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THE PEACEMAKERS

The Peacemakers by George Peter Alexander Healy (1813-1894). Oil on canvas, 1868. This scene depicts a meeting late in the Civil War between President Abraham Lincoln and (left-to-right) Major-General William T. Sherman, Lieutenant-General Ulysses S. Grant, and Rear-Admiral David D. Porter. On March 27 and 28, 1865, these leaders met aboard the River Queen, the steamer which had brought the Lincolns to Grant's headquarters on the James River during the siege of Richmond, Virginia. They discussed the favorable prospects for a speedy peace, which engendered Healy's title and inclusion of an optimistic rainbow in the cabin window. The likeness of Lincoln in this group portrait, painted in Rome, closely resembles Healy's 1869 portrait of the president which currently hangs in the State Dining Room. Healy is also represented in the White House collection by six other presidential portraits.
U.S. Government Purchase. 947.2558.1

On last night's Prime Time Live White House tour, the President pointed out this painting to Diane Sawyer. It hangs in his office in the residence. He is the first president to use this room as an office -- until this time it has been known as the "Treaty Room." The painting has been hanging there since the Kennedy Administration (1961).

President Bush described the horror of the Civil War, and pointed to the rainbow peeking through the window -- "a symbol of hope" or the "light at the end of the tunnel" for these "peacemakers."

The Curator's Office told me that the city of Richmond fell while Lincoln was on the River Queen, and he went on to visit the city, symbolizing the end of the war.

(Smith/Blessey)
Draft Two
November 27, 1989
NAVY

PRESIDENTIAL REMARKS: USS FORRESTAL
MALTA
FRIDAY, DECEMBER 1, 1989

Hello, fellow Navy men. Hello, the sons of the USS Forrestal. Captain Thomassy -- and thank you for that kind introduction. Admiral Howe, Real Admiral Alden, friends.

((First, I want to say: As you may have noticed, I helicoptered here today. // I was going to try a new athletic activity on my visit to the Forrestal, but I'll confess it: Barbara convinced me to leave my water skis at home.)) //

((Second, let me add: I'm glad I did. Just as I'm pleased to be here. I just happened to be in the neighborhood and thought I'd drop in. // It just goes to prove there's no body of water in the world I'll leave unexplored in my quest to catch a fish.)) //

((It is indeed wonderful to be among America's sailors of the sea -- among my Naval family. // In fact, I haven't made a speech to five thousand people since the last Bush family reunion. // And I promise: My remarks will be brief. // Because I know you work 18-hour days. // So don't worry: I don't mind people falling asleep during one of my speeches as long as they have an excuse.)) //

I know, for example, that your jobs don't leave much time for speeches. After all, you can't afford to remain stationary

for long. ((In that context, I was warned not to stand too long in one place aboard ship. Anything that doesn't move gets painted.)) //

I know, too, that you have meals to eat. ((So let me say: Because I want President Gorbachev to get an idea of what U.S. Navy food is like, I was wondering if it's possible to get some "sliders" to go.)) //

Finally, I'll be brief because I know you have other priorities. Like getting ready for a certain football event next Saturday. // As evidence, consider what a "Bee Bee Stacker" said when I noted that my meeting with Mr. Gorbachev moves us closer to the day when fierce adversaries will never again clash on the field of battle. "I hope you don't mean you're going to negotiate an end to the Army-Navy game." //

Well, you have my word as Commander-in-Chief. I'm not. And let me assure you: As President, I have to remain perfectly neutral in word and deed. ((So when Army and Navy play, I'll be watching it on television. // Not taking sides. // And patting my old dog, Millie. // And my new dog, Middie.)) //

Nearly a-half-century ago, of course, in this very part of the Mediterranean, America -- thank goodness -- was taking sides. For on Malta, a brave people endured savage attack to light the lamp of liberty. Aided, always, by the armed forces of America and her allies -- daring greatly -- fighting valiantly --so that freedom could prevail.

An old Indian proverb says: "No one can really know a man until he's walked in his moccasins." Well, I was your age when Malta was under assault. I'm an old Navy man. Flew a plane -- a Torpedo avenger. One of 34 planes assigned to an aircraft carrier. // Like today's F-14, they were called a "Turkey" plane. I hope no pun intended. // I've walked in your moccasins. I know what the Navy means to you. And even more, what you mean to the United States of America.

For more than 220 years now, the Navy has been a citadel of democracy. Declaring self-determination's victory. Living on "the tip of the spear." Think of Nimitz, Halsey, and Commodore Perry. And of battles like Inchon and Leyte Gulf. Think of guys I flew with. Leo Nadeau, my rear gunner. My radioman, John Delaney. And of guys you work with. Young Americans. Heroes all.

Now, it's true, of course. Certain things haven't changed since I enlisted in the Navy as a seaman 2nd Class.

I assume maids still come into your quarters, make your beds, and leave a mint on the pillow. // I know you still have a "gator" and "snipes" and "grapes." And dinner is still called the mess. I'm sometimes temped to use Navy jargon at the White House, but there are some Congressmen who would be a little leary if I called up and asked them to join me for "mid'rats."

((Then, there's the zest for off-duty hours: That, too, is constant. I hear you missed a few days of liberty sitting off the coast of France in bad weather. I'm not going to say

anything about the exuberance you showed when you finally hit town, but I want to assure you that our good relations with the French are still intact anyway.)) //

((And the rivalry between attack pilots and fighter pilots -- that, too, endures. Even though you're still in good hands with an attack pilot and captain Tim "Buzzard" Thomassy. // Now, I was a fighter pilot. But as far as the rivalry goes, I have no comment. Except to note that when they drink beer, one side yells "less filling" and the other yells "Tastes great."))

Fellow sailors, those things haven't changed. And neither have these. Yes, it's true my generation was charged with fighting a war. Your's is charged with preserving the peace. But both want to protect freedom. Both know that real peace -- the peace which lasts -- is not an accident.

Real peace takes planning, patience, and at times, personal sacrifice. It takes a partnership with allies who are resolute in defense of liberty. Real peace stems from strength that is moral and intellectual, economic and military. And from Nations who use that strength to make fragile peace strong, and temporary peace permanent.

Those lessons helped my generation win World War II. And today, they bring me, and I believe President Gorbachev, to our two days of talks. A meeting for your generation -- and all the generations to come.

You know, there is a painting in the White House which embodies this promise. It's called The Peacemakers. It hangs in

my office. And it portrays the decency -- and humanity -- of one of a great leader, and man.

