



# MOORING LINES

*Newsletter of the Treasure Coast Council*  
#334

**JANUARY 2018**

## **PRESIDENT'S MESSAGE**

Dear Council Members and Friends,

Because of your support, our Navy League Treasure Coast Council is poised for another successful year in 2018. My thanks to all for more than 20% growth in membership and for increased average attendance at our Speaker Series Meetings in 2017.

David Hunter's December 14<sup>th</sup> presentation on North Korea was most timely. Perhaps you also watched a commentator on the Fox News Channel, General Keane (U.S. Army, retired) make a number of the same assessments and comments that David presented.

The program for our Dinner Meeting on January 16, 2018 will provide insight into the serious deficiencies in funding for Navy ship construction and maintenance. The size of our Fleet falls short of the requirements of the various U.S. combat commands while security threats and risks are increasing. Our speaker, RADM Skip McGinley, USN (ret.) brings a wealth of experience to the January topic, "*Building and Maintaining the U.S. Navy's 21<sup>st</sup> Century Fleet*". More information is provided in this January newsletter.

As you know, our meetings are open to the public as well as members and help to **Inform and Educate** which is part of the Navy League Mission. It is very important that, if possible, we receive your reservations and payments approximately a week before the meeting date. This is so that we can properly plan for the expected attendance and provide the guaranteed number of dinners to Pointe West Country Club. Al and Franci Glatz do an amazing job of managing the Council's meetings and will greatly appreciate your cooperation in this regard.

I want to personally thank our newly elected Board members and officers for stepping forward to help our Council in 2018. In particular, I want to recognize a very special person, Don Wickstrand. Over the years Don, a retired U.S. Navy Captain, has served as Council President five times and has helped our Council in many ways including Veterans Council representation and has been a valued advisor to the current President and Board. He was elected President Emeritus of our Council and deserves our highest praise and gratitude for his continuing service to our Council, the Navy League and our Country.

Finally, I would like to reiterate the invitation for all of you to contribute to your Treasure Coast Council. Please share your ideas for programs, projects, sponsors, improvements and collaborations that will advance our Mission. You can also make a voluntary contribution to our Annual Fund and we thank the more than two dozen members who have already done so. It is not too late for you to help keep us in good financial condition that enables support for active duty personnel like the Coast Guard Station in Ft. Pierce, youth leadership programs including Junior ROTC and Sea Cadets and annual scholarship awards. You can send a check to our Treasure Coast Council 334, P.O. Box 643845, Vero Beach, FL or deliver your contribution to the Treasurer at one of our meetings. Our NLUS Council is a not-for-profit organization, FL Registration #CH16678.

Very Best Wishes to All for a Wonderful New Year,

John  
Council President

## ***OFFICERS, BOARD OF DIRECTORS, & ADVISORS***

John F. Beckert, President – Public Affairs Officer & Program Chair

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James C. Spillman – Projects & Welcome Officer

Ed Martin - UDT-SEAL Museum Liaison

Ted Rippert - Past National Director & Past Council President

Don R. Wickstrand, Immediate Past President & President Emeritus



### ***Navy League Board Meetings are open to the public – please join us!***

Meetings are held the first Thursday each month 12:30-2:00 p.m.

In the History Room at the Main Branch of the Indian River County Library



### ***News You Can Use >>> 2018 Policy Updates***

Please note that the updates here are presented to you after much discussion by your Council's leadership. Should you have any questions or concerns, please contact Navy League Treasure Coast Council President, John Beckert.

