



Navy League
of the United States



VOL. 92 DELGENE PHILLIPS - EDITOR

WWW.LAKEWASHNLUS.ORG

JUNE 2020

FUTURE EVENTS

Board Meeting	TBD
Dinner Meeting	TBD
Scuttlebutt Social Hour	TBD

ABOUT US

The Lake Washington & Everett (LW&E) Council is part of the Navy League of the United States, 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
Snohomish High School MCJROTC
U. of Washington NROTC
Naval Station Everett Division USNSCC
US Naval Station Everett
Carrier Strike Group ELEVEN
Destroyer Squadron Nine
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
Branch Health Clinic Everett
Regional Support Organization - PACNW
Naval Operational Support Center Everett
Puget Sound Naval Shipyard &
Intermediate Maintenance Facility

Patriot Company Wins Home Drill Meet - Crowned Northwest Drill & Rifle Conference - Puget Sound Division Champion

On 29 February, Liberty NJROTC Patriot Company hosted seven local JROTC schools and nearly 300 cadets for the final 2019-20 school year drill meet. Looking to complete an undefeated regular season and executing on all cylinders they won six out of eight categories for 91 team points to complete an undefeated season and were crowned the NW Drill and Rifle Conference Puget



Sound Division Champion. Liberty H.S. Principal Martin and Patriot Company (*above*) display the drill meet, individual, and division awards they earned on Saturday and during the 2019-2020 drill season. **First Place Team Awards:** Color Guard Team 1, Armed Drill Team, Academics Team 1, Physical Fitness Team 2, Sporter Air Rifle, Precision Air Rifle. **Second Place Team Awards:** Color Guard Team 2, Academics Team 2 **Third Place Awards:** Unarmed Drill Team (*continued on page 5*)

VIEW FROM THE BRIDGE



What an incredible, uncertain, tumultuous and opportunistic times we, including the Lake Washington & Everett Council, find ourselves in during this second quarter of 2020. The year started with lots of

possibilities and plans. By the end of March, all those plans had to be put aside as the COVID-19 pandemic spread across the globe and we found ourselves unprepared for this calamity. We have been stuck at home with long stay-at-home orders across most of the country. In many ways, we in Washington State are probably blessed to have started our social distancing and quarantining sooner than the rest of the country which has kept our numbers relatively low as compared to some other places across the globe. I hope we all stay strong, healthy, and safe over the rest of the year as we cope with this pandemic. The LW&EC had to cancel all its social gathering events, including our dinners and our Scuttlebutt events until further notice. We hope to be able to get back to our normal slate of events soon, in some form or the other. The council held its first virtual board meeting last month. We all hope to get together in person soon. Since we were not able to meet at dinner meetings in March or May, I was honored to present our council's **RADM**

2020 BOARD OF DIRECTORS

President..... Sanu Chacko
First Vice-President..... Vacant
Treasurer..... Jeff Garrett
Secretary..... Janie Nicodemus
Judge Advocate..... Bert Kinghorn
Chaplain..... Jim Ardissono

Other Directors: Cec Allison John Deehr
Kevin Isherwood Phil Johnson John Kartak
Bob Lockyer Delgene Phillips Karmin Pincus
Pete Stiles John Thoma

Honorary Members: Jim Britt "Mitch" Mitchell

National Director Emeritus:
Louise Chase (LWC) (NLUS)
Roger Ponto (LWC) (NLUS) / Past LWC President
RADM John Lockwood, USCG, Retired