I've often said that Abraham Lincoln is one of my favorite Presidents. I suppose virtually every American feels that way. And I'm reminded why as I pass this picture. For in it Lincoln is talking of peace among the States. And pointing toward a raindow in the cabin window. And you can almost hear him saying: Peace is like a raindow -- precious, but fleeting. We must seize it. And build a future bereft of fear and tyranny. A future which knows no war.

I believe President Gorbachev wants such a future. As do our allies. And all those who believe mankind's deepest impulse is to build, not destroy. I mean the brave heroes of Berlin and Budapest. And the tiny girl in Crakow I watched waving an American flag. I mean the young couple I saw last week in Prague -- their pose so reminiscent of the famous World War II photo of that nurse and sailor kissing. All know that we must summon our heart and will to build a more secure and peaceful world.

In the past, the U.S. Navy has helped uplift that world. In wartime -- from the Battle of Lake Erie to the Atlantic Conference. And in peacetime -- spurring the space program which leads us to tomorrow, and to the stars. Historic moments all. But none more so than today.

For because of you, this meeting is taking place. You and fellow freedom-fighters. Like the students of Berlin -- East and West -- risking all for democracy. And because of you, liberty

is sweeping the globe. And it will not be stopped. For although you are American, today you are also Hungarian, Polish, German, Czechoslovak. You know that the horizons of human dignity are like the Mediterranean itself -- boundless and beautiful, eclipsing Nation and race.

Let me close, then, with a story that to me, symbolizes those horizons. A moment you're too young to remember. For it occurred on D-Day, over a nationwide radio network, as Franklin Roosevelt spoke a moving prayer.

"Our sons," he said, "pride of our Nation. Lead them straight and true. Give strength to their arms, stoutness to their hearts, steadfastness to their faith."

Like the men of D-Day, you, too, are the "pride of our Nation." Keeping our hearts aflight -- and our faith unyielding. Sacrificing time away from <u>your</u> homes so that other Americans can sleep safely in <u>theirs</u>.

Today, the walls of oppression are tumbling <u>down</u> because of what you have done to keep America's defenses <u>up</u>. Thank you for that -- for writing still-new pages in the history of America and its Navy. God bless you. God bless the example of your lives. And may He protect the Nation that so dearly loves you -- and that you keep "straight and true": the United States of America.

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5:00 P.M. NEWS UPDATE

TRIDENT 2/ADMINISTRATION (AP) -- Bush administration officials may postpone a scheduled test of the troubled Trident 2 submarine-launched ballistic missile on the eve of the Malta summit, government sources said Monday. The launch was to take place off the coast of Florida on Friday..., said the sources, speaking on condition they not be further identified. "Discussions are going as to whether to delay it until after Malta," so as not to spoil the atmosphere of the first summit of the Bush administration, said one source. "The date was set long before the summit" was announced, the source said. Navy spokesmen refused to confirm or deny plans to test the Trident 2.

NICARAGUAN ARMS/STATE DEPT. (AP) -- The State Department said today it lodged a strong protest with the Soviet Embassy concerning the "dangerous escalation" created by Nicaragua's alleged attempts to ship Soviet-bloc weaponry to leftist rebels in El Salvador. Spokeswoman Tutwiler said the Central American issue, as a result of the abortive weapons delivery attempt, will become a prime area of discussion when President Bush meets with President Gorbachev. The protest note deplores the "dangerous escalation of conflict, contrary to Soviet assurances," Tutwiler said. She added that Bush will press the Soviets "to take action to ensure their allies cease this outrageous behavior."

NICARAGUAN ARMS/CRISTIANI (San Salvador/UPI) -- The crash of a plane allegedly carrying leftist rebels has derailed the regional peace process and raised fears the rebels could use the missiles to change the way the 10-year-old civil war is fought. President Cristiani said the planeload of 24 SA-7...missiles proved what his government had always claimed -- that President Ortega was supplying weapons to the FMLN.... Cristiani said it was likely the crashed plane was only one of several and there was a strong possibility the rebels already have missiles in their hands.

NICARAGUA/EL SALVADOR (San Salvador/Reuter) -- A Nicaraguan Air Force captain was aboard a plane that crashed in El Salvador over the weekend with a shipment of sophisticated arms for leftist guerrillas, the Salvadoran government said Monday. The captain was identified by the Salvadoran Foreign Ministry as Mauricio Quiroz. It said he was one of four crew members who died when the overloaded twin-engine Cessna crashed Saturday in eastern El Salvador. The only crew member to survive the crash shot himself in the temple with a 9 mm pistol rather than being taken prisoner, according to the Salvadoran military.

U.N./PLO/STATE DEPT. (UPI) -- The State Department warned Monday that U.S. funding for the U.N....would be cut off if the General Assembly votes to upgrade the observer status of the PLO. A spokeswoman also warned that U.S. funding for the Food & Agricultural Organization, a U.N. specialized agency that received $83 million in U.S. funds in the last fiscal year, would be stopped if the PLO were chosen as the FAO's agency for channeling food relief to Palestinians. "The United States opposes any enhancement of the status of the self-proclaimed state of Palestine," said spokeswoman Tutwiler. "We understand there are efforts to upgrade that status."

-more-

PLO/SHAMIR (Jerusalem/Reuter) -- Prime Minister Shamir told a parliamentary committee Monday he was prepared to talk to the devil -- but not the PLO -- to bring peace to the Middle East.... "I am even ready to speak with Satan for the sake of peace," participants in parliament's foreign affairs and defense committee quoted Shamir as saying.... He vowed Israel would not change its position even if the Palestinian uprising in the occupied West Bank and Gaza Strip, nearly two years old, continued for 10 years.... He also tried to allay fears that the Jewish state was losing importance to the U.S. as a military ally following the changes sweeping Eastern Europe.

LEBANON (Beirut/Reuter) -- Lebanon's new government said Monday it wanted peace but panicky Beirut residents cleared out bomb shelters and stocked up on food in the event of war. Defiant Christian army chief Aoun, given until Tuesday to quit the presidential palace in Christian East Beirut, said Syria had sent more troops to Lebanon for an attack on the enclave he holds. President Elias Hrawi...set the Tuesday deadline for Aoun to submit to his authority and threatened to use force if necessary, provoking panic on both sides of divided Beirut. Aoun vowed to fight to the death the president he considers a Syrian tool. Syria said Monday Hrawi's government was capable of crushing Aoun.

