



# *GEM STATE GEMS*

## **Gem State Branch 382**

**Fleet Reserve Association**

[www.fra382.org](http://www.fra382.org)

[fra-nwregion.org](http://fra-nwregion.org)

[www.fra.org](http://www.fra.org)

**April 2025**

## **News from the Branch**

### **President:**

Greetings Shipmates,  
April already. We are in the process of patching the two holes in our asphalt as well as a little curb and gutter work at the branch. that should be completed in a couple of weeks. The weekly lawn maintenance will start in a week or so.

Memorial Day Ceremony at the Idaho State Veterans Cemetery in May will have some changes to the program. Information will be distributed as we receive it.

On April 1st 132 years ago,(1893), the rank of Chief Petty Officer was established in the United States Navy. However, it wasn't until 18 May 1920 that Congress authorized the United States Coast Guard to utilize the CPO rank.

As you know we are in the process of branch elections for the upcoming year.

Nominations will continue at the April meeting with the election. Installation will be at our May meeting. March nomination results are:

Branch President;  
Shipmate Loop  
Shipmate Hall

Branch Vice President;  
Shipmate Eastland

Branch secretary;  
Shipmate Christopher

Board of Directors;  
Shipmate Shadwick  
Shipmate Crooks  
Shipmate Cress

Remimder, Regional Midyear meeting will be by zoom April 12th 1300-

1500. If you are interested in attending please let us know and we will send you the link.

Remember our shipmates on the binnacle list, Shipmate Smith's wife is recovering from a knee injury and Shipmate Flanik is recovering from surgery

As always, keep in touch with our shipmates and let us know if we can help in any way.

In Loyalty, Protection & Service,  
Bill Hall  
President Branch 382  
(208) 695-1664

## News from the Branch Vice President:

With Spring upon us, it time to shake off the cobwebs and come out of Hibernation. Take it easy though, especially those who are referred to as senior citizens. Think like an athlete, conduct Spring Training before you take on any major projects around the homestead.

For the first time, the Branch is participating in the Vietnam Veterans Recognition Day activities. It occurs every year on March 29th. This year it was held on the grounds of Scentsy on Eagle Road. With any luck, we may be able to gain some new members. With our membership continuously aging, we all need to do our part to recruit new members. Considering our geographic location, there are a surprisingly large number of former Navy personnel in the area. Just attend a Koffee Klatch at the Warhawk Museum on the first Tuesday of the month and you will see how many stand when they introduce the services.

Speaking of the Warhawk Museum, the Branch bought three bricks to support their expansion project. If you drop by the

Museum, be sure and look for our bricks as they are on display.



In Loyalty, Protection, and Service,  
Stephen Loop  
Vice President Branch 382  
(208) 377-2790

## Branch Events:

### April

Month of the Military Child  
Military Saves Month  
01 - April Fool's Day  
01 - U.S. Navy Chiefs Birthday (142 Years)  
01 - Kilroy Coffee Klatch at the Warhawk  
Air Museum (10 AM)  
02 - Coffee at the Roastere (1 PM)  
05 - Gold Star Spouses Day  
09 - Coffee at the Roastere (1 PM)  
09 - National Former POW Recognition Day  
12 - Branch Meeting (10 AM)  
12 - NW Region MidYear Convention  
(1 PM – 3 PM)  
12 - 20 – Passover  
16 - Coffee at the Roastere (1 PM)  
18 - Good Friday  
20 – Easter  
22 - Earth Day  
23 - Coffee at the Roastere (1 PM)  
30 - Coffee at the Roastere (1 PM)  
30 - National Military Brats Day

### May

Month of the Military Caregiver  
National Military Appreciation Month  
01 - Silver Star Service Banner Day  
01 - Loyalty Day  
01 - National Day of Prayer  
04-10 Public Service Recognition Week  
06-12 National Nurses Week  
06 - Kilroy Coffee Klatch at the Warhawk  
Air Museum (10 AM)  
07 - Coffee at the Roastere (1 PM)  
08 - Victory in Europe (VE) Day  
10 - Branch Meeting (10 AM)  
10 - Mother's Day Celebration at the  
Warhawk Air Museum (10 AM - 5 PM)  
11 - Mother's Day  
12-17 - Armed Forces Week  
13 - Children of Fallen Patriots Day  
14 - Coffee at the Roastere (1 PM)  
17 - Armed Forces Day  
21 - Coffee at the Roastere (1 PM)  
26 - Memorial Day  
26 - Memorial Day Flyover & \$5 General  
Admissions - Warhawk Air Museum  
(9 AM - 5 PM)  
28 - Coffee at the Roastere (1 PM)

