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**Record Group/Collection:** George H.W. Bush Presidential Records  
**Collection/Office of Origin:** Speechwriting, White House Office of  
**Series:** Speech File Backup Files  
**Subseries:** Chron File, 1989-1993

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**OA/ID Number:** 13655  
**Folder ID Number:** 13655-006

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**Folder Title:**  
On Aircraft Carrier U.S.S. America 1/31/89 [OA 6853]

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Stack:	Row:	Section:	Shelf:	Position:
<b>G</b>	<b>26</b>	<b>18</b>	<b>6</b>	<b>3</b>

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(Judge)  
January 30, 1989  
2:30 p.m.

PRESIDENTIAL REMARKS: ON THE AIRCRAFT CARRIER U.S.S. AMERICA  
NORFOLK, VIRGINIA  
TUESDAY, JANUARY 31, 1989

Thank you. It's great to be here on one of the greatest ships in the world, with a crew that knows the meaning of the words "my ship, my country" -- the crew of the U.S.S. America.

You know, as an old carrier pilot, today is a special day for me. I can't help thinking of the carrier I once sailed on. They weren't as big in those days. In fact, I think my ship could have floated in the stew kettles down in your mess.

But we knew, just as you, how much we owed to the men and women at the shipyards. And from the day of Revolutionary era sloops to the most modern supercarriers, no shipyard has written a prouder chapter in the history of the United States Navy than the Norfolk Naval Shipyard. All over the world, those who love the sea and the ships that sail on it know that Norfolk stands for excellence. Norfolk is a national treasure -- and we're going to keep it that way.

My visit today is the final stop on what you might call an inaugural trip. For the past several days I have been visiting with the men and women who are my colleagues in service to our nation -- from senior appointees in my Administration to rank and file civil servants. Most are outstanding. Most do a superb job. But still you might say, with no disrespect for the others, that I've saved for last those whose service demands the most -- and I mean you, the men and women who keep our ships and guard

our shores, the men and women who serve with the armed forces of the United States of America.

In the months ahead I will be talking a great deal about service -- not service that is compelled, but service that is given freely and openly, the service of the strong heart and the questing soul.

I will speak about those who give their time and love to their communities, to help those who cannot fully help themselves.

Long ago it was written that the quality of mercy is not strained; and I will speak of those who dedicate a portion of their lives to mercy for humanity.

And I will speak about you, for in a way that every American knows, and every man, woman, and child in our land salutes, you who stand here today set our Nation's standard for service. And let me start right now by recognizing one of your own -- your "Sailor of the Year" -- Aviation Ordnanceman 1st Class Joseph Robinson. Joe was awarded this honor for two reasons. First for his contributions to the running of this ship. But Joe has also been recognized for his contributions to his community where he helped establish a Neighborhood Watch Program and devoted over 100 hours to its success. Joe, if you'll come up here, I'd be proud to shake your hand and present you with this letter of commendation.

All of you keep the peace on the frontiers of freedom around the world. And in every corner of the globe, millions recognize you and the flag you carry as their symbol of hope. Yes,

wherever you go, you take America and all it represents with you, and you do it with a pride and dedication that few have ever matched.

I know some say that it's just a job. But when a sailor must put to sea for 6 months or more at a time, and come home to find that the child who could barely crawl, can walk and say a few words, that's more than a job -- that is service and more importantly, sacrifice.

When a soldier spends long hours on cold night's sentry duty at the D.M.Z. in Korea or at Checkpoint Charlie in Berlin, he is not just filling a job but is answering the call of service.

And the mechanic who inspects the plane's engine or ship's power plant one last time and makes double and triple sure that every screw, every hose, every weld is as it should be -- that mechanic is dedicating himself or herself not simply to a job but to a concept of service to country that is the highest in the world.

Around the world, others have seen and know what your dedication to service means.

You may remember that last year, the Soviet Union's top military man at the time, Marshal Akhromeyev, visited the United States. He spent a day on a carrier not unlike yours, as it went through exercises in these waters, and he visited installations across our Nation. He saw much of the amazing weaponry and machinery in our arsenal, and when he finally came to visit the White House, he let it be known that he was impressed. And what most impressed him was not our miraculous technology or incredible firepower, but the enlisted men and women that he met

on his tours. He couldn't believe that we gave our enlisted men and women jobs that only officers would be permitted to handle in his own military. He couldn't believe the obvious dedication of America's enlisted men and women to their jobs, their knowledge of the machinery they handled, and their readiness and ability to answer questions. In short, he couldn't believe your dedication to service.

I know you've heard it from your parents. Those of you who are married have heard it from your husbands or wives and from your children. But it goes for everyone across the country, let me say we're all very, very proud of you and of the job you're doing.

In the years ahead, I want to make sure that those who build our ships, planes, and weapons live up to the standards of service, dedication, and duty that this crew and this shipyard set.

I've been inside a submarine while depth charges were going off all around it. I know what it's like to hear the steel strain and creak and the rivets pop and to pray to God that the people in charge of buying and building cared as much about the vessel as you do.

I believe that the overwhelming majority of procurement officers and defense contractors do care that much. I am determined to make sure that every single one of them does.

My message to them will be just this simple: Don't think it's just anyone out there. Think it's your son or daughter -- and remember that their lives depend on the things you make. And

if you're not ready to care that much and work that hard, you're not ready to do business with the United States Government.

Let me give you an example -- cost overruns. Overruns didn't start yesterday. The first dry dock ever built for our Navy is still operating not far from here in this shipyard. It was finished more than a century and a half ago. The actual final cost was three times the original estimate.

But even if overruns are not new, they are still wrong -- and hurt the national security, particularly when budgets are tight. We want tighter controls and higher standards in weapons procurement, and we will get tighter controls and higher standards in weapons procurement. You deserve the very best equipment and weapons. You are getting them most of the time now. We are determined that you will get them all of the time.

One other thing. I am determined to expand the national consensus for the budgets that support our Nation's defenses. I will do this because the first bulwark of our national defense is our national will. If our will is ruptured, our ship of state cannot sail -- or at least sail safely. I firmly believe that the vital first step to broadening our national consensus on defense is to wring the last drop of waste and mismanagement out of the way we buy our weapons. And that's what we intend to do.

It's what you might call my bond to you. When a family sends a son or husband to sea or to boot camp or to flight school to defend our nation, they are making a sacrifice -- and it is a great and noble sacrifice. Think of all the good all those

sacrifices added up together have meant around the world in the last few years.

When the record of our time is finally written, I hope it will be the story of the final triumph of peace and freedom throughout the globe -- the story of the sunrise in the day of mankind's age old aspirations. And on that day, who were the heroes, generations to come will ask? Who drove the chariots of fire across the sky? Who brought that day to the earth? And the answer will be you. During the next four years I will be not just your commander-in-chief, but your friend. And together we will work to spin the gossamer thread of human dreams into a sturdy fabric of peace that will last for generations to come.

Thank you, God bless you, and God bless America.

REMARKS ON THE U.S.S. AMERICA  
NORFOLK, VIRGINIA  
TUESDAY, JANUARY 31, 1989

THANK YOU. IT'S GREAT TO BE HERE ON ONE OF THE GREATEST SHIPS IN THE WORLD, WITH A CREW THAT KNOWS THE MEANING OF THE WORDS "MY SHIP, MY COUNTRY" -- THE CREW OF THE U.S.S. AMERICA.

YOU KNOW, AS AN OLD CARRIER PILOT, TODAY IS A SPECIAL DAY FOR ME. I CAN'T HELP THINKING OF THE CARRIER I ONCE SAILED ON. THEY WEREN'T AS BIG IN THOSE DAYS. [IN FACT,

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I THINK MY SHIP COULD HAVE FLOATED IN THE STEW KETTLES DOWN IN YOUR MESS.]

BUT WE KNEW, JUST AS YOU, HOW MUCH WE OWED TO THE MEN AND WOMEN AT THE SHIPYARDS. AND FROM THE DAY OF REVOLUTIONARY ERA SLOOPS TO THE MOST MODERN SUPERCARRIERS, NO SHIPYARD HAS WRITTEN A PROUDER CHAPTER IN THE HISTORY OF THE UNITED STATES NAVY THAN THE NORFOLK NAVAL SHIPYARD. ALL OVER THE WORLD, THOSE WHO LOVE THE SEA AND THE SHIPS THAT SAIL ON IT KNOW THAT NORFOLK STANDS FOR EXCELLENCE.

NORFOLK IS A NATIONAL TREASURE -- AND WE'RE GOING TO KEEP IT THAT WAY.

MY VISIT TODAY IS THE FINAL STOP ON WHAT YOU MIGHT CALL AN INAUGURAL TRIP. FOR THE PAST SEVERAL DAYS I HAVE BEEN VISITING WITH THE MEN AND WOMEN WHO ARE MY COLLEAGUES IN SERVICE TO OUR NATION -- FROM SENIOR APPOINTEES IN MY ADMINISTRATION TO RANK AND FILE CIVIL SERVANTS. MOST ARE OUTSTANDING. MOST DO A SUPERB JOB. BUT STILL YOU MIGHT SAY, WITH NO DISRESPECT FOR THE OTHERS, THAT I'VE SAVED FOR LAST THOSE WHOSE SERVICE DEMANDS THE MOST -- AND I

MEAN YOU, THE MEN AND WOMEN WHO KEEP OUR SHIPS AND GUARD OUR SHORES, THE MEN AND WOMEN WHO SERVE WITH THE ARMED FORCES OF THE UNITED STATES OF AMERICA.

IN THE MONTHS AHEAD I WILL BE TALKING A GREAT DEAL ABOUT SERVICE -- NOT SERVICE THAT IS COMPELLED, BUT SERVICE THAT IS GIVEN FREELY AND OPENLY, THE SERVICE OF THE STRONG HEART AND THE QUESTING SOUL.

I WILL SPEAK ABOUT THOSE WHO GIVE THEIR TIME AND LOVE TO THEIR COMMUNITIES, TO HELP THOSE WHO CANNOT FULLY HELP THEMSELVES.

LONG AGO IT WAS WRITTEN THAT THE QUALITY OF MERCY IS NOT STRAINED; AND I WILL SPEAK OF THOSE WHO DEDICATE A PORTION OF THEIR LIVES TO MERCY FOR HUMANITY.

AND I WILL SPEAK ABOUT YOU, FOR IN A WAY THAT EVERY AMERICAN KNOWS, AND EVERY MAN, WOMAN, AND CHILD IN OUR LAND SALUTES, YOU WHO STAND HERE TODAY SET OUR NATION'S STANDARD FOR SERVICE. AND LET ME START RIGHT NOW BY RECOGNIZING ONE OF YOUR OWN -- YOUR "SAILOR OF THE YEAR" -- AVIATION ORDINANCEMAN 1ST CLASS JOSEPH ROBINSON. JOSEPH WAS AWARDED THIS HONOR FOR TWO REASONS. FIRST FOR HIS

CONTRIBUTIONS TO THE RUNNING OF THIS SHIP. BUT JOSEPH HAS ALSO BEEN RECOGNIZED FOR HIS CONTRIBUTIONS TO HIS COMMUNITY WHERE HE HELPED ESTABLISH A NEIGHBORHOOD WATCH PROGRAM AND DEVOTED OVER 100 HOURS TO ITS SUCCESS. JOSEPH, IF YOU'LL COME UP HERE, I'D BE PROUD TO SHAKE YOUR HAND AND PRESENT YOU WITH THIS LETTER OF COMENDATION.

ALL OF YOU KEEP THE PEACE ON THE FRONTIERS OF FREEDOM AROUND THE WORLD. AND IN EVERY CORNER OF THE GLOBE, MILLIONS RECOGNIZE YOU AND THE FLAG YOU CARRY AS THEIR SYMBOL OF HOPE. YES, WHEREVER YOU GO, YOU TAKE AMERICA

AND ALL IT REPRESENTS WITH YOU, AND YOU DO IT WITH A PRIDE AND DEDICATION THAT FEW HAVE EVER MATCHED.

I KNOW SOME SAY THAT IT'S JUST A JOB. BUT WHEN A SAILOR MUST PUT TO SEA FOR 6 MONTHS OR MORE AT A TIME, AND COME HOME TO FIND THAT THE CHILD WHO COULD BARELY CRAWL, CAN WALK AND SAY A FEW WORDS, THAT'S MORE THAN A JOB -- THAT IS SERVICE AND MORE IMPORTANTLY, SACRIFICE.

WHEN A SOLDIER SPENDS LONG HOURS ON COLD NIGHT'S SENTRY DUTY AT THE D.M.Z. IN KOREA OR AT CHECKPOINT

CHARLIE IN BERLIN, HE IS NOT JUST FILLING A JOB BUT IS ANSWERING THE CALL OF SERVICE.

AND THE MECHANIC WHO INSPECTS THE PLANE'S ENGINE OR SHIP'S POWER PLANT ONE LAST TIME AND MAKES DOUBLE AND TRIPLE SURE THAT EVERY SCREW, EVERY HOSE, EVERY WELD IS AS IT SHOULD BE -- THAT MECHANIC IS DEDICATING HIMSELF OR HERSELF NOT SIMPLY TO A JOB BUT TO A CONCEPT OF SERVICE TO COUNTRY THAT IS THE HIGHEST IN THE WORLD.

AROUND THE WORLD, OTHERS HAVE SEEN AND KNOW WHAT YOUR DEDICATION TO SERVICE MEANS.

YOU MAY REMEMBER THAT LAST YEAR, THE SOVIET UNION'S TOP MILITARY MAN AT THE TIME, MARSHAL AKHROMEYEV, VISITED THE UNITED STATES. HE SPENT A DAY ON A CARRIER NOT UNLIKE YOURS, AS IT WENT THROUGH EXERCISES IN THESE WATERS, AND HE VISITED INSTALLATIONS ACROSS OUR NATION. HE SAW MUCH OF THE AMAZING WEAPONRY AND MACHINERY IN OUR ARSENAL, AND WHEN HE FINALLY CAME TO VISIT THE WHITE HOUSE, HE LET IT BE KNOWN THAT HE WAS IMPRESSED. AND WHAT MOST IMPRESSED HIM WAS NOT OUR MIRACULOUS TECHNOLOGY OR INCREDIBLE FIREPOWER, BUT THE ENLISTED MEN AND WOMEN THAT HE MET ON

HIS TOURS. HE COULDN'T BELIEVE THAT WE GAVE OUR ENLISTED MEN AND WOMEN JOBS THAT ONLY OFFICERS WOULD BE PERMITTED TO HANDLE IN HIS OWN MILITARY. HE COULDN'T BELIEVE THE OBVIOUS DEDICATION OF AMERICA'S ENLISTED MEN AND WOMEN TO THEIR JOBS, THEIR KNOWLEDGE OF THE MACHINERY THEY HANDLED, AND THEIR READINESS AND ABILITY TO ANSWER QUESTIONS. IN SHORT, HE COULDN'T BELIEVE YOUR DEDICATION TO SERVICE.

I KNOW YOU'VE HEARD IT FROM YOUR PARENTS. THOSE OF YOU WHO ARE MARRIED HAVE HEARD IT FROM YOUR HUSBANDS OR WIVES AND FROM YOUR CHILDREN. BUT IT GOES FOR EVERYONE

ACROSS THE COUNTRY, LET ME SAY WE'RE ALL VERY, VERY PROUD OF YOU AND OF THE JOB YOU'RE DOING.

IN THE YEARS AHEAD, I WANT TO MAKE SURE THAT THOSE WHO BUILD OUR SHIPS, PLANES, AND WEAPONS LIVE UP TO THE STANDARDS OF SERVICE, DEDICATION, AND DUTY THAT THIS CREW AND THIS SHIPYARD SET.

I'VE BEEN INSIDE A SUBMERGED SUBMARINE WHILE DEPTH CHARGES WERE GOING OFF ALL AROUND IT. I KNOW WHAT IT'S LIKE TO HEAR THE VESSEL STRAIN AND SHAKE AND TO PRAY TO

GOD THAT THE PEOPLE IN CHARGE OF BUYING AND BUILDING CARED AS MUCH ABOUT THE VESSEL AS YOU DO.

I BELIEVE THAT THE OVERWHELMING MAJORITY OF PROCUREMENT OFFICERS AND DEFENSE CONTRACTORS DO CARE THAT MUCH. I AM DETERMINED TO MAKE SURE THAT EVERY SINGLE ONE OF THEM DOES.

MY MESSAGE TO THEM WILL BE JUST THIS SIMPLE: DON'T THINK IT'S JUST ANYONE OUT THERE. THINK IT'S YOUR SON OR DAUGHTER -- AND REMEMBER THAT THEIR LIVES DEPEND ON THE THINGS YOU MAKE. AND IF YOU'RE NOT READY TO CARE THAT

MUCH AND WORK THAT HARD, YOU'RE NOT READY TO DO BUSINESS WITH THE UNITED STATES GOVERNMENT.

LET ME GIVE YOU AN EXAMPLE -- COST OVERRUNS. OVERRUNS DIDN'T START YESTERDAY. THE FIRST DRY DOCK EVER BUILT FOR OUR NAVY IS STILL OPERATING NOT FAR FROM HERE IN THIS SHIPYARD. IT WAS FINISHED MORE THAN A CENTURY AND A HALF AGO. THE ACTUAL FINAL COST WAS THREE TIMES THE ORIGINAL ESTIMATE.

BUT EVEN IF OVERRUNS ARE NOT NEW, THEY ARE STILL WRONG -- AND HURT THE NATIONAL SECURITY, PARTICULARLY WHEN

BUDGETS ARE TIGHT. WE WANT TIGHTER CONTROLS AND HIGHER STANDARDS IN WEAPONS PROCUREMENT, AND WE WILL GET TIGHTER CONTROLS AND HIGHER STANDARDS IN WEAPONS PROCUREMENT. YOU DESERVE THE VERY BEST EQUIPMENT AND WEAPONS. YOU ARE GETTING THEM MOST OF THE TIME NOW. WE ARE DETERMINED THAT YOU WILL GET THEM ALL OF THE TIME.

ONE OTHER THING. I AM DETERMINED TO EXPAND THE NATIONAL CONSENSUS THAT IS NECESSARY FOR PROPER SUPPORT FOR OUR NATION'S DEFENSES. I WILL DO THIS BECAUSE THE FIRST BULWARK OF OUR NATIONAL DEFENSE IS OUR NATIONAL

WILL. IF OUR WILL IS RUPTURED, OUR SHIP OF STATE CANNOT SAIL -- OR AT LEAST SAIL SAFELY. I FIRMLY BELIEVE THAT THE VITAL FIRST STEP TO BROADENING OUR NATIONAL CONSENSUS ON DEFENSE IS TO WRING THE LAST DROP OF WASTE AND MISMANAGEMENT OUT OF THE WAY WE BUY OUR WEAPONS. AND THAT'S WHAT WE INTEND TO DO.

IT'S WHAT YOU MIGHT CALL MY BOND TO YOU. WHEN A FAMILY SENDS A SON OR HUSBAND TO SEA OR TO BOOT CAMP OR TO FLIGHT SCHOOL TO DEFEND OUR NATION, THEY ARE MAKING A SACRIFICE -- AND IT IS A GREAT AND NOBLE SACRIFICE. THINK

OF ALL THE GOOD ALL THOSE SACRIFICES ADDED UP TOGETHER HAVE MEANT AROUND THE WORLD IN THE LAST FEW YEARS.

WHEN THE RECORD OF OUR TIME IS FINALLY WRITTEN, I HOPE IT WILL BE THE STORY OF THE FINAL TRIUMPH OF PEACE AND FREEDOM THROUGHOUT THE GLOBE -- THE STORY OF THE SUNRISE IN THE DAY OF MANKIND'S AGE OLD ASPIRATIONS. AND ON THAT DAY, WHO WERE THE HEROES, GENERATIONS TO COME WILL ASK? WHO DROVE THE CHARIOTS OF FIRE ACROSS THE SKY? WHO BROUGHT THAT DAY TO THE EARTH? AND THE ANSWER WILL BE YOU. DURING THE NEXT FOUR YEARS I WILL BE NOT JUST YOUR

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COMMANDER-IN-CHIEF, BUT YOUR FRIEND. AND TOGETHER WE WILL  
WORK TO SPIN THE GOSSAMER THREAD OF HUMAN DREAMS INTO A  
STURDY FABRIC OF PEACE THAT WILL LAST FOR GENERATIONS TO  
COME.

THANK YOU, GOD BLESS YOU, AND GOD BLESS AMERICA.

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planning on giving flight jacket & cap (according to J.J. Quinn)

(Judge)  
January 29, 1989  
1:00 p.m.

PRESIDENTIAL REMARKS: AIRCRAFT CARRIER OFF NORFOLK  
TUESDAY, JANUARY 31, 1989

Thank you. It's great to be here on one of the greatest ships in the world, with a crew that knows the meaning of the words "my ship, my country," crew of the <sup>U.S.</sup> America.

And wasn't it <sup>your</sup> the [airwing designation] that taught Qadhafi a lesson that he'll never forget.

You know, as an old carrier pilot, today is a special day for me. I can't help thinking of the carrier I once sailed on.

They weren't as big in those days. In fact, I think my <sup>ship</sup> boat could have floated in the stew kettles down in your mess.

But we knew, just as the crew and airwing of "the America" know, how much we owed to the men and women at the shipyards.

And from the day of Revolutionary era sloops to the most modern supercarriers, no shipyard has written a prouder chapter in the history of the United States Navy than the Norfolk Naval Shipyard. All over the world, those who know the sea and the ships that sail on it know that Norfolk stands for excellence. Norfolk is a national treasure -- and we're going to keep it that way.

My visit today is the final stop on what you might call an inaugural trip. For <sup>past</sup> the several days I have been visiting with the men and women who are my colleagues in service to our nation -- from senior appointees in my Administration to rank and file

John Nettles  
2/15/89

Man of Integrity  
p. 3

Man of Integrity  
p. 3  
John Nettles 2/15/89

history

Comm. J.J. Quinn  
2/15/89

SES meeting  
Friday, Dept. of Labor

X  
X

X

X

X

~~X~~ ~~X~~ civil servants. Most are outstanding. Most do a superb job. But  
 still you might say, with no disrespect <sup>to</sup> for the others, that I've  
 saved the best for last -- and I mean you, the men and women who  
 keep our ships and guard our shores, the men and women who serve  
 with the armed forces of the United States of America.

*schedule  
 my more*

~~X~~ In the months ahead I will be talking a great deal about  
 service -- not service that is compelled, but service that is  
 given freely and openly, the service of the strong heart.

*Jim D. Johnston 6/4/66*

I will speak about those who give their time and love to  
 their communities, to help those who cannot fully help  
 themselves.

Long ago it was written that the quality of mercy is not  
 strained; and I will speak of those who dedicate a portion of  
 their lives to mercy for humanity.

And I will speak about you, for in a way that every American  
 knows, and every man, woman, and child in our land salutes, you  
 who stand here today set our Nation's standard for service.

You keep the peace on the frontiers of freedom around the  
 world. And in every corner of the globe, millions recognize you  
 and the flag you carry as their symbol of hope. Yes, wherever  
 you go, you take America and all it represents with you and you  
 do it with a pride and dedication that few have ever matched.

~~X~~ I know some say that it's just a job. But when a sailor  
 must ~~be~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~ ~~X~~  
 put to sea for 6 months or more at a time, and come home to  
 find that the child who could barely crawl, can walk and say a  
 few words, that's more than a job -- that is service.

*History USS America*

choice add \* & drop cold" or drop 1' Marine

\*(Marine's in Panama & Guantanamo Bay, Cuba)

Col. Karlak →

← not correct

encyclopedia  
Britanica p.544

When a Marine or soldier spends long hours on a cold night's sentry duty at the D.M.Z. in Korea or at Checkpoint Charlie in Berlin, he is not just filling a job but is answering the call of service.

And the mechanic who inspects the plane's engine or ship's power plant one last time and makes double and triple sure that every screw, every hose, every weld is as it should be -- that mechanic is dedicating himself or herself not simply to a job but to a concept of service to country that is the highest in the world.

Around the world, others have seen and know what your dedication to service means.

You may remember that last year, the Soviet Union's top military man at the time, Marshal Akhromeyev, visited the United States. He spent a day on a supercarrier like yours, as it went through exercises in these waters, and he visited installations across our Nation. He saw much of the amazing weaponry and machinery in our arsenal, and when he finally came to visit the White House, I could see that he was impressed. But I soon learned that what most impressed him was not our miraculous technology or incredible firepower, but the enlisted men and women that he met on his tours. He couldn't believe that we gave our enlisted men and women jobs that only officers would be permitted to handle in his own military. He couldn't believe the obvious dedication of America's enlisted men and women in their jobs, their knowledge of the machinery they handled, and their

New York Times  
7/11/88

Col. Don Snyder  
3975

S.B.  
Schedule

R.R. Remarks  
at American  
8/16/88

Wash Post  
11/13/88  
and R.R. speech

readiness and ability to answer questions. In short, he couldn't believe your dedication to service.

I know you've heard it from your parents. Those of you who are married have heard it from your husbands or wives and children. But it goes for everyone across the country, let me say we're all very, very proud of you and of the job you're doing.

In the years ahead, I want to make sure that those who build our ships, planes, and weapons live up to the standards of service, dedication, and duty that this crew and this shipyard

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*Non of Integrity*  
*2.7*

*U.S. Navy Marine Corps*  
*Bases Domestic*  
*Greenland PRCS*  
*P. 390*

*General*

was finished more than a century and a half ago. The actual final cost was three times the original estimate.

But even if overruns are not new, they are still wrong -- and hurt the national security, particularly when budgets are tight. We want tighter controls and higher standards in weapons procurement, and we will get tighter controls and higher standards in weapons procurement. You deserve the very best equipment and weapons. You are getting them most of the time now. We are determined that you will get them all of the time.

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It's what you might call my bond to you. When a family sends a son or husband to sea or to boot camp or to flight school to defend our nation, they are making a sacrifice. It is a great and noble sacrifice.

Think of all the good all those sacrifices added up together have meant around the world in the last few years.

The slaughter of the Iran-Iraq War has ended because America had a strong Navy that it was ready to deploy.

Ibid

at request for W-5000  
8/22/88

Task Clark  
for OMB  
NSC & JCS  
defense

Speech  
Kim Gibson

Info Pls. Almonick  
P. 9-72

P. 55

*John Gardner  
x2702*  
Europe is nearing the milestone that will mark its longest period of peace since the fall of the Roman Empire because America has a strong Army.

*Info P/S Almonor  
189. P. 964*  
And the Soviet Union has begun to talk seriously about strategic arms reductions, because our missile and bomber forces are strong.

For humanity's dreams of peace, families across America give up their sons and daughters to the service of their country. When the record of our time is finally written, I hope it will be the story of the final triumph of peace and freedom throughout the globe -- the story of the sunrise in the day of mankind's age old aspirations. And on that day, who were the heroes, generations to come will ask? Who drove the chariots of fire across the sky? Who brought that day to the earth? And the answer will be you. In the next four years I will be not just your commander-in-chief, but your friend. And together we will work to spin the gossamer thread of human dreams into a sturdy fabric of peace that will last for generations to come.

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(Judge)  
January 30, 1989  
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our shores, the men and women who serve with the armed forces of the United States of America.

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I will speak about those who give their time and love to their communities, to help those who cannot fully help themselves.

Long ago it was written that the quality of mercy is not strained; and I will speak of those who dedicate a portion of their lives to mercy for humanity.

And I will speak about you, for in a way that every American knows, and every man, woman, and child in our land salutes, you who stand here today set our Nation's standard for service. And let me start right now by recognizing one of your own -- your "Sailor of the Year" -- Aviation Ordnanceman 1st Class Joseph Robinson. Joe was awarded this honor for two reasons. First for his contributions to the running of this ship. But Joe has also been recognized for his contributions to his community where he helped establish a Neighborhood Watch Program and devoted over 100 hours to its success. Joe, if you'll come up here, I'd be proud to shake your hand and present you with this letter of commendation.

All of you keep the peace on the frontiers of freedom around the world. And in every corner of the globe, millions recognize you and the flag you carry as their symbol of hope. Yes,

*Col. Kowak*  
*2150*

wherever you go, you take America and all it represents with you, and you do it with a pride and dedication that few have ever matched.

I know some say that it's just a job. But when a sailor must put to sea for 6 months or more at a time, and come home to find that the child who could barely crawl, can walk and say a few words, that's more than a job -- that is service and more importantly, sacrifice.

When a soldier spends long hours on cold night's sentry duty at the D.M.Z. in Korea or at Checkpoint Charlie in Berlin, he is not just filling a job but is answering the call of service.

And the mechanic who inspects the plane's engine or ship's power plant one last time and makes double and triple sure that every screw, every hose, every weld is as it should be -- that mechanic is dedicating himself or herself not simply to a job but to a concept of service to country that is the highest in the world.

Around the world, others have seen and know what your dedication to service means.

You may remember that last year, the Soviet Union's top military man at the time, Marshal Akhromeyev, visited the United States. He spent a day on a carrier not unlike yours, as it went through exercises in these waters, and he visited installations across our Nation. He saw much of the amazing weaponry and machinery in our arsenal, and when he finally came to visit the White House, he let it be known that he was impressed. And what most impressed him was not our miraculous technology or incredible firepower, but the enlisted men and women that he met

on his tours. He couldn't believe that we gave our enlisted men and women jobs that only officers would be permitted to handle in his own military. He couldn't believe the obvious dedication of America's enlisted men and women to their jobs, their knowledge of the machinery they handled, and their readiness and ability to answer questions. In short, he couldn't believe your dedication to service.