CZECH STRIKE (Prague/AP) -- Millions of people ignored government pleas and joined a nationwide general strike Monday in the largest and most dramatic demonstration so far for democracy and an end of Communist Party rule. "We don't want you anymore!" a flag-waving crowd of 200,000 roared in a thunderous chant...[in] downtown Wenceslas Square.

DRUGS/FED (Reuter) -- A House subcommittee chairman Monday urged the Federal Reserve to take a more active role in the war against drugs by checking for unusual cash shipments that might be drug profits. Rep. Frank Annunzio said the Federal Reserve and its member banks should ask for explanations when large amounts of currency are being shipped by banks since most drug deals are done in cash. "Unless the explanation is satisfactory, the Federal Reserve banks must be prepared to restrict the rights of member banks to receive or ship large and unusual amounts of cash to the Federal Reserve banks," Annunzio said in a letter to Chairman Greenspan.

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THE ENCYCLOPEDIA OF MILITARY HISTORY

from 3500 B.C. to the present

R. ERNEST DUPUY and TREVOR N. DUPUY

Revised Edition



1817

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ers *Houston* and *Marblehead*. The latter was forced to limp back to America for repairs, leaving the *Houston* as the only major U.S. ship in the area.

1942, February 13–14. Battle off Palembang. A U.S.-Dutch-British squadron, commanded by Dutch Rear Admiral **Karel Doorman,** attempted to prevent a Japanese landing at Palembang, Sumatra. Intercepted by Japanese planes, they were prevented from reaching the Japanese convoys.

1942, February 14. Change in Naval Command. Admiral Hart was succeeded by Dutch Vice Admiral **Conrad Helfrich.**

1942, February 19–20. Battle of Lombok (Bandoeng) Strait. Admiral Doorman's squadron, attempting to strike spearheads of the Japanese Eastern Force, approaching Java, was engaged by a smaller but skillfully handled Japanese destroyer squadron in a hard-fought night engagement. Damage was heavy on both sides, and 1 Dutch destroyer was sunk.

1942, February 19. Carrier Raid on Darwin. Admiral Nagumo's First Air Fleet struck a crippling blow against Darwin, main port in northern Australia, causing severe damage to shipping and shore installations.

1942, February 27. Battle of the Java Sea. Admiral Doorman's squadron of 5 cruisers and 10 destroyers made a bold but unsuccessful bid to attack the Japanese Eastern Force, which was escorted by Rear Admiral **Takeo Takagi**'s 4 cruisers and 13 destroyers. In a 7-hour running fight of crazy-quilt pattern, with the Dutch admiral gallantly forcing the fight to the end, Doorman's force was crushed; he went down with his flagship, R.N.N.S. *De Ruyter*. Only U.S.S. *Houston,* H.M.A.S. *Perth,* and H.M.S. *Exeter,* with 5 destroyers (4 of them American), survived the battle. Japanese control of air and sea was now undisputed.

1942, February 28–29. Action off Banten Bay. The *Houston, Perth,* and several destroyers, attempting to escape to Australia, encountered a Japanese landing force approaching Java. The Allied ships, despite a hopeless situation, attacked, but were themselves ringed by destroyers and cruisers in point-blank fire and sunk. H.M.S. *Exeter* and a British and an American destroyer, attempting to thread their way to safety through minefields off Surabaya, were all sunk (March 1) by naval gunfire and carrier-based bombers. Four U.S. destroyers escaped to Australia.

1942, February 29–March 9. Conquest of the Indies. The entire Dutch East Indies was formally surrendered (March 9). Japan had gained control of the Southern Resources Area. The Malay Barrier now pierced, the Japanese were free to move west toward India and south toward Australia.

AMERICAN RAIDS IN THE CENTRAL PACIFIC

1942, January. Aftermath of Pearl Harbor. The loss of the U.S. Pacific Fleet battleships at Pearl Harbor meant that there could be no real counteroffensive in the Central Pacific for many months. However, the 3 aircraft carriers, U.S.S. *Lexington, Saratoga,* and *Enterprise,* had escaped the disaster. Admiral Ernest J. King, new Chief of Naval Operations in Washington, ordered Admiral Chester W. Nimitz, new commander of the Pacific Fleet, to use his carriers to harass the Japanese while American naval strength in the Pacific was being rebuilt. The task was complicated by severe damage to the *Saratoga,* struck by a Japanese submarine's torpedo (January 11). However, the U.S.S. *Yorktown* arrived from the Atlantic soon after this to join the Pacific Fleet.

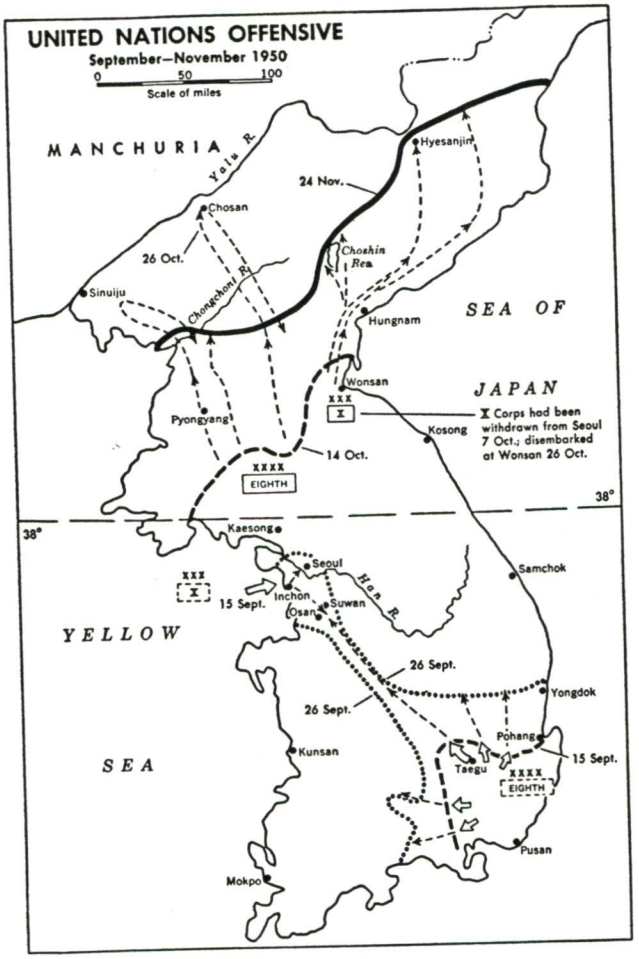
1942, February 1. Attack on Gilbert and Marshall Islands. The carriers *Enterprise* and *Yorktown,* under Vice Admiral **William F. Halsey,** escorted by cruisers and destroyers, sent their planes to attack Japanese bases on the Gilbert and Marshall Islands. Some damage was inflicted. The task force returned safely to Pearl Harbor.

