



# ALL AHEAD FULL



THE NEWSLETTER OF THE BALTIMORE COUNCIL, NAVY LEAGUE OF THE UNITED STATES

SPRING 2018



## FROM THE BRIDGE

Greetings. Shipmates, instantly and we are there.

First of all I am very proud to have been elected to lead the Baltimore Council for the next year. My good friend and colleague, Brigadier General Joe Nattans did a marvelous job of keeping things on an even keel for the past two years and we owe him our gratitude for having accomplished so much on behalf of the council and those it serves. He led us through some remarkable times the most significant of which was Fleet Week in 2016 and the commissioning, here in Baltimore, of USS Zumwalt, the most powerful and modern warship afloat. And it was on his watch that the Baltimore Sea Cadets (Fort McHenry Division and T/S Constellation) underwent an unprecedented and tremendous period of growth.

116 years is a long time in the life of any organization. Ours, as most of you know, is unique; the only military oriented society in the nation that neither requests nor receives any government funding. None at all. You, our members, are our only source of income and we are grateful for your indulgence and support.

Our mission has never changed: Support of the Sea Services. The men and women of the United States Navy, Marine Corps, Coast Guard, and Merchant Marine know we have their backs. When our ships dock in Baltimore, we are there to help the crews feel welcome in any way we are able. When called upon to support various events at sea services installations, we respond

These are hard times for the Armed Forces of the United States. Years of shrinking budgets and reductions in personnel have taken their toll. Even now a number of senior officers are under indictment on charges up to an including homicide because of a series of accidents involving U.S. warships in which men and women died. Why? Because of a lack of sufficient funding, because of a shortage of personnel, because of a lack of adequate training in even the basics of ship handling. These are the national issues that will test our mettle for years to come.

Locally, we shall continue to earnestly support the ships and shore installations we sponsor. And there are many. And will shall move forward in our quest for new opportunities in education of our youth through the Sea Cadets and the Navy and Marine Corps JROTC programs at high schools throughout the area.

There will be another Fleet Week this year; in October, in which this council will have a major role to play. It's what we do.

Again, thank you for the opportunity to, again, lead this organization. I promise to do my utmost to be worthy of your trust.

God bless and keep the United States of America and all who serve her. ⚓

*COL (MD) Alan Walden  
President*

## And the winner is... The VFW and the VOD



*by Alan Walden*

On 6 January I had the honor to serve as one of the judges of the annual "Voice of Democracy" competition conducted by the Veterans of Foreign Wars in Maryland. Each year high



Walden (4th from left) and fellow judges

school students from around the state are tasked to write an essay, no longer than five minutes in length, then record their message which is then judged by my colleagues and I on such criteria as clarity, accuracy, and presentation. Similar competitions are held across the country. The precise subject varies from year to year. The theme, this year, was "America's History: Our Hope for the Future."

The judging is a serious business and takes hours to complete. We listen, evaluate, mark our ballot sheets, and compare notes before a winner is chosen. This year it was 18 year old Robyn Anzulis, sponsored by VFW Post 10076 and its Auxiliary in Mt. Airy. But the story doesn't end there.

The winners from all states are then entered in competition for the national Voice of Democracy awards. And, in 2018,

Continued on page 2

# “The Next Generation” Growth and Commitment



Sea Cadets Review



Banks and Walden



At Arlington National Cemetery



The Sea Cadets units sponsored and supported by the Baltimore Council continue to impress one and all on several levels.

On 7 January the combined corps of the Fort McHenry Division and Training Ship Constellation gathered at the Marine Corps Reserve Center on Fort Avenue in Baltimore for their annual review and promotion ceremony before friends and family. The NLUS was, as always, invited to both witness and participate in the event and was represented by Council President Alan Walden and Council JAG

Leo Ottey, Esq. To say it was an impressive display would be a gross understatement as dozens of cadets, well turned out in full uniform, delighted the audience with their truly professional conduct. Regional Director LCDR-USNSCC Rolanda Franklin was the ranking officer on deck. LTJG Eric Banks commands the units and has done an outstanding job in continuing to both expand the corps and enhance its training.

