



ALL AHEAD FULL

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

FALL 2022



FROM THE BRIDGE

Greetings, Shipmates,

The Baltimore Council is grateful for the leadership of Reverend Guy Hawtin over the last seven months of his term. In spite of his health issues, he championed our cause and council with determination and commitment. It is due to the afore-mentioned health problems that he has been required to resign the presidency. To Guy we say, "Thank you for everything. And we are ever grateful for your intention to continue as our Council Chaplain and a valued member of the board of directors."

As I take the helm again, I will continue to steady the course and our mission with the continued support of our Board of Directors and committed membership.

Our treasurer and dedicated board member Chris Costello and I attended the Change of Command Ceremony at the Navy Operational Support Center (NOSC) on Saturday, 9 July. Despite torrential rain, the ceremony was held outdoors, under two spacious tents, and was conducted in the highest traditions of the United States Navy. You will read more about the comings and goings at the NOSC later in this issue. The NOSC, its officers, NCOs, and all its personnel, have ever been among those with whom this council works most closely. In the recent past they have been the Navy's host unit and center of operations for the

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The Double Header

Fleet Week and Defenders Day



Opening Announcement

Big Ships, small ships, gray ships, tall ships. They were all in Baltimore from 7 through 13 September as Fleet Week returned following a three year Covid driven hiatus. There was action on land, water, and in the air to delight the crowds that gathered at the Inner Harbor, Fells Point, Port Covington, and Martin State Airport to witness the week-long spectacle in near perfect late summer weather.

Along with a variety of U.S. vessels were visitors from Denmark and Canada. CDR. Carlo Amunategui, captain of Canada's HMCS Glace Bay, said there is a real sense of excitement from not only him and his crew, but other crews in town from all over the world. "I'm very happy to be in a ship, and I'm certainly very happy to be in this Port of Baltimore, in this beautiful



HMCS Glace Bay

neighborhood of Fells Point," he said. "It's nice to be in a port, interacting with the people in Baltimore. Last night, we were at the ballgame. There were lots of people over there, and it was fantastic."

One of the biggest draws was the training ship Danmark, among the largest full rigged ships afloat. Her towering masts were a magnet as they cast their shadows over the waterfront. She'd been here in years past and never fails to delight all who see and board her.

In the midst of all the excitement of Fleet Week came the 208th anniversary of Defenders Day. For many, both locals and visitors, that shifted

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USS Carter Hall



T.S. Danmark



USS Minneapolis-St. Paul



Fort McHenry Guard



Field Music



Rockets Red Glare

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the focus to Locust Point and Fort McHenry where, in 1814, Baltimore's citizen soldiers turned back an enemy invasion and, in the words of Francis Scott Key's poem, "preserved us a nation." A full weekend of pomp and pageantry was highlighted by the rockets' red glare as, on Saturday night, 11 September, the sky became an enormous kaleidoscope thanks to a brilliant display of fireworks. But there was an undercurrent of sadness as well, a feeling of loss steeped in the memory of a disaster of 9/11/01. That, too, was appropriately and solemnly

recalled. The great garrison flag was lowered to half-staff in memory of the victims. Also in honor of Queen Elizabeth II. Despite our historic enmity in the late 18th and early 19th Centuries, the ties between The United States and Great Britain remain strong. And it should be recalled that, after the 9/11 catastrophe, Her Majesty broke a precedent dating back to the 1600s and ordered that, at the changing of the guard, the United States National Anthem be played for the benefit of those Americans who'd been unable to return from Britain immediately after the attack. ⚓

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commissioning of USS Sterett (DDG 104) and USS Zumwalt (DDG 1000), and will continue to function in that capacity as we prepare for another such event to take place next year. Further information on Baltimore Council activities can be found on our website. www.navyleaguebaltimore.org.

As always we seek new members. All those, civilian, military, veterans, anyone with an interest in supporting the men and women of the sea services, Sea Cadet Corps, JROTC, welcoming visiting ships, and the other patriotic and social outreach programs in which we participate, are invited to join us.

And, as in the past, I would remind all who read this that "Freedom Isn't Free." It has been

bought, paid for, and safeguarded by those in uniform ever since our nation was founded. They have earned our support many times over. ⚓

Best wishes,
Joe
BG Arthur J. Nattans, USA (Ret)
Council President, and Life Member

Moving Up, Moving On

Times They Are a'Changing

By Alan Walden

Another asterisk was added to the storied history of the United States Coast Guard this year when ADM Linda Fagan succeeded ADM Karl Schultz as commandant. Thus did the first woman ever to achieve four-star rank in the USCG become the first of her gender to lead one of the Armed Forces of the United States.