I know you've heard it from your parents. Those of you who are married have heard it from your husbands or wives and from your children. But it goes for everyone across the country, let me say we're all very, very proud of you and of the job you're doing.

In the years ahead, I want to make sure that those who build our ships, planes, and weapons live up to the standards of service, dedication, and duty that this crew and this shipyard set.

I've been inside a submarine while depth charges were going off all around it. I know what it's like to hear the steel strain and creak and the rivets pop and to pray to God that the people in charge of buying and building cared as much about the vessel as you do.

I believe that the overwhelming majority of procurement officers and defense contractors do care that much. I am determined to make sure that every single one of them does.

My message to them will be just this simple: Don't think it's just anyone out there. Think it's your son or daughter -- and remember that their lives depend on the things you make. And

if you're not ready to care that much and work that hard, you're not ready to do business with the United States Government.

Let me give you an example -- cost overruns. Overruns didn't start yesterday. The first dry dock ever built for our Navy is still operating not far from here in this shipyard. It was finished more than a century and a half ago. The actual final cost was three times the original estimate.

But even if overruns are not new, they are still wrong -- and hurt the national security, particularly when budgets are tight. We want tighter controls and higher standards in weapons procurement, and we will get tighter controls and higher standards in weapons procurement. You deserve the very best equipment and weapons. You are getting them most of the time now. We are determined that you will get them all of the time.

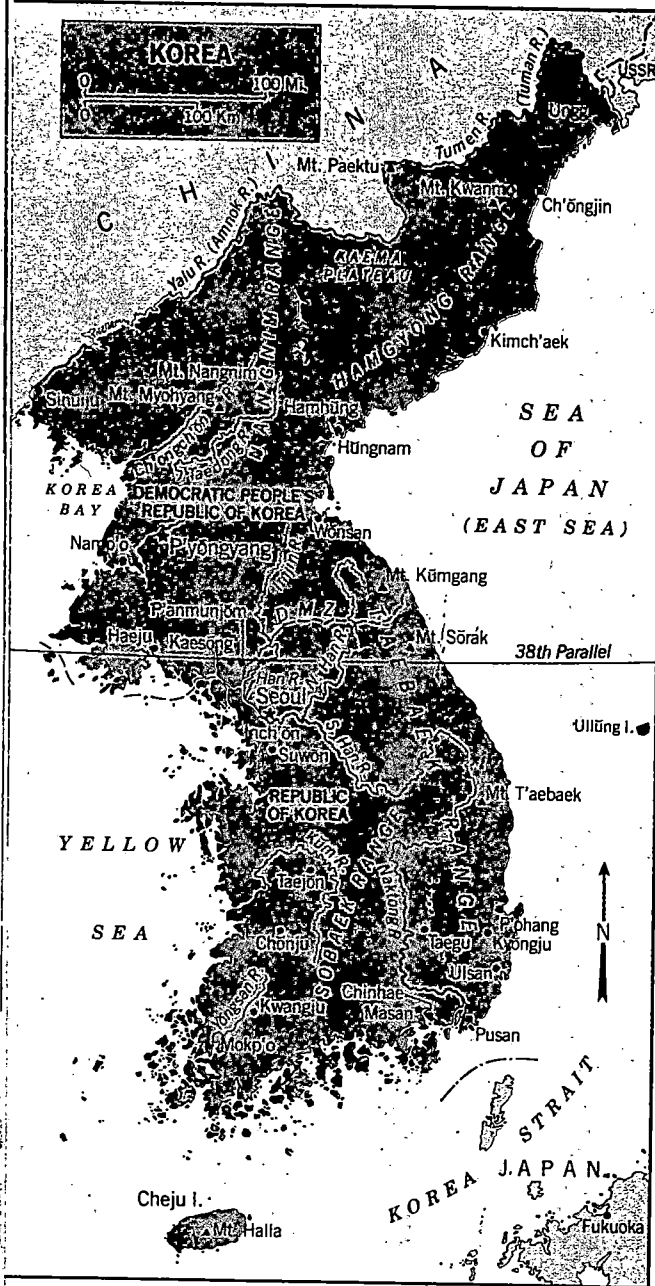
One other thing. I am determined to expand the national consensus for the budgets that support our Nation's defenses. I will do this because the first bulwark of our national defense is our national will. If our will is ruptured, our ship of state cannot sail -- or at least sail safely. I firmly believe that the vital first step to broadening our national consensus on defense is to wring the last drop of waste and mismanagement out of the way we buy our weapons. And that's what we intend to do.

It's what you might call my bond to you. When a family sends a son or husband to sea or to boot camp or to flight school to defend our nation, they are making a sacrifice -- and it is a great and noble sacrifice. Think of all the good all those

sacrifices added up together have meant around the world in the last few years.

When the record of our time is finally written, I hope it will be the story of the final triumph of peace and freedom throughout the globe -- the story of the sunrise in the day of mankind's age old aspirations. And on that day, who were the heroes, generations to come will ask? Who drove the chariots of fire across the sky? Who brought that day to the earth? And the answer will be you. During the next four years I will be not just your commander-in-chief, but your friend. And together we will work to spin the gossamer thread of human dreams into a sturdy fabric of peace that will last for generations to come.

Thank you, God bless you, and God bless America.



Ch'ongch'ŏn, with a length of 123 miles (198 km), drains the northwestern corner of the peninsula and, with the Taedong, which runs for 319 miles (514 km), helps water the single great river of the north. The 158-mile (254-km) Imjin River flows into the Han at the western end of the armistice line. The broad and lazy Han, following a course of 249 miles (401 km), and the Yonggan River, 116 miles (187 km), water the fertile plains of the southwest. The Naktong, navigable for about two thirds of its 326 miles (525 km), is the lifeblood of the rich southeastern region of Korea.

The Korean Peninsula has a coastline of 5,400 miles (8,700 km). The east coast is rocky and straight along much of its extent, but possesses several fine harbors north of the armistice line: Unggi, Ch'ŏngjin, Kimch'aek, and Wonsan. Its best port in the south is P'ohāng. On the deeply indented south coast are the great cities of Pusan, the naval base at Chinhae, and the harbor of Masan. On the west coast, Inch'ŏn, a port of Seoul, flourishes despite tides as high as 33 feet (10 meters). Namp'o, with a similar tidal range, is at the mouth of the Taedong River and serves P'yŏngyang.

Some 3,000 islands lie off Korean shores, especially to the south and southwest. Most are tiny and uninhabited. The largest, volcanic Cheju, 90 miles (145 km) southwest of the mainland, covers 700 square miles (1,813 sq km).

**Climate.** Generally speaking, the climate of Korea is characterized by continental winters and monsoonal summers. In the northern areas the winter lasts a full six months, and in January the average temperature may fall below 0°F (-18°C). In the P'yŏngyang area the average January temperature is about 17°F (-8°C); in Seoul, 23°F (-5°C); in Pusan, 28°F (-2°C); and on Cheju Island, 40°F (4°C). In the hottest part of the summer, the average temperature ranges from 77° to 80°F (25°-27°C) in all southern areas, to 72°F (22°C) along the relatively cool northeast coast.

Annual precipitation in Korea ranges from less than 20 inches (500 mm) along the upper reaches of the Tumen to about 60 inches (1,500 mm) in the region of the Sŏmjŏn River estuary on the south coast. More than half the peninsula receives a yearly 30 to 40 inches (750-1,000 mm), but most of it falls in the April-September period, especially during the late June to early August rainy season.

**Soils, Vegetation, and Wildlife.** The greater part of Korea's soil is derived from the common granite and gneiss rock formations, and it is generally sandy. In those areas where the vegetation has been destroyed, seasonal rain torrents wash away the surface soil from the weathered slopes, and the river valleys and coastal areas are covered with displaced alluvial materials. Agricultural production is centered in these relatively fertile lowlands, which, however, require heavy application of organic fertilizers.

The terrain and climatic conditions of Korea are favorable for the growth of extensive forests, but much of the forestland has been denuded and the only remaining natural forests are on the higher mountains, particularly in the north. The tree cover in the northern third of the peninsula consists largely of conifers—spruce, fir, larch, and pines—though in both the northeast and northwest there is a deciduous admixture, most

Korea." It is dominated by the country's highest peak, Mt. Paektu, a crater-lake volcano that rises to 9,003 feet (2,744 meters).

The southern continuation of the Nangnim is called the T'aebeak Range, which follows the peninsula's east coast. Two of its highest peaks, Mt. Kūmgang at 5,374 feet (1,638 meters) and Mt. Sōrak at 5,604 feet (1,708 meters), are renowned for the beauty of their rock configurations. From about halfway down the T'aebeak, the Sobaek Range runs off toward the southwest.

**Rivers and Coasts.** Korea's principal rivers empty into the Yellow Sea or the Korea Strait. One exception, the Tumen (Tuman), springs from the eastern slopes of Mt. Paektu and flows rather tortuously for 324 miles (521 km) to the Sea of Japan. The course of the Yalu (Amnok) is smoother. From the other side of Mt. Paektu this river flows 491 miles (790 km) and can be used by small craft for most of its length. The

FOR IMMEDIATE RELEASE  
Monday, August 22, 1988

EXCERPTS OF REMARKS BY  
VICE PRESIDENT GEORGE BUSH  
VETERANS OF FOREIGN WARS 89TH ANNUAL CONVENTION  
CHICAGO, ILLINOIS  
MONDAY, AUGUST 22, 1988

Thank you, Commander Stock.

President Katkus and members of the Ladies Auxiliary, fellow members of the VFW, it's a pleasure to be with you here in Chicago.

I suppose it's fitting that I should speak to you this morning in "the city with the big shoulders," because I have come to talk about American strength, American security, America's commitment to her veterans and fundamental, solid American values.

As you know, I have just come from another convention --- our Party's national convention in New Orleans. It was an exciting week -- full of hoopla to be sure, but also devoted to some very serious business.

I left that convention for this heartland of our country, the Midwest, energized and ready to go to every corner of America -- because there is one thing I must tell you about this election: I mean to run hard -- fight hard -- I mean to win.

The choice before you is serious business -- because my opponent and I have very different philosophies when it comes to leading this country.

Fifty years ago, appeasement tempted Nazi aggression -- and the world was plunged into war.

Since then, American Presidents -- Democratic and Republican alike -- have been united on one point.

Franklin D. Roosevelt said: "We have learned the old, old lesson that the probability of an attack is mightily decreased by the assurance of an ever ready defense."

John F. Kennedy said: "Only when our arms are sufficient beyond doubt can we be certain-beyond-doubt that they will never be employed."

And the other night, on a podium in the New Orleans Superdome, I explained that the Administration in which I have proudly served had acted on the ancient knowledge that strength and clarity lead to peace -- weakness and ambivalence lead to war. Weakness tempts aggressors. Strength stops them. It is that simple.

Today, the world is changing fast. We stand on the edge not only of a new decade, but of a new century.

Let's take stock of our changing world as we enter this new era.

The spirit of democracy is sweeping the Pacific rim. New democracies assert themselves throughout Latin America. The Soviets are withdrawing from Afghanistan. The Vietnamese are withdrawing from Cambodia. Iran and Iraq are silencing the guns of war. And the Cubans may even be ready to withdraw from Angola.

And we have a new relationship with the Soviet Union. One that demands continued caution and realism; but one that has allowed us to sign a treaty which -- for the first time in history -- eliminates an entire class of nuclear weapons.

Peace is breaking out all over -- and it is no accident.

It happened because we as a country recognized and pursued the truth for which the VFW has stood since its inception. Peace through strength works. So let me say this morning: I will not allow this country to be made weak again.

As veterans, you know better than anyone else the terrible cost of war.

I, too, almost lost my life in one.

I hate war. I love peace. We have peace -- and I am not going to let anyone take it away from us.

I think it is fair to ask this morning whether my opponent understands this fundamental truth: that strength deters aggression. That the way to peace is through strength.

For many years, he supported the nuclear freeze. And what would that freeze have done?

- It would have locked in Soviet superiority in a range of strategic areas;

- It would have prevented us from deploying the Pershing Missiles in Europe. How else would we have convinced the Soviets that we were serious about having them remove their 1,000 SS-20 warheads at a time when we had none.

- Ultimately, for precisely that reason, the freeze would have failed to bring the Soviets back to the negotiating table to sign the INF Treaty.

In the microwave oven of the campaign, my opponent's position on the freeze has started to melt -- in belated recognition of the fact that our policies are working.

After this convenient switch of policies, my opponent would have you believe that he's closer to Ronald Reagan on defense policy than I am.

Jeane Kirkpatrick tells about the "blame America first" crowd. Governor Tom Kean tells about the crowd that sent America around the world in the 1970's with a "kick me" sign on its back.

Well, I do not need lessons from that crowd. I've never apologized for the United States of America -- never have, never will. And I don't believe in making unilateral concessions to the Soviet Union or anyone else.

Only a willingness to keep our arms up to date makes the Soviet Union respect America's deterrent. Only the constant modernization of our forces, complete with the testing of new systems, gives the Soviets the incentive to negotiate real arms control agreements.

I plan, to negotiate strategic arms reductions with the Soviets. And I plan to put priority on eliminating Soviet superiority in conventional forces. But I will not do what my opponent has suggested -- get rid of the MX, the Midgetman, the B-1 bomber and two carrier battle groups. I will not make such unilateral cuts in our defense.

I believe that we as a nation should be proud, that we must be realistic and strong, that we have a special responsibility in this world to lead, to remain engaged, and to defend and advance the cause of freedom around the world.

Pride. Realism. Strength. Engagement. These are the principles which have made us the strongest, freest nation on earth. And they are the pillars on which we should depend in the next century. And to these, I would add: honor for those who have served.

Our veterans have made a special sacrifice to this country -- and we should honor that sacrifice by meeting our duty to them.

I'll be a President who favors veterans -- after all, I'm one of you.

I know how we can start. For about 25 years, bills have been introduced in Congress to make the Veterans Administration a full Cabinet department. I support having the VA at my Cabinet table.

I will make sure that veterans preference in Federal hiring is not diluted -- if anything, it should be strengthened.

I will do everything I can to resolve the fates of our prisoners of war and soldiers missing in action. None of us can forget -- none of us can totally be at peace until all our POWs and MIAs are accounted for.

And I would pay attention to something else: America's veterans are getting older -- over six million are over age 65. In this Administration, we've opened 10 geriatric care centers in VA hospitals around the country. But we can do more. I would work to build a health care policy for older veterans that could serve as a model for all Americans.

Vietnam Veterans deserve our help as well -- they will not be forgotten. They'll get the services and treatment they need and deserve.

Keeping the faith with veterans is not just a matter of trust -- it's a pillar of a sound national security policy, and I'm going to do it.

What of the other pillars?

Let's start with pride. I've seen a lot in my life since I first stepped into a plane to defend my country. I've worked in China, at the U.N., met dozens of world leaders, and I ran the intelligence community of this country as Director of Central Intelligence. But nothing prepared me -- nothing -- for the shock that we felt in 1981 when we got a good look at our military.

Aircraft that couldn't fly because of lack of spare parts. Ships that couldn't sail for lack of crews and ammunition. A one and one half ocean Navy for a three ocean commitment. An Army unable to recruit the people it needed. More than half our divisions rated not ready. A military headed for high tech in its weapons and low tech in its skills.

It was pathetic!

We don't ever want to see that again. And if I'm elected President, we won't.

Look at what we have already done. Our military people had to know that our government was four-square behind them. Respect for the uniform. Respect and honor for the young men and women who defend our values. And ultimately, of course, that meant respect for the United States of America.

We've been working toward a 600-ship Navy with 15 aircraft carriers ready to go. We're giving soldiers the beans and the bullets to do the job. Trained pilots in capable planes. The Marines, proud and ready. The highest level of skills we've ever had in the military. The right people with the right stuff.

You know, George C. Marshall was once asked what America's fighting secret was. And his answer was simple: "The best damn kids in the world."

Well, every single member of the Joint Chiefs of Staff has told me that we have never had finer young men and women in the services than we do today. I'm proud of them, and I'm happy to say that once again America is, too.

The second point I mentioned was realism. A word about the Soviet Union, in this regard. I've spent some time with Mr. Gorbachev. Andrei Gromyko was right. He's got a nice smile. He's also got teeth of iron. And one major reason why he favors agreements now -- is because we're strong.

The improvements made to our nuclear deterrent over the last eight years have helped turn the arms control process in a constructive direction. But we're not out of the woods yet. The Soviets are now deploying two new ICBM's, the SS-24 and SS-25. So even with perestroika, Soviet military modernization, including their own research into strategic defense, has not slackened. Soviet military spending continues to rise.

So what's the answer? Do the practical thing. Reduce offensive weapons through arms control in a way that stabilizes the balance. But keep the balance, keep deterrence working to prevent war by modernizing our weapons. And invest in the Strategic Defense Initiative.

In the event of a crisis, we certainly would want the best information possible. A President would need the most up to date communications system in the world -- so that he would have the ability to send and receive secret messages as rapidly as possible in the event of an attack.

Our nation has designed such a communications system -- which spans the continent, from the Atlantic to the Pacific. It's called the Ground Wave Emergency Network -- or GWEN for short. My friend James Schlesinger, a former Secretary of Defense, reported that of the 56 planned GWEN sites around the country, 52 have been completed. Only one Governor refused to

have a site anywhere in his state -- the Governor of Massachusetts. Only one!

Building America's strength costs money, and many people rightly ask if we can afford it. Perhaps a little historical comparison is in order here.

President Kennedy's name has been invoked for all sorts of things lately. But here's a figure that surprised me and I'm sure it will surprise you. In 1960, when Kennedy became President, 45 percent of the federal budget went for defense.

Well, guess what the figures are now, even after what I'm proud to call the Reagan-Bush defense build-up. Defense outlays account for 27% of the federal budget. That's right. The defense budget takes less -- far less -- of a percentage of our budget than it did in John Kennedy's times.

The trick now is to keep our defense budget on an even keel, not to run it down so low that suddenly we've got to invest not only for the future but also to make up for the failures of the past.

The real issue now is not huge increases in defense which we don't need or huge cuts which we can't afford. The issue is ensuring that we get the best bang for our buck.

A word in that regard about the Pentagon. There is no more need to tolerate waste in defense resources than there is to tolerate fraud. Like espionage, fraud and waste weaken us secretly.

It's time to ferret out all corruption at the Pentagon.

Congress can help, too, by cutting down on its micro-management, and -- as an example -- having the courage to close unneeded bases.

I've reviewed the report of the Commission headed by David Packard, and I endorse most of its findings.

Specifically, we should:

- Get Congress to change our complex procurement laws to combine all of them into one single government-wide procurement statute. The more complicated our system, the more spread out it is in different laws, the more wide open it is to fraud, abuse, and just plain old waste.

- Move to a multi-year budgeting process. If ever there was an argument for planning ahead; it is in national defense. America's security shouldn't have to get on the Congressional budget roller coaster every year. The ride should be smooth and steady. I will work with Congress to make this change.

Defense  
Procurement

- And we must cut the bureaucracy, and I don't mean cutting the guys who repair the ships and fix the planes. I mean eliminating unnecessary layers of senior and middle management that just make for more paperwork and not more security.

Finally, I mentioned engagement.

We do have a special mission in the world; we are the flagship of freedom.

Ever since we helped rebuild Europe and Japan after the war, we have had a partnership with our allies. Today, they are stronger -- and better able to help in meeting new challenges. They should do more, and they will do more, if I am elected.

We led the fight in combatting terrorism by striking against Qadhafi in Libya. Not everybody liked it but today we have stronger cooperation in meeting the terrorist threat. My opponent refused to support this action, but let me say this: if terrorists murder innocent Americans, and we have the evidence as we did in the case of Libya, I will strike again.

We showed leadership in protecting the flow of oil to the free world through the Persian Gulf. But now some, including my opponent, were quick to criticize our efforts but the parties are talking peace. And just imagine the cost to the economic growth of the free world if that oil supply had been shut down. The verdict is clear: with Iran-Iraq talking peace our policy was right in the Gulf, and our hand-wringing critics were wrong.

And thank God we didn't listen to my opponent who wanted us to finesse our responsibility to lead by turning the United Nations to put together some international fleet.

Yesterday was a sad anniversary. On that day in August of 1939, Nazi Germany and the Soviet Union agreed to a non-aggression pact that helped set the stage for the War in which many of you fought. In no time, they were greedily dividing up Poland. And not long after, they started fighting each other.

Stalin and Hitler. What a fitting reminder that the world is a dangerous place.

In this kind of a world, full of both danger and hope, full of new technologies and old desires, full of unlimited promise but potentially devastating crisis, the question I put before you is who should lead this great country -- this last best hope of man on earth.

Because what it all comes down to, when you strip away all the political rhetoric and all the campaigning, when you reduce

all the fancy names for new weapons and complex international situations to the cold hard truth of decisions -- is the man at the desk.

Who do you want at that desk? A man who has stood at the side of our President for the last eight years, who has been in battle, seen tragedy and victory, who has read the urgent cables, faced the tough choices, and seen the tears in the eye of a dead soldier's mother.

The man at the desk. I think America wants tough, tested, and experienced leadership in the man who sits at that desk as we begin the 1990s. My friends, I am that man.

Thank you very much.

# # # #

# USS AMERICA (CV-66)

## Statistics

Horsepower.....	Over 200,000
Speed.....	Over 30 Knots
Overall length.....	1047.5 FEET
Extreme breadth of Flight Deck.....	252 FEET
Height of Flight Deck to Water.....	62 Feet
Keel laid.....	JANUARY 9, 1961
Christening.....	FEBRUARY 1, 1964
Commissioning.....	JANUARY 23, 1965
Area of Flight Deck.....	4.57 ACRES
Displacement at load draft in long tons.....	77,600
Number of crew, including Air Wing.....	5,000+
Meals served aboard daily.....	15,000+
Number of anchors.....	2
Weight of anchors.....	30 TONS EACH
Weight in each link of AMERICA chain.....	391 POUNDS
Number of propellers (all five blade).....	4
Height of propellers.....	22 FEET EACH
Weight of propellers.....	69,300 POUNDS EACH
Number of deck edge elevators.....	4
Size of deck edge elevators.....	3,880 SQUARE FEET
Number of catapults.....	4
Daily capacity of water distilling plants.....	280,000 GALLONS

*None ship*

At maximum endurance/most economical speed of 16 knots, AMERICA can travel for 21 days, making slightly over 8,000 miles.

The momentum achieved by America fully loaded at full power is equivalent to that achieved by a fully loaded fleet of 1800 tractor trailer trucks travelling at 60 miles per hour.

*Norfolk NAS employees - 41,000 Civilian employees*  
*Motor - Don't Tread on me*

### AMERICA contains:

- |                        |                            |
|------------------------|----------------------------|
| Bakery                 | Three ladies' powder rooms |
| Barber shop            | Laundry                    |
| Carpenter shop         | Library                    |
| Chapel                 | TV Studio                  |
| Dental office          | Medical operating room     |
| Dry cleaning plant     | Paint shop                 |
| Fire stations          | Pharmacy                   |
| Galleys                | Photographic laboratory    |
| Garbage disposal plant | Post office                |
| Hospital               | Printing plant             |
| TV lounges             | TV repair shop             |
| Weather Bureau         | Sheet metal & pipe shop    |
| Tailor shop            | Cobbler shop               |
| Electronic game room   | Seven ship's stores        |

# Mission

**T**raditionally, it has been the Navy's mission to control the seas. Without this control, U.S. forces abroad would soon wither for lack of support, and industry at home would decline, even halt, for lack of raw materials that must be delivered via the sea routes of the world.

The coming of the nuclear age has not changed this concept. In fact, it has been broadened to include maintaining control of the air over the seas. This is the mission of aircraft carriers like AMERICA...ships that embody two key advantages of our Navy...mobility and versatility.

AMERICA is, in effect, a completely equipped air base. However, instead of being a stationary point on a map, a point that can be singled out by ballistic missiles, AMERICA can range the oceans of the world, changing her position hundreds of miles in a single day.

AMERICA and her sister carriers of the fleet allow the U.S. to quickly assemble great concentrations of firepower, and to deploy it rapidly and skillfully, always exerting continuous pressure on the enemy. Unlike bases overseas, these carriers are not dependent on the political temperament of any foreign government.

Versatile as well as mobile, AMERICA can be used alternately or simultaneously against submarines and their bases, surface ships and their yards, aircraft and their fields, and for the support of amphibious land and air operations.

In "brush fire" conflicts, AMERICA can move quickly to supply the exact amount of offensive firepower called for by the situation.

In the event of total war, AMERICA represents a mobile, hard to find base from which retaliatory strikes can be launched against enemy targets.

Most importantly, the recognized offensive and defensive capabilities of AMERICA give support to our foreign policy and strength to the Free World...a powerful deterrent in preventing conflict and maintaining peace around the world.

# HISTORY

## USS AMERICA (CV 66)

Although there have been five ships named AMERICA, only two were designed specifically for naval service. The present AMERICA is the first warship under that name commissioned into the United States Navy.

The keel of the first AMERICA was laid in 1777. Lack of funds and subsequent delays in construction postponed the ship's completion until 1782. But prior to her commissioning, she was given to France as a token of good will.

The keel of the aircraft carrier AMERICA was laid on January 9, 1961 as Hull 561 in Shipway #10 at the Newport News Shipbuilding and Drydock Company, Newport News, Virginia. Following three years of construction, the ship was launched on February 1, 1964 and was commissioned in ceremonies at the Norfolk Naval Station on January 23, 1965.

AMERICA made its first deployment in 1966 to the Mediterranean Sea. AMERICA made three deployments to Southeast Asia, the first in 1968. It was one of four aircraft carriers on "Yankee Station" when the Vietnam Peace Agreement went into effect in January 1973.

In January 1974, AMERICA began its fourth deployment to the Mediterranean. It returned to Norfolk on August 3, 1974 prior to participating in the NATO exercise "Northern Merger" in September of that year.

The carrier embarked on its fifth Mediterranean deployment on April 15, 1976. AMERICA returned from this deployment on October 25, 1976.

After a three-month maintenance period AMERICA deployed as part of a seven-ship task force to South America. During this period AMERICA conducted exercises with units of the Brazilian Navy. Shortly thereafter, AMERICA started on its sixth Mediterranean deployment.

On March 13, 1979, AMERICA embarked on its tenth major deployment. Returning to Norfolk on September 22, 1979, AMERICA conducted initial carrier qualifications for the F/A-18 prior to a one-year overhaul and maintenance period at the Norfolk Naval Shipyard. During the upkeep period, AMERICA was fitted with the NATO Sea Sparrow missile system and the Phalanx close-in weapons system.

AMERICA made its first deployment to the Indian Ocean in 1981. During this period, AMERICA became the first carrier since 1967 to transit the Suez Canal.

In 1982, AMERICA participated in "Northern Wedding '82" as well as operating for a short period in the Mediterranean in support of U.S. forces in Lebanon. The carrier returned to Norfolk in November 1982 to prepare for deployment to the Indian Ocean/Mediterranean.

AMERICA departed Norfolk on December 8, 1982 for a 176-day deployment to the Indian Ocean and the Mediterranean.

more than 6 months

On April 24, 1984, AMERICA left its homeport once again, participating in Exercise "Ocean Venture" before transiting the Atlantic Ocean on the way to the Mediterranean.

On November 14, 1984, AMERICA arrived in Norfolk, Va., and celebrated its 20th anniversary of commissioned service in January 1985. The carrier then entered Norfolk Naval Shipyard for a four-month maintenance period. On May 13, 1985, AMERICA left the shipyard for sea trials, refresher training, and carrier qualifications.

On August 24, 1985, AMERICA left its homeport to participate in the NATO exercise "Ocean Safari '85". During the exercise, AMERICA operated in the North Atlantic, Norwegian Sea, and in Vestfjord, Norway, in the process becoming the first U.S. aircraft carrier to operate inside a Norwegian fjord. After a port visit to Portsmouth, England, AMERICA returned to Norfolk on October 9, 1985.

On March 10, 1986, after preparing for deployment in only two weeks instead of the usual month, AMERICA departed on its fifteenth deployment. After arrival in the Mediterranean, AMERICA participated in tri-carrier operations with USS CORAL SEA and USS SARATOGA near the so-called "Line of Death" in the Gulf of Sidra. On March 24, Libyan missile batteries fired on aircraft from VF-102, one of AMERICA's embarked F-14 fighter squadrons. In defense, aircraft from VA-34, AMERICA's A-6 attack squadron, sank a Libyan 'La Combattante' class patrol boat. After several other scattered clashes, Libyan offensives declined, and AMERICA departed "Mad Dog Station", as the Libyan operating area came to be known.

