr (*above left*) recognized three cadets for their academic excellence, outstanding leadership and contributions to the NJROTC and their service to the local community: Freshman Cadet of the Year - Cadet PO2 Mathew Martin (*above right*), Sophomore Cadet of the Year – Cadet CPO Faith Ellis (*center above*), Junior Cadet of the Year – Cadet LCDR Olivia Van Ry (*above left*). Sanu presented each with the council's engraved coffee mug. Sanu announced that the council's next two dinner events will be held on Wednesday, 13 November 2019 at the Bellevue Red Lion Hotel and Saturday, 14 December 2019 in the Blue Heron Room, Port of Everett Building, on the Everett WA waterfront.



## USCGC Blue Shark (WPB 87360)

By LTJG Michael Gagen, USCG, CO

Photos courtesy of CGC Blue Shark

USCGC Blue Shark (WPB 87360) (*below*) is an 87 foot Coastal Patrol Boat homeported at NAVSTA Everett. Cutter Blue Shark's primary missions are Search and Rescue (SAR) and Living Marine Resources (LMR) Enforcement in an area stretching from the Puget Sound to the Columbia River. As a SAR asset, CGC Blue Shark



provides a platform which can respond anywhere in the Puget Sound as well as provide an offshore presence. In service of the Pacific Northwest LMR mission, CGC Blue Shark provides at sea enforcement alongside other Coast Guard units and partner agencies including NOAA and the Washington Department of Fisheries and Wildlife (WDFW). The combined effort protects a combined \$540 Million industry for the State of Washington including the Salmon, Tuna, Rockfish, and shellfish fisheries. Recently, CGC Blue Shark completed a two week deployment to the



Columbia River for a Living Marine Resources Patrol (*above*). Throughout this patrol, Blue Shark transited over 1200 nautical miles and completed 36 boardings on the Tuna, Halibut,

and ground fish fishing fleets, ensuring compliance with both fishery and safety standards. During this patrol, CGC Blue Shark had the opportunity to work with a WDFW officer, providing additional expertise to the cutter's boarding team. Earlier this spring, CGC Blue Shark conducted a series of joint asset operations with Coast Guard Air Station Port Angeles. During those evolutions, Blue Shark provided a platform for Coast Guard HH-65 Dolphin helicopters



(*at right*) to practice lowering rescue swimmers to the deck and hoisting stretchers from surface vessels. Throughout the year, CGC Blue Shark has also completed multiple community service events including anchoring near Sucia Island where the crew went ashore and cleared trails of debris (*below*). In June, CGC Blue Shark had a change of command when LT Alexandria LaRiviere completed her two years as Commanding Officer and was relieved by LTJG Michael Gagen.





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## NAVY LEAGUE *of the United States*

# Lake Washington & Everett Council

### CITIZENS IN SUPPORT OF THE SEA SERVICES

**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, USS Shoup, USS Kidd, USS Momsen, USS Gridley, USS Ralph Johnson, USS Sampson, Destroyer Squadron Nine, Carrier Strike Group ELEVEN, Regional Support Organization – Pacific Northwest, Afloat Training Group – Pacific Northwest, Naval Operational Support Center Everett & Puget Sound Naval Shipyard & Intermediate Maintenance Facility

- 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 & Navy League Sea Cadet Corps Training Ship Henry M. Jackson
- 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.*