John & Cyndee Lockwood Lifetime Achievement Award to CAPT Cecil Allison, USCG, Retired, at the virtual board meeting. Thank you for your decades of service to this country, Cec! Our supported units have had some interesting times during this pandemic as well. The Naval Station Everett Division of the US Naval Sea Cadet Corps graduated eight cadets last month and three of them achieved Chief Petty Officer, the highest rate in the program, and the other five were at least Petty Officer Third Class. Five of these graduates have confirmed plans to either enlist in the armed forces or have received ROTC scholarships. What a great achievement for all of their hard work. Kudos and good luck in the future to these cadets. Council supported unit USS Kidd (DDG-100), a part of the USS Theodore Roosevelt Strike Group was infected with COVID-19. But the crew is fighting hard and is in port in San Diego as they recover. Since we cannot recognize the USCGC Healy in person, I want to recognize the **Healy's Sailors of the Quarter for 2019: CS2 Tanner Runge (1st Qtr), MK1 Taylor Staniewicz (2nd Qtr), SN Charlie Cabe (3rd Qtr) and BM2 Andrew Lavallee (4th Qtr). EM1 James Davis is recognized as the USCGC Healy's Enlisted Person of the Year 2019.** Bravo Zulu to all! I thank GEICO, one of our biggest corporate supporters, for offering a donation to all our ROTC and JROTC units to support their operations. As I write this, our country is facing a reckoning and protests against systemic oppression and law enforcement brutality against the African American community. This has given us an opportunity to pause and consider how we can do our part to be the change in the world. Our upcoming generation is showing us the way by supporting their brothers and sisters of color through the #BlackLivesMatter movement, and I feel it is our duty to support them in affecting the change our country deeply needs in these times.

Please stay healthy and safe.

Sanu Chacko
President

WELCOME NEW MEMBERS:

Bob McCarty Bill Praegner Kerry Kearney

Robert Laird Victor Meyer

USCGC Polar Star (WAGB 10)

Returns from Antarctic

Coast Guard news release

Photo by PO3 Michael Clark

The 150-member crew of the U.S. Coast Guard Cutter Polar Star returned 25 March to their homeport of Seattle following a 123-day deployment to Antarctica in support of Operation Deep Freeze. This mission marks the Polar Star's 23rd journey to Antarctica in support of Operation Deep Freeze, an annual joint military service mission to resupply the United States Antarctic stations, in support of the National Science Foundation – the lead agency for the United States Antarctic Program. This year also marks the 63rd iteration of the annual operation. The Polar Star crew departed Seattle on 27 Nov 2019, for their sixth deployment in as many years and traveled more than 26,350 miles through the North Pacific, South Pacific, Indian and Southern Oceans. In the Southern Ocean, the crew travelled through nearly 500 miles of pack ice and broke through 23 miles of fast ice in order to create a nearly 18-square-mile navigable channel to McMurdo Station, Antarctica. Because of the efforts of the Polar Star crew, two resupply vessels and one tanker travelled to McMurdo Station unescorted in order to refuel and resupply U.S. Antarctic stations. This year's operation required the construction of a temporary, modular mobile causeway to replace an ice pier, which disintegrated during Operation Deep Freeze 2018-2019. The modular pier required a three-day construction period prior to the offload of supplies, followed by a three-day deconstruction period at the conclusion of the mission. Three resupply ships required 23 days to offload 19.6 million pounds of cargo and 7.6 million gallons of fuel during this year's operation, more than doubling the operation duration and capacity as previous years. Together, the three ships delivered enough fuel and critical supplies to sustain NSF operations throughout the year until Polar Star returns in 2021. Among the cargo offloaded were construction materials for a five-year, \$460 million Antarctica Infrastructure Modernization for Science (AIMS) project to recapitalize McMurdo Station, South Pole Station and other American outposts on the continent. Additionally, the Polar Star crew also supported a team of U.S. government officials from the U.S. Department of State, National Science Foundation, National Oceanic and Atmospheric Administration (continued on page 4)

LW&EC BUSINESS AFFILIATES

Corporate Sponsors

- ♦ The Boeing Company
- ♦ GE Energy Connections
- ♦ GEICO—Military
- ♦ Honeywell, Inc.
- ♦ Microsoft
- ♦ SAFE Boats International
- ♦ Schneider Electric
- ♦ USAA
- ♦ Vigor Shipyards, Inc.

