

Voyager



Navy League
of the United States



VOL. 81 DELGENE PHILLIPS - EDITOR

WWW.LAKEWASHNLUS.ORG

SEPTEMBER 2017

FUTURE EVENTS

Dinner Meetings

Wednesday, 20 September
Wednesday, 8 November

Board Meetings

Wednesday, 13 September
Wednesday, 1 November

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 SNSCC

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

Save the Date

Our next dinner event will be held at the Bellevue Red Lion Hotel on **Wednesday, 20 September, 1800 -2100**

Keynote Speaker

CAPT Brendan C. McPherson, USCG
Chief of Staff, 13th CG District

Topic:

Coast Guard Support & Rescue Operations - Hurricane Harvey

CAPT McPherson is an outstanding speaker and currently the Chief of Staff of the 13th CG District in Seattle where he directs more than 2,000 Coast Guard men and women responsible for executing Coast Guard missions within the Pacific Northwest including the states of WA, OR, ID and MT. CAPT McPherson a graduate of the U.S. Coast Guard Academy, has 26 years service including nearly 12 years cumulative sea time aboard six cutters, including commanding officer of cutters: Midgett, Vigorous and Baranof. He has also served in multiple staff assignments including serving as Press Secretary to the Principal Federal Official for disaster response and recovery operations in the aftermath of hurricanes Katrina and Rita along the Gulf Coast in 2005.

We will also recognize our Sea Cadet Adopted Unit:

Naval Station Everett Division (USNSCC) —George H. Halas Trophy Runner Up and Second Best Unit in the Nation

For additional current and interesting information and articles about our council and other military services visit:

www.lakewashnlus.org

VIEW FROM THE BRIDGE



The Lake Washington & Everett Council is dedicated to educating citizens and public and private community members for the need to maintain this country's national security and economic vitality through **strong sea services**. In addition,

we are committed to fully supporting our splendid sailors, marines, coastguardsmen, merchant mariners and their families. We also are fully committed to recognizing and supporting the "Future of America" - students participating in the U. of Washington NROTC, the Liberty H. S. NJROTC and the NavSta Everett Sea Cadet Division – USNSCC. We do this in a variety of ways.

Adopted Units

Our council provides **recognition and support** to ten adopted units listed on the front page.

Dinner Events

Bimonthly membership dinner meetings are held to highlight one or more area Navy, Coast

2017 BOARD OF DIRECTORS

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Pete Stiles

Guard and/or maritime supported command or unit. Dinner meetings feature pertinent sea services presentations and recognize our adopted unit "Sailors of the Quarter" and "Sailors of the Year," along with special recognition for support provided by local Community Affiliate members. The dinner events are held in Bellevue, WA and are attended by the council's "members and friends" and members of our supported adopted units. Dinner meetings cost \$50 per person which covers event and meal expenses. Remaining funds are added to the council's budget and are used for funding sailor and cadet recognition and annual financial support for our three "student" programs. **Dinner events can be prepaid via credit card.**

Tours

The council also coordinates a **Tours Program** to bring council members and non-members into on-the-line contact with active duty Navy and Coast Guard commands as well as tours of selected Community Affiliate members such as the Boeing manufacturing facilities in Everett and Renton. **Our tours are always "maxed out"** and they provide an once-in-a-lifetime experience for those attending. A board member coordinates our Tours Program and five to six tours are scheduled each year. There are no fees for tours.

Third Annual Golf Scramble

Coordinated by board member CMC Kevin Isherwood USCG, Retired, LW&E Council held its Third Annual Golf Scramble at the Twin Lakes Golf & Country Club on 18 May 2017. Thirty-eight golfers participated on a partially sunny afternoon, followed by the awarding of prizes and a barbecue buffet dinner. The event was a financial success with all proceeds used in support of enlisted members at our active duty adopted units and students at our three youth adopted units. We are looking forward to a "Fourth Annual" in 2018.