#### **Reminder - Privacy Policy**

***Navy League Treasure Coast (NLTC) Council Membership information is for the personal use of NLTC members only and is not intended or permitted for any personal gain nor for distribution to non-members. Distributing or publicizing personal information re: names, addresses, emails and phone numbers of NLTC members is strictly forbidden.***

#### **Change - Meeting RSVPs Policy**

***Beginning 01 February 2018, any person making an RSVP for attendance at an NLUS sponsored event who is not affiliated with a member's RSVP, must pre-pay fees.***

# John Michael Matthews

## FINE JEWELRY

645 Beachland Boulevard • Vero Beach, Florida 32963  
772-234-1512 • [www.JohnMatthewsJewelry.com](http://www.JohnMatthewsJewelry.com)

### *Community Affiliates:*

Navy League Community Affiliates are local businesses that support our many programs. For \$460 annually a business can become a Community Affiliate member and be recognized locally for their involvement in supporting our sea service personnel. The involvement includes four paid memberships in our Council with all the member privileges included. Also, our Council receives a portion of the membership fee. The Treasure Coast Council needs your help in recruiting Affiliates. **These are people with whom you do business.** Please ask that business if it would like to become a Community Affiliate.

## *USS Portland Heading to San Diego Homeport Before Commissioning in Namesake City*

Article from <https://timesofsandiego.com> POSTED BY TONI MCALLISTER

The USS Portland is making her way to San Diego — the ship's homeport — before a scheduled April arrival in her namesake city.



The amphibious transport dock made a brief fuel stop in Guantanamo Bay Jan. 2 and will stop in San Diego before journeying to Portland, Oregon for commissioning.

The U.S. Navy accepted the ship's delivery from the builder — Ingalls Shipbuilding yard in Pascagoula, Mississippi — in September. The Portland (LPD 27) is the 11th San Antonio class ship to be delivered to the Navy.

Sailors have been training aboard the Portland, readying for the San Diego move.

“The ship will carry 699 troops, with a surge capacity to 800, and

will have the capability to transport and debark air cushion or conventional landing craft and amphibious vehicles, augmented by helicopters or vertical takeoff and landing aircraft. These ships will support amphibious assault, special operations and expeditionary warfare missions through the first half of the 21st century,” according to Naval Sea Systems Command.

## *Extra Time on Your Hands?*

Please consider volunteering at the **Victory Center Military Store** located in the Indian River Mall in Vero Beach. Veterans, active military and their supporters come to the Victory Center to shop for military related items, to share stories over coffee in the lounge, and to pick up information about veterans events, news and benefits. A portion of the revenue that is generated is donated to Veterans Organizations in Indian River County and to the Veterans who reside here.

For more details, please contact Pete Sayles 772-360-7374 or email [petesayles@yahoo.com](mailto:petesayles@yahoo.com)

## *On the Radar...*



The U.S. Navy Blue Angels Flight Demonstration Team will perform at the 2018 Vero Beach Air Show scheduled April 21-22, 2018.

Vero Beach Air Show, Inc., a 501c3 charitable organization, is made possible by a veritable army of volunteers that coordinate the event and performers, making this Air Show different from all others in Florida. The not-for-profit Vero Beach Air Show, expected to draw tens of thousands of visitors to the Treasure Coast, will donate a portion of the proceeds from the event to **The Veterans Council of Indian River County** and to the **Exchange Clubs** operating in Indian River County.

For more information and to purchase tickets, please visit <https://veroirshow.com>



Fleet Week Port Everglades 2018 has been scheduled >>> mark your calendars for April 30 - May 6, 2018. This is a yearly event that allows more than 500 visiting Sailors, Marines and Coast Guard personnel to engage with the public through community activities, special events and ship tours.

The event begins with a Welcoming Ceremony on Monday, April 30<sup>th</sup> for the arriving Fleet Week military personnel. The Welcoming Ceremony is cost-free, open to the public and will be held at Esplanade Park on the Fort Lauderdale Riverwalk.

Tuesday, May 1 through Saturday, May 5, visitors can participate in tours of visiting Navy and Coast Guard vessels. Due to Port security restrictions, advance registration is required.

For more information about Fleet Week Port Everglades 2018 and to register for tours please visit <http://www.browardnavydaysinc.org/>



# The Long Blue Line: Maurice Jester

An Article from The Coast Guard Compass

Written by David Rosen Coast Guard Pacific Area Historian

The Coast Guard recently released the names of the newest Fast Response Cutters to be commissioned. Each FRC is named after a Coast Guard hero. One such Coast Guardsman is Maurice Jester.