Community Affiliates

- ♦ American Licorice Company
- ♦ American Publishing & Printing, Inc.
- ♦ Aviation Technical Services
- ♦ B.E. Meyers & Company, Inc.
- ♦ Cadick Corporation
- ♦ Craig Chapman, CFP, Financial Advisor Oppenheimer & Co., Inc.
- ♦ First Command Financial Services
- ♦ Flags & Flagpoles Northwest
- ♦ Forde Financial & Tax, Inc.
- ♦ Global Construction Services, Inc.
- ♦ Gloria R. James, P.L.L.C.
- ♦ Heritage Bank
- ♦ Human Resources of Auburn, Inc.
- ♦ Port of Everett
- ♦ Red Lion Hotel Bellevue
- ♦ US Bank Everett
- ♦ US Family Health Plan (USFHP) at Pacific Medical Center
- ♦ Vertical Path Recruiting, Inc.

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
- ♦ Seattle Council of the Navy League
- ♦ Tacoma Council of the Navy League

(continued from page 3)

Administration and U.S. Coast Guard who conducted a five-day inspection of foreign research stations, installations and equipment in Antarctica. The United States continues to promote Antarctica's status as a continent reserved for peace and science in accordance with the provisions of the Antarctic Treaty of 1959. The inspection serves to verify compliance with the Antarctic Treaty and its Environmental Protocol, including provisions prohibiting military measures and mining, as well as provisions promoting safe station operation and sound environmental practices. The team inspected three stations: Mario Zucchelli (Italy), Jang Bogo (South Korea), and Inexpressible Island (China). This was the fifteenth inspection of foreign research stations by the

ing Operation Deep Freeze 2020. The words inscribed on the back of the medal are *Courage, Sacrifice and Devotion*. Each and every one exhibited the courage to make this 123-day Antarctic voyage, sacrificed time away from their loved ones and devoted themselves to executing this nationally critical mission." Commissioned in 1976, the Polar Star is the United States' only operational heavy icebreaker, capable of breaking ice up to 21 feet thick. Reserved for Operation Deep Freeze each year, the ship spends the winter breaking ice near Antarctica, and when the mission is complete, returns to dry dock in order to conduct critical maintenance and repairs in preparation for the next Operation Deep Freeze mission. If a catastrophic event, such as getting stuck in the ice, were to happen to the Coast Guard Cutter Healy (WAGB 20) in the Arctic or to the Polar Star near Antarctica, the U.S.

Coast Guard is left without a self-rescue capability. By contrast, Russia currently operates more than 50 icebreakers – several of which are nuclear powered. The Coast Guard has been the sole provider of the nation's polar ice-breaking capability since 1965 and is seeking to increase its icebreaking fleet with six new polar security cutters (PSC) to ensure continued national presence and access to the Polar Regions. In April 2019, the Coast Guard awarded



United States in Antarctica and the first since 2012. Inspections emphasize all of Antarctica is accessible to interested countries despite territorial claims and reinforce the importance of compliance with the Antarctic Treaty's arms control provisions. The United States presented its report on the inspection at the next Antarctic Treaty Consultative Meeting in Helsinki, Finland, in May 2020. *"I am very proud of the tenacity of this Polar Star crew,"* said CAPT Greg Stanclik, commanding officer of the Polar Star. *"158 crew members earned the Antarctic Service Medal dur-*

ing Operation Deep Freeze 2020. The words inscribed on the back of the medal are Courage, Sacrifice and Devotion. Each and every one exhibited the courage to make this 123-day Antarctic voyage, sacrificed time away from their loved ones and devoted themselves to executing this nationally critical mission." Commissioned in 1976, the Polar Star is the United States' only operational heavy icebreaker, capable of breaking ice up to 21 feet thick. Reserved for Operation Deep Freeze each year, the ship spends the winter breaking ice near Antarctica, and when the mission is complete, returns to dry dock in order to conduct critical maintenance and repairs in preparation for the next Operation Deep Freeze mission. If a catastrophic event, such as getting stuck in the ice, were to happen to the Coast Guard Cutter Healy (WAGB 20) in the Arctic or to the Polar Star near Antarctica, the U.S. Coast Guard is left without a self-rescue capability. By contrast, Russia currently operates more than 50 icebreakers – several of which are nuclear powered. The Coast Guard has been the sole provider of the nation's polar ice-breaking capability since 1965 and is seeking to increase its icebreaking fleet with six new polar security cutters (PSC) to ensure continued national presence and access to the Polar Regions. In April 2019, the Coast Guard awarded