Council Newsletter

The Council publishes a **quarterly newsletter**, the Donald M. Mackie Award Winning "**Voyager**." In each edition we highlight and recognize council events and programs, the activities of our adopted units and additional sea service information that will be of interest to *Voyager* recipients. Please visit www.lakewashnlus.org for an

online copy of *Voyager*, as well as copies of past editions. *Voyager* is also mailed to members and interested non-members. If you would like to receive the *Voyager*, please contact *Voyager*'s Editor, Delgene Phillips at etpefp@comcast.net.

Website

We also maintain a "new and improved" active website, www.lakewashnlus.org, to facilitate communication with members, the local community and with the adopted units and student organizations that we support. The website is used to announce council dinner events, tours and other programs. In addition, the "**Honor Page**" provides articles and other information of interest pertaining to the sea services and the other military services. **The Lake Washington & Everett Council is a 501(C)(3) not-for-profit organization** and **donations** to support council events and programs can be made via our website and are always **greatly appreciated**.

Membership

The Lake Washington and Everett Council is **always looking for new members** who would like to actively support our varied events and programs. Joining our council is a **very simple process** and if interested, please contact our Membership Chair CMC Kevin Isherwood USCG, Retired at MEMBERSHIP.LWE@Gmail.com or 240-786-2775, or any member of our Board of Directors.

A big thanks to our "Members and friends..." and we look forward to seeing you future events and programs.

*Pete Stiles
President*

Welcome New Members

**Robert Lockyer
Ethan Allen Jones
Mark Daviscount**

Check us out on Facebook!

www.facebook.com/groups/LWENLUS/

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

USCGC Healy Change of Command

By Pete Stiles

Photos by PO3 Amanda Norcross, USCG

On Thursday, 22 June 2017, CAPT Greg Tlapa, USCG relieved CAPT Jason Hamilton, USCG as Commanding Officer of USCGC Cutter Healy (WAGB 20). Presiding officer for the change of



command ceremony was VADM Fred Midgette USCG. With approximately 100 guests, including several prior Healy commanding officers attending, the change of command ceremony was held at Pier 36, Coast Guard Base Seattle. Lake Washington & Everett Council Board members attended including LCDR Phil Johnson USCGR Retired, RADM Jeff Garrett USCG Retired, CAPT Dave Visneski USCG Retired, and his wife DonnaAnn, Janie Nicodemus and CAPT Pete Stiles



USN, Retired. As a note of interest, RADM Garrett was the Healy's first commanding officer and CAPT Visneski was the Healy's second commanding officer. CAPT Tlapa graduated from the USCG Academy in 1994. His introduction to the Arctic was as a Lieutenant in 1999 when he led a field team based out of Barrow, AK, to disestablish radio navigation beacons located across the North Slope of Alaska. In 2008 CAPT Tlapa commanded USCGC Hickory during its inaugural deployment in support of Operation Arctic Shield. The following year, under CAPT Tlapa's leadership, Hickory explored an uncharted 75 mile stretch of the Kuskokwim River as a proof of concept for District 17 contingency operations and became the first and only 225 foot ship to visit the western Alaska port of Bethel. In 2013 CAPT Tlapa served as executive officer of Healy during the first modern-day domestic icebreaking mission in the Arctic while escorting the Russian oil tanker *Renda* with critical winter fuel delivery to Nome, AK. The Healy will deploy to the Bering Sea and north during the week of 26 June 2017 and will return in the fall of this year.



Above, CAPT Jason Hamilton (right) leads CAPT Greg Tlapa through a final inspection of the crew of Coast Guard Cutter Healy.

At left, CAPT Jason Hamilton (on right), shakes hands with VADM Fred Midgette, Commander Coast Guard Pacific Area, after receiving a Meritorious Service Medal.

