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**NEW MEMBERS**

*Welcome Aboard*

- ★ David Allfrey
- ★ Ms. Monika French
- ★ James & Camille Matthews
- ★ Matthew & April Mills



**President's Corner**

Take note, Trafalgar is upon us this month on the 27th. Commodore Ian Rankin, Royal Navy, will be providing us with the background on Lord Nelson's historical Victory of Trafalgar as we celebrate both the 200 year anniversary of that battle and our own Navy's Birthday. Space is limited to 125 people so sign up now.

Our guest speaker at the September luncheon was the 46th Shipyard Commander, Captain Dan Peters who discussed the Shipyard's Mission Statement; "One team ensuring freedom by fixing ships and training sailors". For those who receive the newsletter electronically, Mary Ann Mascianica has generously provided the powerpoint presentation which she prepared for our luncheon for your further review. For those who don't, I will summarize the content as best I can in the space available.

PSNS and IMF Roles are as follows; Regional Maintenance Commander, Fleet Training, Ocean Engineering, West Coast Naval Nuclear Propulsion Work, Depot-level Overhaul of TRIPER Items, Support Surface Ships in Everett/Bremerton, Reactor Compartment Disposal, Nuclear Powered Ship Recycling, Emergent Fleet Support to name a few. Captain Peters also discussed the economic impact on our community. The shipyard and IMF employ 14,391 people combined between civilian, military, and the military ships in overhaul. The payrolls for both civilian and military bring an estimated \$477.9 million to our community. Other Washington State material purchases equal a total of \$100 million to our County and State. 78% of the employees at the shipyard reside in Kitsap County with 43% in Bremerton, 34% in Port Orchard, 11% in Silverdale, and 7% in Poulsbo. There is no doubt what this means to the vitality of our community.

I want to wish a hearty fairwell to Adm Hering. He is and was a strong supporter of all of our Navy League Councils in the Region while here and his change-of-command ceremony was quite an event. He received his second star prior to his departure and left the Navy Region Northwest at the top of its class with numerous accolades including best shipyard in the Navy. A well done much deserved.

With his departure we welcome Adm French who I had the pleasure of speaking with at his reception hosted at the Keyport Museum by our friends over at PSNBA. Our council welcomes both the Admiral and his lovely wife Monika to the Pacific NW and I'm privileged to welcome her as one of our newest members to The Navy League.

*Roger*



*Captain Dan Peters, Commander PSNS, receives a Navy League Mug from League President Roger Nance as a gift for his presentation at the September luncheon.*

**Reminder**

The election of our Council's Officers, who will serve in 2006, will take place at the October 27th annual meeting at Mary Mac's

## NOW HEAR THIS!

is the official news-letter of the Bremerton-Olympic Peninsula Council of the Navy League of the United States. It is published monthly and mailed to all members.

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**Bremerton, WA 98337-0131**

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## A Message from the CNO

*The following message was recently sent by Admiral Mike Mullen, the Chief of Naval Operations to his Admirals....*

Admirals,

I made a day trip to the Gulf Coast this weekend to visit with and thank our Sailors for the extraordinary work they are doing in the recovery and relief effort. I spent time in at the Seabee base in Gulfport, NSA New Orleans and NAS/JRB New Orleans, as well as aboard HARRY S TRUMAN, BATAAN, TORTUGA and IWO JIMA. It was at once both a grim and an incredibly uplifting experience. Some of my impressions.

First, the pictures on TV don't even begin to do justice to the scope of the devastation. I saw whole neighborhoods completely obliterated; the only evidence they ever existed at all being the faint outline of cement blocks that once formed the foundations of houses. I saw massive casino barges in Biloxi thrown hundreds of yards inland, wooded areas so shredded they looked from the air like a spilled box of toothpicks, and much of New Orleans still a tepid, festering lake. There were very few people on the streets that weren't military or emergency workers. Comparing it to a war zone is not at all a stretch.

Things are starting to turn around. The JTF has really taken shape, becoming more efficient and more organized every day. Communications across the region have improved dramatically. Dewatering efforts are proceeding ahead of the projected pace. And currently rescue teams are

finding fewer and fewer people in need of immediate help. The Navy's contribution to this success has been critical. I don't need to tell you that. We've been there since practically before the storm made landfall -- BATAAN chased it in weathering 12-14 foot seas and began flying SAR missions within hours of the storm's departure -- and we are still there making a difference.

Joe Kilkenny is doing a bang-up job as the JFMCC. He's got a plan, and he is executing it with great effectiveness. The Seabees are repairing infrastructure and clearing debris at such a pace they have actually inspired local citizens to feel more optimistic about the future. Sailors from TORTUGA are going door-to-door looking for and rescuing the house-bound.