(continued from page 1)

As a result of their outstanding season, Patriot Company qualified the following teams and individuals to compete in the Northwest Drill and Rifle Conference Championships at Rogers High School in Puyallup, WA on 21 March *(which was cancelled due to COVID-19)*. They would have competed against the very best JROTC teams in western Washington and northwest Oregon:

Color Guard Teams 1 & 2	Armed Drill Team
Physical Fitness Team 2	Sporter Air Rifle
Academics Team 1 & 2	Precision Air Rifle

Mathew Martin - Individual Armed Exhibition



(Above) Emily Lew reacts to completing the maximum allowable 120 push-ups in the Physical Fitness competition. Her sister, Kaitlin, also completed 120 push-ups and they both led Patriot Company's Physical Fitness Team 2 to a first place finish and the division championship.

(At left) Sofia VanHuss and Ivan Bourdon take aim at their targets during the Sporter Air Rifle competition. Ivan Bourdon shot a season high 481 out of 600 to help Liberty take first place in the Sporter Air Rifle competition.

(Below) Principal Sean Martin presents Faith Ellis, the Unarmed Drill Team Commander, with the third place award for the Unarmed Drill Team competition.



Elizebeth Friedman: Coast Guard Code Breaker

By Max Lee for WETA History BLOG
Reprinted by permission

By the end of her life, Elizebeth Smith Friedman was renowned for her work deciphering codes from civilian criminals. She cracked the codes that sent members of what one prosecutor called “the most powerful international smuggling syndicate in existence” to jail, took down a Vancouver opium ring, and caught a World War II Japanese spy. But Friedman, who spent much of her working career in Washington, had every bit as exciting and strange a journey to get there. Friedman worked on her first job outside of college, where she majored in English, trying to prove that Frances Bacon was the author of William Shakespeare’s plays. That theory relied on the idea that the plays were written in secret codes—and so began Friedman’s work as a code breaker. Over the course of the next few years, Friedman put Shakespeare aside and started breaking codes for the U.S. government while working at Riverbank Laboratories near Chicago. At a time when the government had no departments set up for cryptanalysis, she and her husband, William Friedman, taught themselves how to decipher secret messages. “We...became the learners, the workers, and the teachers all at one and the same time,” she wrote in her unpublished memoir. The Friedmans’ life in Washington was soon to begin. The U.S. government stopped providing the Riverbank Laboratories codes to decipher and recruited the Friedmans to move to D.C. William and Elizebeth took jobs working together as cryptanalysts, or code breakers, for the Army Signal Intelligence Service, with Elizebeth earning half of what her husband made. With the move, Elizebeth soon experienced many of the favorite pastimes of contemporary Washington residents. She visited the theater at last three times a week, after having been “starved for theater” at the more isolated locations in which she had previously lived. In typical Washington habit, she struggled to find available housing, writing in her memoir that it took her a year to find a single available apartment. (She did not specify where the couple was living during that first year, but they later built a home in Chevy Chase.) She became active in the D.C. community, serving on the board of the League of Women voters and heading a committee that examined the District’s

finances. In perhaps the clearest sign that they had become true D.C. residents, the Friedmans became involved in a political scandal. They moved to Washington just before Warren G. Harding became president, and one of the biggest Washington scandals of the 20th century was about to need some code breakers. In the early 1920s, rumors surfaced alleging that Albert Fall, Secretary of the Interior, had accepted a bribe and sold government property—the Teapot Dome Oil field—to Edward Doheny, a private industrialist. Fall and Doheny supposedly enlisted the help of Washington Post publisher Edward Beale McLean to help facilitate the deal and then cover it up. Senate investigations following the sale focused in part on a series of coded messages sent and received by McLean, who was a close friend of President Harding. As an experienced cryptanalyst, William was called before Congress to offer expert testimony on the affair, which exploded into the biggest scandal since the Grant administration. McLean ultimately admitted his role and, in a quirky twist, hired William Friedman to create a code that would be harder to break—presumably to help him in more above-board business pursuits. William, in turn, hired Elizebeth to do the “hour to hour” work of the project. That would be the last strange project she would do for a rich businessman. After struggling to receive pay from McLean, Elizebeth said she learned that “rich people never pay their bills,” as her lawyer apparently put it. The government, on the other hand, was willing to pay for her services.