Spokane Naval Trophy Reunited with Locals After 100 Years

By CAPT Barton Buechner, Navy Operational Support Center, Spokane
Official USN photo

The U.S. Navy celebrated the return of the Spokane Naval Trophy after 100 years, during the Armed Forces Day parade, 17 May, in Spokane, WA. As 100,000 lined the streets for the nation's largest nighttime Armed Forces Day parade, there was little doubt that Spokane was, once again, a Sailor Town. It all began when the Spokane Chamber of Commerce and Spokane's United Spanish War Veterans commissioned the creation of a trophy, molded from 400 ounces of sterling silver and lined with gold, as a special gift to the Navy. It was envisioned as a fleet-wide annual award for 'proficiency in gunnery' by the Secretary of the Navy. It was first awarded in 1908 to USS Tennessee (ACR 10) in Bremerton, WA, and annually thereafter to other ships, including the battleships USS Arizona (BB 39) and USS New Jersey (BB 48). After World War II, the trophy was retired to the Naval Historical Center in Washington, D.C., where it was logged in as the first artifact of their collection. In 1979, the trophy was loaned to Commander, Surface Forces U.S. Pacific Fleet, and the tradition resumed. The Spokane Naval Trophy symbolized 'overall surface ship excellence' in the Pacific Fleet. Later in 1998, some Spokane Navy League members were visiting San Diego and did a double take when looking at the beautifully engraved trophy on display at SURFPAC headquarters with the name of their city prominently featured. *"They had no idea that the Spokane Naval Trophy even existed,"* said YN1 Aimee Flinn, a reservist with the Portland Navy Operational Support Center (NOSC) and also secretary of the Portland Navy League. Flinn, who holds several degrees in history and was working for the city of Spokane as a researcher, did some more digging, and an old story came to light and a plan began to bring the trophy back to the city of its origins for a visit. *"This was not an easy thing to do,"* she said, *"The Navy League was committed to make it happen, but getting all the approvals took some doing."* Not only had the trophy become the symbol of Pacific Fleet readiness; the Navy Historical Center now prized it above all other artifacts as their first acquisition; the trophy was also recently appraised at over \$4 million. Enter CAPT Joseph Green, a Spokane Reservist re-

cently returned from a year of duty in Afghanistan. Green took a keen interest in getting the Spokane Naval Trophy back for a visit, and began making the necessary arrangements, armed with letters of support from local officials. About six months later, he had the trophy which made its first official appearance at the civic/military luncheon during the Spokane Lilac Festival, allowing Spokanites to see a piece of their city's heritage missing for several generations. LCDR Paul Darling, commanding officer of the Spokane NOSC, arranged to have the trophy on public display at his center during the week leading up to the city's 70th Annual Lilac Festival



Armed Forces Day parade and nearly all of his 200 Navy Reservists turned out for the evening 'Torchlight Parade,' complete with a float depicting the USS Spokane (CL 120) mounted on a trailer. The Navy contingent in the parade was led by Darling, Green, and CAPT Michael E. Kidd, Navy Region NW Reserve Component commander. USS Chaffee (DDG 90), the current trophy winner, had made an unexpected port call in Everett, WA, and sent a delegation. The Spokane Navy League presented them with a special commemorative plaque honoring their earning the trophy. Bruce Rasche, Spokane Navy League president, explained, *"Since we renewed our connection with the trophy, we have been giving each ship a plaque that they can keep on board, since the trophy itself stays in San Diego,"* he said. *"We've been doing that for ten years now, and we'll keep going for another hundred as long as we have members to carry it out."* The Spokane Chamber of Commerce have also made a replica plaque intending to update it with each ship awarded the trophy. *"Spokane and the Navy have this connection again, and we want to keep it going,"* said Kates. Rasche agreed, *"We're glad that the Navy allowed the trophy to come home again ... sharing [it] with the people who created it in the first place, the people of Spokane."*