Helicopter aircrews from TRUMAN and BATAAN are still delivering food and water and other basic necessities. SHREVEPORT Sailors are cleaning up the St. Bernard Parish Courthouse. In fact, just about all our ships pierson are housing and feeding and caring for people in need.

Then there's IWO JIMA, who put up POTUS overnight on Sun. Pierson at the Riverwalk, IWO has become a command center, hospital, airport, hotel and restaurant all rolled into one. I ran into VADM Thad Allen in the p-way. Thad, as you may know, is the senior federal officer on scene, running the whole show. He said, "Mike, you should consider renaming this ship The City of New Orleans." That says it all.

I couldn't help but sneak a smile, having just given a speech up in Newport about the power of naval forces to win hearts and minds by serving as "cities at sea." I used our contributions to the international effort in the wake of last December's tsunami as my prime example in that speech. How little did I realize we'd be doing that sort of work on our own soil so soon. It just goes to show you how very unpredictable this world really is. But, as I made sure to tell the Sailors I talked to, it also goes to show you how very flexible and adaptable naval forces really are.

If you want a picture of the future of sea basing, consider the image of BATAAN, a Mexican amphibious ship and a Dutch frigate anchored offshore sending boatloads of supplies to the beach ... or HST anchored not far off and the only things flying off her flight deck are helicopters ... or Mexican and U.S. Sailors, side by side, combing the beach and clearing debris ... or a JTF -- with significant civil and non-governmental agencies represented -- headquartered aboard a U.S. Navy ship, led by a two-star

Army general reporting to a three-star admiral in the Coast Guard, who is also headquartered aboard that same ship.

Perhaps the most moving thing I did Saturday was visit with a group of ombudsmen in Gulfport. Many of them had lost everything. They were hurting, barely getting by on their own, and yet here they were at the FFSC looking for ways to help other Navy families. You could see the desperation and the hope on their faces, hear it in their cracking voices. Tough on the heart, to be sure, and yet somehow good for it at the same time. I was humbled just to be in the room with them. You want to talk about courage? These ladies had it to spare.

There are, we estimate, about 10,000 Sailors affected by the hurricane in some form or fashion. There may be more. I pledged to those ombudsmen our Navy's full support in getting them and the families they represent back up on their feet. We have a lot of work to do to return their lives to some sense of normalcy, but we need to make it the highest of priorities. It is most certainly mine I can assure you. And I know I can rely on your support.

Again, truly an unforgettable day. In the face of unspeakable disaster and suffering, our Sailors have stood tall and helped provide relief to thousands. They are not alone, of course. It's a total team effort, involving city, state and other federal agencies, not to mention our sister services, allies and relief organizations. But they have accorded themselves well as part of that team and reflected nothing but the very best back on each and every one of the rest of us.

At NAS New Orleans I came across a bunch of Seabees working feverishly on the wooden platform for what was going to be a temporary dining facility. It was a contract job, but the contractor was having problems rounding up the necessary manpower and resources. The Seabees didn't ask permission, didn't wait for orders. They simply rolled up their sleeves and went to work. "Hey, they needed help," one said. "And we know how to do this stuff."

We do, indeed, know how to do this stuff, and we are doing it exceptionally well. Standing amongst them, I was never more proud to call myself an American Sailor.

Regards,  
Mike

*Proudly provided by:*

*Ron Testa*

*NLUS, Northwest Region President*



Navy League of the United States  
"Citizens in Support of the Sea Services"



## Bremerton-Olympic Peninsula Council



*Proudly Presents*  
**TRAFALGAR NIGHT**

ANNUAL "NAVY BIRTHDAY" DINNER

### *Celebrate the 200th Anniversary of Lord Nelson's Victory at Trafalgar*

You are cordially invited to attend our Council's Annual Navy Birthday Dinner and Election of Council Officers.

Guest Speaker: **Commodore Ian Rankin, Royal Navy**

*Speaking on Lord Nelson's Victory at Trafalgar, the 200th Anniversary*

Invited guests: Military Friends, Puget Sound Naval Bases Association, Naval Submarine League, Foreign Dignitaries, and many others.