## Branch Birthdays:

### April

04 - Barbara Foster  
05 - Richard Cress; Philip Halstead;  
William Sutherland  
06 - Donald Matthews  
07 - Cynthia Jones  
09 - Ron Thompson  
10 - Vera Flanik  
11 - Gene Hunter  
14 - James Shadwick  
15 - George Riddle

### May

09 - Robert Baisden  
21 - Roger Christopher  
25 - Donald Vaughn  
31 - William Heyob

21 - Donald Franklin  
28 - Andrew Morales

## **This Day in U.S. Navy History:**

**April 01, 1893** - Navy General Order 409 establishes the rate of Chief Petty Officer.

**April 01, 1943** - Easter Sunday brings the assault on Okinawa, Japan, with naval gunfire and aircraft supporting the landing of Army troops and Marines under the command of Army Lieutenant General Simon Bolivar Buckner. By nightfall, some 65,000 men are ashore. Kamikazes damage the battleship West Virginia (BB-48) and two attack transports, and in the coming days, the "divine wind" strikes the ships operating off Okinawa with increasing deadliness.

**April 03, 1945** - On Okinawa, Marines of the III Amphibious Corps continued to make good progress all along their front, clearing Zampa Misaki and seizing the Katchin Peninsula, thus effectively cutting the island in two. By this date (D+2), III AC elements had reached objectives thought originally to require 11 days to take.

**April 05, 1951** - During an engagement between elements of the 1st Marine Division and an enemy force in Korea, Hospital Corpsman Third Class Richard D. DeWert bravely dashes four times through a fire-swept area to treat four wounded leathernecks, dragging two of them to safety despite suffering two wounds himself. He is mortally wounded while treating the fourth wounded Marine and receives the Medal of Honor posthumously for his actions.

**April 12-13, 1918** - Marines of the 4th Brigade suffered their first gas attack on the night and early morning hours of 12-13 April when the Germans bombarded the 74th Company, 6th Marines near Verdun with mustard gas. Nine Marine officers and 305 enlisted Marines were gassed and evacuated, and 30 Marines died from the effects of the gas shells which hit in the middle of the reserve area cantonments in which they were sleeping.

**April 15, 1962** - Marine Corps operational involvement in the Vietnam War began on Palm Sunday when HMM-362 with its Sikorsky UH-34s arrived at Soc Trang in the Delta south of Saigon. The task unit was called "Shufly" and its first operational employment involved lifting Vietnamese troops into battle.

**April 18, 1983** - One Marine Security Guard was killed and seven were wounded when a large car bomb exploded just outside the U.S. Embassy in Beirut, Lebanon. Lance Corporal Robert McMaugh was standing guard at Post 1, just inside the front entrance when the bomb exploded outside the door. The explosion killed 61 people including 17 Americans. LCpl McMaugh was buried at Arlington National Cemetery on 26 April.

**April 26, 1869** - Congress authorizes the Good Conduct Medal for issuance to U.S. Navy enlisted personnel. Originally a Maltese cross made of nickel, the design is changed to a bronze medal in 1892.

**April 29, 1975** - With invading North Vietnamese troops rapidly approaching the South Vietnamese capital of Saigon, ships of the Seventh Fleet's Task Force 76 operating in the South China Sea begin launching helicopters to execute Operation Frequent Wind. Landing in the U.S. Defense Attaché Office compound and at the U.S. Embassy, oftentimes braving enemy fire as they approached the landing zones, Marine and Air Force helicopters pull more than 7,000 Americans and Vietnamese to safety, including U.S. Ambassador to South Vietnam Graham

Martin. One South Vietnamese Air Force officer loads his family into a two-seat observation plane and flies out over the South China Sea, making a landing on the flight deck of the carrier Midway (CVA-41). In addition, Military Sealift Command ships and Navy warships rescue Vietnamese nationals fleeing South Vietnam by sea. (29–30 April)

**April 30, 1798** -A bill signed into law by President John Adams establishes the Department of the Navy and provides for a secretary and clerical staff. The salary for the post of Secretary of the Navy is set at \$3,000.

## Like Father, Like Son

John Adams, the second President of the United States and a key Founding Father, receives well-earned acclaim for his involvement in the creation and growth of the American Navy. The Navy's first advocate, he led the Naval Committee of the First Continental Congress in the Revolutionary War and allotted funds for ships and crews to combat the Royal Navy. Later, as President, Adams prompted the construction and staffing of heavy frigates to protect the nation and ward off seaborne threats. His naval legacy remains evident in the plethora of U.S. Navy ships that have borne his name. And his wisdom to "dare to read, think, speak, and write" serves as the core tenet of the U.S. Naval Institute.