In the 1 June ceremony at Coast Guard headquarters in Washington President Biden and Homeland Defense Secretary Alejandro

Admiral Fagan

Mayorkas both spoke glowingly of ADM Shultz's performance as commandant, and of Fagan's service that led to her selection as his successor. The president referred to ADM Fagan's career as "trail blazing" and told the crowd that "there are no doors closed to women."

A 1985 graduate of the Coast Guard Academy Fagan was the only woman assigned to the icebreaker Polar Star as her first seagoing posting. And ADM Fagan's daughter seems determined to follow in her mother's footsteps. Already she is LT Aileen Fagan, USCG.



The following week (as mentioned in From the Bridge) it was time for the Baltimore Council to bid farewell to a valued friend and supporter. Council President Joe Nattans led the Navy League contingent to a Change of Command Ceremony at the Navy Operational Support Center (NOSC) near Fort McHenry where CAPT A.C. "Al" Seeman was succeeded as commanding officer by CAPT Motale Efimba.

Throughout his posting in Baltimore Al Seeman was ever ready to lend a hand to the Baltimore Council, and to the Sea Cadets who train at the NOSC. We wish him all the best in his new posting in the Southwest and look forward to seeing him again. Al is Baltimore



Seeman, Nattans, Efimba

born and bred and his family remains here, where his children attend school. CAPT Efimba has given us every indication that, in the years to come, he will be just as responsive as was Al to our mutual interests. We have no doubt that he will honor that commitment.



And there's been a change in command in the Ft. McHenry/ Training Ship Constellation unit(s) of the Sea Cadets. LTJG Andrea Thomas has resigned as commanding



LTJG Thomas



LT Telfer

officer and has been succeeded by LT Paula Telfer. Thomas has been an exemplary leader, dedicated to the corps of cadets and to the Baltimore Council, the cadets' lead sponsor, as well. Our wish to her is for "fair winds and following seas" in whatever the future may hold. LT Telfer, recently

promoted, will be, we are sure, a worthy successor and a fine commanding officer. We look forward to working with her in building and strengthening the USNSCC and the NLSCC units which have grown exponentially in recent years.



John W. Brown

And, while on the subject, the Sea Cadets had their usual busy summer of learning and training. And some of that training was afloat; on a ship that saw action in World War II. The John W. Brown is one of only two Liberty ships, armed transports, still operational as both an historic artifact and a seagoing museum. She is as she was. Gun mounts intact, troop quarters ready for the soldiers she carried, power plant fully functional. Berthed in Baltimore she is a treasure of great price and proved a delight to the cadets who sailed on her, out through the harbor and back. It was a unique experience and one, I am sure, they are not likely to forget. ⚓



The Big Fix

If at First You Don't Succeed

Despite a series of nettlesome problems with its newest and largest major surface ships (propulsion, weaponry, stealth surfaces) the Navy hasn't given up on the Zumwalt Class of super destroyers. It was announced recently by the Naval Sea Systems Command that Ingalls Shipyard in Mississippi has been selected for the dry-docking and reconfiguring of USS Zumwalt-DDG 1000, lead ship of the class, and USS Michael Monsoor-DDG 1001

Back in March Capt. Matthew Schroeder, DDG-1000 program manager with Program Executive Office, Ships, told United States Naval Institute News that the repair period to upgrade Zumwalt with hypersonic weapons was scheduled to start in October 2023. Earlier this year, USNI News reported the Navy would remove the two 155mm Advanced



USS Lyndon B. Johnson

Gun System mounts aboard each ship to install tubes that would accommodate the Vertical Launch System for the Common Hypersonic Glide Body (C-HGB) developed for the Army, Air Force and the Navy. Since the ships were built around the AGS that extends several levels below the bow of

the ship, where the magazines are located for the rocket-launched Long Range Land Attack Projectile, removal of the gun mounts, etc. and installation of the new armament will require what may be years of reconstruction.

Chief of Naval Operations ADM

Mike Gilday said last year that the Zumwalts would be the first platform to field hypersonics ahead of the planned inclusion of the weapons on the submarine force. "Zumwalt gave us an opportunity to get [hypersonics] out faster." And, he added, "To be honest with you, I need a solid mission for Zumwalt."

The Navy also has selected Ingalls for the repair work for the damaged USS Fitzgerald- DDG 62, and as the yard to perform the combat systems activation for the third Zumwalt-class ship, USS Lyndon B. Johnson (DDG-1002). Meanwhile, work continues apace on the tried and true Arleigh Burke Class of destroyers the newest of which, USS Carl M. Levin-DDG 120, will be commissioned in Baltimore in mid-2023. ⚓

In the Good Old Summertime

By Alan Walden

What, you may wonder, does a long-time member of the Navy League and officer of this board do for relaxation during his vacation? For me it meant being on the water (no surprise there), and off in search of historical sites central to our nation's history (No surprise there, either).