**Thursday, October 27th, 2005**

**Mary Mac's Restaurant  
McCormick Woods, Port Orchard**

- ★ No Host Reception - 6:00 p.m.
- ★ Kitsap Battalion Sea Cadet Color Guard
- ★ Dinner - 7:00 p.m.
- ★ Hosted Wine Toast
- ★ Music provided by our Council's very own "Dream Weaver" - Dave Shafer

Mary Mac's Restaurant, McCormick Woods  
5155 McCormick Woods Dr. Port Orchard, WA 98367

Dinner Selections: **Prime Rib**  Number \_\_\_\_ **Salmon**  Number \_\_\_\_  
Names of those attending as we will have seating arranged:

Cost of this celebration, **\$35.00 per person** payable to Navy League. Please call with your selection and mail your payment to the address on the right. We are limited in seating to 125, so call and reserve your spot early.

Contact Person: **Carol Meteney, For Reservations Call:** Home: 360-876-5744, Cell: 360-981-1314, e-mail: cmeteney2@wavecable.com

Navy League of the United States  
Bremerton-Olympic Peninsula Council

Requested Dress:

Civilian - Business suit

Military - Navy Dress Blue

Please send: Names, Organization,

Dinner Choice, along with payment

Mail Check Payable to:

**Navy League of the United States  
PO Box 626  
Bremerton, WA 98337-0131**



# The Battle of Trafalgar ~ October 21<sup>st</sup>, 1805

In order to understand the importance of the battle of Trafalgar, we must first understand the grand strategy of Napoleon. With the onset of the War of the Third Coalition (1805-1807), it was the new French emperor's goal to unite the French fleets located at Toulon and Brest with Spanish ships from Cartagena and Cádiz. Once this fleet was created in the Atlantic, Bonaparte would possess enough ships to seriously consider an invasion of England.

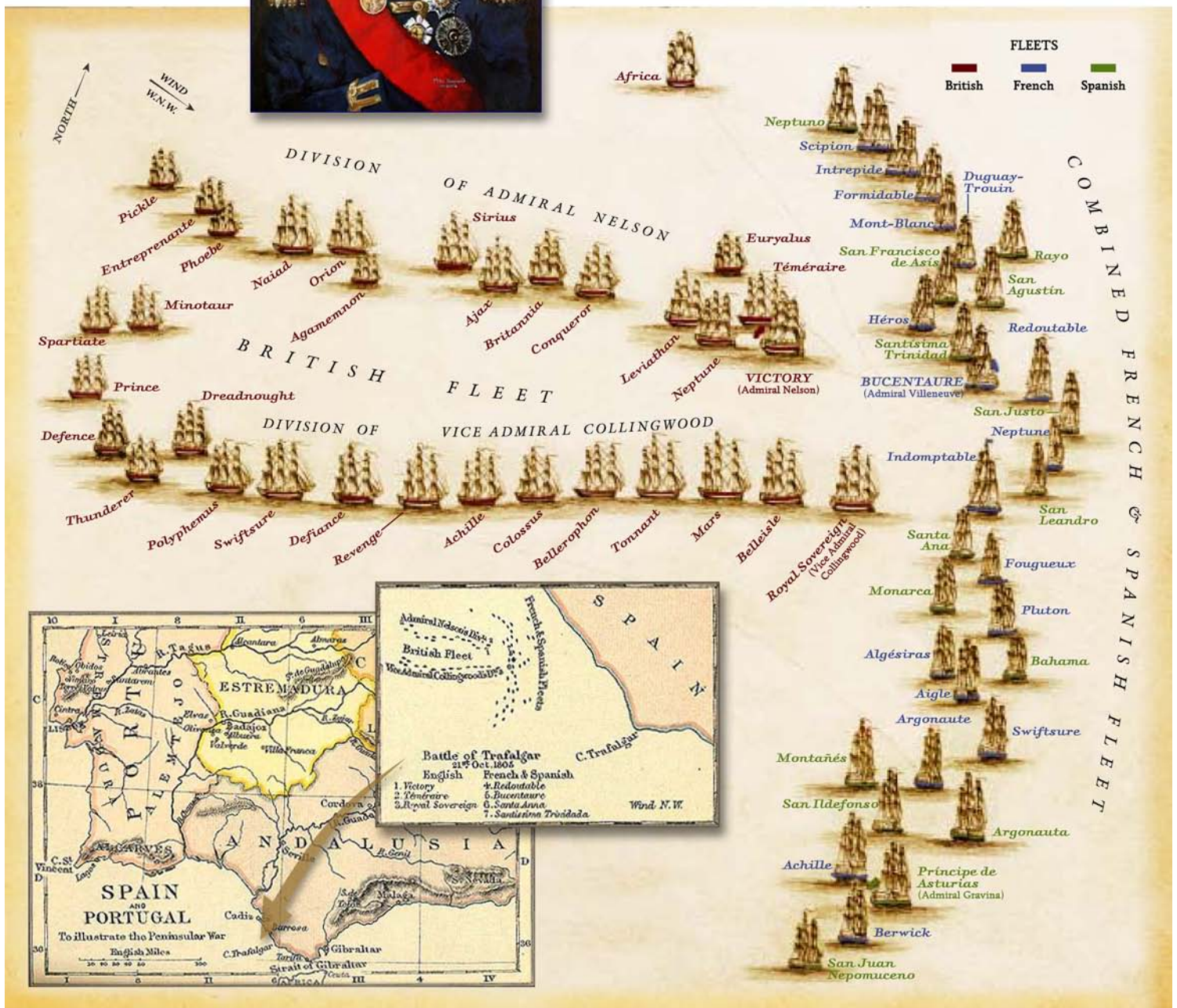
In early 1805, Napoleon initiated this plan by ordering the French and Spanish fleets to break the