1942, February 20. Aborted Raid on Rabaul. A task force built around the carrier *Lexington,* under Vice Admiral **Wilson Brown,** approached Rabaul through the Solomon Sea in an attempt to strike a surprise blow at Japanese forces concentrating there. Discovered and attacked by Japanese planes, the task force withdrew, but inflicted heavy losses on the Japanese air units.

1942, February 24–March 4. Raids on Wake and Marcus Islands. Halsey's *Enterprise*

tank regiments, continued a series of uncoordinated assaults all around the perimeter. A 3-division attack on the north (September 3) necessitated committing the entire U.N. reserve (the 24th Division) north of Kyongju. Arrival of the U.K. 27th Infantry Brigade (September 14) compensated for the withdrawal of the Marine brigade for duty elsewhere (see below).

1950, September 15–25. The Inchon Landing. At dawn, the U.S. X Corps, Major General **Edward M. Almond** commanding, began landing over the difficult and treacherous beaches at Inchon, on the west coast, more than 150 miles north of



the battlefront, and west of Seoul. Strategic surprise was complete, although a 2-day preliminary bombardment had warned the few NKA detachments in and about Seoul. The 1st Marine Division swept through slight opposition, securing Kimpo airport (September 17). The 7th Infantry Division, following the Marines ashore, turned south, cutting the railroad and highway supplying the NKA in the south, and Seoul was surrounded.

1950, September 15–25. Breakout from the Perimeter. Simultaneously the Eighth Army broke out, the 1st Cavalry Division leading. Choe's NKA, its supplies cut off, and menaced from front and rear, disintegrated. The 1st Cavalry and 7th Infantry divisions met just as Seoul itself was liberated.

1950, September 26. Liberation of Seoul. More than 125,000 prisoners were taken, together with most of its matériel, as the NKA scattered into the roadless, rugged countryside.

COMMENT. *The Inchon landing was one of the great strategic strokes of history, in conception, execution, and results. MacArthur's genius had transformed into a stunning victory a desperate defense seemingly doomed to disaster. The Communist grab at South Korea, which if successful might have meant the eventual absorption of all the Asian mainland, had been thwarted, the North Korean Army crushed. MacArthur's decision was taken while his Eighth Army was still clawing to maintain a toehold at Pusan. On August 12 his staff was ordered to prepare the operation, one month to accomplish what ordinarily would take several. His dynamic insistence overcame the doubts of the U.S. JCS (technically the Inchon area was most disadvantageous for an amphibious operation) and he was provided with the bulk of the 1 division of Marines he demanded. (One of its brigades, already there, came from his own Pusan perimeter.) The 7th Infantry Division was the last of his occupation troops in Japan, its ranks filled by more than 5,000 ROK soldiers hurried to Japan to train with it. Success depended on (a) the ability of the U.S. Navy to provide sufficient water transport, (b) the ability of Walker's hard-pressed Eighth Army to hold the Pusan perimeter until the stroke fell, and (c) perfect timing of the assault (a 30-foot tide variance permitted use of the beaches for only 6 of each 24 hours.)*

1950, October 1–November 24. Advance to the Yalu. As directed by both the U.N. and President Truman, MacArthur pushed north across the 38th parallel. ROK troops crossed the line (October 1); Eighth Army followed (October 9), leaving 2 divisions in the southern area to secure communication lines to Pusan and mop up roving remnants of the NKA. A serious military handicap was the injunction that under no circumstances were U.N. aircraft to fly north of the Yalu River. **Pyongyang,** North Korean capital, was overrun (October 20) by a combined airborne (187th Regimental Combat Team) landing and overland advance. The ROK 6th Division reached the Yalu at Chosan, and other ROK units fanned out behind it. By this time, other U.N. token forces had joined Eighth Army and were integrated in existing U.S. divisional elements: a Turkish brigade, and Canadian, Australian, Philippine, Netherland and Thai battalions.

1950, October 15. Wake Island Conference. President Truman and General MacArthur conferred at Wake Island on the course of the war. This later became an issue in the Senate investigation that followed the relief of General MacArthur (see p. 1271).

1950, October 16–26. Shift of U.S. X Corps to the East Coast. Embarked at Inchon, the corps was moved around to the east coast to Wonsan (October 19), which had already been captured by the ROK I Corps. A 7-day delay in landing was necessary to sweep the harbor clear of latest-type Soviet mines, sown under the direction of Soviet experts with the NKA.

1950, October–November. Threats from Communist China. Peking had threatened intervention should the 38th parallel be crossed by U.N. troops, and heavy concentrations of Chinese Communist (ChiCom) troops were reported north of the Yalu, in Manchuria. Since aerial reconnaissance beyond the Yalu was prohibited, MacArthur knew neither the full strength nor the dispositions of these troops, nor—until his forward ROK divisions were ambushed by them and a U.S. regiment at Unsan was severely mauled (November 1)—was he aware that ChiComs in considerable numbers were already south of the Yalu. Walker, confronted by the presence of this new element in the situation, recalled his leading Eighth Army units and consolidated temporarily along the Chongchon River.

MacArthur's Plans and Problems. His intention was to advance up the entire front of the peninsula, X Corps on the east coast, Eighth Army on the west, and make a sweeping envelopment. X Corps would turn west on reaching the Yalu and drive all enemy forces south of the border into the arms of Eighth Army. Since the rugged, desolate central massif precluded mutual support, these forces acted independently, their control and co-ordination directed by MacArthur in Tokyo. Almond's X Corps now consisted of the U.S. 1st Marine and 3rd and 7th Divisions and the ROK I Corps (3rd and Capital Divisions). The Eighth Army, 9 divisions strong, was grouped in 3 army corps: the U.S. I and IX and the ROK II, from left

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DICTIONARY OF WARS

George C. Kohn



Facts On File Publications
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King James IV (1473-1513). Warbeck's invasion of England in 1495 failed. He then went to Scotland, convinced James of his authenticity, and married James's cousin. A Scottish-led invasion in 1496 also failed, partly because of a rift between James and Warbeck. Warbeck left Scotland and invaded Cornwall in 1497, but failed again at Exeter, where his 6,000-man rebel army backed down before the troops of King Henry VII (1457-1509). He fled but was captured at Beaulieu in Hampshire in 1499. On a false promise of a pardon, Warbeck admitted the whole plot but was hanged after twice attempting to escape from the Tower of London.

