



Upcoming Events

July

- 4 Independence Day
No Meeting Sea Cadet Fundraiser

August

- 1 No Meeting Sea Cadet Fundraiser
- 11 USCG PETREL Summer BBQ and Cruise | 10:00 am
San Diego, CA

September

- 4 Labor Day!
- 5 Council T-Bone Dinner | 6:30 pm
NAF El Centro Mirage Club

October

- 3 Council T-Bone Dinner | 6:30 pm
NAF El Centro Mirage Club
- 13 Navy Ball | 6:00 pm
NAF El Centro Mirage Club
- 27 Navy Day

Navy League of the United States

Citizens in Support of the Sea Services



U.S. Navy



U.S. Marine Corps



U.S. Coast Guard



U.S.-flag
Merchant Marine

Navy League Elects Alan Kaplan as 49th National President

Bylaws enacted to allow President to serve 2-year term

Last week in Milwaukee at our annual National Convention, the Navy League's Board of Directors elected Alan Kaplan as its 49th National President. Alan has served as our National Treasurer for the last year, and previously served as a National Vice President.



Alan Kaplan and his wife, Marnie, and their three sons.

"This is a big honor and responsibility, but it's not about me," Kaplan said. "It's about our members and staff - the Navy League team - standing together strong in support of our sea services, their families and the important mission we all serve. Together, we will elevate our organization to new heights, and in a way that makes us all proud of what we do on a daily basis to fulfill our mission."

Kaplan, 46, is a Certified Public Accountant, and lives in Maryland with his wife Marnie and their three young sons.

In addition to electing Kaplan, the Board of Directors also approved a revision to its bylaws to change the term of office a National President may serve, from two one-year terms, to one two-year term. Kaplan will serve in his new position as our National President until June 2019.

National Officers and Board of Directors Elected at Annual Convention in Milwaukee

In addition to the election of the National President, the Board of Directors also elected a new national officers. The new management team are: (front row L to R) National Vice President Pauline Bozdech-Veater, National Corporate Secretary Pamela Ammerman, National President Alan Kaplan, National Treasurer Lisa Gallinat, National President Eleanor Samuels,



(middle row L to R) National Vice President Jonathan Kaskin, National Vice President William Stevenson, III, National Vice President Patricia DuMont, National Vice President Joseph Giambrone. (back row L to R) National Vice President Thomas Pruter, National Vice President Daniel Thys, M.D., Past National President Bernard "Skip" Witunski, National Vice President David Reilly, and U.S. Naval Sea Cadet Corps Chairman, John Alger. Not pictured is National Judge Advocate, Don Mooers, Esq.



**OUR ADOPTED
COMMANDS
AND UNITS**



NAVAL AIR FACILITY
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NAVY MUNITIONS COMMAND
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US NAVY FLIGHT
DEMONSTRATION SQUADRON



USS FITZGERALD DDG 62



USMC
ATTACK SQUADRON 214



STRIKE FIGHTER WING PACIFIC
MAINTENANCE UNIT DET ELC



DESERT EAGLE SQUADRON
ESCONDIDO BATTALION
TRAINING SHIP KIT CARSON



USCGC PETREL WPB 87350

Imperial Valley Recognized for Multiple Achievements

Outstanding Council Award Presented at National Convention in June

This was a proud moment for our council when President Ted Gallinat accepted the Outstanding Council award from National President Skip Witunski at Navy League's convention in Milwaukee, Wisconsin last month. The Council was only one of 10 councils selected out of 228 councils world-wide that has been noted for being "Outstanding" for its work in 2016.

The Navy League's standards for receiving "Outstanding" status is extremely high. The commendation recognizes the many hours of volunteer work the Council commits to its mission for supported programs, outreach, community service and its membership retention.

President Ted will attend the National convention in Milwaukee, Wisconsin to accept the award on the council's behalf. This award is recognition of each of our members who selflessly volunteer their time and talents to ensure we carry out the mission of our given charter.

