



FROM THE BRIDGE

Greetings, Shipmates,

Yes, it was a long summer. And a not

altogether pleasant one here in what is euphemistically called “The Land of Pleasant Living.” Too much rain, too much heat, too much heat AND rain.

All of which will fade into irrelevance if the weather forecasters’ prediction of a snowier than usual winter turns out to be correct. That aside, I hope you’ve had a good vacation season as we look ahead to the events that will keep us busy this fall.

Highest on the agenda is Fleet Week which begins on 3 October and will run through the 9th. There’ll be lots to do around Baltimore as ships from our Navy and Coast Guard are joined by those of other nations, all of which will be spotted around the Inner Harbor; at Harbor Place, Fells Points, and North Locust Point where all will be open to be public. There will be displays focused on military and other maritime interests along with other attractions for visitors to enjoy. And what would Fleet Week be without an air show. This year the skies will be ruled by the pilots and planes of the United States Air Force. The “Thunderbirds” are the third oldest aerobatic team in the world and one of the oldest in the Air Force. Its origins are traced to the 30th Aero Squadron formed at Kelly Field, Texas in 1917 as the United States was preparing to enter World War I. Officers serve a two year assignment (enlisted personnel serve three to four years). The pilots, crème de la crème of the Air Force, fly the F-16C Fighting Falcon and, since 1953, have performed their remarkable feats of aeronautic wizardry before



more than 300,000,000 spectators. You won’t want to miss them.

Fall also means back to school and, as always, the Baltimore Council will be involved with the JROTC programs at local high schools as well as with the Sea Cadet units we sponsor and support. There will also be occasions when we will appear at a variety of events at the sea service installations around Baltimore. And preparations are well underway for the Annual Meeting and Banquet on 5 December. You’ll find more information about that elsewhere in this issue.

I would be remiss not to mention recruitment for the Navy League. We need new members; we need younger members who will carry on with the agenda and mission to which we are committed. Service, past or present, in the Armed Forces is not a requirement for membership. What is required is a personal dedication to our Armed Forces and the men and women on whom we depend for our safety and freedom. Please consider joining our ranks. You will be very welcome. ⚓

We wish you all fair winds and following seas.

*Col. (MD) Alan Walden
Council President & Life Member*

Learning by Doing A Sea Cadet’s Summer



(The following article was written by SA Rebecca Julka, a Fort McHenry Division photojournalism student at Mid-Atlantic 5.2 Training Contingent, and submitted by Instructor Maria Fajardo.)

Throughout the course of this training, I have expanded and gained knowledge on photojournalism, both the inner technological aspects of photography, and refined my skills in capturing moments worth preserving for a lifetime. Along with this opportunity providing a chance for an initial foray into an activity, I have had personal growth that can be applicable to the grand scheme of things, and also gained insight on what makes a good photographer and the significance of photography.

Before arriving at this training, I often disregarded photography as an art. I never viewed it as something involving much thought, and only required basic knowledge of how to operate a camera (which I lacked). Society as a whole seems to concede on perceiving photography as solely a form of communicating through images, and serves to create an aesthetic or to be visually appealing, and since it is not crafted by hand, is incapable of conveying a message or evoking emotion. Photos allow liberties to be taken with perspective and depicting events in a distinct manner. I’ve learned that the art of photojournalism consists of providing a fresh perspective and capture emotion in addition to displaying real life images on camera. There is an element

The One and Only In A Class by Herself



USS Slater



by Alan Walden

A long summer some 400 north of Baltimore led me to, among others places, the port of Albany, capital city of New York where rests the only US warship of her type and class still afloat in the United States.

USS Slater (DE-766) is a Cannon Class destroyer escort, one 563 similar ships constructed between 1943 and 1945. DEs were built as a result of a critical shortage of anti-submarine vessels in the Atlantic at the outset of World War II. At the request of the British Navy, American designers developed a new type of warship, based on the British Hunt class destroyer, which combined heavy anti-submarine and anti-aircraft weapons

with the latest electronic equipment for detecting enemy vessels. In addition, destroyer escorts were designed to be maneuverable, high speed, long ranged vessels that could be built quickly due to their all-welded construction.