War of a Thousand Days. See THOUSAND DAYS, WAR OF A.

War of Berenice. See SYRIAN-EGYPTIAN WARS, SECOND AND THIRD.

War of Chioggia. See CHIOGGIA, WAR OF.

War of Demetrius. See DEMETRIUS, WAR OF.

War of Devolution. See DEVOLUTION, WAR OF.

War of 1812 (Second War of American Independence) (1812-14). When Britain was fighting France in the NAPOLEONIC WARS (q.v.), neither side respected the rights of neutral merchant ships, and many U.S. vessels were seized. The British went further and impressed American sailors into their navy. They also stirred up the Indians in the Old Northwest Territory to attack American outposts and settlements. War Hawks in the West and South united under the slogan "Free trade and sailors' rights," and Congress narrowly voted to declare war on Britain. In 1812, an American three-pronged attack on Montreal failed miserably and Detroit fell, but on the high seas the young American navy scored five victories. In 1813, Detroit was retaken, Captain Oliver H. Perry (1785-1819) defeated a British fleet on Lake Erie, and General William H. Harrison (1773-1841) broke up Tecumseh's (1768?-1813) Indian confederacy at the Battle of the Thames, but American ships were bottled up in harbors by a British blockade. The British took the offensive in 1814 but were stopped for good at Plattsburgh. To the south the British navy commanded Chesapeake Bay and a land force captured Washington and burned the Capitol and White House. However, it was repulsed at Fort McHenry, Baltimore. In December 1814, another British naval and land force approached New Orleans, but was decisively defeated by Americans under General Andrew Jackson (1767-1845) on January 8, 1815, two weeks after the war had concluded with the Treaty of Ghent. The United States was now recognized as an independent entity. See also AMERICAN REVOLUTION.

War of 1812, Franco-Russian. See NAPOLEON'S INVASION OF RUSSIA.

War of Jenkins's Ear. See JENKINS'S EAR, WAR OF.

War of the Austrian Succession. See AUSTRIAN SUCCESSION, WAR OF THE.

War of the Axe. See AXE, WAR OF THE.

War of the Bavarian Succession. See BAVARIAN SUCCESSION, WAR OF THE.

War of the Emboabas. See EMBOABAS, WAR OF THE.

War of the First Coalition against France. See COALITION, WAR OF THE FIRST.

War of the League of Augsburg. See GRAND ALLIANCE, WAR OF THE.

War of the Mascates. See MASCATES, WAR OF THE.

War of the Oranges. See ORANGES, WAR OF THE.

War of the Pacific. See PACIFIC, WAR OF THE.

War of the Polish Succession. See POLISH SUCCESSION, WAR OF THE.

attacked by Elamites, fell under repeated attacks from 652 to 648; a victorious Ashurbanipal intervened from 647 through 646, punishing the Elamites, entering Persia, and seizing the Elamites' major city of Susa. There was Assyrian civil war after 635, when Ashurbanipal's sons fought for the throne while he was still alive, enabling the Chaldeans to occupy Babylon in 629 and, under King Nabopolasar (fl. 625-605), to establish the Neo-Babylonian Empire. The Scythians laid waste to Syria and Palestine in 626; the Babylonians drove out the Assyrians in 623; and the Medes made their first attack on the Assyrian capital of Nineveh in 616. Despite the fall and destruction of NINEVEH (q.v.) in 612, the Assyrian Empire did not collapse for three more years. A remnant of the Assyrian army crowned its commander king in a new capital at Harran (Haran), which suffered partial destruction from attacking Medes and Babylonians in 610. The army surrendered in 609, and the Assyrians thereafter disappeared completely from written history. See also CARCHEMISH, BATTLE OF; MEGIDDO, SECOND BATTLE OF.

Asturian Uprising of 1934. In Spain in the early 1930s, political parties were polarized, chiefly over the powers to be granted the Roman Catholic Church. In 1934, the united Socialist party developed a scheme to keep the right-wing, pro-church Confederacion Espanola de Derechas Autonomous (CEDA) from joining the increasingly confused and despotic Spanish government; it planned a nationwide general strike, an uprising in Madrid, and a declaration of an independent republic in Catalonia (see CATALAN REVOLT OF 1934). On October 5, 1934, over 70,000 highly unionized, Communist-oriented miners in Asturias (region in northwestern Spain) rose in revolt, occupying the city of Oviedo and taking control of much of the area within a few hours. However, Francisco Franco (1892-1975) and another general led Spanish Foreign Legion and government forces to Asturias, where they brutally put down the uprising in two weeks. The miners had burned churches and killed about 40 persons, including 29 priests. The government troops killed an estimated 3,000 and took about 35,000 prisoners, who were tortured and tried well into 1935. The ferocity of the government divided the Spanish people and helped to precipitate the SPANISH CIVIL WAR OF 1936-39 (q.v.).

Atlantic, Battle of the (1940-43). After the start of WORLD WAR II (q.v.), Great Britain blockaded the German-controlled areas of Europe, but the blockade was ineffective, largely because of the feared German U-boats (submarines) that constantly preyed on British vessels. Many merchant ships carrying food and war materiel to Britain were torpedoed and sunk by U-boats in the North Atlantic, thus forcing the need for food rationing in the British Isles in 1940. U-boats also destroyed aircraft carriers, battleships, destroyers, and other warships. When the United States began Lend-Lease shipments of goods to European nations, whose defense was vital to that of America, U.S. naval vessels began patrolling the western North Atlantic, while British Royal Air Force planes watched the sea lanes in the east. Large convoys of American merchant ships assembled west of Iceland to be escorted across the Atlantic by British warships. After the U.S. destroyer Reuben James was sunk by a U-boat off Iceland on October 31, 1941 (about 100 of its crew were lost), the U.S. Congress repealed the Neutrality Act, and U.S. ships armed themselves and entered war zones. In 1942 and early 1943, sinkings by U-boats increased when the Germans began hunting their targets in so-called "wolf packs," groups of as many as 15 to 20 submarines making coordinated attacks. The British, however, had invented two devices that eventually turned the tables—high-frequency direction finding and centrimetric radar, both of which enabled the Allies to pinpoint the location of U-boats and sink them. So many submarines were sunk that the Germans could not disrupt shipping much after mid-1943, and the Allies soon controlled the sea lanes of the Atlantic and elsewhere.

Augsburg, War of the League of. See GRAND ALLIANCE, WAR OF THE.