USCGC Blue Shark (WPB 87360) Change of Command

By Pete Stiles

Photos by MGen James LaRiviere USMC, Retired

On Friday, 20 July 2017, LTJG Alexandra LaRiviere USCG (*at podium*) relieved LT Brett Morris USCG as Commanding Officer of the USCGC Blue Shark, an adopted unit of the Lake Washington & Everett Council. The change of command ceremony was held pier side at Naval Station Everett with CAPT Michael Balding, USCG, (*at right*) Deputy, USCG Sector Puget Sound as the presiding officer. LW&E Council members attending were RADM Bert Kinghorn and wife Susie, Jim Ardissono, Dan Burr, Bob Lockyer and Pete Stiles. In 2015, LT Morris reported aboard as the commanding officer. As CO, the cutter participated in counter drug and migrant operations in San Diego, CA; conducted fisheries patrols off the Washington and Oregon coasts and escorted U.S. Navy submarines in and out of Puget Sound. LT Morris (*below center left*) will be attending the U. of Washington's graduate program in oceanography in the fall of 2017.



LTJG LaRiviere graduated from The Citadel - The Military College of South Carolina in 2014 with a Bachelor's Degree in Criminal Justice and a minor



in leadership studies. At The Citadel, she was a member of the U.S. Coast Guard Auxiliary Citadel Detachment, serving as public affairs officer, operations officer and executive officer. She was also a plank owner and the first National Division Commander of the U.S. Coast Guard Auxiliary University Program. On 18 May 2015, LTJG LaRiviere was commissioned into the United States Coast Guard through the U.S. Coast Guard Direct Commission Select Schools Officer Program. After completing initial training in New London, CT she



reported to the USCGC Morgenthau (WHEC 722) in Honolulu, HI where she served as deck watch officer on three Bering Sea Patrols supporting search and rescue and living marine resources operations. She also performed the duties as assistant executive officer, assistant navigator and assistant operations officer during her tour. LTJG LaRiviere comes from a family dedicated to military service. Her father served 36 years as an infantry officer in the U.S. Marine Corps and her mother served 30 years as an intelligence officer in the U.S. Navy. Additionally, her older brother is a combat engineer in the U.S. Army stationed at Fort Hood, TX and her younger sister is a supply officer in the U.S. Navy stationed in San Diego, CA. Her youngest brother will be graduating from The Citadel in 2018 with a degree in civil engineering.

Adopted Units Summer Snapshots

USCGC Healy is in the Chukchi Sea during an Arctic deployment in support of scientific research and polar operations with an international and multi-disciplinary team of scientists, media personnel, and educators on board. During the patrol, cold water ice dive operations were conducted from both the small boat and a dive platform where 18 dives were performed to a depth of 38 feet and subsurface time of 18 minutes.

In preparation for the upcoming school year, **Liberty High School NJROTC** conducted their annual Air Rifle Marksmanship Camp 24-25 August where 14 new cadets participated and learned about air rifle safety and proper shooting techniques. NJROTC also conducted their annual New Cadet Orientation 28-29 August. Twenty-two of nearly 50 new cadets participated.

GySgt Phansiri, USMC will be commissioned a 2ndLt in the USMC on 5 Sep at the summer commissioning of the **U. of Washington NROTC**.

NAVSTA Everett Division – USNSCC had a great summer. Of eight senior cadets who graduated last year, six enlisted in an ROTC program, one enlisted in the USMC and one enrolled in college. Eleven new cadets were inducted into the unit and 10 cadets went to recruit training and 15 other cadets attended advanced training. Leaders are actively recruiting new cadets.

USCGC Henry Blake sailed to Alaska this summer and conducted five days of training and maintenance followed by competition between the tender crews in the CG 17th District annual Buoy Tender Roundup in Juneau. This year's roundup included seven U.S. Coast Guard and Canadian buoy tenders, stationed throughout Alaska and the Pacific Northwest including CG Cutters Maple, Hickory, Fir, Sycamore, Elderberry, Anthony Petit and the Canadian Coast Guard ship Bartlett.

This summer, **CG Base Seattle** held six changes of command and 14 retirement ceremonies, provided logistics service for two National Security Cutters going in/out of dry dock and provided naval engineering and support services to prepare CGC Healy for Arctic West Summer 2017 and CGC Mellon and CGC Midgett for deployments.