In 1937, the Evening Star ran a half-page feature story (left) on her in its Women's section. Friedman's code-breaking skills, as well as her gender, made her a sensation in the press. In 1924, the U.S. Coast Guard offered her a position to break codes written by liquor smugglers during Prohibition. Initially, the offer went to William, but he didn't want to give up his position at the Signal Intelligence Service. Elizebeth

took up the job, working as a supervisor to one assistant. Around 1930, she proved essential in a notable smuggling case. She broke codes that

brought down a Vancouver-based liquor smuggling group—one a prosecutor for the U.S. government called “the most powerful international smuggling syndicate in existence”—and resolved an international incident between Canada and the U.S. *“Without Friedman’s and her colleagues’ translations, I do not believe that this important case could have been won,”* Colonel A. W. Woodcock, the prosecutor, said. *“It would have been a misfortune of the first magnitude in the prosecution of this case not to have had a witness of Mrs. Friedman’s qualifications and personality available.”* In 1938, Canadian officials helped rein in a British Columbian opium ring. The Canadians managed to intercept messages sent by people in this group, but all of the messages came to them in



code, and they were unable to decipher them. So they turned to the same person who caught the Vancouver liquor smugglers, getting the U.S. Treasury Department to loan Friedman to the Canadian government temporarily. This case proved especially difficult for Friedman because of an inconvenient fact: all of the coded messages could only be deciphered into Chinese, a language Friedman could not speak, read, or write. But remarkably, with the help

of a Chinese interpreter, she managed to crack the opium dealers’ code. During World War II, she was part of a team that discovered the identity of Velvalee Dickinson, the owner of a New York doll shop who spied on the United States for Japan. Every time she testified at a trial, the press and the public hounded her, fascinated by her field and the fact that she was a woman. After she caught two brothers who were smuggling narcotics in San Francisco, the Universal Service wire wrote “Smiling Lady Proves Smugglers’ Nemesis.” In Vancouver, when testifying in an opium case, her celebrity appeal was so great that she had to use her husband’s name as a cover. As she wrote in her memoir: *“In the Vancouver hotel where I stayed a rush of flunkies and bellhops leaped at me*

as I entered the door when I returned to the hotel and the attentions poured upon me by everyone in the hotel from then on became so distasteful to me that I quietly moved to another hotel and used the name of Mrs. William Friedman instead of the professional name with which I had been connected at the earlier hotel.” Friedman’s position was a remarkable one for a woman at the time. Female employment was commonplace: around 39 percent of all employed workers in D.C. were women, according to the 1920 U.S. Census. (That number rose by 1930.) But most women worked in low-level positions; they didn’t break open coded messages for the U.S. Coast Guard. In fact, Friedman was the only woman employed by the Coast Guard when she was hired. Throughout her career, Friedman appears to have been aware of her pioneering role as a woman in cryptography. In 1930, when she took a job as the supervisor of a small department within the Treasury Department, for instance, both of the secretary stenographers she hired were women. She seems to have wanted to hire women as cryptographers as well, but *“on such registries (i.e. where she looked for qualified candidates), I found no girls.”* Despite how few women worked alongside Friedman in upper-level positions, she said that all of her colleagues except for one treated her professionally. She didn’t have the same kind words to say about the press, however. While she had good memories of how women journalists portrayed her, she was annoyed at the stories men wrote about her. She was “annoyed at...frivolous adjectives”—and, more pointedly than she would necessarily put it, sexist coverage—in stories that described her as “a pretty young woman in a frilly pink dress.” *“I was convinced that the fact that I was a woman and that the field in which I operated was so unusual that the press became so intrigued with these two aspects of the case that they lost sight of restraint.”* Friedman became essential to efforts by the Coast Guard, and later the Treasury Department, to catch drug and liquor smugglers. By the end of her career, she had broken the code to over 12,000 radio messages. Friedman retired in 1946, with one last task to complete. In the 1950s, she returned to the Shakespeare code breaking she began her career with. Working with her husband, she returned to studying the Frances Bacon ciphers. In 1957, they published their findings. Bacon, they said, did not write Shakespeare’s plays. Elizebeth died on 31 October 1980.