Our Council was also recognized for these awards:

- ◇ Donald M Mackie Award for Website—1st Place for medium-sized councils
- ◇ Donald M Mackie Award for Newsletters—2nd place for medium-sized councils
- ◇ Donald M Mackie Award for Social Media—2nd place for medium-sized councils

We extend our congratulations to our volunteer members and partners, who without your help, we could not attain these recognitions. *Thank you!*



USS FITZGERALD DDG 62 in Fatal Collision in Sea

On June 17, our adopted ship USS FITZGERALD DDG 62 was involved in a collision at sea that resulted in the loss of seven crewmembers' lives.

Our council has extended an offer of family support to the ship and crew. At this writing we are awaiting instruction, and will provide you with an update.

A memorial service was held on June 27 in Yokusuka where the destroyer has been homeported for the past of Sailors assigned to the Arleigh Burke-class guided-missile destroyer USS FITZGERALD (DDG 62) fold American flags during a memorial ceremony at Fleet Activities Yokusuka for their seven shipmates who were killed in a collision at sea.



Blue Angels Announce New Officers for 2018

The U.S. Navy Blue Angels announced the selection of new pilots and support personnel who will join the flight team for the 2018 air show season.

The flight team selected Navy Commander Eric Doyle last April to succeed Commander Ryan Bernacchi as the Blue Angels Boss. The Blues selected two new pilots to fly F/A-18 Hornets, Marine Major Jeffrey Mullins of Memphis, Tennessee, and Navy Lieutenant Andre Webb of Lawton, Oklahoma.

The team's current pilots Lieutenant Damon Kroes, Lieutenant Nate Scott, Lieutenant Tyler Davies, and Lieutenant Brandon Hempler will return to the team for the 2018 season. Lieutenant Davies will move into the lead solo pilot position in Blue Angel #5, and Lieutenant Hempler will transition from the Narrator role to Blue Angels #6, opposing solo.

Fat Albert Airlines will welcome Marine Captain Beau Mabery, of Lompoc, California, and Major Mark Montgomery will move up as lead pilot in 2018. Marine Major Kyle Maschner will round out the three-officer flight crew.

United States Coast Guard Birthday

227 YEARS

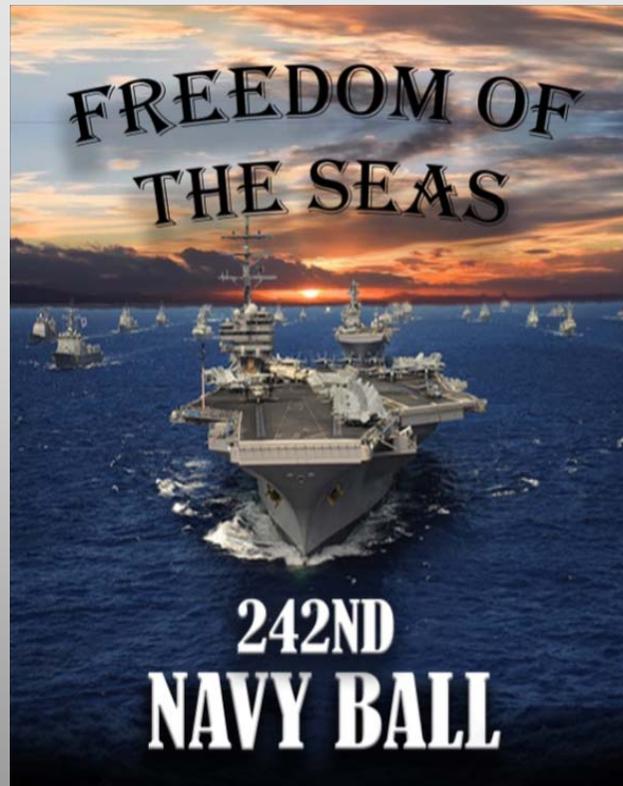


SEMPER PARATUS

August 4, 1790



You are cordially invited to attend



Naval Air Facility El Centro's Mirage Club

October 13, 2017

6:00 p.m. - Midnight

\$45 per person

Formal Attire

RSVP by October 4th to (760) 604-2016

Navy League



LET'S SET
SAIL

You're invited to a
San Diego Harbor Cruise & BBQ
with the crew of the

USCGC PETREL

FRIDAY
August 11
2017

at **10:00 AM**
U.S. Coast Guard Station
Sector San Diego, CA

HOSTED BY: Navy League Imperial Valley

RSVP
760.791.7345
by July 1st

Limited to 25 Guests

Must have a current Navy League membership to participate.

