

# The Ship's Whistle



JAN 2021

An occasional e-mail bulletin of newsworthy information for Members of the **Massachusetts Bay Council**, Navy League of the United States and other friends of the Navy, Marine Corps, Coast Guard and U.S.-flag Merchant Marine. The Navy League is unique among military-oriented associations in that it is a civilian organization dedicated to the education of our citizens, including elected officials and the support of the men and women of the sea services and their families.



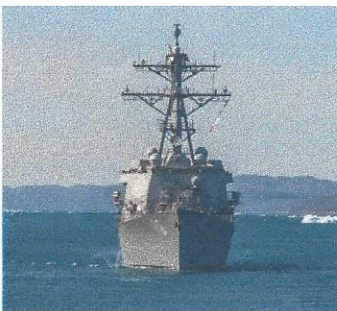
## Schedule

**Board meetings** will be held as usual on the last Monday each month via ZOOM.

*No Member meeting due to quarantine  
Oh where, oh where, is the promised vaccine?  
We still make awards to crews that deserve  
But only ship's companies are there to observe.  
Our Sea Cadets were told to not meet  
But units found ZOOM couldn't be beat.  
We wait for the day when all becomes well  
And COVID-19 goes down the well.  
Alas and alack, there is more time to wait  
It'll be months before we know our fate.  
In time the pandemic battle will be won  
And the dreaded virus will be overcome.*

*We wish all to stay healthy and survive  
Until it passes and we again feel alive.*

## USS Thomas Hudner (DDG-116) News



**Recently deployed with the USS Dwight D. Eisenhower (CVN 69) and other ships for exercises off the East Coast ahead of a deployment (likely to the Middle East to relieve the Nimitz carrier strike group).**

## Navy League Special Meeting of Members was held in St. Louis and electronically 16-17 January.

From our council, elected as Delegates (replacing National Directors) were William Kelley, Jr., Eleanor Samuels, Jim McLoughlin and Ivan Samuels. (Delegates elect the Officers)

## Legislative Affairs Year in Review

Navy League Legislative Affairs amazing achievements in 2020 thanks to advocates like you, our Members.!

- Our grassroots advocates and HQ legislative staff held 65 meetings with Members of Congress, addressing critical areas of concern for the sea services and achieving major legislative victories.
- We successfully advocated for passage of the WWII Merchant Mariner Gold Medal Act in 2020, NDAA language authorizing and appropriating full funding of a second Virginia-class attack submarine hull in FY21, authorization of the Tanker Security Program, as well as additional funds for the sea services.
- We successfully advocated in support of the continuing resolution for FY21 that includes authorization/appropriation for the Columbia-class program.
- We co-hosted and sponsored two shipbuilding caucus events with the Shipbuilding Council of America and the Congressional Shipbuilding Caucus.
- We hosted a Navy-Marine Corps Caucus event with Reps. Susan Davis and Rob Wittman's offices.

These accomplishments were critical to safeguarding American national security, economic prosperity and global stability. The Columbia-class funding ensured that we did not lose any time in replacing the older submarines in our fleet. The second Virginia-class hull is vital to our undersea dominance and our ability to keep China and Russia on the defensive. The Tanker Security Program provides necessary refueling capabilities in the event of a major military conflict. Our efforts make our nation safer and stronger.



## Why did you join the Navy, Marine Corps, Coast Guard or other lesser services?

Reply to: [go2navy@verizon.net](mailto:go2navy@verizon.net) with permission to publish with your name or anonymously.

Excerpt from Robert D. Young's "FROM MAINE TO THE BOUNDING MAIN", A WWII Destroyer Escort Sailor's Story. [The author served in USS Sederstrom (DE 31).]



Sometime in the mid-thirties when I was about ten years old, and during the 4th of July weekend, the light cruiser *USS MARBLEHEAD (CL-12)* visited Rockland, Maine four miles from my home town of Thomaston. Saturday night my parents and my aunt attended a dance in Rockland also attended by many of the sailors on liberty. My aunt danced frequently with one of the sailors, a radioman.

The next day the ship was open to visitors and my dad took me aboard. The cruiser was anchored in the harbor so guests were taken to the ship in the liberty launch. We toured the ship and I was fascinated. I recall watching a sailor walk out on the boat boom, to which the Captain's gig was secured, without hanging on to anything. I expected to see him lose his balance and fall overboard, but he didn't. Dad inquired of a sailor as to where we could find the radioman who had danced with my aunt, and we were escorted to the radio room. If I recall, it was located one level above the main deck in a small deck house aft. He was on duty but was able to be relieved for a short time to escort us on a guided tour of the ship. I was impressed!

Buried somewhere in the back of my mind was the thought that someday I would join the U.S. Navy.

December 7, 1941 was like any other Sunday, some of my friends and I went to the movie in Rockland. It was a shock to learn after exiting that a Japanese naval task force had attacked Pearl Harbor. In fact, because of the time difference, the attack took place while the movie was in progress. We suspected something was up as the movie was interrupted and the servicemen present were instructed to report to their bases posthaste. In any event, the United States was now officially involved in World War II.

**Send your story.**



### Navy Topline Budget

Relief: The Navy needs a topline relief in the defense budget to maintain readiness and to expand the fleet as we prepare for an era of Great Power Competition.



### Building the Future Marine Corps:

We ask Congress to support the Commandant of the Marine Corps as the service builds Marine Force 2030 to be better prepared for Great Power Competition. Beginning in fiscal year 2022 the Marine Corps will accelerate the transition to a leaner, more distributed force and begin divesting from heavier and legacy systems.



### Coast Guard Budget:

The Coast Guard is over worked and under-funded. We ask Congress to provide the resources to meet the even-growing demands the service faces as it performs its 11 statutory missions and remains *Semper Paratus--Always Ready!*



Jones Act: The Navy League opposes efforts to repeal the Merchant Mariner Act of 1920 that requires vessels moving cargo between U.S. ports be American built, American owned and American crewed. The Jones Act provides jobs, stimulates shipbuilding, and defends national security by providing our armed forces with sealift capacity.

The Ship's Whistle is published by The Massachusetts Bay Council, Navy League of the U.S., 25 Dorchester Ave., P.O. Box 51662, Boston, MA 02205. To be removed from this mailing list, contact: Editor: Ivan Samuels at [go2navy@verizon.net](mailto:go2navy@verizon.net).