2019 Lockwood Award To CAPT Cec Allison USCG, Retired

*By Delgene Phillips
Photo courtesy of Allison family*

The 2019 John & Cyndee Lockwood Lifetime Achievement Award was presented to Cec Allison who is a board member of the LW&E Council. The planned presentation at a dinner meeting was delayed twice, lastly due to the COVID-19 outbreak canceling the March dinner. Thus the award was announced at a video conference board meeting on 13 May. Now Cec has a sense of how our country's 2020 college and high school seniors are going to be recognized at their graduations. Cec was raised in the farmland of

letics at any level of competition. The letter provided a way to get a paid education, a guaranteed job after graduation, and an opportunity to be part of a great organization: all he had to do was submit an application, take a test (no sweat), pass a physical exam, and pay his way to New London, CT. The signature on the letter: *Otto Graham* (THE OTTO Graham!!) That was the beginning of a great ride – starting with a bus ride with a classmate from Illinois to New London, CT, four years at the academy with the opportunity to sail on a real sailing ship, the CGC Eagle, and a good four-year engineering education, (and Oh – that football thing – an unbeaten season to remember topped off with the Tangerine Bowl (a loss, unfortunately.)

Cec being a straight ahead type guy was an old school (not soccer style) field goal kicker for the Bears football team. He was quick, too, and never had a kick blocked. As for that job after graduation – seven ships including three commands, six civil engineering assignments including three years in Japan, four administrative assignments, and 17 different houses/quarters. Along the way, he found the love of his life, June, who stuck with him through those moves while

bringing up two different but great children. His first Navy League experience was on USCGC Westwind (WAGB 281), his first ship. With four other ensigns he reported aboard Westwind in Tule, Greenland in July, 1965. Upon return to its home port at US Naval Shipyard, Brooklyn, NY, the executive officer gathered all the new ensigns and took them to a Navy League meeting on Staten Island. As he remembers, the room was full of WWII and Korean War veterans. *(continued next page)*



Above left to right: Cec Allison; grandson PVT Joel Anderson, USMC; daughter CDR Lara Allison USCG, Retired - on occasion of Joel's Marine Recruit Training graduation.

central Illinois. Asked by a three-star Navy admiral how a guy from Illinois ended up in the Coast Guard and knowing the admiral's bio, he replied, *"The same way a guy from Nebraska ended up in the Navy."* The 1960 answer was "opportunity!" His LeRoy High School football coach received an letter from the Coast Guard Academy asking him to pass the enclosed materials on to a scholar athlete who wanted to continue competing in ath-

(continued from previous page)

That was the last Navy League meeting he attended until assigned collateral duty as the 13th CG District Liaison to the Seattle Council 30 years later. Retiring from the USCG in 1985 and returning to the Pacific Northwest, Cec and June joined the Seattle Council. He worked on the council newsletter and was council liaison to the Issaquah High School NJROTC and the council sponsored Blue Angels Naval Sea Cadet Squadron, eventually serving as President of the council. Later, Al Grantham asked Cec and June to join the Lake Washington Council and asked Cec to serve as the Council Chaplain. Cec responded that his father, a minister during the Depression, would roll over in his grave. That did not bother Al at all! Cec started audio/video work in his former church, developing and projecting slides for the hymns and slides for the minister's sermons. When the church closed, he arranged for donation of the A/V equipment to the Lake Washington & Everett Council thus saving funds spent on equipment rental at dinner meetings.

