



# The Ship's Whistle

October 2017

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 our elected officials, and the support of the men and women of the sea services and their families.

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## PLANNED EVENTS:

November 14-16. Navy League National Directors' Meeting. Holiday Inn, Dulles.

December 3rd. Toys for Tots benefit event, Commandant's House, Charlestown. **SAVE THE DATE.**

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## RECENT EVENTS:

**October 17th. Navy Birthday Dinner.** Marriott Burlington. CAPT Joseph Tuite, USN, Commanding Officer, Supervisor of Shipbuilding, Conversion and Repair, Bath, ME. He explained the role of SUPSHIPS in the several locations of construction and repair and showed most interesting videos of ship launchings and the construction of USS Thomas Hudner (DDG 116) from cutting the steel and progress through to her current state. Commissioning in Boston is scheduled for September 2018.



Mid'n Angela Ahern B.U '21 with CAPT Tuite and Pres. Tom Hennessey preparing to cut the cake with the ceremonial Navy officer sword. Photos show several of the tables of attendees.



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## KEEP THE JONES ACT. Voice your opposition to repealing it!

The Jones Act is critical to our economic and national security. It requires that vessels in domestic waterborne trade be owned by U.S. citizens, be built in the United States, be U.S. flagged and be crewed by U.S. mariners. The Jones Act keeps American shipping companies, shipyards, mariners and thousands of people working. It provides for oceangoing ships under the U.S. flag. Repeal of the Jones Act would hamper our ability to meet strategic sealift requirements and Navy shipbuilding and the U.S. would be dependent on foreign owned and flagged vessels for military transport and waterborne commerce in and around the U.S. Additionally, eliminating the Jones Act would create an enormous and costly burden on Homeland Security and the Coast Guard to monitor, regulate and oversee all foreign-controlled, foreign-crewed vessels in hundreds of U.S. rivers and ports to ensure foreign mariners, vessels and cargos are properly vetted. As for Puerto Rico, Hawaii, The Virgin Islands, et al, enactment of exemption is possible but **do not repeal** the Jones Act!

Contact your Congressman and Senators. List is at <http://massbaynavyleague.org/contact.html>