Named for sailor Frank O. Slater, killed on board the cruiser USS San Francisco at the battle of Guadalcanal in 1942, Slater served in both the Atlantic and Pacific Theaters during and immediately after the war. Deactivated in 1951 she was transferred to the Hellenic Navy, renamed Aetos, and remained in Greek service until 1991, when she was transferred back to the United States under the care of the Destroyer Escort Historical Foundation. Then began a painstaking restoration of the ship that included removal

of all the Greek modifications, chipping and repainting nearly every inch of her hull, decks, and bulkheads, and the location and re-installation of several tons of authentic WWII naval equipment. The restored spaces were stocked with not only the requisite equipment found aboard every naval vessel, but also the personal items and gear of the men who once served aboard her. Thanks to the dedication, perseverance and hard work of the hundreds of volunteers and staff associated with Slater over the last two decades, her once rusted and decaying hulk is now a living, breathing memorial to destroyer escorts and the men who served aboard them.

If you ever get up that way, she's a real beauty and well worth a visit. ⚓

Continued from page 1

of decision in photojournalism, and a good picture does not depend on whether someone is fortunate enough to take one or not. Immediately taking pictures with no prior experience has enabled me to realize this firsthand.

Another revelation I have had regarding photojournalism is the importance of preserving memories in the form of photos. Our best moments in life cannot be experienced again. Although photos do not revive the actual memory, they can capture and perpetually preserve these events. Every time I took a picture during this training, I thought of the family and friends who would be reassured of their loved one's safety and also be informed of what activities they were participating in. Photojournalism is more than simply documenting events, it can weave these events together to tell a story, in such a way that cannot be expressed through words



Photojournalism has also opened my eyes to issues beyond the art of photography. I have acquired new values that I know will improve my quality of life and may be applied to many other areas of life. This issue surrounds my lack of a willingness and an ability to allow myself to start things. Like many others, I am a habitual procrastinator, and it is very difficult for me to complete assignments and projects by the deadline because of the "I'll

do it tomorrow" mentality. However, when I finally take the initiative to begin something, I discover I do have the potential to successfully finish the assignment, and I am able to make progress. Yet I am still left with the feeling that I should have begun earlier to complete the assignment to the best of my abilities instead of whatever I come up with when pressed for time. The format of this training that consisted of learning through experience forced me to allow the creative process to flow naturally, and to not be overly concerned when starting.

This training may be one of the most memorable I will attend, and I am so glad I selected this training as my first non-RT training. It has been enlightening for my conception of what art is, as well as made me review my current habits. I know I will continue photography, whether or not I choose it as a profession. An though I will attend future trainings, I may not, however, be able to find one as eye-opening. ⚓

Looking Aft

A D-Day Visitor



Tonozaki and Walden



by Alan Walden

Back on the 6th of June a newcomer appeared at the Broadway Pier in Fells Point. PL-21 is the Japanese Coast Guard Training Ship Kojima and Baltimore was one of her ports of call during a round the world cruise. I had the honor to represent the Baltimore Council at a welcoming celebration and “celebration” is not an overstatement. There were Japanese and other delicacies all around the quarterdeck,

an abundance of liquid refreshment, and entertainment as well as the young cadets engaged in spirited demonstrations of military formations and martial arts which are part and parcel of their training.

Captain Hironobu Tonozaki, commanding officer of Kojima, was the perfect host as he and his officers mingled with the guests representing both the Armed Forces of the United States and civilian authorities and

organizations. Also in attendance were military and civilian officials from other nations. And his introductory comments were most gracious as he spoke of the friendship that has evolved between our two countries.