On April 15, 1986, after Libyan-sponsored terrorism claimed the lives of several Americans overseas, AMERICA joined with the USS CORAL SEA battle group and the U.S. Air Force for a retaliatory strike against Libya. After successful strikes against targets in Benghazi and Tripoli, all of AMERICA's aircraft returned safely, having met some of the stiffest surface-to-air missile and anti-aircraft barrages experienced since the Vietnam War. AMERICA returned to Norfolk from this deployment on September 10, 1986. *Mission name: El Dorado Canyon*  
*Unofficially: Lets go and bomb Omer*

After a short carrier qualification period in October 1986, AMERICA returned to Norfolk and entered the Norfolk Naval Shipyard on November 20, 1986 for an extended Complex Overhaul. AMERICA left the shipyard on February 15, 1988, for sea trials and work-ups in preparation for the next round of intensive operations.

In April, after completing a shakedown cruise, AMERICA participated in FLEET WEEK '88. Sailors and ships were sent to New York City to promote the image of the Navy in preparation for the USS IOWA (BB 61) battle group's move to Staten Island in 1989.

AMERICA is currently undergoing training in preparation for an upcoming North Atlantic/Mediterranean deployment.

*Catapult officer: the shooter*  
*Work on flight deck w/ arresting gear: the hook*

Steph -

Linda Powell  
Watkins' office

sov. visit w/VP -  
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MEMORANDUM  
OF CALL

Previous editions usable

TO:

*Stephanie*

YOU WERE CALLED BY--  YOU WERE VISITED BY--

*Col. Keulak*

OF (Organization)

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WILL CALL AGAIN  IS WAITING TO SEE YOU

RETURNED YOUR CALL  WISHES AN APPOINTMENT

MESSAGE

*Joseph Robinson  
sailor of year*

*Joel by "Joseph"*

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# UNITED STATES NAVY AND MARINE CORPS BASES, DOMESTIC

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PETER C. STEWART

### NORFOLK, VA., NAVAL SHIPYARD, 1767-

The Norfolk Naval Shipyard, located in Portsmouth, has served many generations of Americans. A public shipyard existed on the site in colonial times. A successful Scottish merchant, Andrew Sprowle, started a ship repair service near Portsmouth in 1767. Sprowle had bought the land from William Crawford, the founder of Portsmouth. By the time of the Revolution, Sprowle owned a sizable establishment, which included cranes and other devices suitable for a marine yard. Sprowle named the location Gosport, thinking of Portsmouth and Gosport in England. Before the Revolution the Admiralty came to regard Gosport in Virginia as a primary colonial refitting station. Thus, by 1775 what later became the Norfolk Naval Shipyard served as a privately owned but publicly used shipyard.

During the war the state of Virginia confiscated and auctioned off some of Sprowle's property, but it kept the marine yard. Once refurbished, it repaired and built privateers and state vessels. In 1779 Sir George Collier led an expedition into the Elizabeth River, which resulted in the destruction of several villages, many ships in the harbor, and the shipyard. In abandoning the yard Americans set fire to a nearly completed 28-gun ship-of-war, the property of the Continental Congress. In addition to this ship, the yard contained an immense amount of naval stores plus five thousand loads of fine oak knees, planks, masts, cordage, and three ships in various states of completion. The British burned a partially completed 36-gunner and several merchant vessels. American and French losses totaled 137 ships. Writing for a British magazine in June 1779, Collier argued that the place was "an exceedingly safe and secure asylum for ships against an enemy, as is not to be forced even by great superiority." This statement suggests that the Americans had offered virtually no resistance in giving up the yard. Yet these words also suggest that, despite its tragic history, the location would eventually acquire a new facility.

The end of the war and the weakness of the Confederation government prevented an immediate need for or an ability to rebuild the yard. In 1784 the state

appointed commissioners to supervise the sale of some of the land, but the bulk of the abandoned marine yard remained in public hands during the interim.

The revitalized federal government took steps in the mid-1790s to reactivate the yard. Piracy problems with Algiers convinced Congress on 27 March 1794 to authorize President Washington to build warships to protect national commerce. At this time the new Navy Department chose Gosport as a site to build one of the proposed 44-gun frigates. Capt. Richard Dale superintended the yard and Josiah Fox became its master builder. New England ship carpenters did the work, and a local merchant, William Pennock, became the Navy Agent. For the time being, the state of Virginia rented the site to the Navy.

Work on the project proceeded slowly. Unable to find good naval timber nearby, the Navy Agent arranged for shipments of live oak and red cedar from Georgia. By mid-December 1795 the agent reported the reception of some two-thirds of the timber necessary for the oak frame, plus some planking, copper, iron, masts, and spars. Although the keel had been completed in 1796, little else had been accomplished when the United States and Algiers reached a temporary truce, thus forcing the suspension of the ship's construction. Some of the stock was sold. The agent arranged to store the rest. An inventory taken in June 1797 revealed that the value of stored materials stood at about \$53,000.

In 1798, in response to the quasi-war with France, Congress took steps to improve the Navy and to put the yard on a war footing. Benjamin Stoddert, the first Secretary of the Navy, ordered William Pennock to resume work on the projected frigate and to acquire a privately owned brig for conversion to war use. The revamped vessel, named the *Norfolk*, was soon launched from a private yard in Gosport. The Navy reduced the capacity of the frigate to thirty-six guns, but the ship, named the *Chesapeake*, touched the waters of the Elizabeth too late to be of material assistance against France. Its role with respect to Great Britain, of course, turned out to be a disaster. During the emergency with France, Gosport served as a supply depot for other federal shipyards and Commo. Thomas Truxton's squadron.

After relations with France eased, the lame duck Adams administration arranged with the governor of Virginia, James Monroe, for the purchase of the yard. On 15 June 1801 Congress authorized the purchase of the site for \$1,200 and provided additional funds to build a spar shed and a small bridge to connect the yard with the village of Gosport. Another small sum spent in 1803 permitted the erection of a permanent warehouse, a brick wall, and a dwelling house. Still, at the time the yard lacked a powder magazine, a condition that elicited a comment from the local newspaper to the effect that the yard lost \$1,200 in the forced sale of powder because Congress was too cheap to pay \$600 for a magazine. Despite such criticism the yard was beginning to take shape.

As relations with Great Britain worsened in 1806, Capt. Stephen Decatur came to the yard to supervise construction of four gunboats, but with no new frigates underway the nation and the Norfolk area found themselves unprepared to deal with the British *Leopard's* attack on the *Chesapeake*, which had just left the

yard after sea preparations. In matters relating to the yard, the government simply called back the Marine guard and finally built a powder magazine.

During the War of 1812, the yard, then commanded by John Cassin, consisted of a commander's dwelling, two stores, shacks that passed for Marine barracks, a low two-story frame house for officers, warehouses, timber sheds, gunner's rooms, a Marine hospital in the middle of it all, and blacksmith, plumbing, and anchor shops scattered about. The existence of a British blockade kept the yard only moderately active during this phase. In a five-month span in 1812, the facility employed but fifty-four persons, including twenty carpenters who were working on sixteen gunboats. More important, a British expedition that intended to destroy the yard was stopped at Craney Island by a combined force of Virginia militia, regular Army, and personnel from the *Constellation*, which spent a major part of the war bottled up in the Elizabeth River.

In the intensely nationalistic era that followed the second war with Great Britain, Congress moved to improve the nation's defense. The steps taken included building Fort Monroe and Fort Calhoun at the confluence of Chesapeake Bay and Hampton Roads, funding a larger sea-going Navy, and deciding to upgrade the naval depots. In 1816 the Board of Navy Commissioners, consisting of Commo. John Rodgers, Stephen Decatur, and David Porter, debated the best site for an enlarged naval station and depot. While Rodgers in particular wanted to relocate the Gosport installation to the York River, Decatur held out for improving the existing facility. The latter countered Rodgers's contention that Elizabeth River channel was too twisted and its entrance too shallow by pointing out that such defects, if so, would be an asset in the event of attack. Decatur also thought the proximity of Norfolk and Portsmouth gave Gosport the edge over the isolated York River site. Decatur's arguments prevailed in Navy circles and Congress cooperated by assigning new functions to the yard.

Over the next decade the yard progressed as most of the energy of its workers went into ship repair work, but some major ship construction took place. In the summer of 1817 workmen laid the keel of a projected 74-gun battleship. The *Delaware* took over three years to be completed, and the sporadic hiring of workers undoubtedly caused fluctuations in local employment, but at the peak of construction in 1820 the yard hired nearly ten times the number of workmen it had in 1812. The presence of such a project raised property value an estimated 15 percent in nearby Gosport and parts of Portsmouth. Other projects of a smaller but similar nature sustained the local economy over the years.

In addition to shipbuilding and ship repair functions, the yard carried on two other noteworthy activities. In June 1818 it secured the services of the *Alert*, a receiving ship that became a temporary home for crews of vessels undergoing repairs. In August 1821 Chaplain David P. Adams commenced a school for midshipmen aboard the *Guerriere*, then in ordinary at the yard. The curriculum focused on English literature and nautical science.

In 1825, Samuel Southard, the Secretary of the Navy and a long-time proponent of upgrading the nation's shipyards, initiated inquiries about locations for po-

tential dry docks. He temporarily dropped the idea upon learning that the land would cost \$44,500, but Commo. James Barron, who assumed command at Gosport on 25 May 1825, excused lengthy delays on yard work on the grounds that the yard lacked a good dry dock. Wooden wharves, he observed, rotted quickly and left submerged hulks that impaired navigation. Miles King, the Navy Agent, persuaded Norfolk County to appraise the land in question, an act that produced a favorable price.

With the legal problems resolved, work began on the dry dock in November 1827. Laommi Baldwin, a respected engineer of the time, supervised planning and constructing the dock. The project involved building a preliminary dam, moving granite from Massachusetts, and erecting a 253-by-85-foot container for ships. A special gate permitted ships exceeding 300 feet in length to enter. The actual cost turned out to be \$974,356, about three times the original estimate.

On 17 June 1833, the anniversary of the Battle of Bunker Hill, Gosport became the first federal yard to receive a ship in dry dock, when the *Delaware* pulled in for repairs. Commo. Lewis Warrington ordered this action even though the dock was not entirely ready in order to beat another nearly completed federal dry dock in Charlestown, Mass. The dry dock at Gosport has remained in more or less continuous operation since its christening nearly one hundred fifty years ago.

With the acquisition of a dry dock, Gosport progressed steadily as one of the nation's leading federal shipyards. By 1840 it contained numerous small shops for work on iron, tin, copper, rudders, and timber, as well as store houses for oil, tar, and other items. The acquisition of property called St. Helena on the opposite shore of the southern branch of the Elizabeth River in 1846 added considerably to its dimensions. At Gosport itself a large water cistern built in 1851 was followed five years later by reservoirs. Gas for lighting became available in 1855. An inventory of structures at the yard taken in 1860 revealed that it contained over fifty buildings, including six timber sheds, three ship houses, one ordnance building, an engine house, coal house, saw mill, blacksmith shop, joiners' shop, cooperage, foundry, machine shop, paint shop, and other shops, as well as shears, cranes, and a railway, plus a fine hospital just outside the grounds.

Problems with labor emerged in the 1840s. In 1842, a letter in the local press bitterly assailed the officers at the yard. In noting that receiving a commission did not make one an expert mechanic, the writer also observed that workmen did not particularly appreciate being bossed by midshipmen or replaced by blacks when they complained. The outcome of these complaints remains conjecture, but a later issue about the right of workers to enter the premises before the workbell rang was resolved aimably. Samuel Hart, who came as the naval constructor in 1846, seems to have been especially liked by the mechanics.

Although the principal mission of the yard was to repair ships, the construction of many well-known vessels may be credited to the management and workers there. Before the completion of the dry dock, the yard rebuilt the sloops *John*

*Adams* and *Macedonian*, as well as those ships previously mentioned. Thereafter the yard launched the sloops-of-war *Natchez*, *Yorktown*, *Jamestown*, *Truxton*, and *Perry*, the frigate *St. Lawrence*, and the steamships *Union*, *Powhatan*, *Roanoke*, *Colorado*, *Dakotah*, and *Richmond*. Yard workmen also built the corvette *Constellation*, (the last sailing ship built at the yard) and the steam sloop *Pocahontas* and were involved in the construction and maintenance of many other vessels.

All this work required the services of many workers, especially in the 1850s. In 1854 the number of man-days, with the workday then being ten hours, reached over 200,000. In spite of a yellow fever epidemic in 1855, which completely paralyzed the yard as well as all the nearby communities, the facility continued to expand, and its worktime closed in on 300,000 man-days in 1859. Through the 1850s the two largest components in the force were German machinists and native Virginia carpenters.

The Civil War brought swift and profound changes at the yard. Twice engulfed in flames during the fighting, it ended the war in a seriously weakened condition. The yard gained much national attention during these episodes as the place that converted the steamer *Merrimack* into an ironclad, the Confederate *Virginia*, which fought the well-known duel with the *Monitor*.

At the outset of the war in April 1861, of the numerous ships stationed at the yard including the 120-gun receiving ship *Pennsylvania* and the 74-gunners *Columbus* and *Delaware*, only the 24-gun *Cumberland* was ready for action. Caught unaware, Charles S. McCauley, the Commandant at the yard, could not obey orders to prepare the *Merrimack* for immediate removal. Benjamin Isherwood, the Engineer-in-Chief, ordered to the yard to hasten repairs, discovered the ship's machinery nearly useless. Gideon Welles, the Secretary of the Navy, now fearful of mob action in Portsmouth, sent Commo. Hiram Paulding to repel assaults. On 19 April 1861 Paulding boarded the *Pawnee* in the nation's capital along with one hundred Marines and steamed to Fort Monroe, where a regiment from Massachusetts joined the expedition. Paulding's force arrived just as McCauley, having evacuated the yard, was boarding the *Cumberland*. The Commandant blamed the failure to move the *Merrimack*, once loaded with coal and its engines fired, on obstructions down river. Upon learning that the ships were already sinking and following instructions to make sure that crucial military materials would not be left to approaching Confederates, Paulding ordered his troops to destroy the yard and nearby ships. At 0400 on 21 April 1861 the fires began as several explosions rocked the yard. Some explosives never detonated, and the *Merrimack* and parts of the yard, including the dry dock, sustained only minor damage.

The Confederates immediately occupied the partially destroyed yard and discovered, among other items, the *Merrimack*, which could be salvaged, and the granite dry dock, which had resisted all efforts to destroy her. Having been placed in the dock, the *Merrimack* was rebuilt and equipped with iron plate. In March 1862 she engaged the Union blockading fleet in Hampton Roads but,

unable to defeat the Union *Monitor* in the Battle of Hampton Roads, withdrew well up the Elizabeth River. With Lee's decision to abandon Norfolk to protect Richmond from Union troops advancing up the Virginia Peninsula, Rear Adm. Josiah Tattnall ordered the *Merrimack*, then located just off Craney Island, blown up. This event took place on 11 May 1862.

A Union squadron under Rear Adm. L. M. Goldsborough immediately landed at Sewell's Point, the site of an abandoned Confederate fort, and advanced to Norfolk. That afternoon he visited the smoldering yard. He found nearly all surface structures except for the officers' quarters destroyed. Partially serviceable machines and masts and timber were strewn about, but the dry dock, whose gates had been blown up once again, had survived. A closer inspection revealed that the foundry and boiler shops had also escaped both fires.

Capt. John W. Livingston, placed in command of the yard on 20 May 1862, began the long process of refurbishing it. He persuaded many nearby residents to return previously pilfered merchandise. Diving bells, anchors, and other articles were recovered from the nearby water. The machine shop was soon ready and even the dry dock returned to action.

Despite such efforts the yard remained a shadow of its former self for many years after the war. The Secretary of the Navy in December 1866 mentioned improvements to timber sheds, the entranceway, and other structures costing \$334,685. He projected another \$900,000 in possible expenses at the yard and to upgrade St. Helena. In defending such a proposal, Secretary Welles reiterated many of the arguments used by Decatur, Southard, and others who over the years had extolled the virtues of the yard's location. But the amount of money allotted permitted the reconstruction of a yard perhaps half the size of the one that had existed before the war. Expenses for labor were only \$105,000 in 1868-1869.

M The lengthy interval between the Civil War and the Spanish-American conflict brought slow and irregular growth. A special board that studied conditions in 1869 confirmed Decatur's earlier reasoning that the closeness to the sea and year-round accessible harbor made the location the best on the Atlantic coast. Also, nearby Dismal Swamp afforded fresh water, which prevented the rusting of iron ships. Mechanics and sailors enjoyed the mild climate. Live oak and pine were not far away. But in spite of the commissions' recommendations that the St. Helena site be expanded and that the government purchase land all the way to the northern end of the Dismal Swamp Canal, the yard remained for years a small repair plant. The workmen did break up the old *Delaware* in 1867; repaired the *Hartford* in 1870, raised, repaired, and finally broke up the *Merrimack*, and some years later repaired the *Kearsarge*. A log book, which registered ship entries and exits at the dry dock, reveals fairly frequent ship movements, but on the whole the yard did little major work. This inactivity perhaps explains the appearance of occasional private vessels for work at the yard.

To make matters worse, charges of corruption became rampant in the 1870s.

Charges of misconduct at the facility were nearly as old as the yard itself, with an early Navy Agent accused of using the equipment there for his own private needs. In the 1870s local newspapers carried accounts of a fictitious person living in Washington, D.C., who supposedly worked at the yard for pay. A machinist who earned \$6.39 per day entered the center of the storm due to his frequent appearances at political rallies during worktime.

In the 1880s a mild resurgence, concomitant with the national naval revival took place. In 1882 a naval commission recommended that the yard have a second dry dock. Although this suggestion was not immediately acted upon, the new dock opened at the end of the decade. The commissioners also noted that the facility in 1882 contained 82 acres plus another 42 virtually unused acres at St. Helena. The estimated value of the land stood at \$825,000. The structures were worth nearly \$2 million, while the machines carried a valuation of \$320,000. Since its inception as a federal facility in the 1790s, the yard had cost nearly \$7,860,000.

Equipped with a new and second dry dock, the yard showed renewed signs of life. Workmen laid the keel in December 1889 for what became the protected cruiser *Raleigh*. Within three months after she slid into the water in March 1892, workers laid down the keel for the *Texas*, a second-class battleship completed in 1895.

The Spanish-American War precipitated a flurry of activity. The Navy mined the entrance to Hampton Roads in part to protect its vital Navy yard. The workforce increased from 2,200 in January 1898 to 6,000 that summer. The yard admitted, among other vessels, the captured *Reina Mercedes*, a former Spanish ship. At the end of the war with Spain the situation at the yard returned to normal.

Near the turn of the century several subtle but important changes occurred. The *Richmond* and *Franklin*, moored near St. Helena, were used to train as many as 1,000 men. Artificers schools for aspiring carpenters, shipwrights, blacksmiths, and coppersmiths became available. The grounds came to include a new magazine, a third dry dock, and other structures. The southern end of St. Helena became a gathering place for torpedo boats, although Charleston, S.C. (q.v.), soon assumed this function. In 1904 the Navy purchased the Schmoele Tract, a piece of land south of the existing yard and once the site of an attempt to build a self-contained private manufacturing community known as Virginia City. Around the time of the war with Spain, the Navy also established nearby the St. Julien's Creek depot for storing munitions.

World War I converted a ship repair and a sometime training facility into a giant shipbuilding yard. As early as 1915, two years before America officially entered the war, the yard felt the war's effects. The yard hosted two interned German raiders, the *Kronprinz Wilhelm* and the *Prince Fitel Frederick*, the crews of which built, just outside the yard, a miniature replica of a German village that many Americans visited. In the course of the war the yard produced sixty destroyers and nearly seventy other small vessels. It repaired ten battleships and

several seized German ships. Workers made minesweepers out of fishing boats, converted yachts into patrol vessels, installed telephones and listening devices on existing ships, and handled ten thousand Mark IV mines that were apparently produced at the St. Julien's depot. Twenty-one subchasers were built by some 300 inexperienced workers within four months from the receipt of the order. Workmen also made diesel engines, turbines, and other ship parts. The yard did lose its dominion over the naval training function, which was transferred to the new Norfolk Operating Base, north of Norfolk near Sewell's Point, in 1917.

Internally during the First World War the yard expanded its physical plant. It added storage sheds, a new power plant, a machine shop, a foundry, a paint shop, oil storage tanks, a pattern shop, a forge shop, a galvanizing plant, a shipfitters building, and other structures. Two new dry docks were completed while another dry dock, an especially large facility, was finally ready for use after the war ended.

With such activity the number of workers employed at the yard had to increase. From 2,718 hired in June 1914, the number rose to 7,274 in June 1917, and then increased to 11,031 in July 1918. The peak employment curiously took place after the fighting ended, when in February 1919 the yard hired 11,234 people. A shortage of nearby housing kept the number of potential workers below the needs of the yard for most of the war and compelled the Commandant to return to ten-hour days and to hire women to fill clerical positions.

The yard remained quite active for several months after the Armistice. Two dry docks were officially opened in 1919, an event celebrated by the appearance of King Albert and Queen Elizabeth of Belgium as well as Secretary of the Navy Josephus Daniels and Secretary of State Robert Lansing. Workers put down the keel for a super-battleship in January 1920. The agreement on capital ships reached at the Washington Conference, however, forced a cessation of work on the projected 43,200-ton *North Carolina* when she was just over one-third completed. Workmen did convert the collier *Jupiter* into the carrier *Langley* during this time, but employment at the yard, which topped 11,000 in 1919, fell to 6,673 in April 1921 and to 2,900 a year later. By the end of 1923, with only 2,538 at work, the number employed reached a level lower than that which had prevailed in June 1914.

For the next ten years the yard continued its duties as a comparatively small ship repair station. Between 1925 and 1934 the yard either repaired or modernized the *Texas*, *New York*, *Nevada*, *Arizona*, *Mississippi*, and *Idaho*. About \$12 million went into each of the last two vessels. The yard also made turbine blades and other products. Such jobs gave a needed boost to the local economy, especially during the depression.

The presence of the yard also provided a certain amount of stability. Many workmen amassed over forty years in service. Fringe benefits such as credit organizations, group insurance, athletic facilities, as well as a cooperative food service association that started before the war became routine parts of the institution. The tendency toward stability can easily be overstated, however, for as

in previous peacetime eras in the American experience, the volume of business fluctuated. At one point in 1933 only one ship was being serviced, but a year later over twenty vessels were in a similar status. The difference in this case may in part have been due to changes in policy on a national level, but the problem had existed for some time. It became less of a concern for the yard after the inception of the New Deal because the National Industrial Recovery Act permitted construction of nine destroyers between 1934 and 1940. Although all the keels for these vessels, including the *Morris* and the *Wainwright*, were laid before war started in Europe in 1939, four of the nine were not launched until after the beginning of World War II. A marked acceleration in war preparations began at the yard in late 1938 and early 1939. Between mid-summer 1938 to September 1939, when war broke out in Europe, the yard increased its workforce from 3,500 to 7,600. But the numbers were pale in comparison to what followed.

War preparations jumped dramatically in 1940. Adding about 1,000 new workers each month, the yard passed its World War I peak enrollment in early summer that year. The site where the *North Carolina* had been abandoned in 1923 soon had a new battleship, the *Alabama*. Construction and repair work continued at a brisk pace. The pace quickened again with the passage of the Lend Lease Bill as the yard stepped up its work on both American and British naval vessels. The HMS *Illustrious* underwent extensive repairs in 1941. Rear Adm. Manley Simons, facing a severe housing shortage, began to take steps to persuade the government and private developers to start projects.

The attack on Pearl Harbor produced a staggering rate of growth. The yard passed the 38,000 level of workers in June 1942. At dedication ceremonies for a new dispensary and a recreation center, one Navy official could not predict the potential peak number of civilian workers. That number turned out to be about 43,000, attained in February 1943. The yard could have used 55,000 workers, but severe shortages of houses and workers forced the military to operate two nine-hour shifts, with work weeks ranging between 51 and 56 hours. The yard, which had hired women only for clerical work in the previous war, now took on female mechanics trained in National Youth Administration facilities. The War Manpower Commission and the Civil Service Commission cooperated with the Navy in convincing people to take defense jobs, but a shortage of workers remained until the need for military hardware began to decrease toward the end of the war.

Production at the yard during the war was astonishing. Its workers repaired 6,750 vessels with a tonnage exceeding 27 million; built 101 new ships, including 10 destroyer escorts and 20 LSTs; and doubled the size of the plant. The escorts and the tank landers were novelties in naval construction at the time and were built in a remarkably short time. The Secretary of the Navy placed the initial order for the escorts in January 1942, and the first one was launched in October of that year. The landing craft were produced in groups, thus maximizing space in the dry docks and materially assisting the war effort, too. While all this was

underway, the yard also built 50 LMCs, using prefabricating techniques to produce rapidly the craft for carrying mechanized equipment.

Among the famous vessels built at the yard were three *Essex*-class carriers: *Lake Champlain*, *Shangri-La*, and *Tarawa*. The second mentioned, a great favorite among workers, received its name from Franklin Roosevelt's reference to the fictional origin of the carrier from which American planes bombed Japan in April 1942. The *Tarawa*, along with the *Kentucky*, a battleship, were not launched until after the war was over. At the end of the war the yard contained 747 acres, between four and five miles of waterfront, a 1,100-foot-long dry dock, 685 buildings, and a facility worth \$136 million.

The yard felt the impact of the end of the war more than most installations. By March 1950 the number of civilian workers dropped to 9,025, which proportionately was about the same rate of decline experienced after the First World War. But the new level left the yard with nearly three times the workforce it had had before the European phase of the second war had begun. The Korean "police action," moreover, drove employment up once again, this time to over 16,000 by July 1952. Although the yard produced no major ships at the time, it did launch two nonmagnetic minesweepers and repaired many vessels.

The principal mission of the yard since that time has been the repair or modernization of the fleet. In the 1950s employment ranged near the 12,000 level as the yard began to overhaul many ships built during World War II. The completion of a large electronics building in 1956 at a cost of \$8.5 million enabled the yard to cope with the appearance of nuclear craft. In the ensuing decade the yard remained steadfast in pursuit of its mission, although the number of workers occasionally fell below 10,000. In 1964 it occupied 811 acres and contained thirty miles of paved streets, 424 buildings, forty-four miles of railroad tracks, 350 cranes and derricks, two ship ways, and seven dry docks, including the original stone dock completed in 1833, which permitted work on submarines in the 1960s. At the time its annual payroll amounted to \$75 million, and it did \$111 million worth of business annually while holding an inventory worth \$26 million. A slight burst of extra activity in 1967, which included work on the *Shangri-La*, jumped the year's payroll to \$90,000.

In 1949 the yard created a nautical museum and placed its direction under Marshall Butt, a local historian and curator of the yard's library. Fourteen years later the city of Portsmouth took the contents of the museum to a new structure. Butt remained the director. Today the Portsmouth Naval Shipyard Museum houses models of ships such as the *Raleigh* and the *Delaware*, a diagram of Sprowle's yard, and numerous other items of maritime interest. The museum also possesses manuscripts relating to the yard's history, some of which were used in preparing this article. The public may examine these records on a limited basis upon request, with permission and under supervision of staff personnel.

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PETER C. STEWART

#### NORMAN, OKLA., NAVAL AIR TECHNICAL TRAINING CENTER, 1942-1946, 1952-1959

The Navy chose a site among the cornfields and rolling hills about two miles south of Norman, Okla., which is about forty miles south of Oklahoma City, for a naval air technical center that would train men for aviation maintenance, particularly in Class A schools for aviation mechanic, aviation metalman, and aviation ordnanceman. The site was approved on 16 April 1942, and a contractor was notified on 8 May to build the Aviation Service School. Work began 19 May, and on 20 September there reported on board the first commanding officer, Lt. Comdr. Norman S. Gallison, A-V(S), USNR. On 12 November there was published the first issue of the center's newspaper, *Bull Horn*.

Originally known as the Naval Training School (Aviation Maintenance), the name was changed on 8 February 1943 to Naval Aviation Training Center, with reports made to the Bureau of Aeronautics via the Chief, Naval Air Technical Command. Among the personnel were WAVES, some of whom were trained as mechanics; some female Marines transferred from NATTC Memphis, Tenn. (q.v.); and some British men, who attended the Line Maintenance School.