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Theodore Gallinat, President

Questions or Comments?

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Coast Guard Commandant: US Yards Can Build Icebreaker for Under \$1 Billion

Sydney Freedberg Jr | Breaking Defense

WASHINGTON: The Commandant of the Coast Guard is “very confident” US shipyards can build the country’s first icebreaker in 20 years for less than the standard eye-watering \$1 billion estimate.

Adm. Paul Zukunft dismissed the idea of cutting costs by buying abroad, a toxic concept for Congress. And he publicly pondered a National Academy of Sciences proposal to economize by building four heavy icebreakers instead of the current plan for three heavies and three mediums.

“I am very confident we will drive the initial acquisition cost of this platform south of a billion dollars,” Zukunft said this morning at the Center for Strategic & International Studies. “Make no mistake: This will be built in the United States with US parts... That signal’s been sent loud and clear.”

“The real costs are what it takes to stand up this capability in the first place,” Zukunft said. He’s referring to the cost to shipyards of retooling and retraining to handle such heavy-duty work, like bending two-inch thick pieces of steel. Five US yards have been awarded contracts to do industry studies that are progressing “ahead of the curve,” he said.

“Our shipyards have not been building ships of this design in 40 years,” Zukunft noted — the last heavy icebreaker, Polar Star, was commissioned in 1976 — “but I can demonstrate to industry that this is a worthwhile investment, not to build one ship, but to build a fleet of ships.”

The open question is what that fleet will look like. The current plan would build two classes in two phases. Work on three heavy icebreakers would start first, with the initial \$1 billion ship entering service by 2023 to replace the geriatric Polar Star, which is already a decade past its original service life and “living on borrowed time,” in Zukunft’s words. Then the nation would build three smaller and supposedly cheaper medium icebreakers. They would serve alongside and ultimately replace the relatively healthy Healy, commissioned in 1999.

The problem with this approach is the first ship in a class is always the most expensive, and building both heavies and mediums means paying that start-up premium twice. When Congress chartered the National Academy of Sciences to study the plan, the NAS team calculated it would be more cost-effective to just keep building heavies.

NAS thought the \$1 billion cost estimate for the first heavy icebreaker was pretty solid. They estimated \$983 million for the first heavy, falling to \$692 for a fourth, for an average of \$791 million. But NAS thought the estimate for the mediums was overly optimistic. They calculated that the first medium would cost \$786 million — almost \$100 million more than just building a fourth heavy.

So can the Coast Guard get by with fewer, more capable icebreakers, with four heavies and no mediums instead of three and three?

“Our rationale behind six (is), if you need one of anything permanently present in on a region, you probably have one in an overhaul and one in a (training) workup and one on station,” Zukunft said, citing similar Navy practices. “It takes three to make one.” If you built four heavies and no mediums, while keeping Healy in service, he went on, you’d have five.

That’s not quite enough to maintain a continuous presence at both the north and south poles. But do you need to? The Arctic Ocean faces increasing international competition — including probing Chinese icebreakers and armed Russian ones — over newly opened trade routes, fisheries, oil, gas, and minerals. Antarctica, by contrast, is a land mass, the world’s largest desert, and it will remain an appalling desolation even with global warming. Arguably, you don’t need year-round icebreakers, just a seasonal presence to open a path to McMurdo research station in the winter.