*"He is an action type, a good ship keeper, stern, humane and just, a fine man. He should be a Chief Boatswain one of these days."* – Lt. Cmdr. Earl Rose, letter to Coast Guard Headquarters, Oct. 29, 1931

The quote above describes Coast Guard hero Maurice David Jester. Born in 1889, Jester came from a town whose history was tied to the sea. Chincoteague is set in the Eastern shore of Virginia. In its early days, residents earned their living from fishing or salvaging ships that came ashore in storms. Later, the local area hosted a lighthouse and a lifesaving station. After he finished school, Jester went into fishing and got married at age 20 in 1909. But it was difficult to support a family through fishing, so he chose to enlist in the U.S. Coast Guard.

Over the course of his early career, Jester would become a seasoned Cutterman. He enlisted as a Surfman in 1917 and his first duty station was Rehoboth Beach, Delaware. For the next 20 years he served on coastal patrol boats and cutters based in seaports from Norfolk, Virginia, to Boston. In the 1920s and early 1930s, he had commanded patrol boats and cutters interdicting illegal liquor smugglers in the Rum War of Prohibition. In 1935, he was transferred to the west coast and served aboard cutters in Oregon and California. All the while, he advanced in the Boatswain rating from Junior Petty Officer to Chief. After more than two decades of enlisted service and he transferred back to the east coast in 1939, he received an officer's commission as a Lieutenant. In January 1942, a month after receiving his commission, 52-year-old Jester took command of the Cutter Icarus, a 165-foot "B"-Class Cutter.



With the U.S. entry into World War II in 1941, Icarus engaged in anti-submarine patrols and served as an escort for the "Bucket Brigade," the east coast's wartime convoy route. In the morning of Friday, May 8, Lt. Jester oversaw Icarus's departure from its Staten Island destined for Key West, Florida. Saturday found

Icarus steaming south on a zigzag course at 14 knots. Just south of North Carolina's Cape Lookout and about 25 miles offshore, Icarus's sonar operator picked up a "mushy" contact 2,000 yards off the cutter's port bow in about 120 feet of water. The officer-on-deck called Jester to the bridge. Ten minutes after the Sonarman heard the underwater contact, an explosion rocked the cutter about 200 yards off its port side. The explosion appeared to be a torpedo, sending Icarus's crew to battle stations. Jester ordered the cutter to steam toward the sonar contact. After calculating the contact's course, he ordered Icarus to drop five depth charges in a diamond pattern with one charge in the center. Two more charges were dropped in a "V" pattern at a point leading the contact's underwater course. As roiling water from the explosions subsided, large bubbles were observed on the surface, so Jester ordered a single charge dropped on the spot where the air bubbles had surfaced. Six minutes later, he ordered a second charge dropped in the same place.

The last depth charge blasted the U-boat to the surface where Icarus's gun crews raked it with machine guns and their 3-inch cannon. Within four minutes of surfacing, the mortally wounded U-boat began to slip back into the sea. Meanwhile, 35 German survivors were struggling on the surface to avoid the cutter's path and deadly depth charges. Taking no chances, Jester ordered one last depth charge dropped over the U-boat, which brought a large air bubble to the surface. Other underwater explosions were attributed to scuttling charges set by the Germans. Finally, no further noises were heard from the sub as its flooded shell settled on the sea floor.

After dropping the last depth charge, Jester ordered Icarus away from the scene of the battle. Up to that time, no U.S. warship had captured enemy combatants and Jester radioed his command for further instructions before taking action. After receiving orders to rescue the Germans and steam for the Charleston Navy Yard, Jester directed Icarus to return to the submariners. Expecting to be machine-gunned in the water, some of the Germans yelled in English, "Help! Mercy!" and "Don't shoot us!" Icarus gathered the submariners from the water and, with the exception of the wounded survivors, placed the prisoners under armed guard in the cutter's forward crew compartment.