Courses extending from eighteen to twenty-one weeks were provided in schools

### Kitty Hawk Class

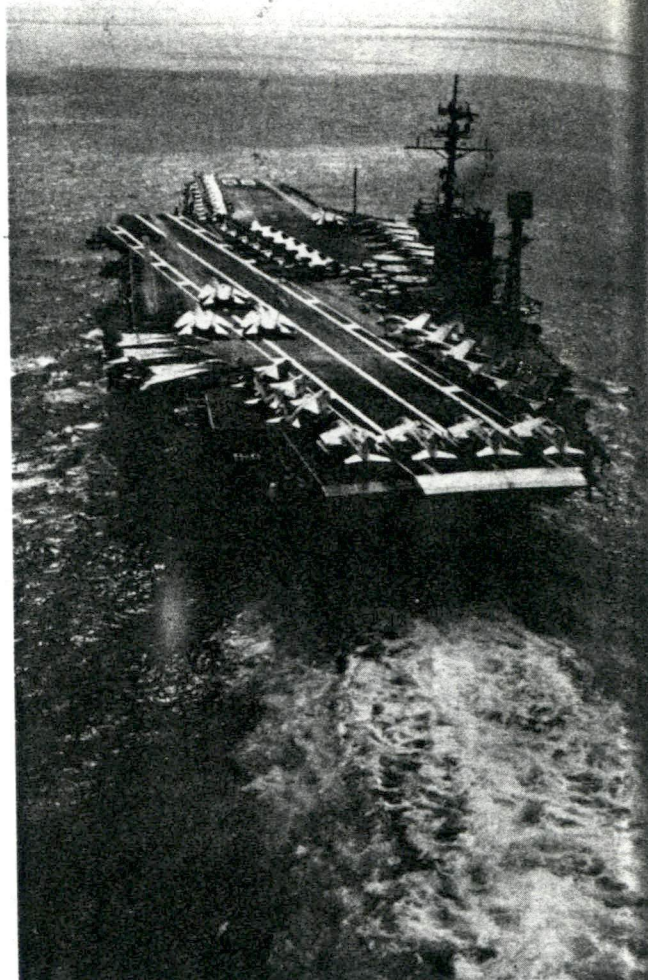
DISPLACEMENT: 80,800 tons full load.  
LENGTH: 1,046 feet.  
BEAM: 130 feet.  
FLIGHT DECK WIDTH: 252 feet.  
SPEED: 30-plus knots.  
POWER PLANT: eight boilers, four geared steam turbines, four shafts, 280,000 shaft horsepower.  
AIRCRAFT: approximately 85.  
ARMAMENT: Terrier missiles in *Constellation* to be replaced by Sea Sparrow missiles; Sea Sparrow missiles in *Kitty Hawk* and *America*. Three Phalanx close-in weapons systems.  
COMPLEMENT: 2,970+ ship's company; 2,480 in air wing.  
BUILDERS: CV-63, New York Shipbuilding; 64, New York Naval Shipyard; 66, Newport News Shipbuilding.

### Forrestal Class

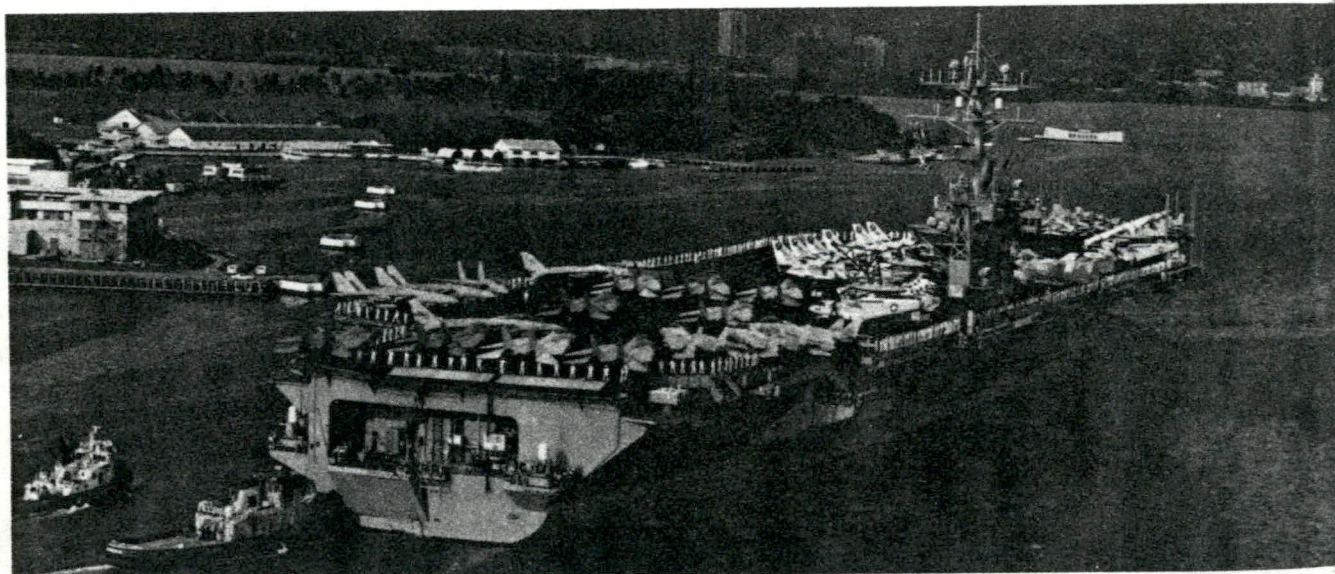
DISPLACEMENT: 75,900 to 79,300 tons full load.  
LENGTH: 1,063 to 1,086 feet.  
BEAM: 129 feet.  
FLIGHT DECK WIDTH: 252 feet.  
SPEED: 33 knots.  
POWER PLANT: eight boilers, with *Forrestal's* plant approximately 50 percent lower in psi (pounds per square inch) than those of other ships in class; four geared steam turbines, four shafts, 260,000 shaft horsepower for *Forrestal*, 280,000 for others.  
AIRCRAFT: approximately 90.  
ARMAMENT: Sea Sparrow missiles. Three Phalanx close-in weapons systems being installed in each during SLEP overhauls.  
COMPLEMENT: 3,019 ship's company; 2,480 in air wing.  
BUILDERS: CVs 59, 61, Newport News Shipbuilding; 60, 62, New York Naval Shipyard.

### Midway Class

DISPLACEMENT: 62,000 tons full load.  
LENGTH: 979 feet.  
BEAM: 121 feet.  
FLIGHT DECK WIDTH: 238 feet.  
SPEED: 30-plus knots.  
POWER PLANT: 12 boilers, four geared steam turbines, four shafts, 212,000 shaft horsepower.  
AIRCRAFT: approximately 75.  
ARMAMENT: Sea Sparrow missiles, three Phalanx close-in weapons systems.  
COMPLEMENT: 2,890+ ship's company; 2,239 in air wing.  
BUILDER: Newport News Shipbuilding.



America (CV-66)



Carl Vinson (CVN-70)



1650  
05  
25 JAN 1989

From: Commanding Officer, USS AMERICA (CV 66)  
To: AO1 Joseph D. Robinson, USN, 212-70-0046

Subj: LETTER OF COMMENDATION

1. I take great pleasure in commending you for your sustained outstanding performance which resulted in your selection as USS AMERICA "SAILOR OF THE YEAR" for 1988.
2. Your expertise in the aviation ordnance field has been instrumental in the development of solid management practices and highly effective weapons movement procedures. You have consistently demonstrated exemplary professionalism, uncommon initiative and sound judgement in the performance of your duties. During AMERICA's overhaul, when you were assigned the responsibilities of G-1 Flight Deck Division Officer, you ensured the division's work package was completed precisely and ahead of schedule. Additionally, you personally orchestrated the proper installation of several SHIPALTS and directed the successful rehabilitation of all assigned Divisional and Air Wing spaces. Always seeking to make improvements, you coordinated with Naval Weapons Station, Earle, NJ. for personnel training in VERTREP procedures, which proved highly beneficial in the safe conduct of four major weapons onloads. In the last eight months you methodically prepared the Flight Deck Ordnance workcenter for the Explosive Safety Review and the Ordnance Handling Safety Assist Inspection where no major discrepancies were noted in twenty-one spaces.
3. In addition to your military duties, you have taken time to assist your community by establishing a Neighborhood Watch Program, unselfishly contributing over 100 hours to its development and implementation. Such actions are most commendable, providing a valuable and necessary bond between your community and the Navy.
4. You have served AMERICA admirably with your uncompromising standards, can-do spirit and always cheerful attitude. As a member and leader in AMERICA's team, you can be justly proud of your many fine accomplishments and superb performance. Well Done!

*J. J. Coonan, Jr.*  
 J. J. COONAN, JR.

*This same initiative drive you have carried into your personal life where you contributed over 100 hours to the Neighborhood Watch Program where you and your neighbors can watch out.*

JAN 28 '89 11:29

ed, until now nearly half of the States have implemented or proposed widespread welfare reform plans that build upon some good old common sense: that the best way to learn to work is to work.

Our administration is trying to join with Congress to take what we've learned with the States and establish work requirements into the Federal law. Now Congress appears to be close to a decision about welfare reform, and I have a message for them: I will not accept any welfare reform bill unless it is geared to making people independent of welfare. Any bill not built around work is not true welfare reform. If Congress presents me with a bill that replaces work with welfare expansion and that places the dignity of self-sufficiency through work out of the reach of Americans on welfare, I will use my veto pen. While others have talked about good jobs at good wages, we've delivered. Now it's time for Congress to join with us in making sure that the opportunities created by this prosperity reach into every American home.

Until next week, thanks for listening, and God bless you.

*Note: The President spoke at 9:06 a.m. from his ranch in Santa Barbara County, CA.*

**Remarks at the Dedication of Hastings College's C.J. and Marie Gray Center for the Communications Arts in Hastings, Nebraska**  
September 6, 1988

*The President.* Thank you Governor Orr; Senator Karnes; Congresswoman Smith; Dr. Reeves; Mr. Mayor, Hal Smith; and thank you, Bob Gray. Bob invited me here, and he certainly is a persuasive fellow. I bet he could even talk Sam Donaldson into attending charm school. [Laughter] But I was happy to be persuaded. It's no secret that I like this area of our country, and though as President I can't really favor any one football team, I'd just like to say there's no place like Nebraska.

But I'm delighted and honored to be here to dedicate the C.J. and Marie Gray Center of the Communication Arts. I understand

that Marie is nearby today, at the Good Samaritan Village, a lover of life at the age of 96. Marie's brother, Bert Burchess, is here—he's 92—and so is Marie's sister, Jimmie Walters, who's 82. And you know, one of the reasons I'm saying all this, it's so wonderful to have some people calling me kid. [Laughter]

But another Gray, the British poet Thomas Gray, who died in 1771—I know what you're thinking, but, no, I never met him—[laughter]—he wrote beautifully of the small towns of England, whose people lived, as he put it, "far from the madding crowd." "Along the cool sequestered vale of life," Gray wrote, "they kept the noiseless tenor of their way." Well, he was talking about the kinds of people who don't make a lot of noise, whose lives aren't flashy or gaudy, God-loving, God-fearing people who believe in certain fundamental principles, principles like self-reliance, taking care of your own and your community, looking within yourself for strength and looking to God for your bearings. Those bedrock principles are at work all around this town, this campus, even this very communications center. I'm told that Hastings College operates on a balanced budget. And the Gray Center itself has, as you've been told by the Governor, raised all its funds in the private sector, not looking toward the Government for a special leg up or for a free lunch. That kind of self-reliance is inspiring and a model for our society to follow. It's a philosophy I hope the students who come here to learn will carry with them when they leave to ply their skills elsewhere in a profession that at times does not seem to appreciate the simpler virtues.

But this center also serves a special purpose as we come to the close of the 20th century. It will truly be a window on the world, an exhilarating and fast-changing world. In our day we've seen an explosion of communications technology unlike any humanity has ever known. It wasn't all that long ago that a man named Bell brought a new invention, the telephone, to the then President of the United States. And the President looked at it and said it was interesting, but he said, "Who would ever want to use one?" [Laughter]

Well, not today. A Chicago stockbroker pushes a button on her desk, and in Hong Kong a million dollars changes hands. A top-forty radio station installs a facsimile machine so that its listeners can send in their requests for their favorite songs on paper. And take the astonishing story of two writers living 340 miles apart, Stephen King and Peter Straub, who collaborated on a novel called "The Talisman." They hardly ever saw each other while they wrote. Instead, they read and edited and went over every sentence by zapping chapters from one computer to another over telephone lines. Words and sentences and paragraphs were converted into electrical impulses for their journey through the telephone. The phone lines turned the electrical impulses into light pulses. And these light pulses were turned into electromagnetic signals, which were beamed 22,000 miles into space to a satellite. The signals were then relayed back to Earth, again converted into light pulses, then changed back into electrical impulses to go through another set of phone lines, until finally those impulses arrived in the memory of the second computer. And thus, in seconds, words composed in Maine by Stephen King appeared on Peter Straub's computer screen in Connecticut.

Breathtaking, isn't it? And it took nothing more at each end than two computers, two modems, and two telephones. That same technology, modified some and with more bells and whistles, may make it possible for students at Hastings College to be taught French via satellite by a teacher at the Sorbonne in Paris or for a television program made by Hastings students to be sent to the Armed Forces Television Network for our soldiers to watch in South Korea. Maybe you'll throw in a Cornhuskers-Sooners game. [Laughter] Or in the years to come, this technology will give you the ability to act as town criers around the world for those whose governments substitute propaganda for news.

Yes, the communications revolution will allow those who by choice live far from the madding crowd to participate fully in the blessings that living with the madding crowd has traditionally conferred, blessings such as access to organs of culture and the ability to choose among the wide variety of professional and social options once re-

served for city dwellers. The center is already receiving newscasts daily from countries as varied as Israel and Malaysia, giving the good people of Hastings an unrivaled ability at any moment to sample the sounds, sights, and goings-on many thousands of miles away.

And all of this is merely a prelude to a future in which shopping and jobs and education and culture will come to our doors and into our homes, courtesy of the technology that we see here today. Access to these bounties will be possible for the people of Hastings and other towns like it across America without having to sacrifice comfort in the soil and the commitment to home and hearth and community that have made places like Hastings the very heart of that which makes our nation a light unto the nations.

And now it's my pleasure to be the first person to say: "Radio station KFKX is on the air."

Thank you, God bless you.

*Note: The President spoke at 3 p.m. at the center. In his opening remarks, he referred to Gov. Kay Orr; Senator David K. Karnes; Representative Virginia Smith; Thomas Reeves, president of Hastings College; Mayor Hal Smith; and Robert Gray, for whose parents the center is named.*

**Remarks at the Annual National Convention of the American Legion in Louisville, Kentucky**  
September 6, 1988

*The President.* Thank you very much, and thank you Commander Comer. And a special thank you, as well, to my good friend, Tom Turnage. Before I get started, let me say a word of thanks to you, commander. In the last few years we have fought, with too little success, I'm sorry to say, to get Congress to honor a moral obligation, as well as an obligation to the peace and freedom of our children in this hemisphere, and give strong and consistent aid to the freedom fighters in Nicaragua. Earlier this year, the majority in Congress turned a deaf ear to our pleas and to those

in Central America who hunger for the freedoms we in the United States take for granted. We hope that with your help we might still convince this Congress to do what's right. But if not, it will be in spite of the day and night work of your commander and of many Legion members. The leadership by the Legion and your commander in our fight against the odds may be less heralded in history than the service so many of you have given on America's fields of battle, but on it, too, hangs the future of our beloved land. And so, if you'll permit me, now, before I get going on my talk, as President and Commander in Chief for the Nation, I salute you.

Legionnaires, friends, it's with some nostalgia that I come to you today. We've met so many times during the years of my Presidency. We've worked so long and hard together. And now we're nearing the end, and this is my last appearance as President before you. I won't say last appearance, period. After all, once I'm out of office, I'll have some time on my hands, and maybe you'll want me back.

But today, as I look back on all the battles we've fought together, on all the victories we've won, on all we've done for this great and glorious land that we love, I can't help feeling that the battle isn't over, indeed, that the details of the debate have hardly changed in these 8 years.

Yes, 8 years ago, I appeared before you to outline the disaster that had befallen our Armed Forces and the danger this posed to peace throughout the world. I've spoken often in the years since of the ships that couldn't sail and planes that couldn't fly for lack of trained mechanics and spare parts. But as I told you 8 years ago, such waste was only part of that national calamity.

We had an administration in Washington that, as one of its first acts in office, canceled or delayed a large part of the modernization of our strategic forces. The B-1 bomber, the Minuteman III and MX missiles, the Trident submarine, the Trident I and II missiles, the entire Navy—all to a greater or lesser degree became casualties of its knife, and so, too, did the very heart of our Armed Forces, our men and women in uniform, and their families. As pay failed to keep pace with inflation and every signal came from Washington that too many of

those in authority held in contempt those who defended the Nation and the peace, reenlistment rates plummeted, and it became harder and harder to sign up good recruits.

Again and again, around the world our predecessors had shown not the slightest grasp of the fundamentals of strategy and national interest. They faced challenges as sensitive as those any postwar administration has faced in Africa, Afghanistan, and Central America. Again and again, they responded with remarkable passivity. And in Europe, the alliance, our most vital strategic relationship, was shaken to its very foundations by their unbelievable indecision on weapons modernizations. And it even came to be said that the Soviets longed for strong, consistent leadership in the United States, capable of making a deal and sticking to it.

Well, any one of these items was bad enough, but add them all up and you find something even worse: An administration from the party of Franklin Roosevelt, Harry Truman, and John Kennedy had, incredibly, lost faith in the place of America, the role for good that America played, the moral mission of America in the world. They had set aside their party's and our nation's faith in the future and put in its place a philosophy of "malaise."

Well, they came up for a fitness review in November 1980, and the American people gave an overwhelming verdict on this liberal ideology of decline and retreat. The American people remembered a great general at the Battle of the Bulge, and as he had said when called on to give up, when they went into the voting booth, they said just one eloquent word also: Nuts!

When I came to your convention 8 years ago, I pledged to restore America's strength, and today I stand before you to report: Mission accomplished. I pledged that our strategic deterrent would be modernized, and it has. From the B-1 to the MX to the Trident, programs that our predecessors foolishly canceled or delayed, we got back on track. Some have said that strategic modernization has been pursued at the expense of conventional modernization. Well, nothing could be further from the truth. We stopped the decline of the Navy, and today are within striking distance of a

600-ship fleet. Equally important, more vessels are now ready for action. In 1979, 26 of the Navy's ships were past due for an overhaul. For the last 2 years, none has been. We strengthened the Army, giving it new and better tanks; new and better helicopters; new and better air defense, including Stinger missiles; new and better equipment of all kinds, including modern antitank weapons as well as improved armor for our own tanks. And we have increased the Army's size by two active divisions and two National Guard divisions. And the Air Force today has better planes for every mission, from tactical air support to transporting troops.

But the pledge I'm proudest of keeping is the pledge I made to our young men and women in the services. Today, once again, Americans honor those who wear the uniforms of the United States of America. Yes, we pay our service men and women what they very much deserve. And where, 8 years ago, almost two-thirds of our men and women were dropping out at the end of their first tour, today almost half stay in when the first tour is up. As to how good they are, well, let me just repeat to you what base commanders from Camp Lejeune to the Korean demilitarized zone have told me: Today we have the best darned bunch of young men and women in uniform we've ever had, and we're proud of them.

Let me stop here to tell you something that was passed along to me recently. You may remember that the head of the Soviet Armed Forces, Marshal Akhromeyev, visited our country several months ago. And during his stay, we took Marshal Akhromeyev to visit our newest supercarrier, the U.S.S. *Theodore Roosevelt*. We thought it would be a valuable education for him. And so, he saw that magnificent ship go through its paces. He watched our superb aircraft perform. All in all, he spent a day on one of the technological wonders of the world, a floating airfield his navy has nothing to equal. And yet you know what he said [he] was most impressed with when he was through with that visit and his visits to our other military installations? Our enlisted men and women. I was told that he couldn't get over the fact that we had them doing work that the Soviets would reserve

exclusively for officers, in many cases, very superior officers. And he couldn't believe that our enlisted people were so self-assured in speaking up when asked a question, so articulate in giving their replies, and so ready to add their opinions.

You know, it reminds me of what General George C. Marshall said when asked why he was so confident we would win World War II. We had a secret weapon, he said: the best blankety-blank kids in the world. And it's still true. We still have a secret weapon, as the Soviet Chief of Staff found. And it's still the best blankety-blank young men and women in the world.

By the way, when I say I'm proud of the pledge we've kept to our men and women in uniform, I mean those whose service is past as well. America's debt to those who would fight for her defense doesn't end the day the uniform comes off. The Emergency Veterans' Job Training Act that I signed 5 years ago and the new G.I. bill of rights I signed last year are the least we can do to show our nation's continuing gratitude. And before I leave office, I want to be sure that we have a Cabinet-level Department of Veterans Affairs.

When I addressed you 8 years ago, I pledged not only to rebuild America's power but to be ready to use it, if necessary, in defense of peace and to the ideals for which our nation has always stood. From Libya to Grenada, we have kept that pledge.

And let me read to you one other pledge I made then, and here it is: "Once we have the defense programs to reverse the trends now in favor of the Soviet Union, we must strive for arms limitation agreements that will further that security, including significant arms reductions, so long as they are equitable and based on strict reciprocity." That's the end of quoting myself. Now, actually, I didn't read that for your benefit, but for the benefit of my gang on the platforms back there. They keep saying that the INF agreement I signed with Mr. Gorbachev—the first significant, equitable, and reciprocal reduction of U.S. and Soviet nuclear missiles in history—shows how I have grown in my job. But I'm waiting for them to acknowledge the simple truth of what I've been saying for 8 years about strength

being the only road to peace, and then I'll be able to say they've grown in their jobs.

So, yes, we have come a long way these last 8 years, you and I, working together for freedom and peace. And our reward is that from Afghanistan to the Persian Gulf to southern Africa we're bringing peace to long-raging conflicts, even as we frustrate Soviet aims. In 8 years we have not given up 1 square inch of land to communism. In fact, we've taken some ground back for freedom. And yet today relations between the United States and the Soviet Union are the best they've been in decades. And yet, for all this progress, for all the last 8 years should have taught even the most confirmed critic of our policies, today, as I said at the start, we are still fighting the same battle we were fighting when I addressed you 8 years ago.

We still hear the voices of the liberal ideology of decline and retreat. Again the hit list for cancellations or delays includes the MX, the B-1, a new Trident missile, and the surface navy—this time two carrier battle groups they'd like to see done away with. To that they've added nearly every major new weapons system to become prominent on the scene since the last liberal administration went to its reward, including the Midgetman missile, the Stealth bomber, and our Strategic Defense Initiative. And they've added that they will start a unilateral U.S. moratorium on underground nuclear testing and a ban on flight testing of missiles.

Well, on the other hand, these voices say that they will build up our conventional defenses, including development of a so-called conventional defense initiative. What they fail to mention is that our conventional defense initiative is already well underway. For example, if it weren't for laser-guided munitions, part of any conventional defense initiative, we would not have been able to stage our successful strike against Qadhafi's Libya. They fail to mention that, when all is said and done, the conventional defense initiative they've outlined to date is smaller than the one we already are working on.

When it comes to defense, the liberal agenda hides behind heroic rhetoric. But this liberal agenda is no superman. It's no

Clark Kent. It's Jimmy Olsen trying to impress his date. [Laughter] The liberals like to talk about judgment and strategy, but where is the judgment and strategy in what they've endorsed? For example, they've praised me for negotiating the INF treaty, but opposed deploying the missiles that made that treaty possible. Did that show sound judgment? They want to conclude more arms reduction treaties, but would cancel or delay the weapons systems on which successful negotiations will depend. Is that a plausible negotiating strategy? They profess their devotion to NATO, but would diminish the role of the very nuclear forces that NATO needs to deter the Soviets. Does that make any sense as military strategy?

*The Audience.* No!

*The President.* Their proposed ban on flight testing missiles and underground nuclear testing amounts to nothing more or less than the planned obsolescence of our strategic deterrent, abandoning the strategy that has kept the peace for decades. And by cutting way back on SDI research, as they would do, they would abandon the only alternative to that decades-old strategy. Does that show judgment, strategy, or even plain old common sense?

*The Audience.* No!

*The President.* And by the way, some liberal critics of SDI support aggressive development of a ballistic missile defense for another country, Israel, even though they oppose all but a token effort to develop one for the United States. Defense for an ally, but not for the United States—does that make sense?

*The Audience.* No!

*The President.* I'm speaking to an educated audience. [Laughter] Recently former Secretary of Defense James Schlesinger wrote that the liberal agenda seems, in his words, "to suggest that the way to deter war is to be unprepared to respond." Yes, it comes down to this: After 8 hard years rebuilding America's strength, do we really want to return to a Disneyland defense policy, with Mickey Mouse treatment of our men and women in uniform?

*The Audience.* No!

*The President.* Goofy strategic plans and Donald Duck-like lectures telling us that whatever goes wrong is our own blankety-blank fault? Or do we want to keep advancing up the road of strength and determination and peace and freedom?

*The Audience.* Yes!

*The President.* Now, this is my final plea to you today, on this, our last meeting of my Presidency. Let us make sure that the Nation moves forward in strengthening the foundations of peace and freedom in the years ahead. The world is watching us. The ages are watching us. After all, we're Americans, and we have a mission.

And now before I go, I just have to say one last thing to you. I know that there are people that, with our dealings with the Soviet Union now, trying to establish a rapport there—some have become concerned that maybe I've been taken in now and I'm taking us down a dangerous road. Well, I've told other groups before, and I want to tell you that I have used a Russian phrase—I'm not a linguist, but I know one little Russian phrase and I've used it on Mr. Gorbachev time after time till he's tired of hearing it. It is: *Dovorey no provorey*. It means: Trust, but verify. He finally let me know in Moscow that he'd heard that often enough. [Laughter] So, I told him I had a good old American saying that I might switch to: Trust everybody, but cut the cards. [Laughter]

Thank you all. God bless you all.

*Note: The President spoke at 7:22 p.m. in the Exhibition Hall at the Commonwealth Convention Center. In his opening remarks, he referred to John P. Comer, national commander of the American Legion, and Thomas K. Turnage, Administrator of Veterans Affairs.*

#### Nomination of Karen R. Keesling To Be an Assistant Secretary of the Air Force

September 7, 1988

The President today announced his intention to nominate Karen R. Keesling to be

an Assistant Secretary of the Air Force (Manpower and Reserve Affairs). She would succeed Tidal W. McCoy.

Since 1987 Ms. Keesling has been Principal Deputy Assistant Secretary for Readiness Support at the Department of the Air Force in Washington, DC. Prior to this, she was Principal Deputy Assistant Secretary for Manpower, Reserve Affairs, and Installations, 1983-1987; Deputy Assistant Secretary for Manpower Resources and Military Personnel, 1982-1983; and Deputy for Equal Opportunity and Director of Equal Employment Opportunity, 1981-1982. From 1979 to 1981, she was a legislative aide to Senator Nancy Landon Kassebaum.

Ms. Keesling graduated from Arizona State University (B.A., 1968; M.A., 1970) and Georgetown University Law Center (J.D., 1981). She was born July 9, 1946, in Wichita, KS, and currently resides in Falls Church, VA.

#### Nomination of Mary T. Goedde To Be an Assistant Secretary of Health and Human Services

September 7, 1988

The President today announced his intention to nominate Mary T. Goedde to be an Assistant Secretary of Health and Human Services (Legislation). She would succeed Ronald F. Docksai.

Since 1986 Mrs. Goedde has been Principal Deputy Assistant Secretary for Legislation at the Department of Health and Human Services in Washington, DC. Prior to this, she was a legislative consultant at the Department of Education, 1985-1986. She was also a staff writer for the Indian Hill Living Magazine in Cincinnati, OH, 1984-1985.

Mrs. Goedde graduated from Trinity College (B.A., 1974) and Georgetown University (M.A., 1980). She was born September 19, 1952, in Cincinnati, OH. She is married, has two children, and resides in Potomac, MD.

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HEADLINE: Soviet Pledges Military Changes;  
Akhromeyev Says Force Structure, Budget Will Be Revised

BYLINE: Walter Pincus, Washington Post Staff Writer

BODY:

During his six-day visit to the United States, Soviet Chief of Staff Marshal Sergei Akhromeyev repeatedly assured his hosts that there would be major visible changes over the next few years in the structure of Moscow's military forces and in the way its defense budget is put together, according to informed sources.

Adm. William J. Crowe Jr., chairman of the Joint Chiefs of Staff, promoted the unprecedented hours of discussions among himself, the Joint Chiefs and Akhromeyev and his top-level delegation of Soviet army, navy, air force and Marine officers despite early objections from some State Department officials. The meeting took place in the secure "tank" in the Pentagon where the Joint Chiefs of Staff meet.

After the Soviet group left for Cuba Monday night, Crowe described Akhromeyev as "surprisingly forthright and nonpolitical", according to sources.

A good foundation for future cooperation was created, these sources said, not only by creation of joint study groups and future exchanges, but also by a feeling of trust that grew between the two military leaders. That trust is described as somewhat parallel to the relationship between their bosses, President Reagan and Soviet leader Mikhail Gorbachev.

One night, Crowe introduced the 64-year-old Soviet marshal to a U.S. audience as the "brain" of the armed forces and "a leader at a time of change . . . who can make a difference."

At various meetings around the country, Akhromeyev and his delegation provided insights into the new views of the Soviet armed forces' leadership such as:

Their dislike of the Soviet defense budget structure under which the defense ministry pays for military forces, but research and weapons production is financed by a civilian department. The Soviets recognized that because of this separation U.S. intelligence is often aware of the size of Soviet military spending.

Eventually, Soviet defense budgeting will be handled in a fashion similar to that of the United States and other countries. In a year or two, the Moscow defense budget will be seen "clearly like in a mirror," one Soviet officer told Americans during the trip.

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This "reform" had been mentioned earlier to U.S. civilian experts visiting Moscow, sources said.

The Soviet military's realization that because of their "offensive characteristics," Soviet military exercises disturb Western military officials. Changes will be made, including a revision of the military handbook, the Americans were told.

The Soviets had complaints too. They said they wanted advance notification of the U.S Strategic Air Command's annual exercise called Global Shield, which simulates a worldwide response to a Soviet strategic attack. They consider the exercise dangerous because they cannot always safely assess what is going on. They believe the exercise involves 30 percent of SAC's B52 and B1B bombers.