British blockade and sail for the West Indies. The primary goal here was to ravage British colonial holdings, disrupt trade, and confuse the English of Napoleon's true intentions. After reaching this goal, the fleet would return to the Atlantic, crush the British fleet near Ushant (an island off the coast of Brittany), and then escort an invasion force of 350,000 men.

Admiral Pierre de Villeneuve, escaping the English blockade at Toulon led by Admiral Horatio Nelson, achieved the first stage of this plan on March 30th by joining Admiral Gravina and the

Spanish fleet from Cadiz, and with this new fleet of 20 ships, sailed for Martinique. Meanwhile, Admiral Nelson erroneously set a course for the south-east, believing that the French were heading towards Egypt. Once he realized his error, Nelson and his 10 ships altered their course and raced towards the Atlantic.

With Nelson's pursuit, the coalition fleet of Villeneuve could not ravage the West Indies as planned. Therefore, they returned to Europe. En route, the Franco-Spanish fleet on July 22nd encountered a British squadron of 18 ships off Cape Finisterre. They fought an abortive action in poor visibility. However, the British captured two French ships and Villeneuve was forced to sail to Cadiz and procure reinforcements.



Nelson Portrait, William Beechey, Bridgeman Art library

Original Maps, Royal Geographical Society, Modified by National Geographic Maps



The events of the summer had discouraged Napoleon from executing the final phase of his invasion of England, and thus turned his focus towards Austria. In order to protect his new strategy, the emperor ordered Villeneuve to sail back into the Mediterranean and unite with other French ships at Cartagena. However, Villeneuve was aware that the British fleet had increased to 29 ships of the line, and if the Franco-Spanish fleet was to engage them, it would be a very costly affair.

Nevertheless, on October 19th Villeneuve, under the threat of removal from his command for cowardice, signaled the command to set sail for the Mediterranean.

Due to poor winds, Villeneuve's fleet could not exit the port of Cadiz in a uniform manner. In fact, only three frigates and seven ships-of-the-line made it out of port -- a hopeless endeavor if the British happened to engage them. Therefore, the coalition fleet was ordered back into port to attempt their run to the South-East the following day. Nelson had received news of Villeneuve's activities and ordered the fleet to sail for Gibraltar. With a full day's advance, the English had effectively closed off the entry of the Franco-Spanish fleet into the Mediterranean and now could force them to do battle.

By the 20th, Villeneuve had slipped out of Cadiz, but was caught by Nelson off the coast of Trafalgar on the 21st. He ordered the coalition fleet to form a single, irregular line, sailing to the north in the hopes that his 33 to 29 advantage in warships would win the day. However, against all naval conventions, Admiral Nelson (in a prearranged plan) divided his fleet into two squadrons and attacked the center of the Franco-Spanish line at right angles. This meant exposing the English ships to the massive broadsides of the enemy. At 11:50 AM, Nelson, on board the H.M.S. Victory, signaled his famous message: "England expects that every man will do his duty."



*The Fall of Nelson, Battle of Trafalgar, 21 October 1805*

*Denis Dighton  
National Maritime Museum, London*

Then, after his southern squadron, led by Admiral Cuthbert Collingwood in the Royal Sovereign, had engaged the Franco-Spanish line, Nelson began to return fire against Villeneuve's ship, the Bucentaure.

From here, the English ships broke through and offered numerous broadsides of their own. By 5:00 PM, the battle was over and the Franco-Spanish fleet was shattered. Villeneuve himself was captured, and his fleet surrendered some 20 ships to the English fleet. In addition, 14,000 men were lost, half of whom were prisoners of war,

while 1,500 British seamen were killed or wounded. Only 11 ships reached Cadiz while no English ship was destroyed. But the English did not escape unscathed. At 1:15 PM, while the H.M.S. Victory was engaging the Redoubtable, Nelson was struck in the spine by a sniper and was carried below to die. However, when he did succumb to his injury at 4:30 PM, he was certain that the English had won the day.