Then, in February, the cadets had the signal honor of being invited to Arlington National

Cemetery in Virginia to place a wreath at the Tomb of the Unknowns. It was a solemn and very moving occasion for the Sea Cadets and their cadre and its significance was not lost on all those in attendance. As always, the cadets performed well and understood the importance of having been asked to participate. Some of these young people are likely to themselves be members of the Armed Forces of the United States in the future. And their exposure to such events will most certainly make that choice more meaningful. ⚓

Continued from page 1

the big winner, the best of the best, was and is.....**Robyn Anzulis!** For her extraordinary efforts Robyn was invited on an all-expense paid trip to the nation's capital where she received a check for \$30,000; the T.C.

Selman Memorial Scholarship, and where she, again, presented her first-place essay.

Nor was she the only national winner from Maryland. First place in the Patriot's Pen essay contest went to Karolina Mazur,

sponsored by VFW Post 7239 in Owings Mills and its Auxiliary. Karolina received a \$5,000 award for her outstanding essay on the subject of “America’s Gift to My Generation.”

We are immensely proud of these

two very special young people... and of all the others who took part in these competitions. They are our future. There will come a time when this republic will be in their hands. And we are certain that they, and others like them, will do their best for it. ⚓

## Looking Aft

# The U.S. Coast Guard in World War I

by John Barnard

Since the creation of the Treasury Department's Revenue Cutter Service in 1790 its patrolling vessels had enforced federal customs regulations in the nation's seaports. They had also saved lives in shipwrecks and operated within the U. S. Navy in conflicts both large and small. In 1878 a Federal Lifesaving Service was created with stations along the seacoasts and the Great Lakes where small craft were ready to rescue the survivors on wrecked vessels.

The years just prior to 1915 saw a movement toward federal government reorganization and efficiency and, after much debate and with the



CAPT Bertholf

approval of Congress, the Revenue Cutter and the Lifesaving Services were merged into a new entity: The United States Coast Guard. Captain Ellsworth Bertholf was given command of 4,300 officers and men, 25 large and 20 small patrol cutters, and 280 lifeboat stations. The Coast Guard had, as its primary

mission, maritime law enforcement and safety and it could, in wartime, fight as a part of the Navy.

Since August of 1914 Europe had been at war and, with the passage of time, the conflict grew and worsened. Then, early in 1917, German submarines resumed their attacks on the high seas with U.S. flagged vessels among their targets and, in April, the United States entered the war on the side of the Triple Entente; Great Britain, France, and Russia. Most of the Coast Guard's cutters, slow and short-ranged, were limited to coastal patrol work. But larger ships were assigned to convoy escort. Even the lifesaving boat crews took on a new task; beach security patrol. And the Coast Guard also began to perform port security.

By the summer of 1917 six large cutters, Algonquin, Manning, Ossipee, Seneca, Yamacraw, and Tampa were prepared for "distant service" and were ultimately sent to



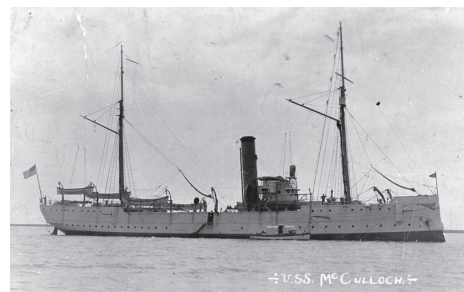
Cutter Tampa

Gibraltar to escort convoys sailing between the Mediterranean and Britain. They not only escorted cargo ships, they saved lives, too. Seneca, for example, attracted considerable attention when she rescued survivors from two ships while fighting off enemy submarine attacks. Later, in mid-September of 1918, men from Seneca tried to nurse a torpedoed collier into port. But she sank en route and 11 of Seneca's crew died. The worst loss came in September of 1918 when the cutter Tampa was sunk by a sub in Britain's Bristol Channel. The entire crew, 111 Coast Guardsmen and 4 U.S. Navy sailors, was lost.

In the United States harbor security, coastal patrols, and lifesaving were the chief tasks. From early 1917 onward Coast Guardsmen in New York, Philadelphia, Norfolk/Hampton Roads and other seaports performed anti-sabotage patrols, protected waterfront property, controlled ship movement, and regulated the storage and handling of hazardous cargo such as ammunition and other explosives.