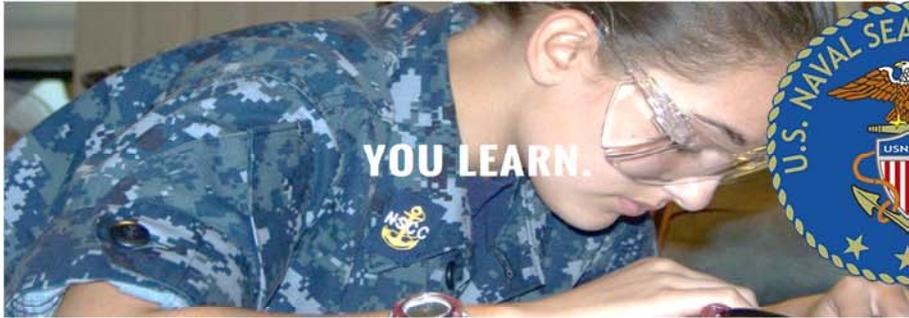
“One heavy icebreaker servicing the Antarctic provides for the McMurdo breakout and international treaty verification,” the study says. “If the single vessel dedicated to the Antarctic is rendered inoperable, USCG could redirect an icebreaker from the Arctic, or it could rely on support from other nations. The committee considers both options to be viable and believes it difficult to justify a standby (fifth) vessel for the Antarctic mission when the total acquisition and lifetime operating costs of a single icebreaker are projected to exceed \$1.6 billion.”

That’s a big figure—and it’s based on the National Academies’ assumption that new icebreakers would be more efficient and cheaper to operate than the aging Polar Star and even Healy. Having a homogeneous fleet of heavy icebreakers, NAS added, would be cheaper to maintain and operate than a mixed fleet of heavies and mediums. NAS also thought they could shave about \$100 million from the production cost of each heavy icebreaker by such economies as eschewing military-specification (MILSPEC) parts in favor of commercial off-the-shelf ones, as is common practice abroad.

Zukunft is clearly nodding along with at least part of the NAS study. “If you build three heavies and say you’re done, then switch to medium, the lead ship of new class — the first medium — will probably cost more than a heavy,” he said. While he didn’t comment on a fleet of four heavies and no mediums, he did say a hypothetical fleet of six heavies “gives you many more options.”

Last year, Zukunft noted, Healy had to make an unplanned detour south to medevac a crewmember. It took the medium icebreaker about 36 hours to smash through; a heavy would have made in eight or nine hours, he said. Clearly he’s aware of the attractions of an all-heavy fleet.

That said, Zukunft made clear he’s focusing on that first ship, not on whatever may come after. “I need that first one in the water by 2023,” before the Polar Star conks out, said Zukunft. He’s very glad there’s a joint Coast Guard-Navy program office with \$150 million in the budget, but “\$150 million buys me about 20 percent of an icebreaker. I need to get this first one fully funded.”



Dear Members,

There will be no meeting in July or August. As has become our tradition these past few years, we'll be conducting our annual "No Meeting Fundraiser" to help sponsor our Sea Cadets units.

Here's how it works: In lieu of attending the monthly dinner meeting in July and August, we would ask you to send an amount equal to the dinner (or any amount you choose) as your tax-deductible donation to the Council for this fundraiser.

The U.S. Naval Sea Cadet Corps is a federally chartered nonprofit civilian youth organization for ages 11 to 17.

The program is sponsored by the Navy League of the United States and supported by the U.S. Navy and Coast Guard. It conducts training programs designed to develop an interest and ability in seamanship and seagoing skills, instill good citizenship and strong moral principles, and expose cadets to the value of public service and a variety of career paths. They also focus on developing an appreciation for the country's rich naval history, customs and traditions.

So fall in and join us in investing in our youth. *Thank you for your support!*

Ted Gallinat

Theodore R. Gallinat, President

Help us invest in our youth

Address:

City:

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Yes, I would like to donate \$_____ to the Sea Cadets!

Please mail your donation to:

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P.O. Box 3834
El Centro, CA 92244-3834

Your tax-deductible donation of \$25 or more is appreciated.

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