VOLUME 20

Navajo to Opium

THE ENCYCLOPEDIA

AMERICANA

INTERNATIONAL EDITION

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when matters affecting the Marine Corps are under discussion.

United States Coast Guard. The Coast Guard operates under the Department of Transportation in time of peace and under the Navy Department in time of war or whenever the president so directs. Its primary mission is enforcement of maritime law and protection of life and property at sea.

Bureaus. The chiefs of the bureaus are naval officers appointed by the president with the advice and consent of the Senate for terms of four years. A summary is given below of the principal responsibilities and duties of the bureaus as determined by law and as prescribed by the secretary of the Navy. The work of the bureaus is based on logistics and operating plans prepared by the chief of naval operations and is subject to the coordinating control of the CNO.

The *Bureau of Naval Weapons* has become responsible for the functions of the older bureaus of Aeronautics and Ordnance. It designs, procures, and maintains aircraft, aviation equipment, arms and armaments, both offensive and defensive, weapons, weapon fire-control systems. Within its own fields of responsibility, it conducts research and makes tests in aviation and weapons materials of all kinds, in collaboration with other government agencies or private industry, as coordinated by the Office of Naval Research. It operates, maintains, and exercises management control over all aeronautic and ordnance shore establishments.

The *Bureau of Ships* designs, constructs or procures, and maintains all ships and small craft including their power plants, radar, sonar, radio, and all other equipment unless specifically assigned elsewhere. It operates many testing and research establishments and exercises management control over naval shipyards.

The *Bureau of Supplies and Accounts* procures, stores, and issues supplies, provisions, clothing for enlisted personnel, fuel, and such other material as the technical bureaus do not procure direct; supervises the operation of the Navy's disbursing and accounting activities, and transportation of Navy property and household effects of naval personnel; pays for all articles and services procured for the Navy including naval and civilian payrolls, allotments of naval personnel, and family allowances.

The *Bureau of Naval Personnel* procures, trains, distributes, and keeps the records of the officers and enlisted personnel of the Navy including the Naval Reserve and Reserve Officers Training Corps except the personnel of the Medical Department and supervises the promotion, discipline, and welfare of such personnel. It operates the Naval Academy, postgraduate schools, War College, training stations, and other naval training activities.

The *Bureau of Yards and Docks* designs, constructs, and maintains public works, and public utilities at shore establishments, and floating drydocks, both continental and overseas, including central power plants, distribution and transportation systems, and weight-handling facilities. It is charged with the acquisition and disposition of real estate for the Navy Department and is the custodian of real estate not in use. It recruits, trains, and assigns the Construction Battalions (Seabees).

J. A. FURER
Rear Admiral, United States Navy (Retired)

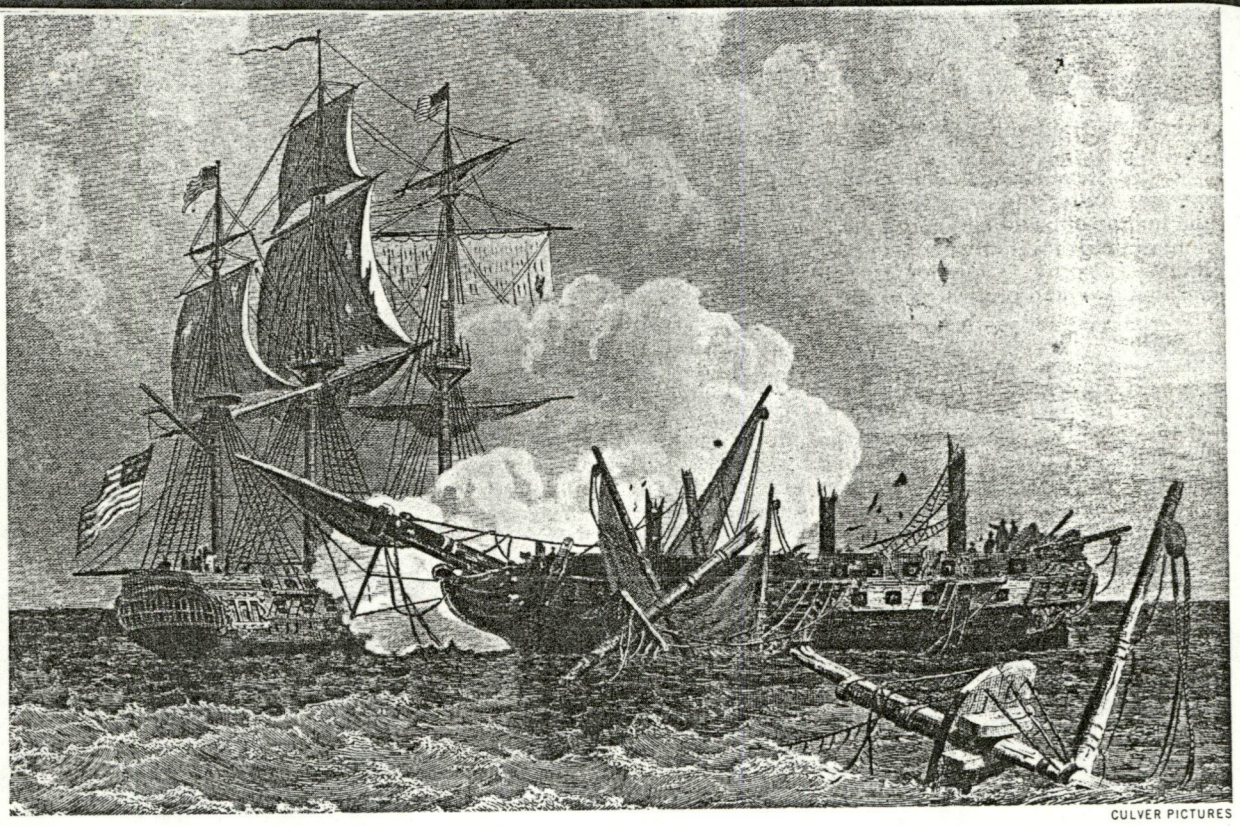
NAVY, United States. The history of the United States Navy may be said to fall into three major divisions. The Continental Navy of the American Revolution was an isolated phenomenon which had completely disappeared by 1785. The permanent navy came into being in 1798. During most of its first century this force was relatively small, consisting mainly of cruisers patrolling distant stations, and it was capable of success only against fairly weak enemies. With the 20th century, the navy advanced to major status as one of the two or three strongest in the world, and by the close of World War II, as the strongest of all.