In all the battle lasted about an hour. During that time, the U-boat only got off one torpedo, which detonated harmlessly when it struck the shallow seafloor. Because the cutter had no sonar range finder, Jester had to use his seafaring experience to develop depth charge plots based on the Sonarman's ranges and bearings. As for the crew, Jester later reported: "The performance of the entire crew . . . deserves the highest praise. All stations were manned promptly, and without confusion. Their conduct throughout was manifested with enthusiasm, alertness, and devotion to duty." Icarus had become the first Coast Guard cutter to sink a U-boat and only the second U.S. warship of World War II to destroy one.

Before steaming for Charleston, Jester sent his final message, "Contacted submarine Destroyed same. Lat 34°12 1/2" Long 76° 35". Have 33 of her crew members on board. Proceeding Charleston with survivors." During the trip to Charleston, he learned that his deadly opponent was U-352, carrying a complement of 48 men. In all, Icarus rescued 33 Germans—the first enemy combatants captured by U.S. forces in World War II. The next morning, before Icarus arrived at the Navy Yard, the prisoners thanked Jester for their treatment aboard Icarus. When they debarked, the Germans became the first foreign POWs to step foot on American soil since the War of 1812.

Jester went on to greater glory. Not long after the battle, the Navy awarded him the Navy Cross Medal. He was the first Coast Guardsman to receive the Navy Cross and one of only six service members to receive it during the war. Within months of the battle, he received promotion from lieutenant to lieutenant commander. After his 1944 retirement, Jester was advanced in rank to full commander and he and his wife returned home to Chincoteague. In 1957, he died of heart disease and was laid to rest with full military honors at Arlington National Cemetery.

Maurice David Jester had served a distinguished career that spanned the First World War, Prohibition and the Second World War. Under his command, Icarus had made her name as the second American warship to sink a U-boat during the war and the first to capture enemy combatants. Jester was one of the service's first heroes of World War II and, during his career, he advanced from Surfman to Commander. Soon, the Coast Guard will name one of its Fast Response Cutters in his honor.



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*If you know of a Navy League member who needs an encouraging message, a card of cheer or sympathy, please contact Jean Beckert at [jeanb1425@cs.com](mailto:jeanb1425@cs.com) or [772-589-9391](tel:772-589-9391).*  
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# NAVY LEAGUE DINNER MEETING

Tuesday, January 16, 2018  
Pointe West Country Club - 7500 14<sup>th</sup> Lane, Vero Beach, FL

Cash Bar opens at 5:30 PM

Dinner served at 6:15 PM



**Speaker: RADM Edward S. McGinley, USN (Ret.)**  
**“Building & Maintaining the U. S. Navy’s 21st Century Fleet”**

## *DINNER MENU*

### ENTRÉE CHOICES:

Chicken Parmesan served with Pasta  
**OR**  
Beef Stroganoff with Buttered Noodles  
Ice Cream      Coffee and Tea

**\$28** per person – Please bring a guest!

RSVP via email Al Glatz at [agfornl@yahoo.com](mailto:agfornl@yahoo.com)  
or by US Mail using the form below  
(No credit cards accepted, cash or checks only)

QUESTIONS???

Please call Al Glatz (772)492-9652

**RSVP DEADLINE** Friday, January 12, 2018

Please indicate your meal choice(s) and mail this form and a check\* payable to:

NLUS Treasure Coast Council #334  
P.O. Box 643845  
Vero Beach, FL 32964

Member's Name: \_\_\_\_\_ Dinner Choice: \_\_\_\_\_

Guest(s) name(s) \_\_\_\_\_ Dinner Choice: \_\_\_\_\_

\* Please be sure to include name, address and phone number on check.