USS Louisiana (SSBN 743) Tour Report

By Tim Cox

Photos by PO1 Amanda Gray USN

Editor's note: USS Louisiana (SSBN 743) is the 18th and last ship of the United States Navy's Ohio class of nuclear-powered fleet ballistic missile submarines. Launched on 27 July 1996 and commissioned on 6 September 1997, she carries Trident ballistic missiles. She is the fourth commissioned ship to bear the name of the U.S. State of Louisiana. Council member Bob Renner arranged this tour of the Trident Training Facility and the USS Louisiana for members of the Corvette Marque Club Seattle (CMCS) which he is also a member. Bob has toured nine subs.

June 27 finally arrived after much anticipation. No, I'm not referring to my upcoming retirement—I'm talking about the day a bunch of us CMCS members were going to tour parts of the Bangor nuclear submarine facility. This tour has been spearheaded for the last few years by Bob Renner and if he puts another one together in the future you owe it to yourself to participate. We caravanned to the U.S. Naval Undersea Museum in Keyport, WA where we were met by our Navy tour leader for the day. Her job for the day was to make sure we all had our proper documentation and that we knew the rules before we entered the base. Bottom line is no cameras, phones, fit bits or any other type of electronic device was permitted on base. After our quick orientation, we



boarded the provided bus and headed for the base. First stop—the training facility (*above*) for submarine duty. It was pretty darn cool all by itself. After we were divided into two groups we visited several “classrooms” to see exactly how the sailors were trained. Our first training area was a mock up of the control room where the helm wheels are located. It takes two sailors to drive a sub. The lead sailor controls the dive angle of the bow (front) as well as the yaw rate (left and right) and yes, there is a steering wheel. The second sailor controls the dive angle of the stern. This arrangement is similar to that on a hook-and-ladder firetruck. One steers the front and the other steers the back. The really cool thing about this classroom (*below left with NROTC midshipmen at the controls*) was that the whole room was on gimbals

so when we did a hard dive or climb the room canted to simulate the real thing. We didn't get to try a sharp turn but I bet the room tilts to the side when that happens. I was fortunate enough to get a seat at the control and put us into a steep dive. They even have the controls to simulate an emergency blow—when the sub climbs so fast it actually breaches like a whale when it reaches the surface. Apparently, the room has caused some people to lose their breakfast but no one in our group suffered that fate. Next up was the simulated sail with virtual reality setup. A submarine's sail is the tower-like structure on top of the deck. From there the cap-

tain or other officer controls the actions of the sub while not submerged. Normally a sub commander can practice doing maneuvers from the real thing out on the water but nuclear missile subs spend most of their time submerged. This means they don't get practice that other commanders may get. The virtual reality setup helps solve that problem. You strap on the headset and it looks like you're running on the surface in a familiar area—in our case the Seattle harbor. You can look in any direction and see exactly what you would see if you were actually there. The Navy has all the ports mapped out this way so people can practice cruising these areas without ever leaving Bangor. Leaving the VR training room, we next got to see a standard submarine diesel engine. Even though the submarines have nuclear power plants the diesel engine is still required for emergency purposes. If the sub's reactor goes off line it's the diesel's job to run the minimum systems necessary to keep the sub running and the crew safe. The chiefs take great pride in their diesels and it's one of the few things in the military where aesthetic modifications (read—some chrome, maybe fancy paint) are allowed. The last training classroom had even more cool toys. Inside we learned about the torpedo the subs carry as well as the countermeasures. The torpedoes were a little bigger than I was expecting. Here we learn that the torpedo doesn't sink a ship the way we see it in the movies—that is to say they blow a hole in the side of a ship so water gets in and it sinks. Modern torpedoes are guided to their target by wire and then their on board computer takes over. It steers the torpedo underneath the very center of the target and then detonates. The explosion is of sufficient force to move the water out from underneath the target. With no water under that part of the ship the hull cannot withstand the pressure and will simply break. It takes one torpedo to sink a destroyer and two to sink an aircraft carrier. The countermeasures work to fake out enemy torpedoes and make it lose its lock on the submarine. Later on, in the actual sub we learn that these countermeasures must be kept in a special vault. They activate by water and contain their own oxygen so if one goes off inside the sub it's a bad day for everyone. They burn so hot they can melt through the hull. The only way to stop their action once it starts up is to continually flood the vault with cold water. Once the temperature cools to a certain point the countermeasure becomes inactive. After a quick lunch at the snack bar we posed for a quick group photo and then