The navy itself has consisted of three major divisions. The so-called Naval Establishment has included (1) the Operating Forces or Fleet, consisting of ships and, later, planes with their necessary personnel; (2) the Shore Establishment, with its navy yards and other shore stations; and (3) the Navy Department or general headquarters for both the Operating Forces and the Shore Establishment. Yet the department, with its bureaus and offices, as well as the Shore Establishment, exists for the benefit of the Operating Forces and without them would have no reason for being. At the same time, the Operating Forces have not been an end in themselves, but, like the army and the air force, they are an instrument of the government as a whole, with Congress determining what they shall be, and the president and the Department of State deciding what they shall do.

ESTABLISHMENT OF THE NAVY

The Continental Navy. The navy of the American Revolution left a legacy of some colorful traditions, but its quality and performance were not impressive. It consisted of some cruisers, chiefly frigates, and was under the direction of the Continental Congress through one committee or another. There were also several "state navies" and a swarm of privateers. The Continental Navy captured some British shipping and temporarily caused some alarm in British waters. It probably did its most useful work, however, in convoying, and even carrying, cargoes of foreign military stores sorely needed by the Continental Army. Most conspicuous was the capture of a British frigate, the *Serapis*, by John Paul Jones, commanding the *Bonhomme Richard*. Many of the other ships of the Continental Navy, however, had been captured or destroyed seven weeks earlier during the sorry Penobscot Expedition to Maine. With the British Navy below par during the Revolution, the French Navy, entering the war in 1778 in better shape than usual, temporarily weakened British control of the seas. After the Revolution, the Continental Navy, like the army, quickly disappeared: its last ship, the *Alliance*, was sold in 1785.

Beginnings of the Permanent Navy. The Barbary pirates of North Africa were primarily responsible for the beginnings of the permanent American Navy. In 1785, when they seized 2 American merchantmen, the country was helpless against such attacks on its shipping. In 1794, however, when the news arrived of the seizure of 11 more vessels, Congress voted to build 6 frigates, a program later cut in half. Fortunately 2 of the ships built, the *Constitution* and *United States*, were 44-gun "super-frigates," more powerful than any of the very numerous cruisers of the British and other foreign navies. Along with



CULVER PICTURES

In the War of 1812 the 44-gun U.S. frigate *Constitution* destroyed the 38-gun British frigate *Guerrière* in 30 minutes. The *Constitution* earned the nickname "Old Ironsides" because it was so little damaged in its many battles.

the smaller *Constellation*, they were launched in 1797 and ready for sea in 1798. During the next 17 years the new navy would fight the French, the Barbary pirates, and finally the British.

Starting in 1789 the secretary of war had been made responsible for naval as well as army matters. With few soldiers and no ships, this "unification" was natural. On April 30, 1798, just at the time that the navy was being expanded for an impending contest with France, Congress established a separate Navy Department. Benjamin Stoddert of Maryland became the first secretary of the navy. He ranks with Gideon Welles (1861-1869) and James Forrestal (1944-1947) as one of the outstanding incumbents of that post.

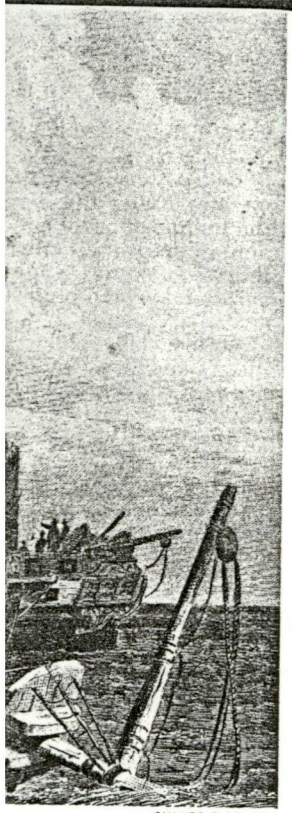
Hostilities with France. The undeclared war with France, resulting from reckless abuse of American shipping in the Caribbean and elsewhere, was a success. The French Navy had been sadly demoralized by the French Revolution. The new United States Navy, rapidly expanded to 54 vessels, was able to handle the few scattered French cruisers and the numerous French privateers in American waters. Caribbean waters became so safe for American shipping that savings in marine insurance charges amounted to more than the cost of the new navy.

The infant navy was in a critical position in early 1801 when the end of the French fighting coincided with the accession of President Thomas Jefferson in place of the pro-navy Federalist John Adams. Adams and Stoddert did what they could in the last months of Federalist power. The Shore Establishment was put on a permanent basis with the purchase of sites for six navy yards at Portsmouth, N. H. (Kittery, Me.); Boston (Charlestown), Mass.; New York (Brooklyn), N.Y.; Philadelphia, Pa.; Washington, D.C.; and Norfolk (Gosport), Va. Also, to forestall more drastic reduction, Adams and Stoddert engineered the "peace establishment" of 1801 which cut the navy down to a dozen frigates but provided that half of them be kept on active service.

Tripolitan War. The Barbary pirates, at just this moment, rescued the navy from possible dissolution. Word arrived that the ruler of Tripoli was threatening trouble, so a squadron was sent to the Mediterranean to "show the flag," protect American commerce, and fight if necessary. This was the beginning of the practice of maintaining squadrons on distant stations. War followed, reaching its peak in 1803 and 1804 when Commodore Edward Preble, with the frigate *Constitution* as his flagship, conducted spirited operations against Tripoli. Peace was made in 1805 but a squadron was kept in the Mediterranean until 1807 when friction with England caused its withdrawal.

By that time, the anti-naval policy of President Jefferson and his secretary of the treasury, Albert Gallatin, was acutely threatening the future of the navy. All the regular cruisers were laid up and replaced by scores of worthless little gunboats. By 1811, however, some of the frigates were restored to active service in time to give the necessary practice to officers and crews for the approaching crisis with England.

War of 1812. The naval aspects of the War of 1812 (q.v.) with England have generally been distorted to give an exaggerated impression of the achievements of the small United States Navy. At the very outset, the big 44-gun superfrigates *Constitution* and *United States* shocked the British by capturing in quick succession the British 38-gun frigates *Guerrière*, *Macedonian*, and *Java*. The resultant impression that the Yankees had "humbled the pride of the Royal Navy" has tended, then and since, to obscure the fact that by 1814 the British, with their overwhelm-



CULVER PICTURES

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ing superiority afloat, had virtually sealed off the whole American coast. From Maine to Georgia, very few warships or merchantmen were able to slip through that rigid blockade. Moreover, the British were able to utilize their command of the sea to land forces on the coast almost at will, and eventually, in August 1814, to burn Washington itself. Only on the lakes, where both sides "started from scratch," were the American forces able to achieve success. Brilliant American naval victories were won on Lake Erie in 1813 by Commodore Oliver Hazard Perry and on Lake Champlain in 1814 by Commodore Thomas Macdonough. The American people gained the erroneous impression that a few cruisers were enough for their navy.