Prior to 1917, a few Coast Guard officers had trained to become aircraft pilots. Interest in aviation for use in coastal patrolling continued during the war and, by late 1918, it was obvious that aviation had a future in the Coast Guard. There was also a growing presence in Alaska where the famed old steam cutter Bear and other ships performed regular patrols.

Providing assistance to ships in distress and rescuing their crews never stopped. Bad weather, accidents, or careless navigation were the major factors. But two rescues were prompted by enemy action. In July of 1918 a tug was attacked by a German submarine off Cape Cod and a Coast Guard lifeboat was



Cutter McCulloch

deployed to assist her. The sub was driven off by aircraft. And, about a month later, a lifeboat commanded by John A. Midgett (most of his crew were members of the Midgett family) went out to rescue the crew of the British tanker Mirlo which had struck a German mine off the coast of North Carolina. During an intense and dangerous six hours Midgett's team rescued 42 of the Mirlo's crew; one of the most valiant episodes in Coast Guard history.

But, there were more losses, too. In June of 1917 the cutter McCulloch sank after a collision in fog off the coast of Southern California. Four months later the cutter Mohawk was rammed by a cargo ship in fog off the entrance to New York Harbor. She, too, sank. But the total loss of life in both events was only one.

By the end of the Great War in November of 1918 the United States Coast Guard could point to a stellar record of accomplishment and a growing sense of mutual regard with the Navy. As the Roaring 20s arrived the USCG reverted to its old routine with one notable addition: Offshore patrols to prevent the illegal import of alcoholic spirits following the imposition of Prohibition. But that's another story for another time. ⚓



Midgett rescue crew in action

## The Book Nook

# Spanning the Centuries

By Alan Walden

Anyone who has even the slightest interest in the history of this republic and its sea services would be well served to spend time with two books I happened upon recently. Though both are non-fiction, they read like novels; adventure stories of Americans in the face of tyranny and injustice.

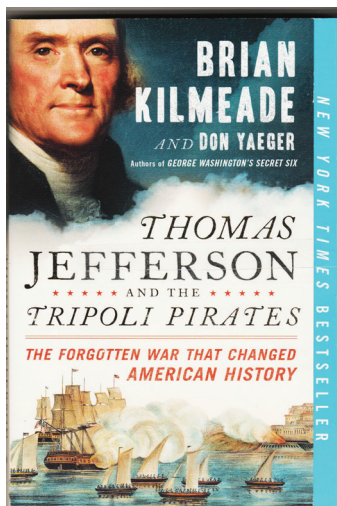
*“Thomas Jefferson and the Tripoli Pirates,”* by Brian Kilmeade and Don Yaeger tells the tale of the third President of the United States who, though a pacifist by inclination, saw the need to confront the reign of terror that led virtually all the seagoing nations of the Western World to pay tribute to the emirs of North Africa and, by extension, to the Turkish-Ottoman Empire.

For 15 years Jefferson, and John Adams before him, had tried very hard to avoid an armed conflict with the corsairs of the Mediterranean. He sent ambassadors and ministers to the potentates of the Barbary Coast: Tripoli, Algiers, Tunis, and Morocco. He offered to buy their enslaved captives with both hard currency and trade goods. And, when all else failed, he went to war. And it was the United States Navy and Marine Corps that fought and won it.

It is not a long book and its 221 pages are a fast read, crammed with tales of derring do; not by fictional characters, but by flesh and blood heroes. Isaac Hull, Tobias Lear, Presley O'Bannon, Edward Preble, William Bainbridge, James and Stephen Decatur, Andrew Sterett; the men who made the United States Navy and Marine Corps a force to be reckoned with from then on and



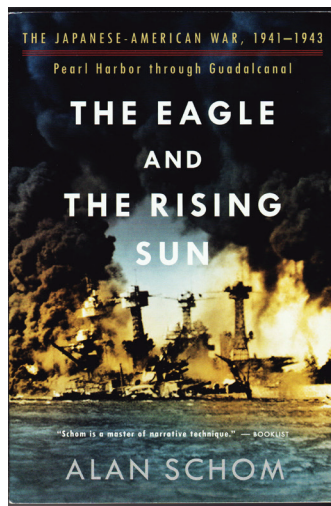
Barbary Pirates



set us on the world stage for good and all.

The Barbary Wars were, in essence, our first face to face confrontation with the evil of Islamic terrorism, events that resonate even today.