headed for the highlight of the day—an interior tour of an active nuclear missile submarine. To get on the sub we had to go through several more security checks as even regular sailors can't get into this area unless they are cleared. Under the watchful gaze of sev-



eral very young looking guards we finally got to the promised land and were divided into groups of five. Mona and I were in the first group to go down the hatch and it was obvious why the small groups. The missile sub may be the largest in the Navy but there still isn't much elbow room. No matter where we went we were in somebody's way. We got to see most of the interior except for a few sensitive areas. In some places, like the control room, they had super sensitive things like the depth and speed indicators covered with a special security device (looked like a pie plate) so we couldn't even see the range. We all got used to hearing "*I can neither confirm nor deny..*" from our group leader whenever asked about things like how fast the sub could go or how deep it would dive. Some of the various areas we toured were the control room, the countermeasures/armory room, the galley, the officers' mess, the torpedo room, the head and one of the berthing areas. Everywhere we went we were looking at missile tubes. Here we heard the when launched, a missile doesn't get wet at all. A missile is launched by compressed air and a bubble forms that envelops the missile all the way to the surface. The missile squirts out of the water and when the on board computer senses the missile is out of momentum and is about to fall back it fires up the rockets and away it goes. After the sub tour, we returned to the museum with only 30 minutes before it closed so we tried to see as much as possible. You should visit the museum at Keyport even if you're not going into the base. There's far too much to say here about what we saw today but suffice it to say it was an absolutely fantastic day and is one experience neither Mona or I will ever forget. I can neither confirm nor deny how much I appreciate Bob Renner for putting this together for us.

Tour of Trident Training Facility & USS Henry M. Jackson (SSBN 730)

By Pete Stiles

Photo by MC1 Amanda Gray, USN

On Tuesday, 22 August 2017, the Lake Washington & Everett Council hosted a tour at the Trident Training Facility (TTF) and the USS Henry M. Jackson. Thirty-seven council guests attended the tour including seven employees from the Boeing Museum of Flight and a Boy Scout Leader and two Boy Scouts. Our tour leader was MC1 Amanda Gray USN, Assistant Public Affairs Office SUBGRU 9, who met the tour group at the Navy Undersea Museum at Keyport, WA. After credentials were checked, the group boarded a Navy bus and drove to the TTF at Bangor where all “live” training for the nuclear submarines based at Bangor is conducted. The guided tour of the TTF included presentations by active duty Naval training personnel at simulators used for torpedo operation and maintenance, ship navigation and diesel engine operation and maintenance. Following lunch at the TTF galley, the group boarded the bus and drove to the pier area on Hood Canal where again, credentials and identifi-



cations were carefully checked. The tour continued aboard the USS Henry M. Jackson which is currently in dry dock. After descending an 18-foot ladder into the submarine, enlisted personnel conducted an extensive tour of shipboard spaces that lasted approximately 90 minutes. After the tour, all council guests returned to the Navy Undersea Museum. The Lake Washington & Everett Council thanks SUBGRU 9 and MC1 Gray for their hospitality and a “once in a lifetime” experience at the TTF and aboard the USS Henry M. Jackson.