On the water it was at the helm of a Cobalt 210 making the most of a husky and deep throated Volvo Penta powerplant whose 260 h.p. is capable of 50 knots. Not that we went quite that fast as my charming partner water skied around Lake Ashmere in the Berkshires of Massachusetts. She preferred a somewhat more sedate but still impressive 32 m.p.h.

Then there was a side trip to



At the helm

Saratoga, in New York where, in 1777, Horatio Gates, Daniel Morgan, and Benedict Arnold (He was still a blue hero at that time) suckered British General John Burgoyne into an envelopment that led to the surrender of his entire army to those pesky rebels

he figured would be easy pickings. Poor "Gentleman Johnny," as he was known, was, in truth, more a victim of bad planning by his superiors than his own leadership. It was the American victory at Saratoga that convinced the French and their Spanish allies that



Saratoga battlefield

the colonists could actually win their independence from Great Britain. Saratoga is lovely place for a variety of reasons. I suggest you add it to your bucket list.

It was quite a summer. Now, back to work. ⚓

Out of The Past

The Battle Royal



Walden and passengers on Viking Jupiter



Battle of Jutland



British Royal Navy battle ensign



Imperial German Navy battle ensign

By Alan Walden

It was an eerie feeling; sailing over the final resting place of ten-thousand men. After a fjord hopping voyage down the coast of Norway we were due to set out from Skagen, in Denmark, around the mainland of Europe toward Amsterdam, in the Netherlands. It was then that I realized we would be crossing the exact spot where, for two days in 1916, there occurred the greatest naval battle ever fought between modern surface warships.

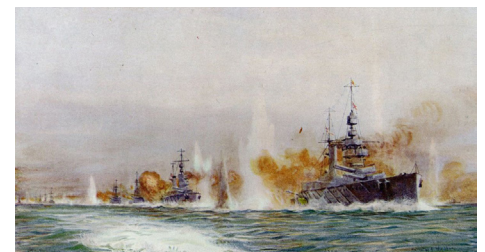
In the entire history of the British Navy three monumental clashes of arms stand out. There were the defeat of the Spanish Armada in the English Channel in the late 16th Century and the destruction of Bonaparte's combined fleet off Cape Trafalgar in the early 19th Century. Then, during the Great War of the early 20th Century, there came..... Jutland! And no mention had been made of it throughout our entire voyage on the cruise ship Viking Jupiter. When I pointed out the omission to the cruise

director and offered my services as a lecturer on the subject he was, at first, reluctant to add it to the schedule of events. But persistence won him over, And for an hour on one of those gray and windswept days for which the North Sea is noted, the story was told to an audience of true believers; mostly veterans of the Armed Forces and their companions

It is the saga of 250 vessels of all types who battered each other day and night from 31 May through 1 June 1916 June in a clash of the titans neither would win; of Sir John Jellicoe in overall command of the Royal Navy Grand Fleet and Reinhardt Scheer who led the Imperial German High Seas Fleet. Of David Beatty and Franz von Hipper and their battlecruisers. And of the cost. When the fighting ended the Germans could claim a tactical victory of sorts. They had sunk more of the enemy's ships, including three front line battlecruisers, and inflicted more than twice as many casualties than they had suffered. But they failed in their attempt to break the British blockade. Nor

had the British succeeded in their intended mission; destruction of the German fleet which remained a threat even though it would never sortie again. The German Navy would, as a result, initiate unrestricted submarine warfare on the high seas and, within a year, following the sinking of the Lusitania and the interception of the notorious Zimmerman telegram from Imperial Germany to its ambassador in Mexico, the United States would be drawn into World War I.

Of those who died at Jutland more than 3,000 were German, almost 7,000 were British. And, as I mentioned at the outset, it was over their graves we sailed. ⚓



Coming Up

- 10/4 Yom Kippur (Begins at sundown)
- 10/10 Columbus Day (a.k.a. Indigenous Peoples Day)
- 10/31 Halloween
- 11/6 Standard Time Begins (Fall back one hour)
- 11/8 Election Day
- 11/11 Veterans Day (Show the colors)
- 11/24 Thanksgiving Day
- 12/7 Pearl Harbor Day-1941 (Show the colors)
- 12/18 Hanukkah begins at sundown
- 12/21 Winter Solstice (First day of winter)
- 12/25 Christmas
- 12/31 New Year's Eve

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

From the Editor

As always comments and observations regarding this publication are welcomed. They may be sent to the editor at arwmedia@aol.com and/or posted in the comments section on our web site: www.navyleaguebaltimore.org. You are also invited to visit the web site to peruse past copies of All Ahead Full and find out more about the Navy League, the Baltimore Council, and our 120 year old mission in support of the sea services.



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