The Soviets also asked advance notice for Autumn Force, a regular NATO exercise in which 300,000 to 400,000 troops are involved in Western Europe. "We have to work hard to tell that from real war," a Soviet military man said at one session.

Their feeling that both Moscow and Washington practiced "confrontational concepts" during the Cold War and failed to take advantage of opportunities to reduce military tensions. They realized 40 years of tension between the superpowers cost them both dearly. They credited the Reagan administration for the "new view" that led to both nations "discarding Cold War notions" beginning in 1985.

The Soviet delegation's statement that the Defense Council -- the top national security body made up of top political and military leaders -- spent two years working out the new "defensive" military doctrine. The lead was taken by Gorbachev with decisions made collectively. The military officers drafted the decisions but otherwise played a subordinate role.

The Soviet comment that their "extremely reliable" safety devices are similar to those they examined on a visit to a U.S. Minuteman III intercontinental ballistic missile complex, where they reviewed safety devices to prevent an unauthorized ICBM launch.

Their recognition that they must reduce the perception that the capabilities of the Soviet forces are heavily offensive. But they insisted that the capabilities are "counteroffensive," designed to rebuff an attack from NATO. The Soviets also maintained that their advantage in tanks is not as dangerous as NATO's lead in tactical aircraft, an argument that both sides said could be resolved only through long-term discussions.

GRAPHIC: PHOTO, AKHROMEYEV IS SEEN BY CROWE AS "A LEADER...WHO CAN MAKE A DIFFERENCE.", UPI/REUTER

TYPE: NATIONAL NEWS, FOREIGN NEWS

SUBJECT: U.S.S.R.; UNITED STATES; JOINT CHIEFS OF STAFF; ARMED FORCES; BUDGET; GOVERNMENT REORGANIZATION

NAME: SERGEI AKHROMEYEV; WILLIAM J. CROWE JR.

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July 17, 1988, Sunday, Late City Final Edition

SECTION: Section 1; Part 1, Page 1, Column 4; Foreign Desk

LENGTH: 1108 words

HEADLINE: Soviets Decrease Use of Navy And Curb Overseas Exercises

BYLINE: By MICHAEL R. GORDON, Special to the New York Times

DATELINE: WASHINGTON, July 16

BODY:

The Soviet Union has cut back on overseas naval deployments and has stopped carrying out ambitious naval exercises far from Soviet territory, according to top American and Soviet military officials.

Marshal Sergei F. Akhromeyev, the chief of the Soviet military, told reporters at a Pentagon news conference this week that the cutback was an example of Moscow's new effort to develop a purely defensive military doctrine. Senior American military leaders have suggested that the cutback primarily reflects budgetary concerns in Moscow and does not necessarily portend an important change in Soviet military strategy.

"There is no question that we have seen less forward naval deployments," said Adm. William J. Crowe Jr., the Chairman of the Joint Chiefs of Staff, who said that the change appeared to reflect Soviet cost-cutting efforts. Admiral Crowe said the change in Soviet Navy operations was still under review by Government intelligence experts.

Reversal of Long Trend

Other experts on the Soviet Navy have speculated that the changed pattern of deployments and naval exercises may also reflect a Soviet effort to project a more benign image in Western Europe and Asia.

The decline in Soviet operations represents a reversal of a long trend. Soviet naval operations grew considerably from 1965 to 1984, the "peak" year for the Russian fleet, according to United States Navy figures.

According to the Navy, the wartime role of the Soviet Navy has been the largely defensive one of keeping American warships from approaching Soviet territory and protecting Soviet missile-firing submarines deployed close to the Soviet Union.

But the growth in Soviet naval operations also provided Moscow with an important means to extend its political influence in the third world, according to a 1985 report by the Office of the Chief of Naval Operations.

The latest United States figures, however, show that there has been a significant decline in the deployment of Soviet naval forces since 1984. The decline affects deployments of Soviet destroyers, frigates, corvettes,

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logistic ships, attack submarines and submarines that carry nuclear-tipped ballistic and cruise missiles.

According to the United States Navy, the Soviet fleet deployed an average of 46 submarines each day in 1984; in 1987, the Russians deployed an average of 25 submarines each day. In 1984, the average Soviet deployment of warships on a given day was 31 warships; in 1987, the average was 24 per day.

In a noteworthy change, the Soviets did not send a naval task force to the Caribbean last year. This was the first time in this decade that Moscow has not sent such a force to the Caribbean. The United States Navy has previously cited such visits as important demonstrations of Moscow's support for Fidel Castro, the Cuban leader. There were also fewer flights to Cuba and Angola of Bear naval reconnaissance aircraft than in previous years.

And the Director of Naval Intelligence, Rear Adm. William O. Studeman, has told Congress that last year the Russians conducted naval operations "close to the Soviet mainland - a departure from pre-1986 exercises." Those earlier exercises have been a particular concern to American military planners.

#### Possible Link to Missile Pact

In 1984, for example, the Soviet Western fleet conducted its largest exercise ever. The exercise involved more than 140 surface ships, more than 40 submarines, and involved simulated attacks by Soviet Navy and Air Force bombers on targets "well out into the Atlantic," according to the 1985 United States Navy report.

The Russians have also cut back on the deployment of old missile-firing Yankee class submarines that have been deployed off the American coast, moving some of these submarines closer to Europe to compensate for the elimination of Soviet medium-range missiles under the new missile accord. Now such submarines are only occasionally deployed off United States coasts, Pentagon officials say.

Despite these changes, United States Navy officials assert that there has been no obvious change in Soviet shipbuilding plans, which were well underway when Mikhail S. Gorbachev became General Secretary. And the Soviet Navy continues to conduct escort operations in the Persian Gulf and maintains a small number of ships off West Africa, near Angola. Why the Change? Administration experts and specialists outside Government have offered different explanations for the change.

Admiral Studeman, who is leaving his post to head the National Security Agency, has cited budgetary pressures as well as increased emphasis by Soviet planners on improving the navy's capability to conduct operations close to home.

The Soviet military, for example, has been making increasing use of its navy, in conjunction with air force units, to improve the Soviet Union's ability to defend itself against attack by bombers and cruise missiles, Admiral Studeman said in his Congressional testimony.

Norman Polmar, an expert on the Soviet Navy, said "the changes are due to near-term budgetary concerns and Gorbachev's efforts to modernize Soviet industry."

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"He is trying to show that the Soviet Union can deal with the West in a responsible way and the earlier exercises could have been considered provocative by some," he added. But Mr. Polmar stressed that there were no apparent changes in Soviet shipbuilding plans.

#### Effect of Cruise Missiles

Admiral Studeman also told Congress that the deployment of American sea-launched cruise missiles could prompt the Soviet Union again to put additional emphasis on developing the ability to engage Western units far from Soviet territory. He said the "range capabilities" of the cruise missiles "could force the Soviets to adjust their correlation of forces for engagement of battle groups farther from the Soviet homeland."

Norway's Defense Minister, Johan Jorgen Holst said this week that the changes in Soviet naval deployments could stem from budgetary pressures, "a basic reassessment of strategic needs," or reconsideration of the political value of keeping naval units deployed throughout the world.

In his Congressional testimony, Admiral Studeman also said that while Soviet planners continue to upgrade their air and naval installations at Cam Ranh Bay in Vietnam, their abilities to project military power are limited.

"Soviet forces abroad, such as those at Cam Ranh Bay, Vietnam, or in Ethiopia, South Yemen, Cuba or the South Atlantic are still too few and too weak to enable the Soviets to engage in any significant power projection, particularly over a prolonged period," Admiral Studeman said.

SUBJECT: NAVIES; INTERNATIONAL RELATIONS; ARMAMENT, DEFENSE AND MILITARY FORCES; UNITED STATES INTERNATIONAL RELATIONS

NAME: GORDON, MICHAEL R; AKHROMEYEV, SERGEI F (MARSHAL)

GEOGRAPHIC: UNION OF SOVIET SOCIALIST REPUBLICS

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July 11, 1988, Monday, Late City Final Edition

SECTION: Section A; Page 16, Column 1; Editorial Desk

LENGTH: 242 words

HEADLINE: Topics of The Times;  
A Soviet Marshal, Here!

BODY:

Even one year ago, it would have been difficult to imagine the Pentagon wining and dining the Soviet Union's top military officer, let alone piping him aboard an aircraft carrier for an air show. Yet Marshal Sergei Akhromeyev was treated to precisely those events and more last week as he began a six-day visit to the United States. Such a high-ranking Soviet officer had not visited here since World War II.

Earlier this year, Soviet Defense Minister Yazov played host to Defense Secretary Carlucci in Moscow. That was a first, but somehow it seemed less symbolic than last week's meetings between Marshal Akhromeyev and Adm. William Crowe, Chairman of the Joint Chiefs of Staff.

There is something particularly striking about a get-together of the two most senior military officers of the two superpowers, tense adversaries for more than four decades. Civilian leaders on both sides have resisted such meetings for years in the belief that they conveyed too much optimism, raising concern about letting down one's guard.

At dinner, Admiral Crowe introduced the servers, saying they were from "the Pentagon mess." And, he added, "I mean that literally." Literal it was, as a Navy man's term for dining room. Sly it was also, as a warrior's way of bemoaning the Pentagon's procurement scandal.

Surely a new stage in the cold war has arrived when these two men, fellow warriors against bureaucracies, can share a knightly bond - and a joke.

TYPE: Editorial

SUBJECT: ARMAMENT, DEFENSE AND MILITARY FORCES; UNITED STATES INTERNATIONAL RELATIONS; INTERNATIONAL RELATIONS; EDITORIALS; NAVIES; AIRCRAFT CARRIERS; UNITED STATES ARMAMENT AND DEFENSE

NAME: CROWE, WILLIAM J JR (ADM); AKHROMEYEV, SERGEI F (MARSHAL)

GEOGRAPHIC: UNION OF SOVIET SOCIALIST REPUBLICS

TITLE: TOPICS OF THE TIMES (TIMES COLUMN)

## AUGUST 1988

## International

- I.R.A. Bomb Kills British Soldier (Aug. 1):** Ten others wounded at barracks in North London.
- Flash Floods Kill Thousands in China (Aug. 2):** Tens of thousands made homeless along Eastern coast. Drought damages millions of acres.
- Soviet Frees West German Flier (Aug. 3):** Releases Mathias Rust, 20, who landed at Moscow Red Square, May 29, 1987.
- Iran Accepts Iraq Truce Plan (Aug. 8):** Approves compromise for cease-fire followed by direct talks to end war in Persian Gulf.
- Cease-Fire Reached in Southern Africa (Aug. 8):** South Africa, Angola, and Cuba agree to immediate truce in Angola and neighboring Namibia. U.S. mediated three-way conferences.
- Shultz Escapes in Bolivia Bombing (Aug. 8):** Secretary of State and delegation unhurt as bomb explodes in motorcade on way to La Paz from airport.
- Burma's New Leader Replaced (Aug. 12):** U Sein Lwin resigns after antigovernment demonstrations. In office three weeks. (Aug. 19): Attorney General Maung Maung, a civilian, succeeds him.
- Plane Blast Kills Pakistan Leader (Aug. 17):** President Mohammad Zia ul-Haq dies as Pakistani Air Force four-engine C-130 explodes in mid-air and crashes in Eastern Pakistan. Other victims included U.S. Ambassador Arnold L. Raphel and Brig. Gen. Herbert M. Wassom, U.S. defense attaché. (Aug. 18): Officials suspect bomb.
- I.R.A. Blast Kills Eight British Soldiers (Aug. 20):** Twenty-eight wounded in terrorist attack by bomb near bus carrying troops in Northern Ireland.
- Quake Kills 550 in Himalayas (Aug. 21):** Sweeps across Nepal and eastern state of Bihar.
- Eight Seized in Major Spy Ring (Aug. 24):** American and West German officials uncover group supplying Hungarian intelligence agents with secret Western military documents. (Aug. 25): Former U.S. Army sergeant, Clyde Lee Conrad, 41, identified as key figure in espionage ring spying on NATO.
- More Than 40 Die in Air Show Crash (Aug. 28):** Three jets from Italian Air Force precision team collide at West German air base. Several hundred injured. (Aug. 29): West Germany bans further displays of military acrobatic flying.
- Trade Agreement Backed in Canada (Aug. 31):** House of Commons approves free-trade accord with U.S., ending century of economic nationalism.

## National

- President Bars Veto of Plant-Closing Bill (Aug. 2):** Allows legislation requiring 60 days' notice to take effect without signature, in gesture to George Bush and G.O.P. political leaders.
- Reagan Vetoes Military Fund Bill (Aug. 3):** Rejects \$229.6-billion measure and accuses Democrats of weakness on defense issues.
- Sweeping Trade Bill Enacted (Aug. 3):** Senate sends to President measure he later signs giving him broad powers to retaliate against nations found to be engaging in unfair trading practices.
- Treasury Secretary Resigns (Aug. 5):** James A. Baker 3rd to join George Bush presidential campaign. Former Senator Nicholas F. Brady is successor.
- Education Secretary Resigns (Aug. 9):** William J. Bennett was outspoken critic of schools. To succeed him President Reagan names Lauro F. Cavazos, president of Texas Tech University.

- Law Redresses Wartime Wrong to Interns (Aug. 10):** Reagan signs measure to compensate Japanese-Americans for forced relocation in World War I. Law establishes \$1.25-billion trust fund.
- Dick Thornburgh Succeeds Meese (Aug. 11):** Senate unanimously confirms former Republican Governor of Pennsylvania as 76th Attorney General.
- Republicans Nominate George Bush (Aug. 15):** Party's 34th National Convention opens at New Orleans. President Reagan praises Bush as tough enough to be President and says own farewell to G.O.P. (Aug. 16): Vice President chooses Senator Dan Quayle of Indiana, wealthy 41-year-old conservative, as runningmate. Controversy erupts over Quayle's military record. (Aug. 17): Convention formally nominates Bush as Presidential candidate. (Aug. 18): Vice President accepts nomination with pledge to "keep America moving forward."

## General

- New York Congressman Convicted (Aug. 4):** Rep. Mar Biaggi found guilty in Federal court for racketeering scandal involving Wedtech Corporation military contracts.
- Rupert Murdoch Buying TV Guide (Aug. 7):** Will pay \$3 billion for Triangle Publications Inc., which publishes the *Daily Racing Form* and *Seventeen Magazine*, to Walter H. Annenberg.
- Hunt Brothers Lose Conspiracy Case (Aug. 20):** U.S. jury Manhattan orders Texas magnates to pay \$11 million in damages to Peru's Government concerned in racketeering scheme.
- Giants Player Suspended for Drug Use (Aug. 29):** Lawrence Taylor, premier linebacker, penalized by National Football League for 30 days.
- Ninety-Four Survive Delta Crash (Aug. 31):** Thirteen dead Boeing 727 airliner bursts into flames shortly after takeoff at Grapevine, Texas.

## Major Emmy Awards for TV, 1988

(August 28)

- Drama series: *Thirtysomething* (ABC)**  
**Actress:** Tyne Daly, *Cagney and Lacey* (CBS)  
**Actor:** Richard Kiley, *A Year in the Life* (NBC)  
**Supporting actress:** Patricia Wettig, *Thirtysomething* (ABC)  
**Supporting actor:** Larry Drake, *L.A. Law* (NBC)
- Comedy series: *The Wonder Years* (ABC)**  
**Actress:** Beatrice Arthur, *Golden Girls* (NBC)  
**Actor:** Michael J. Fox, *Family Ties* (NBC)  
**Supporting actress:** Estelle Getty, *Golden Girls* (NBC)  
**Supporting actor:** John Larroquette, *Night Court* (NBC)
- Variety, music or comedy program: *Irving Berlin's 100th Birthday Celebration* (CBS)**
- Mini-Series or special: *The Murder of Mary Phagan* (NBC)**  
**Actress:** Jessica Tandy, *Foxfire: Hallmark Hall of Fame* (CBS)  
**Actor:** Jason Robards, *Inherit the Wind* (NBC)  
**Supporting actress:** Jane Seymour, *Onassis: The Richest Man in the World* (ABC)  
**Supporting actor:** John Shea, *Baby M* (ABC)
- Individual performance in a variety or music program: Robin Williams, *ABC Presents a Royal Gala* (ABC)**
- Governor's Award:** Animation producers Jose Barbera and William Hanna  
 Network totals: NBC 11, ABC 10, CBS 5

- 1 -

## *Shot Down over the Pacific*

My first interview with the Vice President was held in the late winter of 1982, in his office at the West Wing of the White House.

The Vice President's Press Secretary, Pete Teeley, had sat through hundreds of these interviews, so I thought it would be a good idea to get some advice from him. Why waste time rehashing stories already on the public record? Those I could find.

Teeley suggested that the great untold story of George Bush was his war record. When the Bush-for-President bandwagon was at full speed in 1980, his war record had received a prominent place in the official biography. But though it was often mentioned, the accounts never included many details.

It was a couple of years later, while updating the George Bush biography, that Pete Teeley had stumbled across the Navy's Citation of Bravery. Teeley was surprised when he learned the extent of the heroics of the young George Bush, but he was not surprised at how unassuming the Vice President had been about his World War II record.

The reluctance to boast of personal achievements is one of the more pronounced and famous characteristics of the complex George Bush personality. While it was endearing to find someone who had achieved so much while still remaining relatively unaffected by it all, friends and advisors found that there were times when this trait could be quite frustrating. Political consultants were especially antsy when the

Vice President refused to step forward and take credit for something that was clearly his.

The key, Teeley assured me, was to come prepared. So I armed myself with what little material already existed on the subject and a determination that I would obtain George Bush's firsthand account of the day he was shot down in the Pacific during World War II.

Actually, it turned out to be one of the best interviews I was to have with George Bush. The Vice President's Press Secretary, who had alerted me to the whole idea, had also been telling the Vice President that he needed to open up and get his story on the record. So perhaps the timing was right.

When the interview started, we were alone. But then at some midway point a staffer appeared at the door giving the customary prearranged signal, "I'm sorry, Mr. Vice President, but you have to go." This really meant, of course, that *I* had to go. But evidently this afternoon the Vice President's schedule had more flexibility. He waved away the interruption and our interview continued.

By the time we were finished, several staffers and secretaries had joined us, at first standing and then (at the Vice President's insistence) sitting on the various couches and chairs. For a short time business came to a stop.

With the fireplace popping and whistling, the Vice President gave one of the best accounts of his dangerous missions as America's youngest Navy pilot.

"The sun shone intermittently through a broken cloud cover as our aircraft carrier, the *San Jacinto*, steamed toward Chichi Jima, a little island south of Japan. It was September 2, 1944, and as I strapped myself into my aircraft (a torpedo bomber called an Avenger), I thought to myself that this would be a bad day to be shot down.

"We were supposed to knock out some radio stations on Chichi Jima. It was all part of a plan to interrupt Japanese communications in preparation for an invasion of the Palau Islands.

"We had tried to finish the job the day before, but hadn't been successful. The island was very well-defended. I think our squadron lost one plane.

"I was part of the VT51 squadron. We had 34 planes assigned to the carrier. We really had a very vulnerable ship, light and thin-skinned. It had been rushed into service. Of course that gave it an advantage, too; it was fast, and as a result we saw a lot of action.

"The Avenger would take a crew of three. I was the pilot up front; behind me was my rear gunner, Leo Nadeau; and underneath, with a machine gun, was the radioman, John Delaney. The rear gunner, Leo Nadeau, didn't go that morning. It saved his life.

"The three of us had seen a lot of action before September second. That spring my roommate had been shot down. The war in the Pacific was really reaching its peak; the enemy was up against the wall and they were tough. I remember making a forced landing in the middle of the ocean, with the three of us barely getting away before the plane exploded.

"There was an accident on board the *San Jacinto* in which a pilot's leg was thrown across the deck. It landed right in front of me, quivering. We were all stunned—here was this body cut in two—and then one of the officers came along and yelled, 'Get this mess cleaned up!' So everybody went back to work."

*Why did your crew suddenly change that morning?*

"Ted White came up to me and asked if he could go along as gunner. He was an old friend of the family, a Yale graduate. His parents had always wanted him to be a pilot.

"It was obvious that it was going to be a pretty dangerous raid. I told him we had picked up some pretty serious antiaircraft fire the day before, but if it was okay with the commander it was okay with me. Well, he was pretty excited. It was going to be his first raid."

4 • *Man of Integrity*

*He was killed?*

"He never came back.

"We were the second plane in, so they were ready for us. It was called glide-bombing, which is different from a dive-bomber, which puts the flaps on and drops at about 60 degrees. We were coming in at about 30 degrees, but the feel in a torpedo bomber gave the sensation of going straight down."

*Do you remember the exact moment when you were hit?*

"I'll never forget it.

"There were black explosions all around us and then a flash of light. The plane was lifted forward and we were suddenly enveloped in flames.

"I remember looking out and seeing the flames running along the wing where the fuel tanks were and where the wings fold. I thought, *'This is really bad.'* The cockpit was filled with smoke, so it was difficult to read the instruments, but we were falling fast. I pulled out of the dive, finished the run, and then turned back out over the water."

*The official records say that in spite of damage to your own plane, you continued your dive and scored hits on the radio station. The report talks about complete disregard for your own safety and about courage to press the attack even after your own plane was engulfed in flames and smoke.*

"It was an instinct—there really wasn't much time to think about it. Everyone who went into combat was brave."

*But everyone didn't win the Distinguished Flying Cross medal.*

"To tell you the truth, I thought I was a goner. I looked

back and saw that my rear gunner was out. He had been machine-gunned to death right where he was.

“So then I turned back over the water and we bailed out.”

*But Delaney was killed too, and you were the only survivor.*

“He was evidently cut to ribbons as he parachuted down. I was luckier. Trying to get out in a hurry, I ended up banging my head on the plane and my chute got caught on the tail and then broke free, but I got out. My rubber raft had broken free, so I swam over and climbed in.”

*The story is that the Japanese were shooting from the shore, and they were coming after you in their own boats.*

“I’m told that some of the fellows circled back and strafed the enemy boats and that’s what saved me.

“Chichi Jima was part of the Bonin Islands, and after the war I found out that the enemy soldiers on those islands were pretty fierce warriors. Among other things, a war crimes tribunal found them guilty of torturing and beheading downed airmen. There were even some pretty extraordinary stories of cannibalism. Of course if I had known that, I would have paddled all the way to Hawaii.”

*So much time has passed since World War II. The horror seems to have gone out of it. There have even been television sitcoms on the subject.*

“There has been time for healing. The West Germans and Japanese are two of our most important allies, even though sometimes we are passionate economic rivals.

“But I can assure you that there is no such thing as a funny war. They are all terrible and tragic events, chewing

up hundreds of thousands of young people even before they have had a chance to live, and leaving behind broken-hearted families.

"I can tell you this: If I'm ever in the position to call the shots, I'm not going to rush to send somebody else's kids into a war. I know what it was like to be a 21-year-old kid out there in the middle of the Pacific Ocean, disoriented, nauseous, agonizing over the deaths of my closest friends, and terrorized by the thought of imminent capture.

"To some people war may appear glamorous and romantic in the history books, and it is tragic that each generation usually experiences several wars until it has had its fill of them.

"I suppose that's why I feel so strongly about maintaining a powerful defense—so that this country never has to go to war again."

*So you were shot down in the middle of the Pacific Ocean . . .*

"I had injured myself trying to get out of that plane before it crashed. It really wasn't a serious injury, but just a strawberry—the kind you get from sliding into home plate. But some of the pilots circling overhead saw the blood all over my face and thought the worst.

"They dropped some medicine from the air and I paddled over and picked it up. I checked myself out to see if I was okay. There wasn't much time. The frustrating thing was that the wind was blowing me back toward the beach, so I had to keep paddling to stay out.

"I remember the drone of our planes disappearing and wondering what was going to happen to me. Of course, I prayed. I thought 'This is it—it's all over.'

"I was out there paddling for a couple of hours, with the wind blowing me back toward shore, when this submarine rose up out of the waters. It was like an apparition. At first I thought, 'Maybe I'm delirious,' and then, when I concluded that it was a submarine all right, I feared that it

might be Japanese. It just seemed to me too lucky and too farfetched that it would be an American submarine. But then I saw the American sailors running back and forth across the deck and I knew I was going to make it—that for some reason I was going to live through this thing.”

*How long were you on board the submarine?*

“As it turned out, they had just begun a pretty dangerous mission in enemy waters. There wasn’t anything they could do with me but take me along. So I spent the next 30 days on a U.S. submarine.

“I can tell you that there were some times when I wasn’t so sure whether I had been rescued or not. It was a frightening experience, and the longer it lasted the more I grew to respect those men.

“We used to argue over which career was the most dangerous. They would say that they never wanted to be a pilot because you were too vulnerable as a pilot, and if you got hit, it was all over. Yet here I was, living proof that you could fall out of the sky and live to talk about it.

“I would tell them that this was going to be the last submarine duty I ever did. Sometimes there were depth charges exploding all around us. If there had been just a hairline crack in the skin of that submarine, it would have been all over. Where are you going to go when you’re already under the surface of the ocean?

“Of course, with my being on board that long, they gave me something to do. In those close quarters everybody pitched in. It was an experience I will never forget—firing torpedoes at the enemy and then hiding right under their noses for days on end. Our skipper was eventually given the Silver Star for the amount of tonnage he sank. When the patrol was over, I was given a brief rest at Pearl Harbor and then sent back out to the fleet again. I’m still waiting for my bonus check from the U.S. Navy for submarine service!”

*You must have had some sense of destiny about all of this. Your co-pilot and gunner were dead, and you were very lucky to have gotten out of it alive.*

“Oh, yes, there was all of that. People talk about a kind of foxhole Christianity, where you’re in trouble and think you’re going to die, and so you want to make everything right with God and everybody else right there in the last minute.

“But this was just the opposite of that. I had already faced death, and God had spared me. I had this very deep and profound gratitude and a sense of wonder. Sometimes when there is disaster people will pray, ‘Why me?’ In an opposite way I had the same question: Why had I been spared and what did God have for me?

“At night when we would surface, I used to enjoy my time on the watch. It was absolutely dark in the middle of the Pacific; the nights were so clear and the stars so brilliant. It was wonderful and energizing, a time to talk to God.

“One of the things I realized out there all alone was how much family meant to me. Having faced death and been given another chance to live, I could see just how important those values and principles were that my parents had instilled in me, and of course how much I loved Barbara, the girl I knew I would marry. Her name had been painted on my plane.”

*Were you a dreamer as a young man? Did you have goals to do great things?*

“I suppose, like all young men, I was a dreamer. But I never did set up a grand design for my life. I’ve always believed that you must do well in whatever it is that you do, and in that sense I set objectives along the way and then tried to attain them. For example, I had wanted to go right

into the Navy when the war broke out. But my parents and relatives were upset; they felt that the thing for me to do was go on to college. Yet I was shaken by what had happened at Pearl Harbor, and I was patriotic and wanted to do something about it. So I dug in my heels and pulled it off. I won my wings and commission at the age of 18, at the time the youngest pilot in the United States Navy. I was determined to see combat and then after the war get into college, and so I did. I've always been one to concentrate on what's at hand."

*There is no unique George Bush philosophy of success?*

"If there is, it's not systematic. I just say, Do your best, stand for something, accomplish something, be a doer and not a critic. If you don't like things, get in and try to change them. If you've been lucky enough to take something out of the system, put something back into it.

"My family instilled some concepts in me at a very early age. They believed very strongly in Christian ethics, kindness and helping others, and I've embraced that for myself.

"In 1980, when I started running for the Presidency, some of the most knowledgeable and talented people warned me, 'You're just going to get hurt.'

"In a sense they may have been right. Perhaps there was no chance in 1980, but we worked hard, raised money, and paid all our bills. We had an incredible experience with hundreds of thousands of people supporting us. If I had waited around for somebody else to tell me to do this, I wouldn't be sitting here talking to you now.

"Give life everything you've got: Don't hold back and don't look for the easy way out; just go ahead and do what you should do."

*You were still in the Navy when you married Barbara?*

"Yes, I was in some pretty heavy action over the Philippines when I got Christmas leave. It was an unforgettably happy time for me during Christmas of 1944.

"But the war was still on. If you had said that it would all be over within six months, no one would have believed you. It's true that the Germans were falling back on the eastern front, but the Battle of the Bulge had been launched, and all these American boys were getting chewed up. And in the Pacific theater it looked like we were only at the half-way mark, with a long war of costly island-hopping ahead of us.

"Yet with all that tragedy as a backdrop, here I was back in Connecticut again with family and friends, and at Christmas on top of that. So Barbara and I were married, and for me it's been one of the world's greatest love stories ever since."

*Do you remember where you were when the war ended?*

"I'll never forget it. We were in Virginia Beach, Virginia, anticipating reassignment back to combat at any moment. The war in the Pacific still seemed like it was going to stretch on forever. Ten of the 14 original pilots in our squad had already been killed. I had to live with the prospect that if I were to get shot down this time, it might mean leaving behind a beautiful young widow.

"And then Truman dropped the bombs. A few days later the war was over and there was an unbelievable celebration. On the base, pilots were running out into the streets and hugging each other. People everywhere were crying and laughing.

"Barbara and I slipped away to a little chapel. I remember thinking about all my buddies who had died, and I remember squeezing Barbara's hand and thanking God one more time for letting me live to see this day of peace."