Jumping ahead almost a century and a half we come to *“The Eagle and the Rising Sun,”* historian Alan Schom’s masterful account of the events leading to the calamity of 7 December 1941 and through the long and bloody battle for Guadalcanal in the Solomon Islands. Schom did years of research on documents in both the United States and Japan, combed through previous histories



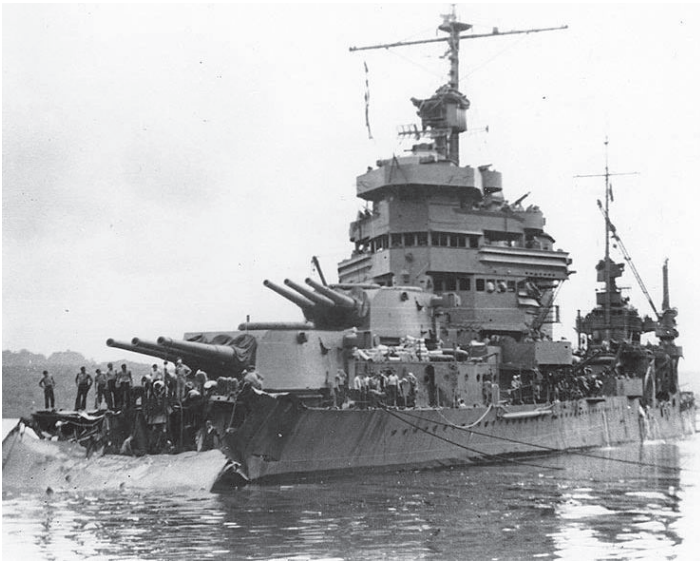
of the period, and plumbed the personal letters and messages sent and received by the major players in this drama. The result is a somewhat different picture of what occurred before and during WWII in the Pacific. And, if you will forgive the vernacular, it ain’t pretty.

For one thing he explains, in detail, that neither side really wanted a war. The United States, despite repeated warnings of what was coming, remained woefully unprepared to fight what were, in fact, two wars: One in Europe, the second on the other side of the world. The Japanese, according to Schom, knew from the outset that they could not

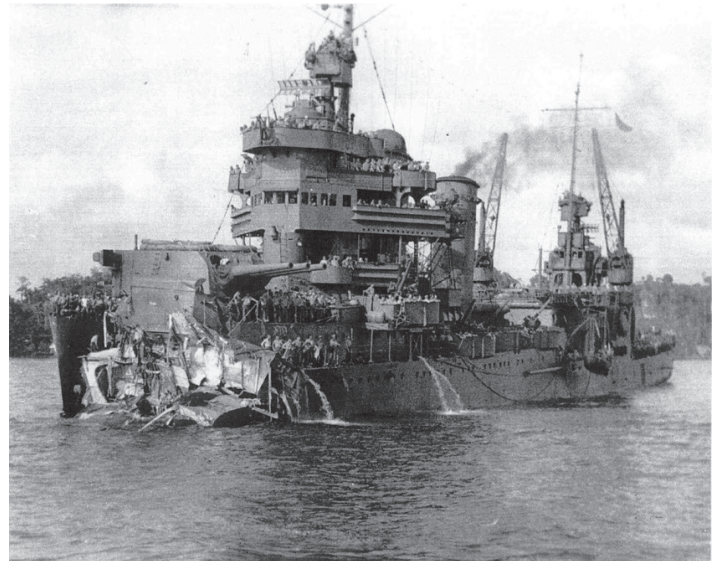
win. But such was their hubris, their overt racism, and their blind commitment to the code of the Samurai, they went ahead anyway.

There are heroes and villains a-plenty in these pages. Among the latter are Douglas MacArthur who, in Schom’s opinion, only had to return to the Philippines because he single handedly lost them in the first place through bloated and wholly inaccurate reports of his preparedness for the conflict. George Marshall, the Chief of Staff of the Armed Force whose ambiguous messages to the Pacific led to confusion; who then alibied MacArthur and flat out lied about the latter’s actions. Vice Admiral Frank Jack Fletcher whose craven behavior after Midway led to an eventual court martial. And the greatest villain of all: Emperor Hirohito who, though often described as no more than a figurehead under the control of the War Party and the Zaibatsu, the industrial cartel in Japan, actually ran the war from the imperial place. Hirohito’s imprimatur was on everything – from the inhuman atrocities committed by the Japanese Army in China, to Pearl Harbor, to the Bataan Death March and all in between.