Cec has had some career highlights from his life's adventure:

- Marrying his bride two weeks after he returned from Antarctica
- Supporting US Navy Seabees in the construction of a new Antarctic station (and enjoying the South American port calls on both coasts of South America)
- Walking the sands of Iwo Jima and the battlefields of Saipan, Yap, and Okinawa
- Seizing the Motor Vessel *Encounter Bay* loaded with 72 tons of marijuana
- Guiding CGC Mellon (WHEC 717) FRAM program to subsequent commissioning
- Coordinating the interdiction of a ship with 500 illegal Chinese migrants in the middle of the Pacific.
- Sending his daughter to the USCG Academy & handing her commission four years later
- Retiring along with four Academy classmates with his mother, sisters, and his ensign daughter in attendance
- Attending daughter's USCG retirement after 20 years' service with the whole family in attendance
- Witnessing his daughter's son and oldest grandson being sworn into the US Marine Corps

Liberty NJROTC Receives NRA Grant for Marksmanship Program

By John Deer

Photo courtesy of NJROTC

Over the past four years Liberty High School's NJROTC marksmanship program has seen a significant increase in interest and participation. When I first arrived at Liberty in 2016 we had more rifles than participants. Continued growth of the entire NJROTC program has meant continued growth of the marksmanship program to the point that now I have significantly more cadets than available rifles and I had to cut cadets from the team. It costs nearly \$750 to properly outfit one air rifle participant and although I wanted to purchase additional equipment, the funding was not available. I then learned about the NRA Foundation Grant Program while providing a Color Guard for the Friends of the NRA annual fundraising dinner and auction in Renton. Several Friends of the NRA members encouraged me to apply for a grant and although I had never applied for a grant before, the process was relatively simple (similar to on line shopping putting re-



quests in a shopping cart) which allowed me to select the desired equipment in November 2019. In late January the grant request had been approved and while the unit did not get everything requested, it did receive five Crosman Challenger PCP air rifles (*see above*) and two spotting scopes in April. The value of the grant was nearly \$3,500 and will allow the Liberty High School NJROTC Marksmanship program to grow from 15 to 20 participants. Everyone in the program is looking forward to more growth and being able to be more competitive with the other JROTC air rifle teams in the Pacific Northwest.

USCGC Henry Blake (WLM 563) Change of Command

CG News release

Photo by Petty Officer 1st Class Levi Read

The crew of the Coast Guard Cutter Henry Blake held a change of command ceremony on 1 June at Naval Station Everett. During the traditional



military ceremony, LT Myles McCarthy (*above left*) relieved LT Joshua Branthoover (*above right*) of command of the cutter Henry Blake under the direction of RADM Anthony "Jack" Vogt (*center*), Commander, 13th Coast Guard District. McCarthy is reporting to the Henry Blake from U.S. Coast Guard Academy, Maritime Studies Branch. Branthoover will be the new team supervisor at the United Kingdom Support Team. The Henry Blake is the thirteenth of 14 Keeper-class of coastal buoy tenders. All the coastal buoy tenders are named after famous U.S. Lighthouse Keepers. Mr. Henry Blake was the first lighthouse keeper of the New Dungeness Light, which is located on the tip of the Dungeness Spit in the Strait of Juan de Fuca. The cutter Henry Blake was constructed by Marinette Marine Corporation in Marinette, WI, and was commissioned on 27 October 2000. Her primary mission is to ensure aids to navigation in the environmentally sensitive Puget Sound are maintained to the highest standards, therefore ensuring the safe navigation of the vessels which carry over \$40 billion of commerce each year. The Henry Blake crew has the primary responsibility for the maintenance of 177 buoys and 58 shore aids to navigation. The change of command ceremony is a time-honored tradition and deeply rooted in Coast Guard and Naval history. The event signifies a total transfer of responsibility, authority and accountability for the command.