But the annals of American history also should recognize the contributions of John Adams' oldest son, John Quincy Adams, to American maritime excellence. Sharing the ideals of his father, Adams the younger advocated for investment in U.S. naval influence and prompted the country's eventual maritime supremacy. Throughout his long and diverse service as a statesman, he pushed for a powerful navy, an interconnected maritime infrastructure, and a global maritime presence. He even argued a case before the Supreme Court on international maritime law. Yet he did not realize much of his vision in his lifetime. While in office, he often was stymied by rampant partisanship and opposition. Nevertheless, John Quincy Adams should be recognized for his stalwart support of the Navy and his contributions to America's maritime presence.

### A Vision of a Greater Navy

Throughout his pre-presidential tenure in public office—in various ambassadorial posts, in the U.S. Senate, and later as Secretary of State during the Monroe administration—Adams ceaselessly advocated for federal investment and expansion of the U.S. Navy. He perceived that the United States required a large navy to protect its coastal borders and its substantial maritime trade. As the nation's largest rivals were in Europe, an ocean away, the United States could maintain a defensive advantage with a strong navy. (The Royal Navy had already illustrated the effectiveness of this strategy, dissolving Napoleon's embargo and thwarting the French Emperor's Continental System.) But with the tepid sea-power inclinations of the Jefferson and Madison presidencies, the early 19th-century Navy did not become the powerhouse Adams desired.

Adams advocated for the Navy as President James Monroe's Secretary of State from 1817 to 1825 and then as President himself from 1825 to 1829. In his first annual message to Congress, President Adams applauded the work of naval commanders who protected American commerce on the high seas. He also noted an allocation of \$500,000—\$15.6 million today—for the “gradual increase of the Navy.” Finally, he admonished that, despite the glories of the U.S. Navy, it only recently had acquired the ships and manpower wherein “it could deserve the name of a navy.” Adams continued to propose naval expansion throughout his presidency and subsequent congressional career. The Navy eventually was transformed into a formidable global power. He would not witness it, though, in his lifetime.

Adams also pushed for standardized and structured officer education. In his first address to Congress, while also calling for a larger navy, Adams argued, “The want of a naval school of instruction, corresponding with the Military Academy at West Point, for the formation of scientific and accomplished officers, is felt with daily increasing aggravation.” Adams saw that an effective navy required a proper and proficient cadre of officers. A naval academy would be an ideal way to accomplish this, as it standardizes training and education while instilling a sense of camaraderie and companionship in the officer corps. These benefits become compounded as graduates later return to the academy and impart their own knowledge and experience, growing the competency of the organization.

To Adams, the requirements for officers went beyond technical competence to include the highest levels of etiquette and decorum. In his private diary, he reflected on his court-martial of Master and Commander William Carter. Carter was convicted of drunkenness on duty and disorderly conduct in the presence of British officers; to Adams, Carter lacked the virtues necessary to lead a ship. The latter charge stung, as Adams wished to cultivate a positive and professional image of the U.S. Navy.

As for a naval academy, Adams would not realize his vision while in the Executive Mansion. But 18 years after his first address to Congress, Adams, now a congressman in the House of Representatives, spoke with Secretary of the Navy George Bancroft; according to Adams' diary, the meeting went well, and Bancroft expressed a “great zeal to make something of his department.” Adams' vision became reality when Bancroft established the U.S. Naval Academy (originally, “the Naval School”) in 1845. This accomplishment refined naval officer instruction and sharpened the organization's leadership pool, creating a more effective navy. Adams' persistence and interactions with Bancroft illustrate his influence on the Academy's genesis.

## **Maritime Infrastructure for a Growing Nation**

Adams realized the United States needed not only a large standing navy, but also an in-depth, versatile maritime infrastructure. As a senator, he advocated for the construction of canals and waterways throughout the country. To Adams, a network of canals would accommodate the nation's expanding commercial trade and draw revenue to fund future projects.

On the Senate floor, Adams continually introduced proposals “to subsidize the creation of canals and to dredge harbors.” These efforts, however, came to no avail. The Democratic-Republican majority voted down all his proposals “with little discussion.” Adams would see the completion of the Erie Canal in his first year as President. However, this achievement arose

from the efforts of New York Governor DeWitt Clinton and the State Legislature, after the Jefferson and Madison administrations vetoed federal allocation. Federal involvement in infrastructure projects remained an ever-elusive dream.