## DECEMBER 1987

## International

**European Banks Cut Lending Rates (Dec. 3):** West Germany's central bank leads six others in move to check dollar's fall and further international cooperation to calm financial markets.

**Arms Control Treaty Signed at Summit (Dec. 7):** Soviet leader Mikhail S. Gorbachev arrives in Washington. Immediately challenges Reagan to lead way to cut in strategic atomic weapons. (Dec. 8): Leaders sign first compact to reduce size of nuclear arsenals. It provides for dismantling all Soviet and American medium- and shorter-range missiles, with extensive system of weapons inspection in both U.S. and U.S.S.R. (Dec. 9): Reagan and Gorbachev confront, without breakthroughs, war in Afghanistan and cutbacks in strategic weapons. (Dec. 10): Three-day summit conference ends with report of progress toward limiting strategic weapons and decision not to let "Star Wars" impede negotiations. Despite better personal feelings, many issues are unresolved.

**Mexico Moves to Spur Economy (Dec. 14):** Central bank devalues peso's official exchange rate by 22 percent against the U.S. dollar.

**Government Candidate Wins in South Korea (Dec. 16):** Roh Tae Woo gets 36.9 percent of vote over divided opposition in nation's first genuine presidential election in 16 years. Opposition charges widespread cheating and rigging of ballots.

**Mafia Trial Convicts 338 in Sicily (Dec. 16):** Nineteen of 452 defendants get life terms for role in criminal empire financed largely from heroin trafficking in the United States.

**Palestinian Rioting Spreads (Dec. 19):** Rock-throwing youths attack Israeli-owned banks in Jerusalem and seize streets in Arab district as protests spread from Gaza Strip and West Bank. (Dec. 21): At least 20 dead in 13 days of clashes between rioting Arabs and Israeli troops in occupied areas. Hundreds of thousands of Arabs inside Israel join others in occupied areas in general strike to protest Israel's handling of wave of protests.

**Soviet Astronaut Ends Record Stay in Orbit (Dec. 29):** Col. Yuri V. Romanenko returns home from space station *Mir* after 326-day stay.

**Colombia Frees Drug Leader (Dec. 31):** Angers U.S. by release of Jorge Luis Ochoa, sought on charges of wholesale trafficking in cocaine.

**Zimbabwe a One-Party State (Dec. 31):** Robert Mugabe inaugurated as first Executive President in move away from parliamentary democracy.

## National

**Space Station Contracts Awarded (Dec. 1):** NASA chooses four companies to begin building nation's first permanent outpost. Cost set at \$14 billion.

**NASA Plans 1989 Jupiter Mission (Dec. 2):** Announces long-delayed project would include rerouting of spacecraft to use the gravitational force of Venus and the Earth.

**Armed Forces Face \$33-Billion Cuts (Dec. 4):** Reduction of more than 10 percent ordered for year ahead.

**Foreign Trade Deficit Sets Record (Dec. 10):** U.S. reports \$17.6 billion figure for October. Christmas goods and other imports rose five times as much as exports. Nation's markets in turmoil.

**New Arms Control Chief Picked (Dec. 13):** Reagan nominates Maj. Gen. William F. Burns of Army to suc-

ceed Kenneth L. Adelman as director of Arms Control and Disarmament Agency.

**Gary Hart Back in Race (Dec. 15):** Former Senator vows to "let the people decide" on his Presidential candidacy despite furor over sex life.

**Former White House Aide Convicted (Dec. 16):** U.S. Court jury in Washington finds Michael K. Deaver, 49, guilty of lying under oath about using his influence as a highly paid lobbyist.

**Bush Iran-Contra Role Disclosed (Dec. 17):** Congressional panel says White House memo shows Vice President as being "solid" in support of arms shipments.

**Budget Measures Enacted (Dec. 22):** President signs overall spending measure and bill to hold down federal deficit. Senate and House vote to adjourn.

## General

**Crash Suspects Take Suicide Pills (Dec. 1):** Man and woman had been aboard Korean Air's Boeing 707 before it had left middle East and disappeared on flight over Burma with 115 aboard.

**California Plane Crash Kills 43 (Dec. 7):** Pacific Southwest Airlines four-engine British Aerospace 146 goes down after crew reports hearing gunfire. (Dec. 9): Gun found in wreckage. Disgruntled employee of US Air, parent company of Pacific Southwest, reported to have boarded plane with intention of killing his former supervisor.

**Florida Repeals Advertising and Services Tax (Dec. 10):** Legislature increases sales levy. National corporations had led fight on earlier tax.

**Chrysler Enters Odometer Plea (Dec. 14):** Pleads no contest in federal Court to charges of tampering with cars that had been sold as new but had been used for testing and for executives.

**U.S. Oil Consumers to Benefit (Dec. 17):** OPEC deadlocked on prices expected to depress level.

**Union Carbide Must Pay \$270 Million (Dec. 17):** Judge in India orders interim compensation for victims of 1984 Bhopal gas disaster, fatal to thousands.

**Ivan F. Boesky Gets Three Years (Dec. 18):** Former powerful Wall Street speculator, 50, sentenced in U.S. Court for conspiring to falsify stock trading records related to insider deals.

**Texaco-Pennzoil Accord Reported (Dec. 18):** Giant Texaco Inc. agrees to pay \$3 billion to tiny Pennzoil to end four-year legal battle over contract.

**Gary Kasparov Keeps Chess Title (Dec. 19):** Defeats challenger, Anatoly Karpov, in final game of match at Seville. Match a tie, with purse equally divided.

**Ship Collision Kills Hundreds in Pacific (Dec. 20):** At least 1,500 missing and presumed drowned after passenger ferry and oil tanker crash off Mindoro Island 110 miles south of Manila.

**Three Guilty in Racial Attack (Dec. 21):** White teenagers convicted on assault and manslaughter charges in Howard Beach case in Queens, N.Y., that resulted in death of one black victim.

**Teen-Ager Hijacks KLM Plane (Dec. 23):** Youth forces Boeing 737 with 97 aboard to land in Rome and demands \$1 million before police capture him.

**Sixteen Dead in Mass Slaying Spree (Dec. 29):** R. Gene Simmons, Sr., 47, held at Russellville, Ark., in series of shootings of relatives and co-workers in one of nation's worst multiple killings in decades.

**Shuttle Rocket Fails in Test (Dec. 29):** Failure of redesigned nozzle component delays first flight of space shuttle since Challenger disaster.

**Sharp Drop in Ozone Shield Reported (Dec. 31):** Research report decline in atmosphere's protective layer nearly entire globe from 1979 through 1987.

THE WHITE HOUSE

January 25, 1989  
WASHINGTON

MEMORANDUM

TO: Clark Judge  
FROM: Stephanie Blessey  
RE: Naval Yard Speech

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Attached is some additional information for the Naval Yard speech. The package includes:

- \* People article about Chinese waif, now millionaire
  - \* Examples of Contemporary Naval Heroes
    - WWII
    - Korea
    - Vietnam
  - \* History of the Norfolk shipyard
  - \* People article on injured Vietnam veteran who returns to North Vietnam with medical supplies
  - \* Copy of memo sent to Judd Swift regarding the pre-advance
-

1ST STORY of Level 1 printed in FULL format.

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People

November 21, 1988

SECTION: SEQUEL; Pg. 137

LENGTH: 1368 words

HEADLINE: A STARVING CHINESE WAIF WHO BECAME AN AMERICAN MILLIONAIRE TOASTS  
THE SAILORS WHO TWICE RESCUED HIM

BYLINE: Brad Darrach, and Margaret Nelson in Romeo

## BODY:

First, rewind: to 5 a.m. on the Shanghai waterfront, late autumn, 1945. Raked by an icy wind, Machinist's Mate Tom Hilt stands watch on the foredeck of a Navy repair ship, the U.S.S. Pandemus. Suddenly he hears -- could it be? -- a child sobbing in the night. Hurrying to the rail, he looks down. On the dock he sees a naked Chinese boy, shivering and weeping as he attempts pathetically to dry his sopping garments in the engine room exhaust.

Now, fast-forward: to the apple country of eastern Michigan, an hour's drive north of Detroit, on a sunny autumn afternoon last month. Memories bubbling up as the beer goes down, 28 former members of the Pandemus crew, now well into their 60s, have assembled with their wives in the dining room of a popular golf club to celebrate their third reunion. Tom Hilt is there and, believe it or not, so is that once-wretched little Chinese boy. But the starving dock rat known as Han Lin has evolved into a lean, vigorous gentleman of 55 named Peter Han -- the host of the party, the owner of the golf club, the wealthiest man in the room.

So how did a Shanghai ragamuffin turn into a Michigan millionaire? "It's an incredible story," says Han. More to the point, it's a story with a heart: a gentle epic about a child who clung to hope, about plain, decent people who moved heaven and earth to save him -- and about the eternal truth that in life's darkest moments love (and true grit) can somehow find a way.

Han was born in 1933, and destiny dealt him a bad hand. When he was 8, his father died and his mother sent him to live with his grandfather in Japanese-held Shanghai. "My step-grandmother was cruel," he remembers, "so I ran away and lived on the docks. I went days without eating. People lay dying in the streets."

Han was 12 when the Pandemus steamed into Shanghai harbor at the end of World War II. Tom Hilt first noticed him when the ship's cooks were handing out leftovers to the kids on the dock. "Han was the chief honcho," Hilt remembers. "He distributed the food, making sure no one took more than his share. He didn't eat a thing until everyone else had some." But that night somebody tossed a pail of filthy water over the side -- and it landed on Han's head. Hustled to the ship's infirmary, Han was in sorry shape. "His head was covered with big open sores," Hilt recalls. "Scurvy, from malnutrition. But the doc said we could get him well if we could keep him for a while."

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Without permission -- Japan's surrender left discipline lax -- Hilt put the boy in crew's quarters. "It was like I had died and gone to heaven," Han says. "Lots of food, friendly people, a warm bed. I owe my life to those sailors." Whip-smart, he learned to cuss like a bos'n's mate and won a nickname: Salty. He also learned to run small motorboats and keep them shipshape. "You only told him something once," says crewman Tom Kennedy, "and he had it better than you did."

In 1946, facing transfer, Hilt and Kennedy raised \$225 and entered Han in a Roman Catholic boys' school in Shanghai. "I asked Father Martin to give Han an education and send me the bill," Kennedy says. "I never got one." Han cried when his friends left: "I didn't think I'd ever see them again." But he enthusiastically converted to Catholicism and emerged as a student leader.

Then in 1949 Shanghai fell to the Communists, and Father Martin was carted off to jail. At first, Han visited him every day to deliver a smuggled packet of food. But when the Communists ordered him to recruit fellow students, Han faced a crisis of conscience. "As a Catholic I believed that Communism was evil," he says. "I asked Father Martin what to do. He gave me the name of a priest in Beijing and told me to go there."

When a travel permit was refused, Han decided to escape to Hong Kong. Many had died in the attempt, and for Han the venture was doubly dangerous because he carried a letter from Tom Kennedy in one shoe. If the authorities found it, he would probably be shot as a spy. "But I wouldn't have given that letter up for my life," Han says. "It was from my friend in America."

Three times Han tried to cross the border. Three times he was caught and thrown into a detention camp. "In that situation," he says, "you learn to think smart." So for the fourth attempt he prepared carefully: He bribed a camp guard to give him extra food, wore a Communist student's uniform and sewed some money into his sleeve. This time, at the age of 18, he completed his dash to freedom. "Nothing," he says, "is scary after that."

In Hong Kong, Han went to work as a handyman and studied English at night. Soon he was able to write to Tom Kennedy, who sent him money and clothes and asked if he wanted to come to America. "It's my dream," Han wrote back. Kennedy made contact with Michigan Sen. Homer Ferguson, who appealed to Secretary of State Dean Acheson. Four years later, after Kennedy guaranteed that his protege would never become a public charge, Han arrived -- on July 4, 1955, almost 10 years after he had come aboard the Pandemus.

For Kennedy and his wife, Marie, who were raising three young children on his modest income as a tool-and-die maker, sponsoring Han was an iffy undertaking. "It's not every wife," Kennedy says gratefully, "who lets you bring home a total stranger." But right from the start Han pulled his own weight. Trained as a woodworker in Father Martin's school, he refinished the basement and second floor of Kennedy's house, found work with a neighbor who remodeled houses and then got a job in a cabinetmaker's shop -- all within three months of his arrival. A little later he was hired by General Motors to make wooden models of body designs, and so began a steady ascent through the styling division. In 1977 he became chief modeler in GM's Cadillac studio, and in 1986, when he took early retirement, Han was the man in charge of Buick's model-making staff.

(c) 1988 Time Inc., People, November 21, 1988

But success is not the only theme of Han's American adventure. There is a love story here too, and it began in 1957, when he decided, at the suggestion of his godson in Hong Kong, to look up the young man's aunt, who was visiting Chicago. "I didn't know Chinese people in this country," he says, "and I thought it would be nice to talk to someone." Han flew to Chicago and rang the bell. "I was expecting someone about 50," he says, "but then the door opened, and there stood this beautiful young woman! I fell in love right away."

The lady's name was Mei-Po, and she worked as a companion for a wealthy Englishwoman. For three years, while Mei-Po traveled with her boss, Han courted her by mail. At last Mei-Po said yes, and in December 1960, Han flew to London to marry this young woman he had seen only once. "If her face had changed," he says, "I was going to get right back on the plane. But she was as beautiful as I remembered." Han and Mei-Po now have four grown children: Theresa, 26, Mary, 25, Lisa, 23 -- all college graduates -- and Peter Jr., 20, a University of Michigan sophomore. "My life," Han says, "is full of wonderful stories."

Not the least impressive is the story of the golf course in Romeo, Mich. It was a run-down nine-hole loser when Han bought a piece of the action in 1978. A year later he sold his handsome four-bedroom house, bought out his partner and moved his family into a ramshackle bungalow near the clubhouse. Total investment: \$375,000. In 1986 he left his job at GM, and while Mei-Po ran the club's restaurant, Han worked 17 hours a day to renovate the course. The result is an 18-hole layout that last year made a \$200,000 profit.

From November through February, Han and Mei-Po relax in their Florida condo and travel abroad. Last year they visited relatives in China and Hong Kong, and next month Han will teach model-building in a car factory near Shanghai. "It's a chance," he says, "to give something back."

So was the Pandemus reunion. After a hearty buffet supper prepared by Mei-Po, Han spoke a few heartfelt words to his friends. "Your sizes and shapes have changed," he said, "but I'm sure your hearts are the same. I asked you here to show off my success and introduce my family -- and to tell you that I wouldn't have any of this if it weren't for you."

GRAPHIC: Picture 1, Tom Hilt and Peter Han, above, are as close today as they were in 1945, when the sailor found the 12-year-old boy, right, dying of malnutrition. descBlack and white: Tom Hilt, Peter Han in golf cart., Photographs by Gerald Brimacombe; Picture 2, See above. descBlack and white: Tom Hilt, Peter Han in 1945., NO CREDIT; Picture 3, Tom and Marie Kennedy brought Han to the U.S. in 1955. "He owes us nothing," says Marie. "We made a lifelong friend." descBlack and white: Marie Kennedy, Peter Han, Tom Kennedy., Photographs by Gerald Brimacombe; Picture 4, Twenty-eight former crew members of the U.S.S. Pandemus posed with Han during the reunion at his Michigan golf club. descBlack and white: Peter Han, others., Photographs by Gerald Brimacombe; Picture 5, Han fell in love with Mei-Po the first time he saw her -- and then didn't see her again until they were married three years later. descBlack and white: Mei-Po Han, Peter Han., Photographs by Gerald Brimacombe



FROM CDR Rodgers OFFICE/DESK OSD/ES PHONE NBR 695-6028  
 SUBJECT Examples of Contemporary Heroes of the Naval Service

PAGES 3

**DELIVERY INSTRUCTIONS:**

- HOLD FOR NORMAL DUTY HOURS
- IMMEDIATELY

**DELIVER TO:**

AGENCY	INDIVIDUAL (NAME)	OFFICE	ROOM NBR	PHONE NBR
WHMO	Soni Stevens			995-4120

**REMARKS:**

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## EXAMPLES OF CONTEMPORARY HEROES OF THE NAVAL SERVICE

Clearly, no list of reasonable size could list the names of all the brave sailors and marines who risked or gave their lives in service to our nation. This list serves merely as an example of those who served with distinction.

### World War Two

- The leaders who rebuilt and maneuvered the naval forces of the Pacific following Pearl Harbor are well remembered. They include:

- CHESTER NIMITZ: Who led the Pacific Fleet from December of 1941 through to the final peace in Tokyo Harbor.

- WILLIAM F. "BULL" HALSEY: Commander of Naval Task Forces in the Southern Pacific throughout the war, including the decisive battle at Leyte Gulf.

- RAYMOND SPRUANCE: Who led Navy Task Forces at the Battle of Midway.

- ARLEIGH "31 KNOT" BURKE: His inspirational leadership of Destroyer Squadron 23 played a key role in the decisive battles in the Solomon's.

- At the same time, men with the most ordinary duties were daily giving their utmost to the defense of their nation.

- A perfect example was a Navy Steward, a black man, DORIE MILLER, who in battle saved the lives of both his Commanding Officer and Executive Officer, pulling them to safety under fire.

- Sergeants MITCHELL PAIGE and JOHN BASILONE typified the fighting spirit of Marines throughout the Pacific in their valiant action on Guadalcanal. Now retired Colonel Paige earned the Congressional Medal of Honor on Guadalcanal and remains active in Veterans Affairs to this day. John Basilone received the Navy Cross for his action on Guadalcanal and later was posthumously presented the Medal of Honor for his service on Iwo Jima.

### Korean War Era

- Among the heroes of this period, the first Navy

Congressional Medal of Honor was presented to aviator Lieutenant (junior grade) THOMAS HUDNER who gave his life trying to save a fellow Navy pilot shot down over Korea. That fellow pilot was a hero in his own right having become the first black Navy pilot, Ensign JESSE L. BROWN, who also lost his life despite Lt. Hudner's heroic effort.

- General RAY DAVIS led a Marine Battalion in Korea, earning the Congressional Medal of Honor as he led his battalion to the relief of an embattled Marine Company, rescuing their surviving men and holding the vital ground.

#### Vietnam Era

- Among the many who served the country with great honor, some members of the Naval Service who distinguished themselves represent the wide variety of assignments undertaken by Navy personnel in this period.

- Retired Vice Admiral JAMES STOCKDALE and former Senator and retired Rear Admiral JEREMIAH DENTON were leaders among American prisoners of war, encouraging resistance to their captors propaganda efforts in the face of torture and news of protest at home.

~~Handwritten signature~~  
- Navy Corpsmen (VINCENT CAPODANNO, DON BALLARD, DAVID R. RAY) each received the Medal of Honor for their heroic service to their fellow Americans on the fields and rivers of Vietnam.

- Navy Special Forces personnel, Lieutenant THOMAS NORRIS and Petty Officer MICHAEL THORNTON typified the contributions of Sea-air-land (SEAL) forces on the most difficult missions of Vietnam.

- Petty Officer MARVIN SHIELDS became the first Seabee to be presented the Medal of Honor when repeatedly risking and finally losing his life rescuing his platoon from an ambush.

- Now BGEN James Livingston, then a company commander, led his men through the 1968 TET offensive, repeatedly risking his own to hold his position and save his men.

- But perhaps the most unlikely hero was Seaman Apprentice DOUGLAS HEGDAHL of South Dakota, who after only six months in the Navy, fell overboard from his ship in the Gulf of Tonkin and became a prisoner of war. Convincing his captors of his lowly status, he was released early by the North Vietnamese and carried back

in his memory the names of many, many prisoners of war to the government and their families.

#### Current Day

Young Americans continue to serve our nation in the Naval Service every day. Typical of their effort, dedication and readiness is the crew of the USS SAMUEL B. ROBERTS. With heroic effort, strong leadership and solid training beforehand, they saved their ship from what appeared to be almost certain loss last year when a mine ripped open the ship on patrol in the Persian Gulf.

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**UNITED STATES  
NAVY AND  
MARINE CORPS BASES,  
DOMESTIC**

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PAOLO E. COLETTA, *Editor*  
K. Jack Bauer, *Associate Editor*

395-7215



**Greenwood Press**  
Westport, Connecticut • London, England

[1985]

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PETER C. STEWART

### NORFOLK, VA., NAVAL SHIPYARD, 1767-

The Norfolk Naval Shipyard, located in Portsmouth, has served many generations of Americans. A public shipyard existed on the site in colonial times. A successful Scottish merchant, Andrew Sprowle, started a ship repair service near Portsmouth in 1767. Sprowle had bought the land from William Crawford, the founder of Portsmouth. By the time of the Revolution, Sprowle owned a sizable establishment, which included cranes and other devices suitable for a marine yard. Sprowle named the location Gosport, thinking of Portsmouth and Gosport in England. Before the Revolution the Admiralty came to regard Gosport in Virginia as a primary colonial refitting station. Thus, by 1775 what later became the Norfolk Naval Shipyard served as a privately owned but publicly used shipyard.

During the war the state of Virginia confiscated and auctioned off some of Sprowle's property, but it kept the marine yard. Once refurbished, it repaired and built privateers and state vessels. In 1779 Sir George Collier led an expedition into the Elizabeth River, which resulted in the destruction of several villages, many ships in the harbor, and the shipyard. In abandoning the yard Americans set fire to a nearly completed 28-gun ship-of-war, the property of the Continental Congress. In addition to this ship, the yard contained an immense amount of naval stores plus five thousand loads of fine oak knees, planks, masts, cordage, and three ships in various states of completion. The British burned a partially completed 36-gunner and several merchant vessels. American and French losses totaled 137 ships. Writing for a British magazine in June 1779, Collier argued that the place was "an exceedingly safe and secure asylum for ships against an enemy, as is not to be forced even by great superiority." This statement suggests that the Americans had offered virtually no resistance in giving up the yard. Yet these words also suggest that, despite its tragic history, the location would eventually acquire a new facility.

The end of the war and the weakness of the Confederation government prevented an immediate need for or an ability to rebuild the yard. In 1784 the state

appointed commissioners to supervise the sale of some of the land, but the bulk of the abandoned marine yard remained in public hands during the interim.

The revitalized federal government took steps in the mid-1790s to reactivate the yard. Piracy problems with Algiers convinced Congress on 27 March 1794 to authorize President Washington to build warships to protect national commerce. At this time the new Navy Department chose Gosport as a site to build one of the proposed 44-gun frigates. Capt. Richard Dale superintended the yard, and Josiah Fox became its master builder. New England ship carpenters did the work, and a local merchant, William Pennock, became the Navy Agent. For the time being, the state of Virginia rented the site to the Navy.

Work on the project proceeded slowly. Unable to find good naval timber nearby, the Navy Agent arranged for shipments of live oak and red cedar from Georgia. By mid-December 1795 the agent reported the reception of some two-thirds of the timber necessary for the oak frame, plus some planking, copper, iron, masts, and spars. Although the keel had been completed in 1796, little else had been accomplished when the United States and Algiers reached a temporary truce, thus forcing the suspension of the ship's construction. Some of the stock was sold. The agent arranged to store the rest. An inventory taken in June 1797 revealed that the value of stored materials stood at about \$53,000.

In 1798, in response to the quasi-war with France, Congress took steps to improve the Navy and to put the yard on a war footing. Benjamin Stoddert, the first Secretary of the Navy, ordered William Pennock to resume work on the projected frigate and to acquire a privately owned brig for conversion to war use. The revamped vessel, named the *Norfolk*, was soon launched from a private yard in Gosport. The Navy reduced the capacity of the frigate to thirty-six guns, but the ship, named the *Chesapeake*, touched the waters of the Elizabeth late to be of material assistance against France. Its role with respect to Great Britain, of course, turned out to be a disaster. During the emergency with France, Gosport served as a supply depot for other federal shipyards and Commo. Thomas Truxton's squadron.

After relations with France eased, the lame duck Adams administration arranged with the governor of Virginia, James Monroe, for the purchase of the yard. On 15 June 1801 Congress authorized the purchase of the site for \$1,200 and provided additional funds to build a spar shed and a small bridge to connect the yard with the village of Gosport. Another small sum spent in 1803 permitted the erection of a permanent warehouse, a brick wall, and a dwelling house. Still, at the time the yard lacked a powder magazine, a condition that elicited a comment from the local newspaper to the effect that the yard lost \$1,200 in the forced sale of powder because Congress was too cheap to pay \$600 for a magazine. Despite such criticism the yard was beginning to take shape.

As relations with Great Britain worsened in 1806, Capt. Stephen Decatur came to the yard to supervise construction of four gunboats, but with no new frigates underway the nation and the Norfolk area found themselves unprepared to deal with the British *Leopard's* attack on the *Chesapeake*, which had just left the

yard after sea preparations. In matters relating to the yard, the government simply called back the Marine guard and finally built a powder magazine.

During the War of 1812, the yard, then commanded by John Cassin, consisted of a commander's dwelling, two stores, shacks that passed for Marine barracks, a low two-story frame house for officers, warehouses, timber sheds, gunner's rooms, a Marine hospital in the middle of it all, and blacksmith, plumbing, and anchor shops scattered about. The existence of a British blockade kept the yard only moderately active during this phase. In a five-month span in 1812, the facility employed but fifty-four persons, including twenty carpenters who were working on sixteen gunboats. More important, a British expedition that intended to destroy the yard was stopped at Craney Island by a combined force of Virginia militia, regular Army, and personnel from the *Constellation*, which spent a major part of the war bottled up in the Elizabeth River.

In the intensely nationalistic era that followed the second war with Great Britain, Congress moved to improve the nation's defense. The steps taken included building Fort Monroe and Fort Calhoun at the confluence of Chesapeake Bay and Hampton Roads, funding a larger sea-going Navy, and deciding to upgrade the naval depots. In 1816 the Board of Navy Commissioners, consisting of Commos. John Rodgers, Stephen Decatur, and David Porter, debated the best site for an enlarged naval station and depot. While Rodgers in particular wanted to relocate the Gosport installation to the York River, Decatur held out for improving the existing facility. The latter countered Rodgers's contention that Elizabeth River channel was too twisted and its entrance too shallow by pointing out that such defects, if so, would be an asset in the event of attack. Decatur also thought the proximity of Norfolk and Portsmouth gave Gosport the edge over the isolated York River site. Decatur's arguments prevailed in Navy circles and Congress cooperated by assigning new functions to the yard.

Over the next decade the yard progressed as most of the energy of its workers went into ship repair work, but some major ship construction took place. In the summer of 1817 workmen laid the keel of a projected 74-gun battleship. The *Delaware* took over three years to be completed, and the sporadic hiring of workers undoubtedly caused fluctuations in local employment, but at the peak of construction in 1820 the yard hired nearly ten times the number of workmen it had in 1812. The presence of such a project raised property value an estimated 15 percent in nearby Gosport and parts of Portsmouth. Other projects of a smaller but similar nature sustained the local economy over the years.

In addition to shipbuilding and ship repair functions, the yard carried on two other noteworthy activities. In June 1818 it secured the services of the *Alert*, a receiving ship that became a temporary home for crews of vessels undergoing repairs. In August 1821 Chaplain David P. Adams commenced a school for midshipmen aboard the *Guerriere*, then in ordinary at the yard. The curriculum focused on English literature and nautical science.

In 1825, Samuel Southard, the Secretary of the Navy and a long-time proponent of upgrading the nation's shipyards, initiated inquiries about locations for po-

tential dry docks. He temporarily dropped the idea upon learning that the land would cost \$44,500, but Commo. James Barron, who assumed command at Gosport on 25 May 1825, excused lengthy delays on yard work on the grounds that the yard lacked a good dry dock. Wooden wharves, he observed, rotted quickly and left submerged hulks that impaired navigation. Miles King, the Navy Agent, persuaded Norfolk County to appraise the land in question, an act that produced a favorable price.

With the legal problems resolved, work began on the dry dock in November 1827. Laommi Baldwin, a respected engineer of the time, supervised planning and constructing the dock. The project involved building a preliminary dam, moving granite from Massachusetts, and erecting a 253-by-85-foot container for ships. A special gate permitted ships exceeding 300 feet in length to enter. The actual cost turned out to be \$974,356, about three times the original estimate.

On 17 June 1833, the anniversary of the Battle of Bunker Hill, Gosport became the first federal yard to receive a ship in dry dock, when the *Delaware* pulled in for repairs. Commo. Lewis Warrington ordered this action even though the dock was not entirely ready in order to beat another nearly completed federal dry dock in Charlestown, Mass. The dry dock at Gosport has remained in more or less continuous operation since its christening nearly one hundred fifty years ago.

With the acquisition of a dry dock, Gosport progressed steadily as one of the nation's leading federal shipyards. By 1840 it contained numerous small shops for work on iron, tin, copper, rudders, and timber, as well as store houses for oil, tar, and other items. The acquisition of property called St. Helena on the opposite shore of the southern branch of the Elizabeth River in 1846 added considerably to its dimensions. At Gosport itself a large water cistern built in 1851 was followed five years later by reservoirs. Gas for lighting became available in 1855. An inventory of structures at the yard taken in 1860 revealed that it contained over fifty buildings, including six timber sheds, three ship houses, one ordnance building, an engine house, coal house, saw mill, blacksmith shop, joiners' shop, cooperage, foundry, machine shop, paint shop, and other shops, as well as shears, cranes, and a railway, plus a fine hospital just outside the grounds.