Among Schom’s heroes are Admiral Chester Nimitz who replaced the scandalously scapegoated Husband Kimmel as CINCPAC (Commander-in-Chief, Pacific), after the “date which will live in infamy.” Admiral Willam Halsey who breathed new life into the defense of Guadalcanal when it seemed on the verge of defeat. Generals Robert Eichelberger (on the ground) and George Kenney (in the air) who actually fought the war for which the vainglorious MacArthur



USS Minneapolis



USS New Orleans



ADM Tanaka Raizo



ADM Richmond Kelly Turner

fought with ferocious courage against an equally courageous and fanatical enemy on Guadalcanal. Admiral Tanaka Raizo of the Imperial Japanese Navy, arguably the best they had, whose cruisers and destroyers battered his foe with barrages of deadly long-lance torpedoes and, against all odds, kept

claimed credit. The Army and Marine Corps personnel who

the notorious "Tokyo Express" running supplies to the emperor's troops until he was simply overwhelmed. And one other whose genius (not too strong a word) was largely overlooked by those who should have known better. Admiral Richmond Kelly Turner who, even before the war started, forecast, with stunning accuracy, almost every move the Japanese would make. His

prescience and counsel were ignored until it was almost too late.

It's all here: The Slot, the disaster off Savo Island, Ironbottom Sound, the slugging match between USS Washington and IJN Kirishima, and the eventual victory that turned the tide in the Pacific. Read it. You won't be disappointed. ⚓

## With the "Coasties"

# For Outstanding Performance

It was catchup time at the Coast Guard Yard-Curtis Bay on Wednesday, 21 February where awards were presented to two members of the crew of Sector Maryland-National Capital District who'd been selected as Enlisted Persons of the Quarter(s). Because of prior commitments the two presentations were rolled into one. As always, the Baltimore Council was invited to take part and was represented by President Alan Walden and Immediate Past-President Joe Nattans. The recipients received special NLUS certifications of commendation along with cash awards for having demonstrated outstanding performance. Sector Baltimore is, as many of you know, one of a number of units at the Coast Guard Yard sponsored and/or supported by this council. ⚓

## Welcome Aboard

# New Faces of 2018

Meet Jack Leo, Chief Deputy United States Marshal for the District of Maryland, and recently elected to the board of the Baltimore Council-NLUS. A native of Pennsylvania, Jack now divides his time between Baltimore and New Jersey.

A veteran of both the United States Navy and the United States Air Force Reserve, he's been a member of the U.S. Marshals Service since 1998. Jack is actively involved in a number of professional organizations including the International Association of Chiefs of Police and the Federal Law Enforcement Officers Association. Earlier in his

career he was also a Border Patrol Agent serving on the border between Juarez, Mexico and El Paso, Texas and a police officer in Sea Isle City New Jersey. He has a Master's Degree in Human Development and Training from Seton Hall University and a Graduate Certificate in Executive Leadership from Cornell.

Jack is not only a welcome member of the board but, as is obvious from his background and life experience, has a great deal to contribute to our mission. ⚓



# Coming Up

- 4/1** Easter Sunday
- 5/8** VE Day (Show the colors)
- 5/13** Mothers' Day
- 5/19** Armed Forces Day (Show the Colors)
- 5/28** Memorial Day (Colors at half- staff until Noon, full staff thereafter)
- 6/6** D-Day (74<sup>th</sup> anniversary)
- 6/14** Flag Day (Show the Colors)
- 6/17** Fathers' Day
- 6/21** First day of summer
- 7/4** Independence Day (242<sup>nd</sup> anniversary: Show the colors)

## Remembering Our Mission

The NAVY LEAGUE came into being in 1902 with the express purpose "to enlighten the people on naval matters and tell them what a Navy means to the country and what it ought to mean to them."

We have always conveyed the philosophy of two of our founders, PRESIDENT THEODORE ROOSEVELT and ADMIRAL ALFRED THAYER MAHAN that America is a maritime nation and that a strong Navy is the most cost-effective means of ensuring peace.

PRIDE • SERVICE • PATRIOTISM



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