The ship and her crew were presented with a number of gifts including a certificate of welcome and friendship from the Baltimore Council and a fine time was had by all who were there. ⚓

Save the Date

Annual Meeting and Banquet

The Baltimore Council will close out this calendar year with its gala annual meeting on Wednesday, 5 December 2018 at the Eagle's Nest Golf and Country Club in Towson and all are invited to attend. We have a very special guest speaker for the event: RADM Mark H. Buzby, USN-ret., Administrator of the United States Maritime Administration, who brings to the table a lifetime of experience in the maritime services.

A 1979 graduate of the United States Merchant Marine Academy, Admiral Buzby earned his Bachelor of Science in Nautical Science and U.S. Coast Guard Third Mate License. He was commissioned in June 1979, is a graduate of the Joint Forces Staff College and holds master's degrees

from the U.S. Naval War College and Salve Regina University in Strategic Studies and International Relations.

As a surface warfare officer, Buzby made numerous deployments aboard cruisers and destroyers including USS Connable, USS Aries, USS Yorktown and USS Shiloh. Buzby also commanded the USS Carney through the ship's first Mediterranean-Persian Gulf deployment.

As a flag officer, Buzby served on the Navy staff as deputy for Surface Ships, deputy for Surface Warfare and deputy for Expeditionary Warfare. He also



RADM Mark Buzby

served as commander, Joint Task Force Guantanamo and, most recently, as deputy chief of Staff for Global Force Management and Joint Operations, United States Fleet Forces Command.

Buzby served as the commander of the U.S. Navy's Military Sealift Command from October 2009 to March 2013.

Admiral Buzby's personal awards include the Defense Superior Service Medal, Legion of Merit (four awards), Bronze Star, Defense Meritorious Service Medal, Meritorious Service Medal (five awards) and various other unit and campaign awards.

As always this promises to be a five-star evening with a delightful cocktail hour, an outstanding dinner, and a chance to spend time with other true believers in our mission of support for the sea services and the men and women who serve this nation with unfailing commitment in peace and war.

You will find a reservation form in this publication and are urged to return it ASAP. We also ask that you invite friends and business associates who, like you, are inclined to show their support for those who provide both our first line of defense when required and guarantee freedom of the seas to all to who sail on them ⚓

MIA

USS "Sudden Jerk"

by Tracy Beer

You know what's missing in Annapolis? A warship! Here we are, home to the United States Naval Academy, and while the academy features a variety of small sailboats, the beautiful fleet of matching sloops, and the YP yard patrol boats – both the old ones and the cool new ones, we have no true warship. I know I'm not alone in my yearning for something gray and menacing tied up on the seawall below the blasted foremast of the USS Maine: Something that would stir the emotions, trigger the older set to recall wartime memories, and maybe even be available for cruises or tours!

I have heard that the harbor is just too shallow for anything really big, that's why the visiting cruisers and subs that come in summertime have to be anchored out in the main channel south of the Bay Bridge. Still there must be something bristling with might that could clear the muddy bottom of Annapolis Roads. One day I found such a battle wagon (Okay-an exaggeration)...and I found right here on the Chesapeake Bay!

About 15 years ago I was cruising in my old 17-foot Boston Whaler down by Tilghman Island. As I eased through Knapps Narrows east of the drawbridge, I spotted a hull, on the island side of the channel, that I recognized right away as looking very much like a World War II PT boat! I'm familiar with PTs as my father served on PTs in the South Pacific. I idled past this boat several times. From the decks up, it looked nothing like a PT featuring only a rough hewn and squarish pilothouse, the navy gray was gone replaced by a rough coat of white. It wasn't quite long enough, still I was sure it was a PT.

A couple weeks later I drove over for a closer look. Walking the docks and talking to a few watermen, I quickly found out the owner of the boat was A Capt. Crow and a helpful fellow pointed out his house. I knocked on the door and Capt. Crow himself came to the door. Capt. Crow, a life-long watermen, confirmed that the boat was indeed a PT, PT 305, a Higgins built boat. He confirmed that she had had she been shortened with 20 feet having been taken off her stern. All of the original superstructure, PT tubes, twin



USS Sudden Jerk

caliber Browning machine guns, etc. were long gone when he bought it some years before. Capt. Crow used the boat mostly for dumping oyster spat that under a contract from DNR.