U.S. Coast Guard Celebrates 227 years of Service

The United States Coast Guard is the fifth armed force; a multi-mission, maritime service within the Department of Homeland Security. On 4 August, Coast Guard members and their families around the globe celebrated 227 years of service by honoring their storied past and securing both the future of our service and the nation. Below are examples of the service history, operations and future endeavors:

U.S. Coast Guard air crews and vessel punt teams from around the nation are assisting in rescue efforts following Hurricane Harvey and have saved more than 4,300 people from flooded homes and streets. In total, there are 21 helicopters assisting with around-the-clock rescue operations in Houston: seven MH-60 Jayhawks and 14 MH-65 Dolphins. The Coast Guard along with the Army COE and Texas General Land Office understand the international and global significance of the Gulf Coast ports and are currently conducting surveys and port assessments prior to reopening.

Fleets of U.S. Coast Guard, Navy, Army, Air Force and Marine personnel need to move through and around Guantanamo Bay, Cuba. Ensuring their safety is a huge responsibility, which requires the 24-hour presence of highly-trained personnel to ensure the world's elite military force is safe from harm. Those highly-trained personnel come from the nation's smallest military branch – the U.S. Coast Guard. Coast Guard port security units serve as anti-terrorism force protection expeditionary units with boat crews and shore-side security teams capable of supporting port and waterway security within the United States or anywhere in the world the military operates.

The Coast Guard is working to add unmanned aircraft systems (UAS) to augment its fleet of cutters and rotary-wing aircraft with eyes in the sky to combat smuggling operations and enhance its role in securing maritime borders, among other uses. The USCG is continuing the acquisition of small UAS capabilities for its national security cutter fleet. Already installed and operating on USCGC Stratton, the UAS will be used in conjunction with the NSC and other assets to provide persistent, tactical airborne intelligence, surveillance and reconnaissance to enhance the cutters' effectiveness.

Units and personnel of the U.S. Coast Guard and its predecessor services have served with distinction in every major American conflict and 2003's Operation Iraqi Freedom (OIF) proved no exception to this rule. In OIF, the Coast Guard excelled in its specialties of port security, coastal and environmental security, and maritime interdiction operations. At the height of combat operations, 1,250 Coast Guard personnel served in OIF. USCG vessels and land-based personnel brought many vital capabilities to the theater of operations, including aids-to-navigation.

In September 1941, fresh off the boat from recent studies in warfare at the Navy's Mine Warfare School in Yorktown, VA, and the D.C. Navy Yard-based Mine Recovery Unit, LT James Crotty, USCG was attached to the Inshore Patrol Headquarters at Cavite Navy Yard. Following the Japanese aerial attack on Cavite, he served as executive officer aboard a Navy minesweeper, USS Quail (AM-15), and using his stateside training supervised the salvage and demolition of strategic resources including the submarine USS Sea Lion (SS-195), the Cavite Navy Yards and Sangley Point Naval Station—all heavily damaged in the attack. As executive officer of Quail, Crotty often directed the crew as they laid down anti-aircraft fire or swept the minefield in Manila Bay to allow the delivery of goods and personnel via U.S. submarine under cover of night. Crotty and Quail's crew were later assigned to the Naval Battalion, comprised of 500 unattached marines, naval aviators and sailors serving as infantry once the Japanese dominated the skies over the region. Ultimately, Bataan fell and eventually Corregidor when Crotty was captured and was loaded into a boxcar with many others and sent by rail to the Cabanatuan prisoner of war camp in northern Luzon. Crotty's capture resulted in the first Coast Guard prisoner of war since the War of 1812. Once at the camp he lived in the officer barracks. Letters and interviews later revealed he was known among the other prisoners for his enduring positivity and good humor despite harsh conditions. He did not live to see the famed liberation of the camp in 1945 by Army Rangers and Luzon Guerrilla armed forces. Not long after arriving he contracted diphtheria during a severe outbreak in the camp and died three days later, 19 July 1942. He was honored by the Philippine Coast Guard at the 75th anniversary of the Battle of Bataan and Corregidor.

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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.
- 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.
- 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.