Problems with labor emerged in the 1840s. In 1842, a letter in the local press bitterly assailed the officers at the yard. In noting that receiving a commission did not make one an expert mechanic, the writer also observed that workmen did not particularly appreciate being bossed by midshipmen or replaced by blacks when they complained. The outcome of these complaints remains conjecture, but a later issue about the right of workers to enter the premises before the workbell rang was resolved amicably. Samuel Hart, who came as the naval constructor in 1846, seems to have been especially liked by the mechanics.

Although the principal mission of the yard was to repair ships, the construction of many well-known vessels may be credited to the management and workers there. Before the completion of the dry dock, the yard rebuilt the sloops *John*

*Adams* and *Macedonian*, as well as those ships previously mentioned. Thereafter the yard launched the sloops-of-war *Natchez*, *Yorktown*, *Jamestown*, *Truxton*, and *Perry*, the frigate *St. Lawrence*, and the steamships *Union*, *Powhatan*, *Roanoke*, *Colorado*, *Dakotah*, and *Richmond*. Yard workmen also built the corvette *Constellation*, (the last sailing ship built at the yard) and the steam sloop *Pocahontas* and were involved in the construction and maintenance of many other vessels.

All this work required the services of many workers, especially in the 1850s. In 1854 the number of man-days, with the workday then being ten hours, reached over 200,000. In spite of a yellow fever epidemic in 1855, which completely paralyzed the yard as well as all the nearby communities, the facility continued to expand, and its worktime closed in on 300,000 man-days in 1859. Through the 1850s the two largest components in the force were German machinists and native Virginia carpenters.

The Civil War brought swift and profound changes at the yard. Twice engulfed in flames during the fighting, it ended the war in a seriously weakened condition. The yard gained much national attention during these episodes as the place that converted the steamer *Merrimack* into an ironclad, the Confederate *Virginia*, which fought the well-known duel with the *Monitor*.

At the outset of the war in April 1861, of the numerous ships stationed at the yard including the 120-gun receiving ship *Pennsylvania* and the 74-gunners *Columbus* and *Delaware*, only the 24-gun *Cumberland* was ready for action. Caught unaware, Charles S. McCauley, the Commandant at the yard, could not obey orders to prepare the *Merrimack* for immediate removal. Benjamin Isherwood, the Engineer-in-Chief, ordered to the yard to hasten repairs, discovered the ship's machinery nearly useless. Gideon Welles, the Secretary of the Navy, now fearful of mob action in Portsmouth, sent Commo. Hiram Paulding to repel assaults. On 19 April 1861 Paulding boarded the *Pawnee* in the nation's capital along with one hundred Marines and steamed to Fort Monroe, where a regiment from Massachusetts joined the expedition. Paulding's force arrived just as McCauley, having evacuated the yard, was boarding the *Cumberland*. The Commandant blamed the failure to move the *Merrimack*, once loaded with coal and its engines fired, on obstructions down river. Upon learning that the ships were already sinking and following instructions to make sure that crucial military materials would not be left to approaching Confederates, Paulding ordered his troops to destroy the yard and nearby ships. At 0400 on 21 April 1861 the fires began as several explosions rocked the yard. Some explosives never detonated, and the *Merrimack* and parts of the yard, including the dry dock, sustained only minor damage.

The Confederates immediately occupied the partially destroyed yard and discovered, among other items, the *Merrimack*, which could be salvaged, and the granite dry dock, which had resisted all efforts to destroy her. Having been placed in the dock, the *Merrimack* was rebuilt and equipped with iron plate. In March 1862 she engaged the Union blockading fleet in Hampton Roads but,

unable to defeat the Union *Monitor* in the Battle of Hampton Roads, withdrew well up the Elizabeth River. With Lee's decision to abandon Norfolk to protect Richmond from Union troops advancing up the Virginia Peninsula, Rear Adm. Josiah Tattnall ordered the *Merrimack*, then located just off Craney Island, blown up. This event took place on 11 May 1862.

A Union squadron under Rear Adm. L. M. Goldsborough immediately landed at Sewell's Point, the site of an abandoned Confederate fort, and advanced to Norfolk. That afternoon he visited the smoldering yard. He found nearly all surface structures except for the officers' quarters destroyed. Partially serviceable machines and masts and timber were strewn about, but the dry dock, whose gates had been blown up once again, had survived. A closer inspection revealed that the foundry and boiler shops had also escaped both fires.

Capt. John W. Livingston, placed in command of the yard on 20 May 1862, began the long process of refurbishing it. He persuaded many nearby residents to return previously pilfered merchandise. Diving bells, anchors, and other articles were recovered from the nearby water. The machine shop was soon ready and even the dry dock returned to action.

Despite such efforts the yard remained a shadow of its former self for many years after the war. The Secretary of the Navy in December 1866 mentioned improvements to timber sheds, the entranceway, and other structures costing \$334,685. He projected another \$900,000 in possible expenses at the yard and to upgrade St. Helena. In defending such a proposal, Secretary Welles reiterated many of the arguments used by Decatur, Southard, and others who over the years had extolled the virtues of the yard's location. But the amount of money allotted permitted the reconstruction of a yard perhaps half the size of the one that had existed before the war. Expenses for labor were only \$105,000 in 1868-1869.

The lengthy interval between the Civil War and the Spanish-American conflict brought slow and irregular growth. A special board that studied conditions in 1869 confirmed Decatur's earlier reasoning that the closeness to the sea and year-round accessible harbor made the location the best on the Atlantic coast. Also, nearby Dismal Swamp afforded fresh water, which prevented the rusting of iron ships. Mechanics and sailors enjoyed the mild climate. Live oak and pine were not far away. But in spite of the commissions' recommendations that the St. Helena site be expanded and that the government purchase land all the way to the northern end of the Dismal Swamp Canal, the yard remained for years a small repair plant. The workmen did break up the old *Delaware* in 1867, repaired the *Hartford* in 1870, raised, repaired, and finally broke up the *Merrimack*, and some years later repaired the *Kearsarge*. A log book, which registered ship entries and exits at the dry dock, reveals fairly frequent ship movements, but on the whole the yard did little major work. This inactivity perhaps explains the appearance of occasional private vessels for work at the yard.

To make matters worse, charges of corruption became rampant in the 1870s.

Charges of misconduct at the facility were nearly as old as the yard itself, with an early Navy Agent accused of using the equipment there for his own private needs. In the 1870s local newspapers carried accounts of a fictitious person living in Washington, D.C., who supposedly worked at the yard for pay. A machinist who earned \$6.39 per day entered the center of the storm due to his frequent appearances at political rallies during worktime.

In the 1880s a mild resurgence, concomitant with the national naval revival took place. In 1882 a naval commission recommended that the yard have a second dry dock. Although this suggestion was not immediately acted upon, the new dock opened at the end of the decade. The commissioners also noted that the facility in 1882 contained 82 acres plus another 42 virtually unused acres at St. Helena. The estimated value of the land stood at \$825,000. The structures were worth nearly \$2 million, while the machines carried a valuation of \$320,000. Since its inception as a federal facility in the 1790s, the yard had cost nearly \$7,860,000.

Equipped with a new and second dry dock, the yard showed renewed signs of life. Workmen laid the keel in December 1889 for what became the protected cruiser *Raleigh*. Within three months after she slid into the water in March 1892, workers laid down the keel for the *Texas*, a second-class battleship completed in 1895.

The Spanish-American War precipitated a flurry of activity. The Navy mined the entrance to Hampton Roads in part to protect its vital Navy yard. The workforce increased from 2,200 in January 1898 to 6,000 that summer. The yard admitted, among other vessels, the captured *Reina Mercedes*, a former Spanish ship. At the end of the war with Spain the situation at the yard returned to normal.

Near the turn of the century several subtle but important changes occurred. The *Richmond* and *Franklin*, moored near St. Helena, were used to train as many as 1,000 men. Artificers schools for aspiring carpenters, shipwrights, blacksmiths, and coppersmiths became available. The grounds came to include a new magazine, a third dry dock, and other structures. The southern end of St. Helena became a gathering place for torpedo boats, although Charleston, S.C. (q.v.), soon assumed this function. In 1904 the Navy purchased the Schmoele Tract, a piece of land south of the existing yard and once the site of an attempt to build a self-contained private manufacturing community known as Virginia City. Around the time of the war with Spain, the Navy also established nearby the St. Julien's Creek depot for storing munitions.

World War I converted a ship repair and a sometime training facility into a giant shipbuilding yard. As early as 1915, two years before America officially entered the war, the yard felt the war's effects. The yard hosted two interned German raiders, the *Kronprinz Wilhelm* and the *Prince Fitel Frederick*, the crews of which built, just outside the yard, a miniature replica of a German village that many Americans visited. In the course of the war the yard produced sixty destroyers and nearly seventy other small vessels. It repaired ten battleships and

several seized German ships. Workers made minesweepers out of fishing boats, converted yachts into patrol vessels, installed telephones and listening devices on existing ships, and handled ten thousand Mark IV mines that were apparently produced at the St. Julien's depot. Twenty-one subchasers were built by some 300 inexperienced workers within four months from the receipt of the order. Workmen also made diesel engines, turbines, and other ship parts. The yard did lose its dominion over the naval training function, which was transferred to the new Norfolk Operating Base, north of Norfolk near Sewell's Point, in 1917.

Internally during the First World War the yard expanded its physical plant. It added storage sheds, a new power plant, a machine shop, a foundry, a paint shop, oil storage tanks, a pattern shop, a forge shop, a galvanizing plant, a shipfitters building, and other structures. Two new dry docks were completed while another dry dock, an especially large facility, was finally ready for use after the war ended.

With such activity the number of workers employed at the yard had to increase. From 2,718 hired in June 1914, the number rose to 7,274 in June 1917, and then increased to 11,031 in July 1918. The peak employment curiously took place after the fighting ended, when in February 1919 the yard hired 11,234 people. A shortage of nearby housing kept the number of potential workers below the needs of the yard for most of the war and compelled the Commandant to return to ten-hour days and to hire women to fill clerical positions.

The yard remained quite active for several months after the Armistice. Two dry docks were officially opened in 1919, an event celebrated by the appearance of King Albert and Queen Elizabeth of Belgium as well as Secretary of the Navy Josephus Daniels and Secretary of State Robert Lansing. Workers put down the keel for a super-battleship in January 1920. The agreement on capital ships reached at the Washington Conference, however, forced a cessation of work on the projected 43,200-ton *North Carolina* when she was just over one-third completed. Workmen did convert the collier *Jupiter* into the carrier *Langley* during this time, but employment at the yard, which topped 11,000 in 1919, fell to 6,673 in April 1921 and to 2,900 a year later. By the end of 1923, with only 2,538 at work, the number employed reached a level lower than that which had prevailed in June 1914.

For the next ten years the yard continued its duties as a comparatively small ship repair station. Between 1925 and 1934 the yard either repaired or modernized the *Texas*, *New York*, *Nevada*, *Arizona*, *Mississippi*, and *Idaho*. About \$12 million went into each of the last two vessels. The yard also made turbine blades and other products. Such jobs gave a needed boost to the local economy, especially during the depression.

The presence of the yard also provided a certain amount of stability. Many workmen amassed over forty years in service. Fringe benefits such as credit organizations, group insurance, athletic facilities, as well as a cooperative food service association that started before the war became routine parts of the institution. The tendency toward stability can easily be overstated, however, for as

in previous peacetime eras in the American experience, the volume of business fluctuated. At one point in 1933 only one ship was being serviced, but a year later over twenty vessels were in a similar status. The difference in this case may in part have been due to changes in policy on a national level, but the problem had existed for some time. It became less of a concern for the yard after the inception of the New Deal because the National Industrial Recovery Act permitted construction of nine destroyers between 1934 and 1940. Although all the keels for these vessels, including the *Morris* and the *Wainwright*, were laid before war started in Europe in 1939, four of the nine were not launched until after the beginning of World War II. A marked acceleration in war preparations began at the yard in late 1938 and early 1939. Between mid-summer 1938 to September 1939, when war broke out in Europe, the yard increased its workforce from 3,500 to 7,600. But the numbers were pale in comparison to what followed.

War preparations jumped dramatically in 1940. Adding about 1,000 new workers each month, the yard passed its World War I peak enrollment in early summer that year. The site where the *North Carolina* had been abandoned in 1923 soon had a new battleship, the *Alabama*. Construction and repair work continued at a brisk pace. The pace quickened again with the passage of the Lend Lease Bill as the yard stepped up its work on both American and British naval vessels. The HMS *Illustrious* underwent extensive repairs in 1941. Rear Adm. Manley Simons, facing a severe housing shortage, began to take steps to persuade the government and private developers to start projects.

The attack on Pearl Harbor produced a staggering rate of growth. The yard passed the 38,000 level of workers in June 1942. At dedication ceremonies for a new dispensary and a recreation center, one Navy official could not predict the potential peak number of civilian workers. That number turned out to be about 43,000, attained in February 1943. The yard could have used 55,000 workers, but severe shortages of houses and workers forced the military to operate two nine-hour shifts, with work weeks ranging between 51 and 56 hours. The yard, which had hired women only for clerical work in the previous war, now took on female mechanics trained in National Youth Administration facilities. The War Manpower Commission and the Civil Service Commission cooperated with the Navy in convincing people to take defense jobs, but a shortage of workers remained until the need for military hardware began to decrease toward the end of the war.

Production at the yard during the war was astonishing. Its workers repaired 6,750 vessels with a tonnage exceeding 27 million; built 101 new ships, including 10 destroyer escorts and 20 LSTs; and doubled the size of the plant. The escorts and the tank landers were novelties in naval construction at the time and were built in a remarkably short time. The Secretary of the Navy placed the initial order for the escorts in January 1942, and the first one was launched in October of that year. The landing craft were produced in groups, thus maximizing space in the dry docks and materially assisting the war effort, too. While all this was

underway, the yard also built 50 LMCs, using prefabricating techniques to produce rapidly the craft for carrying mechanized equipment.

Among the famous vessels built at the yard were three *Essex*-class carriers: *Lake Champlain*, *Shangri-La*, and *Tarawa*. The second mentioned, a great favorite among workers, received its name from Franklin Roosevelt's reference to the fictional origin of the carrier from which American planes bombed Japan in April 1942. The *Tarawa*, along with the *Kentucky*, a battleship, were not launched until after the war was over. At the end of the war the yard contained 747 acres, between four and five miles of waterfront, a 1,100-foot-long dry dock, 685 buildings, and a facility worth \$136 million.

The yard felt the impact of the end of the war more than most installations. By March 1950 the number of civilian workers dropped to 9,025, which proportionately was about the same rate of decline experienced after the First World War. But the new level left the yard with nearly three times the workforce it had had before the European phase of the second war had begun. The Korean "police action," moreover, drove employment up once again, this time to over 16,000 by July 1952. Although the yard produced no major ships at the time, it did launch two nonmagnetic minesweepers and repaired many vessels.

The principal mission of the yard since that time has been the repair or modernization of the fleet. In the 1950s employment ranged near the 12,000 level as the yard began to overhaul many ships built during World War II. The completion of a large electronics building in 1956 at a cost of \$8.5 million enabled the yard to cope with the appearance of nuclear craft. In the ensuing decade the yard remained steadfast in pursuit of its mission, although the number of workers occasionally fell below 10,000. In 1964 it occupied 811 acres and contained thirty miles of paved streets, 424 buildings, forty-four miles of railroad tracks, 350 cranes and derricks, two ship ways, and seven dry docks, including the original stone dock completed in 1833, which permitted work on submarines in the 1960s. At the time its annual payroll amounted to \$75 million, and it did \$111 million worth of business annually while holding an inventory worth \$26 million. A slight burst of extra activity in 1967, which included work on the *Shangri-La*, jumped the year's payroll to \$90,000.

In 1949 the yard created a nautical museum and placed its direction under Marshall Butt, a local historian and curator of the yard's library. Fourteen years later the city of Portsmouth took the contents of the museum to a new structure. Butt remained the director. Today the Portsmouth Naval Shipyard Museum houses models of ships such as the *Raleigh* and the *Delaware*, a diagram of Sprowle's yard, and numerous other items of maritime interest. The museum also possesses manuscripts relating to the yard's history, some of which were used in preparing this article. The public may examine these records on a limited basis upon request, with permission and under supervision of staff personnel.

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PETER C. STEWART

#### NORMAN, OKLA., NAVAL AIR TECHNICAL TRAINING CENTER, 1942-1946, 1952-1959

The Navy chose a site among the cornfields and rolling hills about two miles south of Norman, Okla., which is about forty miles south of Oklahoma City, for a naval air technical center that would train men for aviation maintenance, particularly in Class A schools for aviation mechanic, aviation metalman, and aviation ordnanceman. The site was approved on 16 April 1942, and a contractor was notified on 8 May to build the Aviation Service School. Work began 19 May, and on 20 September there reported on board the first commanding officer, Lt. Comdr. Norman S. Gallison, A-V(S), USNR. On 12 November there was published the first issue of the center's newspaper, *Bull Horn*.

Originally known as the Naval Training School (Aviation Maintenance), the name was changed on 8 February 1943 to Naval Aviation Training Center, with reports made to the Bureau of Aeronautics via the Chief, Naval Air Technical Command. Among the personnel were WAVES, some of whom were trained as mechanics; some female Marines transferred from NATTC Memphis, Tenn. (q.v.); and some British men, who attended the Line Maintenance School.

Courses extending from eighteen to twenty-one weeks were provided in schools

## Scene

### VIETNAM VETERAN BILL FERRO FINDS PEACE IN THE LAND OF HIS 'ENEMIES'

As Bill Ferro, 39, spins his wheelchair through Hanoi's crowded streets, past the old French colonial buildings with their peeling layers of whitewash, bicyclists turn their heads and smile, flashing the thumbs-up sign. In a barber shop, customers take turns riding in his chair as he is lathered up for a shave. "We like you better than the Russians," the barber says. "The Russians don't smile. They clink their glasses and demand service, but they don't tip." Four waitresses in a government-owned bar playfully draw straws to see which one will be Ferro's girlfriend. At a disco, college students buy him beers and applaud as he twirls his wheelchair on the dance floor. The band is playing "Yesterday."

In the homeland of his former enemies, on a mission of mercy to deliver medical supplies, Vietnam veteran Bill Ferro is completing a long journey back from despair and self-pity. "For the first time since I lost my legs, I feel alive," he says. "It's like I'm coming back to a part of myself."

It is a part he could not have imagined 17 years ago when he first arrived in Vietnam, eager to fight a war that was already a dirty word to many Americans. First assigned to a headquarters company, he demanded his day in the field. "I went to Vietnam to see action and excitement," he says, "not to type and use a dictionary all day." Three weeks later, in a cemetery near Da Nang, he was badly wounded and his right foot blown off.

Over the next eight months, Ferro lost both his legs, slowly, to infection. He remained in military hospitals for a total of three years. Unable to cope with what he calls "life as a cripple," he twice attempted suicide by swallowing painkillers and cutting his wrists. Released in 1974 from a Veterans Administration hospital in Milwaukee, he roamed around the country for

**In a flooded lane outside Hanoi, Ferro will pass out gum to the curious, delighted kids who throng about at his approach.**



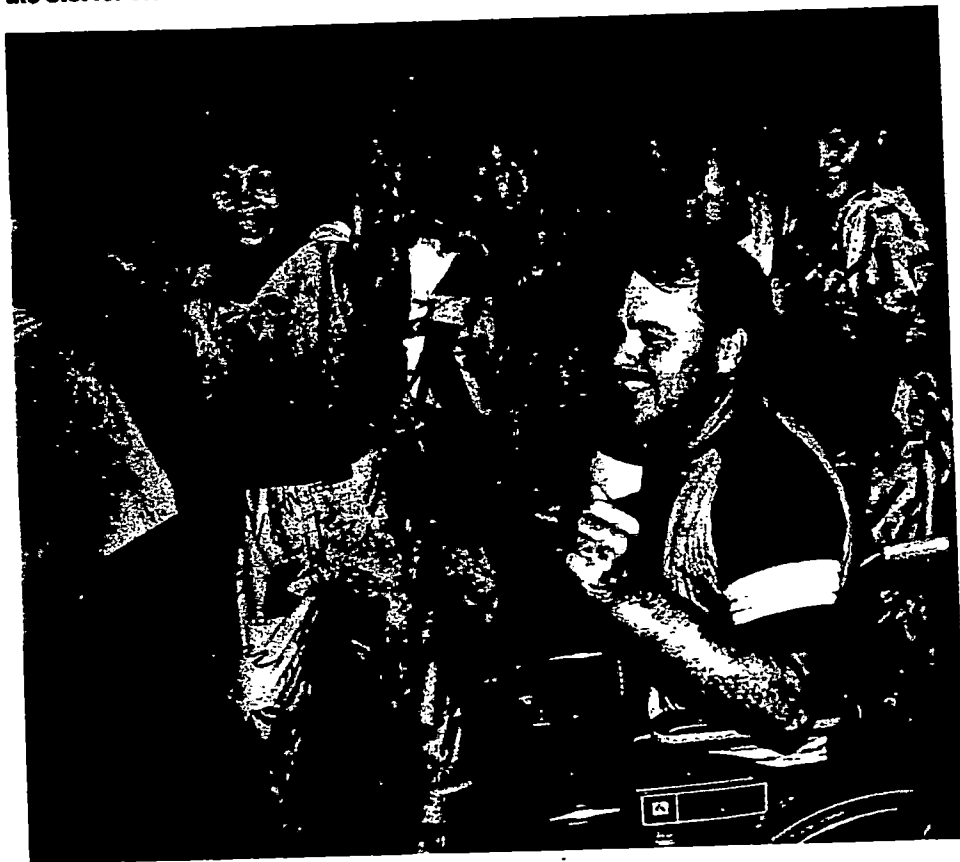
Photographs by Harry Benson





In the Hanoi guest house, above, Fero checks the supplies he has brought from the U.S. for Vietnamese hospitals.

Wheeling the night away to the music of the Beatles, Fero mingles with locals in a government-owned discotheque, below.



### Scene

the next four years on "a self-destructive orgy of booze and drugs." Finally a high-school friend told him he had two choices: straighten out or get better at suicide. Fero chose the former.

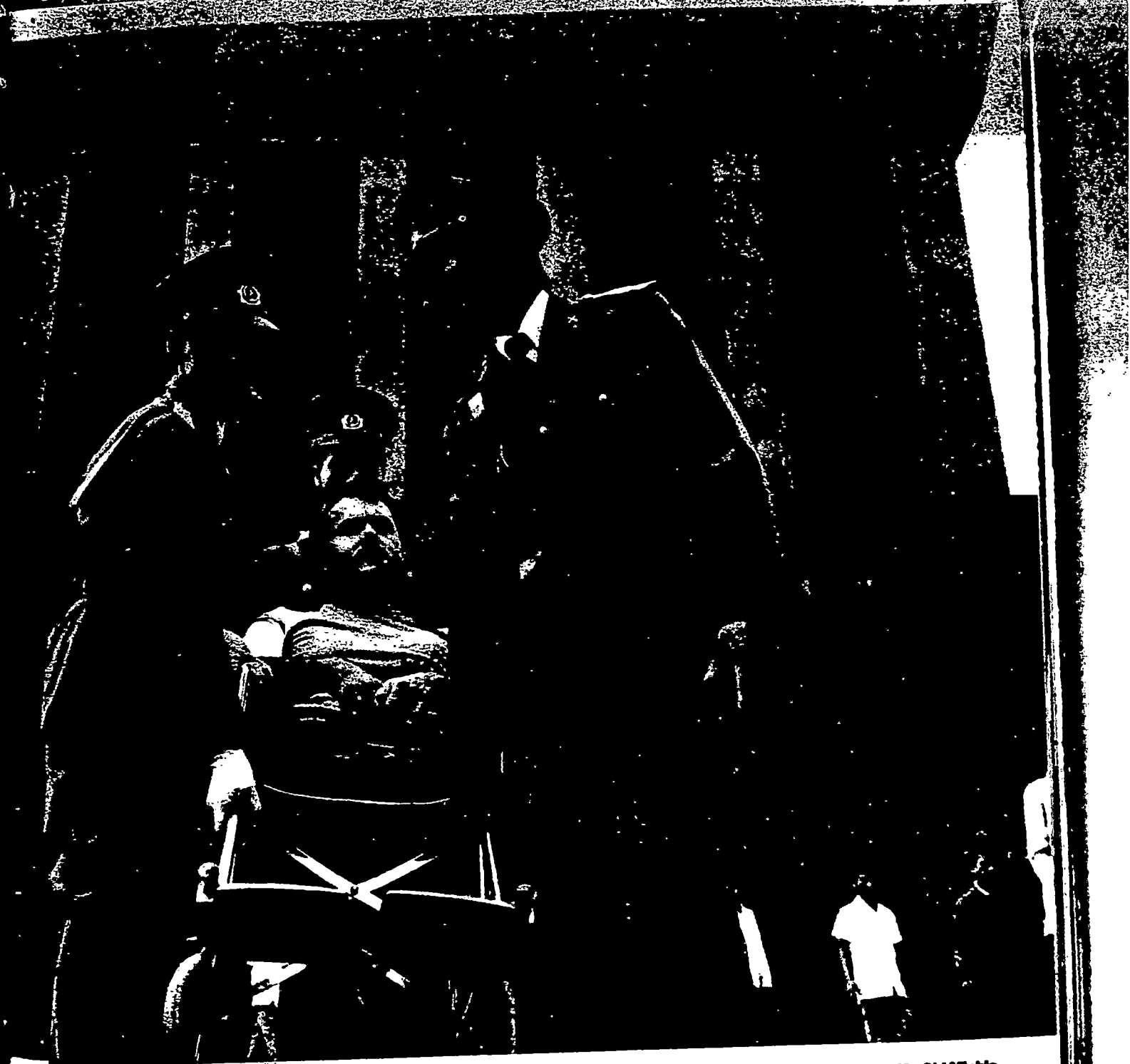
Fulfilling a lifetime dream, Fero purchased a farm in his hometown of Whitewater, Wis., in 1978 with a Veterans Administration loan. Perversely—since he was filled with hate for the Vietnamese—he heeded the urging of a local minister and allowed a refugee family to move in with him. For five months he tormented them, exacting a kind of revenge. "I demanded that they

wait on me hand and foot," he says. "I was the master, and they were slaves at my beck and call. And no matter what I did, all I got back was kindness. They took care of me when I was drunk. I cussed at them and threw pots and chairs. They gave me presents on Christmas and my birthday."

After the family moved on, Fero took in a Vietnamese couple. Ten weeks later, the woman gave birth. "I fell in love with the baby," he says. He sponsored five more families, and he recalls, "With each family, my feelings melted. If it wasn't for them, I might have stayed a bitter basket case, still fighting the war."

On this, his third trip to Vietnam in less than a year, Fero is bringing with him more than 3,000 pounds of supplies donated to the desperately understocked hospitals of America's last battleground foe. Although he is outwardly confident of an enthusiastic welcome his stomach is still living in the past. "I'm a nervous wreck," he admits on the Thai International Airlines flight from Bangkok to Hanoi's Noi Bai Airport, as he gulps Roloids.

Although the sight of the airport guards in their pith helmets and olive green uniforms brings back "the pain of seeing guys killed and the pain of my own wounds," Fero's uneasiness is



quickly allayed. His sandaled host from the Ministry of Foreign Affairs, Nguyen Hong Quang, waves an exuberant welcome after Fero hoists himself down the rain-soaked airplane stairway and muscles himself into his wheelchair. Then the official whisks him through customs and on to an air-conditioned van.

Back home, Fero is just another survivor. In Vietnam, he has become a savior. "Here, I can make a difference," he says. "In the U.S., people tend to be either arrogant or patronizing around someone in a wheelchair, but the Vietnamese aren't like that. Maybe it's because they have seen so

many victims of war on their own side. They make me feel whole again."

In a strange way, Bill Fero is a citizen of both America and Vietnam. His disability, which handicaps him in so many other ways, has allowed him to become an ambassador between the two nations, to heal the wounds of war and in turn to be healed himself. The Vietnamese call him "Mr. Bill, the Medicine Man." Kids follow him everywhere. More than 13 years after the fall of Saigon, the Vietnamese still suffer from the war's devastation, and they might be expected to view an American soldier with lingering bitterness. Instead, he is hailed.

**Fero, assisted by guards at Ho Chi Minh's tomb in Hanoi, says, "There are no winners or losers in war, just suffering."**

On the second night of this visit to Vietnam, Fero is the guest of honor at a dinner given by Nguyen Can, a deputy foreign minister. Fero dresses in blue jeans and a red Coca-Cola T-shirt, guzzles beer shamelessly and afterward suggests a game of cards.

Vietnamese officials, apparently charmed by Fero's informal approach to diplomacy, are hoping that he and other visitors to Vietnam will drum up grassroots support in the U.S. for the normalization of relations between



### Scene

the two countries and help clear the way for foreign investment. Consequently the five-day agenda that officials have prepared for Fero's visit to Hanoi is designed to impress upon him the depth of Vietnam's postwar suffering. At Viet Duc Hospital, a turn-of-the-century facility built by the French, a white-coated administrator, complaining of shortages of everything from vi-

tamins to surgical equipment, guides Fero through wards crowded with rusted metal beds. Bugs fly through screenless windows. In the emergency room, a World War I-vintage wooden wheelchair stands by the wall.