After our visit I got in touch with the PT boaters Association and registered the existence of boat. They keep a registry of found PT's and are always eager to find out about a new discovery. Digging through the PT boat books that my dad had collected, I was quickly able to determine that PT 305 spent the war in the European theater. Since the war in Europe ended before the war in Japan, the Navy had shipped most of the PTs back to New York area for refitting in preparation for further service in the Pacific theater.

The war in Japan ended before the PT's could be shipped out and most of the still surviving PT's, come from this fortunate group that got full overhauls in 1945. Like so much other surplus military equipment, the boats were sold off cheap after the war and found 2nd lives as cruise boats, dive boats and other commercial uses. It turns out that at the time, the Coast Guard rules for commercial vessels over 60 feet was much more onerous than for boats of 60 feet or less. This led to so many of these beautiful boats being shortened at the stern.

The glorious 1650 hp, two-stage supercharged engines – of which there were 3 – were impractical and usually removed and replaced by lowly diesels. PT 305 had big Cat diesel in it.

Using dad's extensive PT info, I was able to reach out to two former crewmen who were thrilled to discover that the boat had survived. One told me a story about a night mission when they were attempting to land some French



generals back into France – after the Allies had made France safe for French generals... In the night the PT had run aground on a mud bank and had to wait out the tide... I've been there... As the morning light came up, a German machine gun nest strafed the boat and the crewmen said to check the foredeck as there were numerous machine gun bullets still embedded there!

The next crewman I talked to told me that PT 305 had a nickname, The Sudden Jerk. He explained the origin of the name. One time when they were in port, Bob Hope was in town with his USO show and before the show started he had come down to the boat basin and had been jumping on PTs meeting crewmen. He suddenly jumped on the 305 and made a number of jokes at the expense of the captain and then just as quickly disappeared. This led to her nickname - The Sudden Jerk. I investigated the idea of trying to put a group together to buy the PT, restore her and bring her to Annapolis as a featured warship that could come in the harbor. At the time, I could generate no interest or funds. Some years later I heard that my registering the ship with the PT boaters Association had a good result. A wealthy oil man from Texas had been searching for a PT to restore and he bought her and brought her down to Texas. Unfortunately, the project went nowhere and she deteriorated further.

A year ago, I learned that she was bought by the World War II Museum in New Orleans that Stephen Ambrose got started. So, my goal of seeing her restored and put on display was partly achieved, she's not in Annapolis sadly, but be sure and visit this former native of Tilghman Island the next time you're in New Orleans! ⚓



Reservation Form

Baltimore Council Annual Meeting & Banquet
 Wednesday, 5 December 2018
 Eagle's Nest Golf and Country Club

Number of people in party: _____

Your name: _____

Names of guests: _____

Check payable to Baltimore Council, NLUS @ \$50.00 per person

Amount enclosed: \$ _____

Please send form and check to.....

CAPT Glenn Young
Baltimore Council-NLUS, Annual Meeting
719 Maiden Choice Lane, HR-T17
Catonsville, MD 21228

For further information, contact event coordinator Joe Nattans at
 443-250-2561 or ajnattans@gmail.com

Coming Up

- 10/3** Fleet Week (through 10/9)
- 10/8** Columbus Day
- 11/6** Election Day*
- 11/11** Veterans Day (Celebrated on 11/12)*
- 11/22** Thanksgiving
- 12/2** First day of Hanukah
- 12/5** Baltimore Council annual meeting and banquet
- 12/7** Pearl Harbor Day (1941)*
- 12/21** First day of winter
- 12/25** Christmas Day
- 12/31** New Year's Eve

* 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



Navy League-Baltimore Council
P.O. Box 50307
Hampden Roland Park
Baltimore, MD 21211-9998