LHS NJROTC Awarded the 2020 Navy's Unit Achievement Award

By John Deehr

On Wednesday, 3 June 2020, Patriot Company held its annual awards ceremony. Unlike previous years, when the ceremony was held in the school's Landback Auditorium, this year's ceremony was held virtually via Zoom video conference. CAPT Deehr and Chief Spears, dressed in their summer white uniforms, presented all the awards from the NJROTC classroom as they displayed the names of award winners on a large screen from a power point presentation. Despite some technical limitations, it was a huge success with over 120 computers logged in and nearly 250 people viewing the ceremony. We even had several participants logged in from out of town and some even viewed it from overseas. Several highlights of the evening included announcing the Cadets of the Year:

- NS1 - R. Irene Miller
- NS2 - Sofia VanHuss
- NS3 - Khanh Dao
- NS4 - Olivia Van Ry
- Echo Platoon named the 2020 Honor Platoon
- Announcement of the new Cadet Staff
- Patriot Company awarded the Unit Achievement Award for the 2020 School Year.

Unit Achievement status is determined by the US Navy's Area Manager and awarded only to those units that demonstrated exceptional performance. Patriot Company was recognized with this award despite several high profile and required events being canceled due to the COVID-19 pandemic. All cadets are authorized to wear the NJROTC Unit Achievement ribbon below. Congratulations to all the individual and team award winners! Their recognition is well deserved.



UNIT ACHIEVEMENT

USS Kidd (DDG-100) Conducts Crew Swap & Transitions to Next Phase of COVID-19 Response

USN Surface Force, US Pacific Fleet news release

Photo by PO3 Class Sean Lynch

The Navy has transitioned into the next phase of its aggressive response to the COVID-19 outbreak on board the guided-missile destroyer USS Kidd (DDG-100). On 18 May, the Navy transferred nearly 90 confirmed healthy sailors from quarantine



onto the Kidd to replace the caretaker crew that has been aboard since the ship arrived in San Diego. Prior to the transfer,

the Navy re-tested 100 percent of the crew. The test results informed decisions about who to transfer and who should remain in quarantine or isolation. Military health professionals will continue to monitor all crew members for symptoms. *"Our number one priority is to protect the health of our force and our families. By doing that, we also help*

to protect the health of our communities where we serve," said VADM Richard Brown, Commander, Naval Surface Forces. *"Before we clear any sailor to return to the ship, they must receive two separate negative test results. We're focused on the health and safety of sailors, and ensuring the full recovery of Kidd's crew."* Kidd arrived at Naval Base San Diego 28 April to receive medical care for its Sailors and clean and disinfect the ship, following a COVID-19 outbreak while underway. A number of sailors remained onboard the ship to operate essential services, while other crew members and anyone who tested positive were removed from the ship to isolation or quarantine, as appropriate. The next phase of the recovery is another step toward ensuring the ship is safe to get underway to continue deployment. *"I want to thank the amazing team that has supported us – from VADM Brown to our most junior crew member,"* said CDR Nathan S. Wemett, commanding officer of USS Kidd, *"Everyone's resiliency and hard work is paying off, but the recovery process is not over. We must remain focused and vigilant throughout the entire process to maintain our health and readiness in order to get back to sea."* The cleaning of the ship and care for the crew is expected to continue for approximately two more weeks. The Navy will test all Kidd crew members again before the ship resumes its deployment.



LAKE WASHINGTON & EVERETT COUNCIL
NAVY LEAGUE OF THE UNITED STATES
P.O. Box 547
BELLEVUE WA 98009-0547

Voyager, official newsletter of the LW&EC NL-US, 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



Since Voyager is now digital only, insure your email address is correctly updated!

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 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, Branch Health Clinic Everett and Puget Sound Naval Shipyard & Intermediate Maintenance Facility

Supports local Naval Reserve Officers Training Units and US Naval Sea Cadet Corps:

- Liberty High School NJROTC and Snohomish High School MCJROTC
- University of Washington NROTC and US Naval Sea Cadet Corps, Naval Station Everett Division
- 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.

<https://www.navy.mil/>
<https://www.marines.com>
<https://www.uscg.mil/>
<https://www.maritime.dot.gov/>