Bach Mai Hospital, destroyed in 1972 by American B-52 bombers, presents a similar picture of deprivation. The rebuilt 900-bed facility is one of the best in Vietnam, but doctors tell Fero they lack antibiotics and have to wash and

reuse surgical gloves. Fero dutifully notes every request for supplies and promises to do the best he can. "It doesn't matter if the Vietnamese are using me," says Fero, who hopes to persuade American veterans to adopt some of these hospitals. "The fact that people are getting helped, that's what matters."

Meeting disabled Vietnamese veterans is, for Fero, the most gratifying part of the trip. At a rehabilitative



Fero was distraught at a hospital in Ho Chi Minh City when he met Tuan Kiet, 11, the victim of a forgotten wartime mine.

an alcoholic father, he dropped out of school at 16 and became "a street kid playing the angles" in Whitewater. After he graduated from petty larceny to auto theft, a judge allowed him to choose the Army over reform school. For 27 months Fero served as a cook and orderly stateside, several times landing in the stockade for insubordination. When his tour ended, he reenlisted. "All the guys I became friends with were going to Vietnam," he says. "I thought it was a big game. The guys who had been there came back talking about the women and the R&R. They made it sound like Shangri-La."

Late in 1971, Fero was on a night mission near Da Nang when a booby trap exploded, killing 18 of the 21 soldiers with him. "All I remember is the flash," Fero says. "I couldn't see. My jaw was shattered. I had shrapnel in my neck, back, arms and legs, and my right foot was blown off at the ankle."

Fero was shipped home from Vietnam, not to return until the fall of 1987. Determined by that time to purge the lingering bitterness from his system, Fero, then a struggling farmer who moonlighted on a General Motors assembly line, joined a group of veterans traveling to Vietnam for a three-week tour. "I wanted to get to the root of my feelings," he says. "I wanted to get past my anger and depression." He was astonished to be treated with kindness, and he was troubled by a visit to Cho Ray Hospital in Ho Chi Minh City (formerly Saigon), where doctors complained of a critical shortage of medical supplies. "After going through all the surgery I did," he says, "I couldn't imagine surviving without antibiotics and painkillers. I used to consider myself strong, but I'm weak compared to the Vietnamese."

When Fero returned home, his coworkers on the GM night shift noticed he had become more introspective. He complained about American wastefulness and harped about shortages in Vietnam. Finally, nurses at the plant suggested that he stop talking and send some supplies. With their help, he requested donations from churches, local businesses, even Fortune 500 companies. Few of them responded.

"No one could understand why I wanted to help the Vietnamese, since they were the ones who blew off my

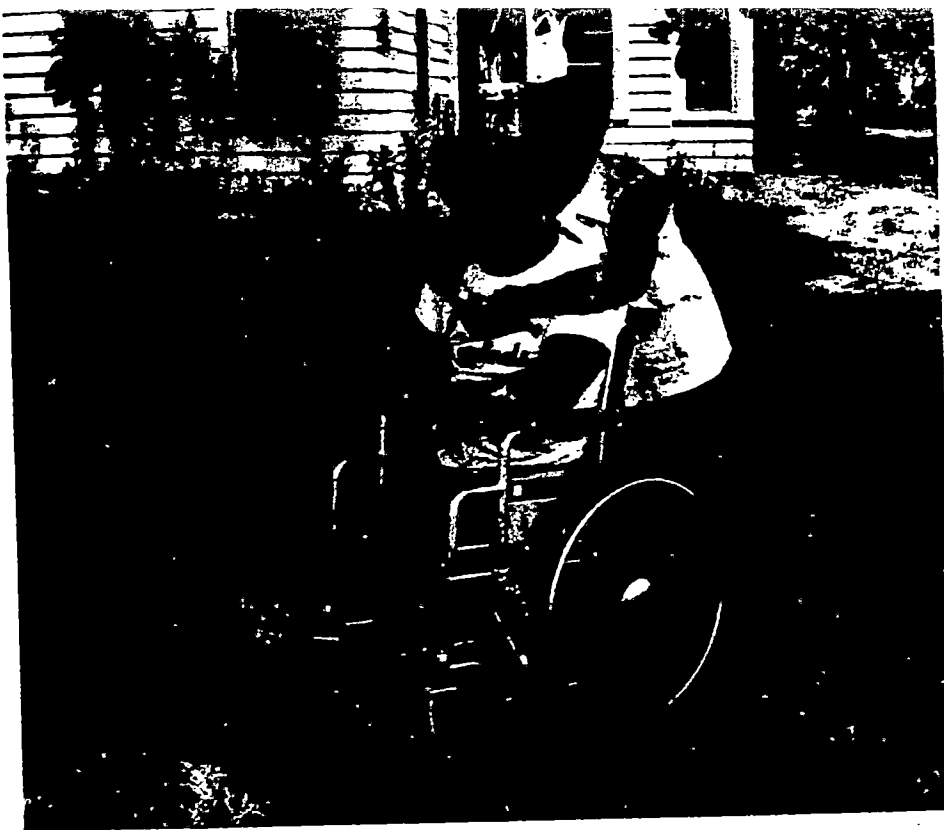
workshop in Hanoi, crippled vets proudly tell Fero about their families and ask him whether he has a wife in the U.S. "No," says Fero, lifting his empty pants leg. "American women don't like this."

"Then," replies one veteran, "you need to find yourself a Vietnamese wife."

Outside Hanoi, at the Thuan Thanh District Center for Invalids, Fero meets 200 paraplegic and quadriplegic veter-

ans and fights back tears. A former North Vietnamese soldier named Be Van Nhot, paralyzed from the waist down in the final days of the war, pulls his primitive wheelchair over to Fero and squeezes his arm. "We cannot think of the past," he tells Fero. "We must share the future."

For Fero, the kind of warmth and respect he has found in Vietnam has always been in short supply. The son of



Fero's mother, Ellen, a frequent visitor to his farm in Whitewater, Wis., says he still broods about buddies killed in Vietnam.

"The Vietnamese treat me like someone special," says Fero, being given a hero's welcome, right, by veterans in the north.

### Scene

legs," says Fero. Soon he began receiving anonymous phone calls from people who swore at him for being a "commie lover" and a friend of "the gooks." Still, by last February, Fero had collected 947 pounds of supplies from medical-equipment and pharmaceutical companies.

After taking out a \$2,500 personal loan to cover his expenses, Fero flew to Ho Chi Minh City to make sure the shipment got to Cho Ray Hospital intact. "The way they acted, you would have thought I was building a wing on the hospital," he says. For 18 days he was wined and dined by hospital staff and government officials. Overwhelmed by the gratitude, Fero decided one shipment was not enough. He became obsessed with helping. "I saw that I finally had a chance to leave some sort of imprint," he says.

Back at Cho Ray again, Fero watches the doctors' excited reactions to the sorely needed microscopes and the thermometers he has brought from the U.S. Completed in 1975, just before the fall of Saigon, Cho Ray was originally furnished with up-to-date American and Japanese equipment. Now much of that needs to be replaced, and Fero slowly wheels through the hospital, making a seemingly endless

list. Operating-room lamps have missing bulbs. Torn aspirators are patched with bandages. The emergency room does not have a working defibrillator for cardiac cases. There are no dialysis machines. Most appalling, in Fero's view, is that patients are dying of secondary infections because of a shortage of antibiotics.

In the crowded surgical ward, where critically ill patients share beds, Fero is confronted by a scene that brings back the war with a jolt. An 11-year-old boy has lost an eye and an arm after stepping on a mine. Two other men, both amputees, have also been wounded by leftover ordnance. Fero turns away, unable for the moment to cope with the sight of wounds so like his own.

In a larger sense, though, Fero has learned to cope with such wounds every day of his life. When he was hit 17 years ago, Fero lost more of himself than his legs. Now he has recovered more than he lost. He understands that the pain of war will always be with him, but he no longer allows those wounds to poison his mind. "I've gone through my own personal hell," he says, "and because of it, I've finally found a reason for living."

—David Grogan,  
and Civia Tamarkin in Vietnam





January 25, 1989

MEMORANDUM

TO: Judd Swift  
FROM: Stephanie Blessey  
RE: Naval Yard Event

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No one from research will be able to attend the pre-advance trip to the Naval Yard. In light of this fact, it would be greatly appreciated if you could provide the following information when you return.

Where will the President stand?

What will be in his view?

Who will be attending?

How long is he expected to speak?

If the speech is on an Air Craft Carrier, what missions has it taken?

What is the name of the Captain of the Air Craft Carrier?

Also, if you could grab an extra copy of anything you pick up?

Thank you in advance for your help. If there are any problems, please contact me at 456-7750. I will contact you for the information tomorrow afternoon.

Thanks!

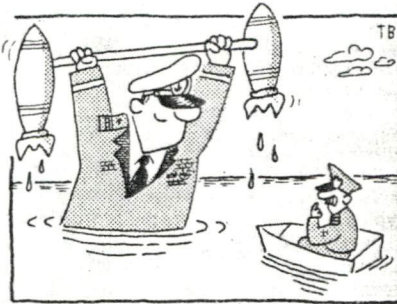
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## Briefing

■ Admiral's red-letter day

■ 'Hello, Senator' ■ An

urgent agenda on clean air.

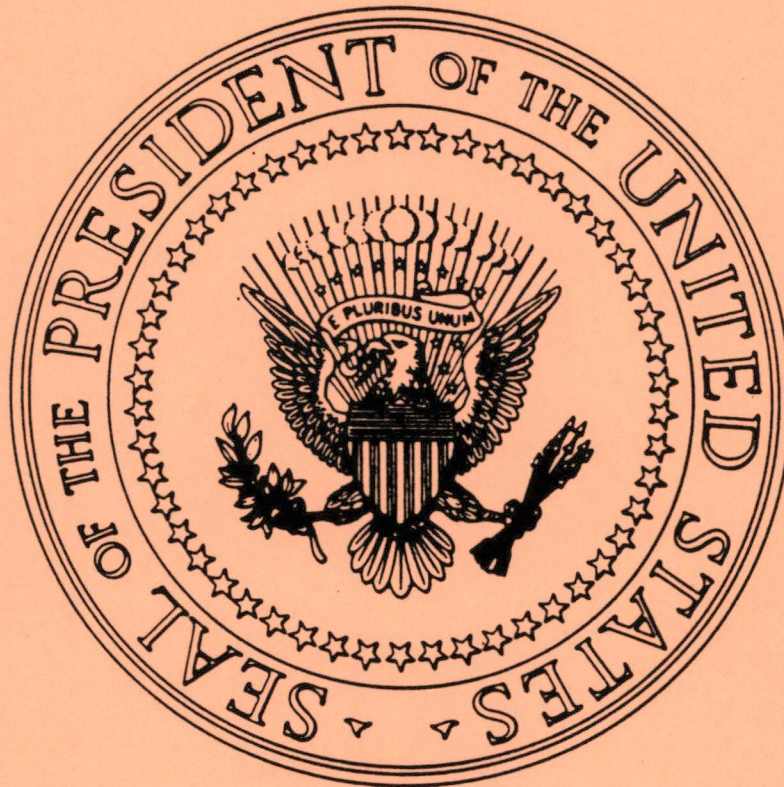


### Making His Day

With obvious relish, the Chief of Naval Operations, Adm. Carlisle A. H. Trost, told students at the Naval War College in Newport, R.I., a sea story the other day about Marshal Sergei F. Akhromeyev, the former chief of staff of the Soviet Union's armed forces.

When Marshal Akhromeyev visited the Pentagon last summer, the Joint Chiefs of Staff sat down with him to talk shop. At one point, the Soviet military leader jabbed his finger at Admiral Trost and said: "You! You're the problem! You and your navy are the problem!"

"You and your navy are too strong," said the marshal, who has since retired. "You've got to get rid of your cruise missiles. You've got to get rid of some of those carriers." Admiral Trost told his audience, "You know, in the words of a famous American, he made my day."



**THE TRIP OF  
THE PRESIDENT TO  
NORFOLK,  
VIRGINIA**

**January 31, 1989**

THE WHITE HOUSE  
WASHINGTON

SCHEDULE OF THE PRESIDENT

FOR

NORFOLK, VIRGINIA

JANUARY 31, 1989

EVENT:

Address to Norfolk Naval Base Personnel  
Lunch with Crew of USS America  
Re-Enlistment Ceremony

DRESS:

Men - Business Suit  
Women - Day Dress

CONTACT:

Office of Presidential Advance  
John G. Keller, Jr. - 202/456-7565

Trip Coordinator  
Barbara Jobe - 202/456-7565

ADVANCE:

S. Geissinger - LEAD  
J. J. Quinn - MIL. AIDE  
D. Gambatesa - USSS  
J. Moore - WHCA  
Major Riewerts - AIR FORCE ONE  
Major Mullens - HMX

WEATHER:

Mid 40's/Partly Cloudy

CONTACT SHEET

FOR

NORFOLK, VIRGINIA

TUESDAY, JANUARY 31, 1989

HOTEL: The Omni International Hotel  
777 Waterside Drive  
Norfolk, Virginia  
(804) 622-6664

<u>NAME</u>	<u>AFFILIATION</u>	<u>ROOM</u>	<u>TELEPHONE</u>
Spencer Geissinger	Lead		(804) 626-0919
John Hutchinson	Press		626-0719
Mel Lukens	Site		
Doug MacKenzie	Site		
Staff Office			626-1406 626-1407 626-1408 626-1409 626-1410
FAX Press Office	Via Situation Room		626-1220 626-1319
D. Gambatesa	USSS		626-0819
J. Moore	WHCA		626-0619

To Reach Norfolk Signal, DIAL: 5520 + 0, THEN, ask for Drop  
Number:

USSS Command Post	Drop # 238
WHCA Command Center	Drop # 242
WHCA Office	Drop # 240
WHCA Radio Room	Drop # 248

To Reach White House DIAL: 1 + (202) 395-2000

SCHEDULE OF THE PRESIDENT

FOR

NORFOLK, VIRGINIA

TUESDAY, JANUARY 31, 1989

9:35 am

THE PRESIDENT boards Marine One and departs White House en route USS America, Landing Zone, Norfolk Naval Base, Norfolk, Virginia.

PRESS INSTRUCTIONS:

- 9:00 am Press should arrive Pentagon and proceed to board Press Helicopter.
- 9:20 am Press Helicopter departs from Pentagon en route Norfolk Naval Base.

GUEST AND STAFF INSTRUCTIONS:

- 9:00 am Guests and Staff not manifested on Marine One will depart West Basement en route Pentagon. Board Nighthawk II immediately upon arrival.
- 9:10 am Guests and Staff with own transportation should arrive Pentagon and proceed to board Nighthawk II.
- 9:30 am Staff manifested on Marine One proceeds to South Lawn and boards.

MARINE ONE MANIFEST:

THE PRESIDENT

J. Sununu  
B. Scrowcroft  
S. Studdert  
M. Fitzwater  
T. McBride  
Doctor  
Mil Aide  
2 USSS

NIGHTHAWK II MANIFEST:

A. Lopez  
J. Swift  
E. Rogers  
Official Photographer  
1 Medic  
WHCA T.O.  
5 USSS

PRESS HELICOPTER MANIFEST:

B. Zanca  
Official Photographer  
2 WHTV  
WHCA AV  
USSS - Press  
15 Press

(Flight Time: 1 Hour 15 Minutes)  
(Interchange: None)  
(Time Change: None)

10:50 am

THE PRESIDENT arrives USS America, Landing Zone.

PRESS INSTRUCTIONS:

Upon arrival of Press Helicopter, Press Pool will be escorted to Marine One arrival area. Remaining Press will be remain on Press Platform.

GUEST AND STAFF INSTRUCTIONS:

Upon arrival at USS America, Guests and Staff will be escorted to Staff Viewing Area.

EVENT: ADDRESS TO NORFOLK NAVAL BASE PERSONNEL

OPEN PRESS

RUFFLES AND FLOURISHES

OFF-STAGE ANNOUNCEMENT

HAIL TO THE CHIEF

REMARKS

10:55 am THE PRESIDENT is announced onto Deck by Off-Stage Announcement and disembarks Marine One.

Met By:

Captain J. J. Coonan, Jr.  
Commanding Officer, USS America

10:56 am THE PRESIDENT proceeds to Stage and goes directly to Seat.

10:57 am THE PRESIDENT is introduced for Remarks by Vice Admiral Richard Dunleavy, Commander, Naval Air Forces Atlantic Fleet.

11:00 am THE PRESIDENT Remarks.

11:15 am

THE PRESIDENT concludes Remarks and proceeds to Elevator Three.

PRESS INSTRUCTIONS:

Upon conclusion of Remarks, Press Pool will be escorted to USS America Mess Hall. Remaining Press will be escorted to Filing Center.

At conclusion of Lunch, Press Pool will be escorted to Hanger Deck.

12:40 pm Press Helicopter departs USS America en route Pentagon.

GUEST AND STAFF INSTRUCTIONS:

Upon conclusion of Remarks, Guests and Staff will be escorted to Flag Mess for Lunch.

At conclusion of Lunch, Guests and Staff will be escorted to Marine One and Nighthawk II.

11:20 am

THE PRESIDENT arrives Elevator Three and proceeds to USS America Mess Hall.

Met By:

Master Chief Bristow

11:25 am

THE PRESIDENT arrives USS America Mess Hall.

Met By:

Enlisted Crew Members

EVENT: LUNCH WITH CREW OF USS AMERICA

OPEN PRESS

11:30 am THE PRESIDENT begins participation in Lunch.

12:00 noon THE PRESIDENT concludes participation in Lunch and proceeds to Hanger Deck.

EVENT: RE-ENLISTMENT CEREMONY

PRESS POOL ONLY

12:02 pm THE PRESIDENT arrives Hanger Deck and begins participation in Re-Enlistment Ceremony.

NOTE: Captain Coonan will administer Oath and THE PRESIDENT will observe.

12:05 pm THE PRESIDENT concludes participation in Re-Enlistment Ceremony, departs Hanger Deck and proceeds to Marine One.

12:15 pm THE PRESIDENT boards Marine One and departs USS America en route White House.

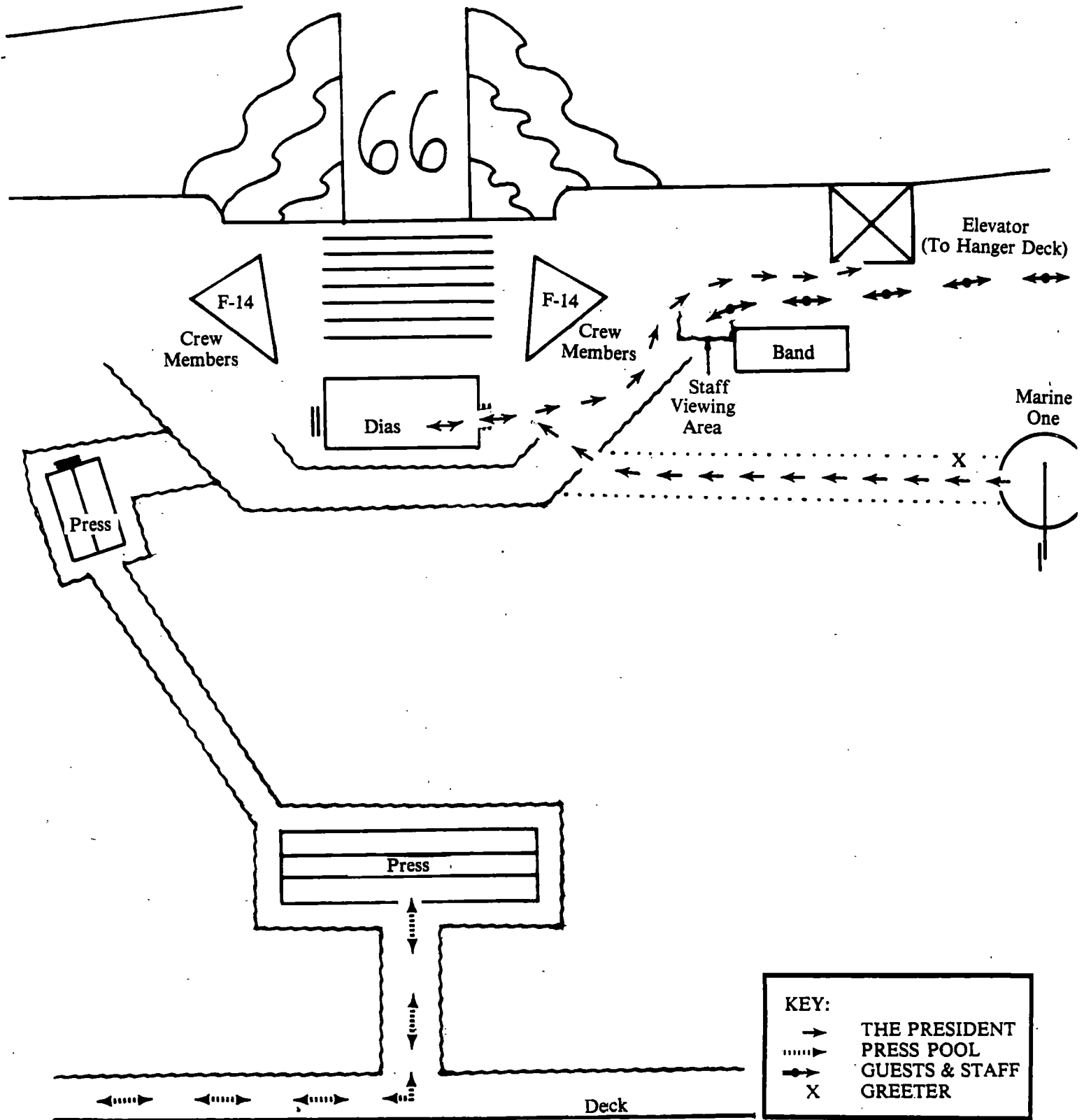
HELICOPTER MANIFESTS:

Same as on arrival.

(Flight Time: 1 Hour 15 Minutes)  
(Interchange: None)  
(Time Change: None)

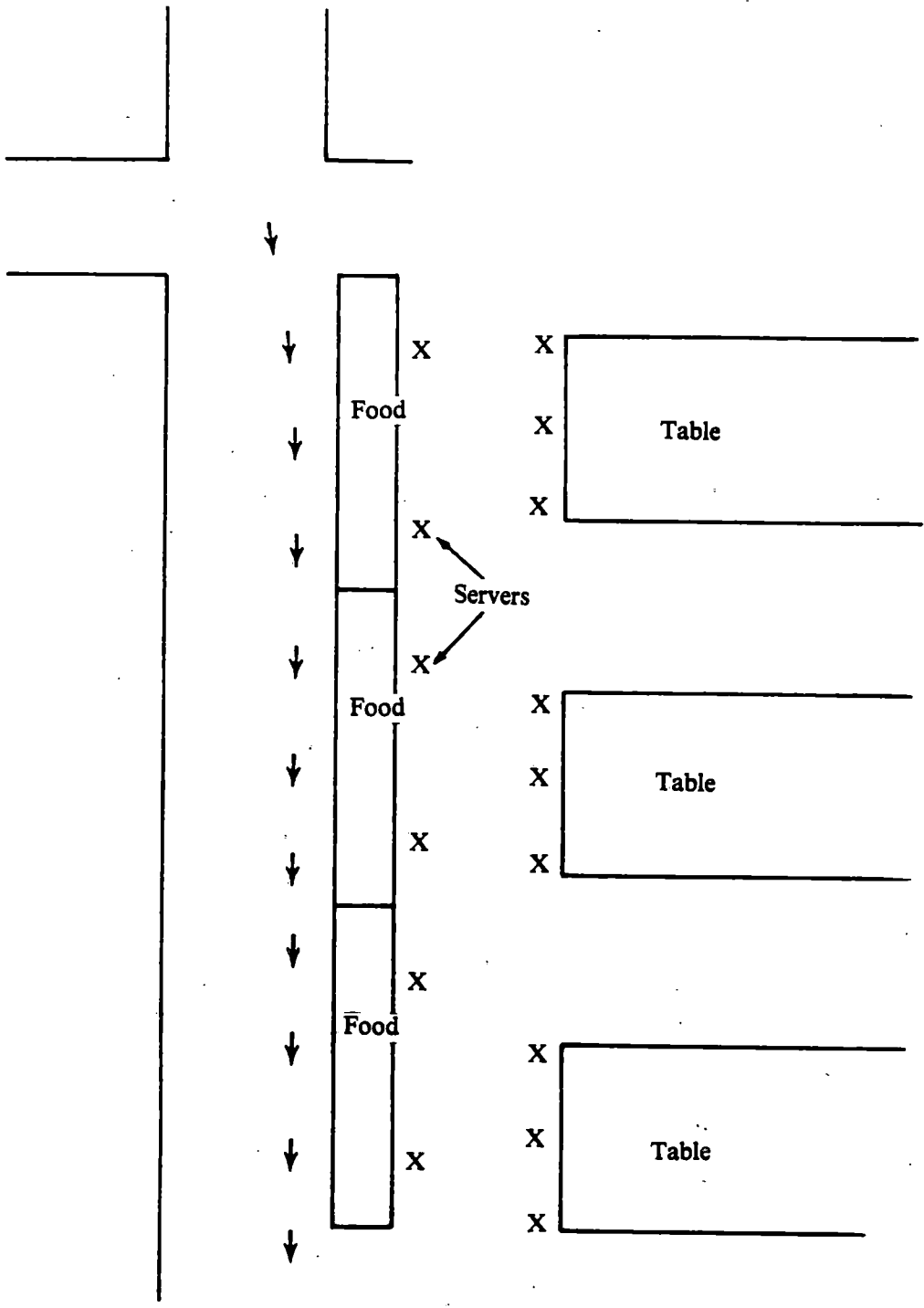
1:30 pm THE PRESIDENT arrives White House.

TAB  
 NORFOLK, VIRGINIA  
 USS America  
 Flight Deck  
 Tuesday, January 31, 1989



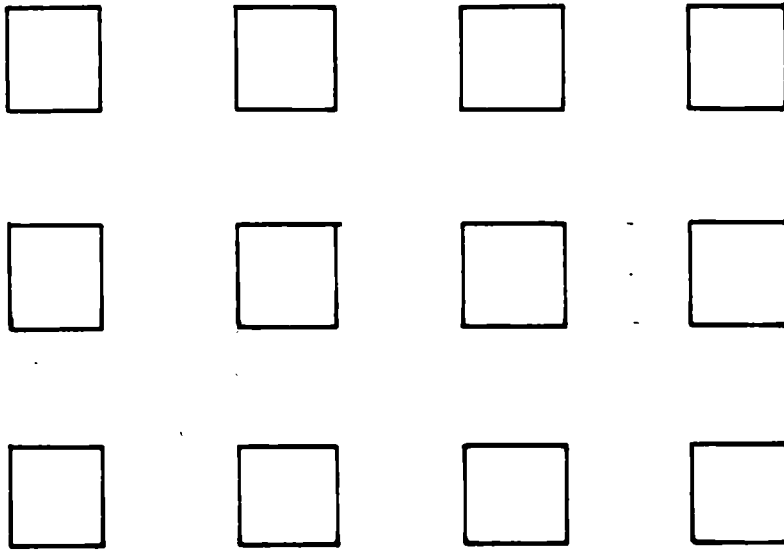
KEY:	
→	THE PRESIDENT
.....→	PRESS POOL
- - - - -→	GUESTS & STAFF
X	GREETER

TAB  
NORFOLK, VIRGINIA  
USS America  
Non-Comm Mess  
Tuesday, January 31, 1989

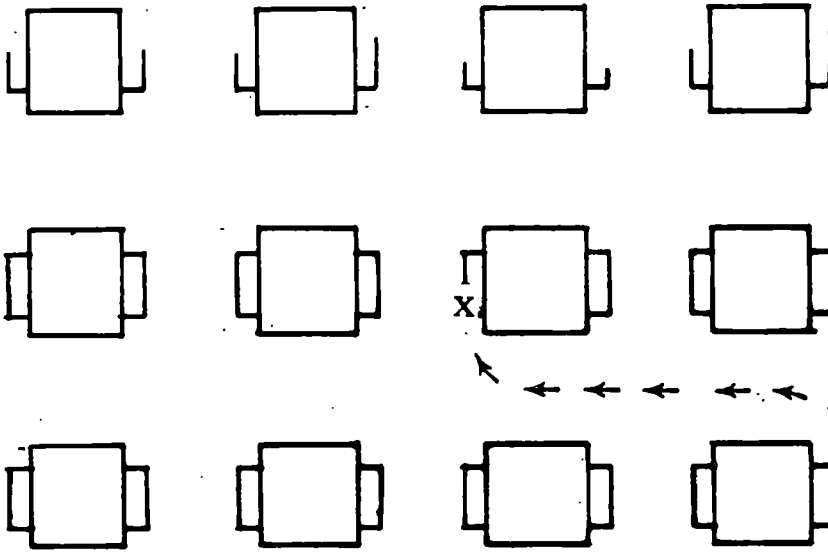


KEY:  
→ THE PRESIDENT

TAB  
NORFOLK, VIRGINIA  
USS America  
Non-Comm Mess, Dining Room  
Tuesday, January 31, 1989



Tables



KEY:



THE PRESIDENT