As President, Adams continued to push for greater investment in interstate canals. His most notable success was marked on Independence Day 1828, when he attended the groundbreaking for the Chesapeake and Ohio (C&O) Canal. The canal expedited coal shipments between Cumberland, Maryland, and Georgetown, D.C.; the peak tonnage on the canal, in 1871, reached up to 850,000 tons. The construction and operation of the canal not only increased shipping, but also employed thousands of workers and sailors alike. The canal eventually closed in 1924 due to flooding and railroad competition, becoming a national monument in 1938. Despite its eventual closure, the C&O Canal illustrated the lucrative benefits of infrastructure growth and inspired the federal government to invest in other projects.

Adams also envisioned the development of a canal linking the Atlantic and Pacific Oceans. During his first year as President, he courted several opportunities to invest in and carry out the development of the Panama Canal. Partisan discord, however, stymied American involvement. Much of the vitriol against Adams' vision came from race-minded and states-rights advocates, who both feared a Pan-Americanism strengthening the government and legitimizing regional countries such as Haiti.

Future American politicians implemented Adams' foreign policy initiatives at the eve of the next century, realizing his vision. The Isthmian Canal Commission, created and sponsored by the United States, completed the waterway in 1914. Today, American commercial vessels and warships alike use the Panama Canal to expedite their transits and conduct vital operations in support of the national interest.

## **Global Maritime Presence**

John Quincy Adams' most consequential contributions to American naval thought stem from his foreign affairs background. As a diplomat, Adams used his intellect and experience to secure and expand America's nautical presence. By his own account, he effected his greatest contribution to international amity by arranging the Treaty of Ghent, the peace agreement between the United States and Great Britain to end the War of 1812.

The war itself had proved a stalemate, with neither country achieving significant advantages or losses in the global balance of power. With peace on the high seas, British-American seagoing trade resumed status quo ante, revitalizing the economies of both nations. During the negotiations, Adams the New Englander zealously defended fishing activities in Northern waters, including against Canadian fisheries. The issue, a major contention with Great Britain, did not appear in the final treaty, implicitly allowing New England fishermen to resume their practice. Through the Treaty of Ghent, Adams ensured the United States survived the War of 1812 relatively unscathed, ready to resume its expansion in the maritime domain.

Later, as Secretary of State, Adams drove the creation of the Monroe Doctrine, the United States' response to apparent European encroachment in the Americas. Adams personally wrote a third of the doctrine while assisting President Monroe with the rest. There was a fear of re-colonization of Latin America by imperial Spain or other powers. The Monroe administration soon received an opportunity to head off this trouble. British Foreign Secretary

George Canning offered to support a joint British-American declaration against further European intrusion in the Western Hemisphere. Adams, however, fiercely argued that the United States should craft its own independent doctrine.

Adams' position won, and President Monroe included the doctrine in his annual address to Congress in 1823. The doctrine stipulated that "the American continents . . . are henceforth not to be considered as subjects for future colonization by European powers." The decision to make a unilateral declaration, rather than a joint one with Great Britain, gave the doctrine an independent character; it also encouraged the United States' growing individuality in the international realm. It soon became a new buzzword of American foreign policy.

In the years following 1823, government leaders across partisan lines employed the doctrine to support their foreign policy initiatives. President James Polk, for one, used it to legitimize U.S. expansion into Texas and war with Mexico.<sup>15</sup> Prominent Whigs, meanwhile, employed the doctrine to craft the 1850 Clayton-Bulwer Treaty; per the agreement, Great Britain and the United States promised not to colonize Central American territories and to jointly construct a cross-isthmus canal in Central America. (The two nations, however, later would nullify the treaty to permit the unilateral development of the Panama Canal.) The doctrine would continue to influence U.S. foreign policy, reaching its zenith in the 1890s and 1900s.

By adopting the Monroe Doctrine, the United States created a need for a formidable maritime presence, especially a large, powerful navy. The immense coastline of the Americas necessitates a sizable naval force to ensure no one could intrude and disturb the peace. At its genesis, the Monroe Doctrine lacked an American navy large enough to enforce it. The Royal Navy filled that role for a time; notably, its presence enforced the ban on the international slave trade.