## Our Dinner Sponsor:

**Jeffrey R. Smith**  
Clerk of the Circuit Court and  
Comptroller  
Indian River County



For more information about Mr. Smith, visit <http://www.clerk.indian-river.org/en/about-the-clerk/>

## Our Guest Speaker:

Rear Admiral Edward S. "SKIP" McGinley, II, was born and raised in Allentown, PA. After graduating from the Naval Academy in 1961, he entered the submarine service, eventually serving on three submarines. One of his first duties was in close, clandestine support of the Cuban Crisis in USS SEALION (APSS 315). He subsequently served on those three submarines in the capacities of Communications, Weapons, Navigator, and Engineer Officer,

Lieutenant McGinley was selected as a Naval Engineering Duty Officer in 1967 and sent to the Massachusetts Institute of Technology in 1970, graduating with master's and engineer's degrees in Naval Architecture and Marine Engineering. He then reported to the Naval Safety Center in Norfolk as Head of the Submarine Systems Analysis Division. In 1972 he received a master's degree in Industrial Management from George Washington University.

In early 1973 Lieutenant Commander McGinley reported to the Norfolk Naval Shipyard, where he worked as a project manager in the overhaul of nuclear submarines. During that time, his submarine overhaul project set a time record for completion that has never been broken. In he became Repair Officer of the submarine tender USS SIMON LAKE (AS 33) in Rota, Spain, responsible for repair and maintenance of all nuclear ballistic missile submarines in Submarine Squadron 16. In 1978 he transferred to the Charleston Naval Shipyard, where he was in charge of all ship projects, both submarines and surface ships. While there, he also was selected for and attended the Executive Program at the Darden School, University of Virginia. In 1983 Captain McGinley reported to Mare Island Naval Shipyard for four years as Production Officer. During that time, the shipyard was designated as "The Navy's Most Improved Shipyard." He subsequently commanded the Norfolk Naval Shipyard (the Navy's largest, which performs overhauls on all types of naval ships) from 1987 to 1990. During his tenure at the shipyard, it won various awards from the Secretary of the Navy, OMB, the Institute of Industrial Engineers, and the U.S. Senate.

After his shipyard command, Captain McGinley was promoted to Rear Admiral, and assigned to Hawaii as Pacific Fleet Maintenance Officer, in charge of upkeep, repair, and modernization of all fleet ships, submarines, and aircraft. During this time, the Pacific Fleet supported Desert Shield and Desert Storm, and the Subic Bay Naval Base was evacuated and closed after the eruption of Mt. Pinatubo, transferring all ship repair work to the private sector in the Far East under McGinley's direction. In 1993, he was assigned command of the Naval Surface Warfare Center, the Navy's largest R, D, T&E laboratory command, and in 1994 was subsequently appointed as Vice Commander, Naval Sea Systems Command, the Navy's top command for all ship design, engineering and procurement. At that time, Rear Admiral McGinley was also the Navy's senior Engineering Duty Officer, leading this elite officer corps responsible for the design, procurement, maintenance, and repair of all naval ships. He retired from the Navy in 1996.



## *Rear Admiral Edward S. "SKIP" McGinley, II (cont'd.)*

Subsequent to his leaving the Navy, Rear Admiral McGinley was employed as a VP/engineering executive with the Fluor Corporation for four years. Afterward, he became an independent engineering consultant, principally to the Institute for Defense Analyses. He has served as a board member of two engineering corporations, and occasionally has performed as an expert witness in naval engineering.

McGinley's service decorations include the Navy Distinguished Service Medal, Legion of Merit and Meritorious Service Medal (both with gold star), among others. RADM McGinley has held several offices in the American Society of Naval Engineers, and the United Way. He is an active member of the Navy Submarine League, the Navy League, the Naval Institute, and the Naval Historical Association. He is also a past President of the Capitol Hill Executive Service Club.

*Let's stay connected in 2018!*

**Website:** <http://treasurecoastnavyleague.org>    **Email:** [nltreasurecoast@yahoo.com](mailto:nltreasurecoast@yahoo.com)

**Facebook:** <https://www.facebook.com/NavyLeagueTreasureCoast334/>

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