The battle of Trafalgar can be considered the most decisive naval battle, both tactically and strategically, in history. It not only eliminated Napoleon's plans to invade England, but had also destroyed French naval power and ensured the dominance of the British navy throughout the world.

*July 2, 2005  
Robert W. Martin, Military Historian*



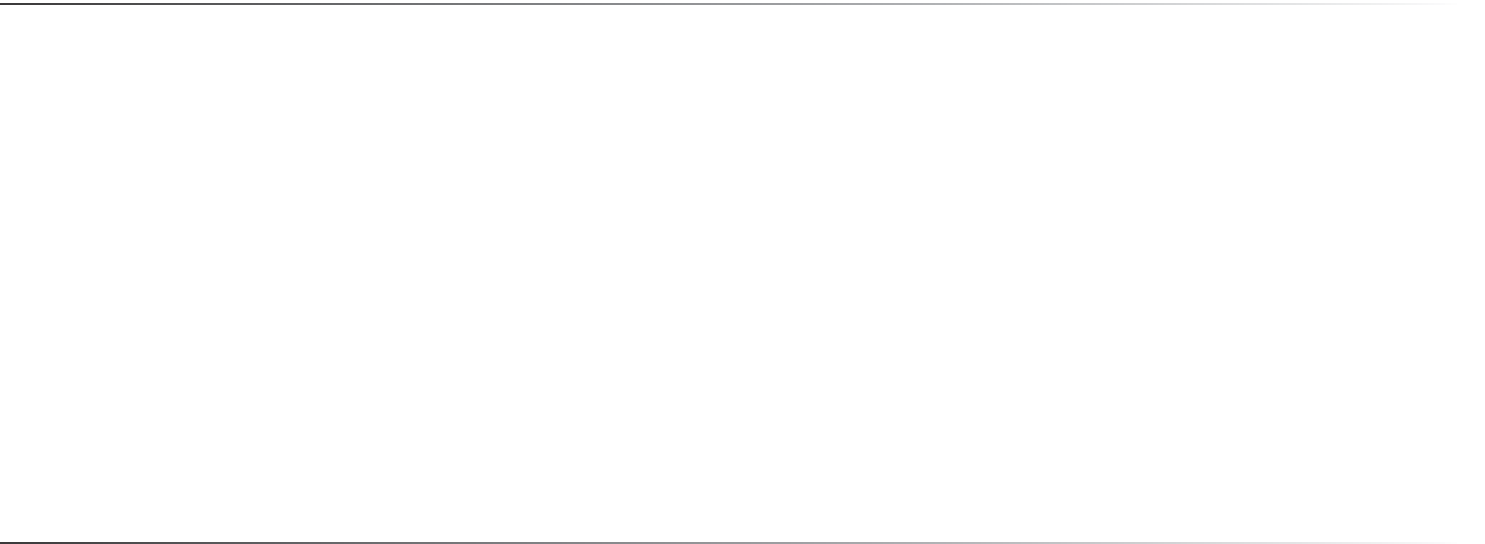
*William Clarkson Stanfield*

*The Crown Estate/Bridgeman Art Library*



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## Planning Calendar

- Tuesday October 11 Monthly Luncheon - Bangor Plaza
- Thursday October 27 Navy Day / RN Trafalgar Night / Council Annual Meeting - Mary Mac's, Port Orchard
- Tuesday November 8 Monthly Luncheon - Bangor Plaza
- Friday November 11 Veterans Day Program - President's Hall, Kitsap County Fairgrounds
- Thursday November 24 Thanksgiving

### October

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### November

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## On this Date:

October 13, 1775 - Birthday of U.S. Navy. The Continental Congress establishes the Continental Navy, later the U.S. Navy.

October 21, 1805 - Admiral Lord Nelson, defeated the combined French and Spanish fleet off Cape Trafalgar in the most decisive naval engagement of the Napoleonic Wars.

### October Luncheon

**Date:** October 11, 2005  
**Time:** 11:30 AM  
**Place:** Bangor Plaza, Naval Base Kitsap-Bangor  
**Program:** Adm Frank Drennan  
 Commander  
 Submarine Group Nine

Call Pioneer Services at 360.405.6336 by Thursday October 6th to make your reservation. You are asked to call even if you have a standing reservation.

#### RESERVATIONS ARE NECESSARY

All participants must be signed up and on the reservation list. Guests and members without a base pass must also be on the list and enter through the main gate.