The later emergence of Theodore Roosevelt as a leading naval strategist gave rise to widespread American support for the Navy. President Roosevelt adopted the Monroe Doctrine as a part of his foreign policy that linked the doctrine, the Panama Canal, and the Great White Fleet to promulgate the United States' influence and power in the Americas and throughout the globe. Roosevelt even added to the doctrine his own 1904 Corollary. In this, he advocated for further American stewardship of the Americas and encouraged Latin American nations to assist with the work. Roosevelt's naval strategy continues to hold influence today. The United States maintains a sizable navy, frequently employs the Panama Canal, and promotes international law through naval action. Roosevelt realized the goals of John Quincy Adams and propelled his vision into modern naval strategy.

The highly interventionist character of Roosevelt's foreign policy, though, likely would have perturbed Adams, who employed caution in foreign involvement. In his writings and speeches, Adams showed a preference for conducting foreign affairs through commerce and comity rather than cannon and carronade. He once stated, "[America] might become the dictatress of the world. She would no longer be the ruler of her own spirit . . . her march is the march of the mind." Despite this dissonance, Adams, through his work on the Monroe Doctrine, helped set in motion the eventual expansion of America's maritime presence to its modern dominance.

## **Influence on Admiralty Law**



In between the various postings of his political career, Adams practiced law with passion but mixed success. Before he accepted the position of Secretary of State in the Monroe administration, Adams declined a Supreme Court seat from President James Madison; Adams believed his temperament did not suit the role of Justice. Adams did appear before the Supreme Court, however, in a case concerning slavery, a practice he grew to despise and attempted to eliminate.

The Amistad case concerned a group of Africans from the Mende tribe who were being taken across the Atlantic Ocean in the slave trade in 1839. They broke free and took control of the Amistad, the Spanish ship transporting them. After some time, the Amistad reached Long Island Sound, where the U.S. Revenue Cutter Washington seized the ship. A dispute quickly arose to whether the Africans belonged to Spain, belonged to the Washington's commanding officer as salvaged property, or were in fact free men.

When the case reached the Supreme Court, Adams joined attorney Roger Sherman Baldwin to represent the Mende tribesmen. Adams argued that, because the Africans' origin of captivity began in Sierra Leone and not in the Americas, the international laws against the transatlantic slave trade trumped domestic slave laws and treaties with Spain. In its decision, the court found that the men were indeed free Africans because they were taken in Sierra Leone. Recognized as free men, the Mende returned to their homes in Africa.

Through the court's decision, the Amistad case reinforced the concept that the international slave trade violated maritime law and that the government should recognize and enforce the ban. This decision and underlying concept persist in international law, seen in the United Nations Convention of the Law of the Sea (UNCLOS), which explicitly prohibits the slave trade. In Article 110, UNCLOS allows warships to approach and board vessels reasonably suspected of human trafficking. Adams' legacy reverberates on the high seas, with the Amistad case a prelude to the global recognition of slavery as a universal crime.

### **His Legacy in the Modern Navy**

John Quincy Adams receives little recognition for his service to the nation, especially compared with other Presidents such as his father. While he possessed grand visions for American maritime influence, Adams could not accomplish many of his goals. This likely stemmed from the opposition he faced in his one term as President, as well as the partisan friction in Congress that became increasingly vitriolic throughout his subsequent service as a congressman. The contentious position of slavery in the nation proved the main wedge between Adams and his opponents. For some years, Congressman Adams fought against a gag order that prevented him from mentioning slavery in House sessions.

Nevertheless, the United States' modern maritime activity and naval strategy owe much to John Quincy Adams. He may not have personally brought about his vision of a powerful U.S. Navy, but his contributions to American domestic policy and international relations drove the impetus for a large naval force and global maritime presence.

Today, the federal government continually invests in the Navy, funding the construction of new warships. The country's maritime infrastructure continues to grow as shipping dominates international trade; the United States possesses numerous canals and intracoastal waterways that expedite commerce across the nation. And the United States maintains a robust influence in foreign affairs, investing in partnerships with other nations to encourage

maritime governance. Adams, through his tireless advocacy, inspired progress in each of these key facets of American maritime governance.

Adams' most significant naval contribution arose from his tenure as Secretary of State, during which he penned the lion's share of the Monroe Doctrine. While not official naval strategy, the policy created a need and purpose for a powerful navy and spurred future Presidents to build one. Alfred Thayer Mahan, possibly the most consequential American naval theorist, cherished the Monroe Doctrine as a "product of [national] interest" and a conduit for massive naval expansion. Whether John Quincy Adams would approve of the United States' persistence as an interventionist and its use of naval power is uncertain. His insight and dedication as a statesman, though, directly contributed to the nation's growth into a maritime power. As such, he should be recognized as a vital sponsor and advocate for the U.S. Navy.