Algerian Expedition. In 1815, as in 1801, the Barbary pirates once more prevented a serious postwar naval slump. Two squadrons, sent to the Mediterranean to punish the Algerians, were successful in securing redress for their depredations and an end of the payment of tribute to the pirates. From that time on for almost a century, the United States Navy maintained a squadron on the Mediterranean station.

GROWTH AND DECLINE OF THE NAVY

By 1840 several other distant stations had been established—the "East Indian" or Asiatic; the West Indies; the "Brazil" or South Atlantic; the Pacific, sometimes divided into North and South Pacific stations; and the African slave patrol. The Mediterranean, however, was regarded as the most important of all. Each squadron consisted of several vessels under a commander in chief who received and thereafter clung to the courtesy title of "commodore," although, until the Civil War, captain was the highest actual rank. Only occasionally, however, was a whole squadron assembled in one spot. Normally, each vessel went her separate way, showing the flag at one port after another. Such service was on a three-year basis, at the end of which the ship would return to her home navy yard, discharge the crew, and send the officers on leave.

In 1841, when the Maine-New Brunswick boundary dispute seemed to threaten war with England, the United States Navy set up a "Home Squadron" as protection against potential attack. This force, which absorbed the West Indies station, ultimately developed into the North Atlantic Fleet. The number of vessels serving on the varied stations totaled 17 in 1830; 32 in 1850; 34 in 1870; and 20 in 1890.

Only occasionally between 1815 and 1861 was the normal pattern of flagshowing extended into something more exciting. In 1822, for instance, the West Indies Squadron fought pirates in Caribbean waters. Ten years later, the five ships of the Mediterranean Squadron descended one by one upon Naples to collect damages for earlier seizures of American ships. Between 1838 and 1842 a naval expedition under Lieut. Charles Wilkes did much to advance the knowledge of the Antarctic and Pacific, incidentally producing numerous charts, some of which were still being used in World War II. The Pacific Squadron, after prematurely seizing California in 1842, took it permanently four years later in the Mexican War. In that same contest, the enlarged Home Squadron cooperated with the land forces, particularly in the attack on Vera Cruz. Small naval expeditions explored South American rivers and the Dead Sea during the 1850's. Most significant, the expanded East Indian Squadron, under Commodore Matthew Calbraith Perry, opened Japan to outside contacts in 1853-1854.

Reorganization. In 1842 the Navy Department assumed the form which it would maintain with little change until 1915. Although the United States Navy had not hesitated to copy British examples in almost everything else, it failed to imitate the Admiralty organization with its effective blending of civilian authority and professional experience. At the outset, the department consisted simply of the civilian secretary and a few clerks. In 1815, at the close of the War of 1812, Congress added a Board of Navy Commissioners or Navy Board, made up of Commodores Isaac Hull, John Rodgers, and David Porter. Instead of handling matters of operations and personnel, with which they would have been familiar, these professional officers were relegated by Secretary Benjamin Crowninshield to "civil" matters of shipbuilding, repair, and supply, while the civilian cabinet member retained control of the seagoing aspects. The chief criticism of the Navy Board was that its members had joint responsibility for their various functions so that no individual could be held accountable when things went wrong.

In 1842, therefore, Congress went to the opposite extreme. Copying a system already used by the army, it established five bureaus, each of which had full responsibility for a specific sphere of naval activity. Thereafter, until the creation of the post of chief of naval operations in 1915, the department comprised these highly compartmentalized bureaus, coordinated only by the civilian secretary, who was generally quite ignorant in naval matters. The lack of provision for operational planning and control, especially in wartime, was the most serious aspect of this strange and inadequate organization.

The bureaus, which would loom large in naval administration, have ranged from five to eight in number. The original quintet of 1842 were Yards and Docks; Ordnance (and Hydrography); Construction (Equipment) and Repair; Medicine and Surgery; and Provisions and Clothing (later Supplies and Accounts). Three new bureaus were added in 1862: Navigation; (Steam) Engineering; and Equipment (and Recruiting). The Equipment (or "Coal") Bureau disappeared by 1914, while a Bureau of Aeronautics was added in 1921. In 1940, Construction and Repair and Engineering were merged into the Bureau of Ships. Navigation's altered emphasis was recognized in 1942 by the change of its name to Naval Personnel. Ordnance and Aeronautics merged in 1959 into the Bureau of Naval Weapons.

The bureau system reflected the division of the officers into "line" and "staff." The former, who were in the "line of command," were the fighting officers who took over most of the functions afloat. The line officer in the old days developed a wide versatility in navigation, shiphandling, gunnery, damage control, and virtually all other functions afloat. Ashore, the naval constructors and civil engineers were, at the outset, civilians. Gradually, these nonline officers began to develop into staff "corps"—Medical, Pay (Supply), Construction, Civil Engineering, and Chaplains—and to receive status and insignia roughly equivalent to the various ranks of the line officers. The introduction of steam led to the creation of an Engineer Corps in 1842.

The United States Naval Academy at Annapolis, Md., was established in 1845, through the initiative of Secretary George Bancroft. Previously, prospective line officers had, while still boys, gone to sea as midshipmen. Much later, in 1884, the United States Naval War College was founded at Newport, R. I.

The Marine Corps and the Coast Guard. The Marine Corps (q.v.), about on the level of the bureaus, had its commandant and headquarters in the Navy Department. These "sea soldiers" had been an integral part of the navy from the very outset. Until the 20th century, they were used primarily as guards aboard ship and at the navy yards. At times, they were used for small landing parties; in the Mexican War and in World War I, they served as regular troops under army command. After World War I, they gradually began an intensive study of amphibious techniques. Some of the marines' stiffest fighting was in Washington, D.C., resisting frequent efforts to abolish the corps.

In time of war, the cutters of the Revenue Marine established in 1790, later known as the Revenue Cutter Service and finally, after 1915, as the Coast Guard (q.v.), have been transferred from the Treasury Department to the Navy Department.

From Sail to Steam. Gradually the navy was feeling the impact of the "naval revolution" which, during the course of the century, transformed the fleets of the world from wood and sail to steel and steam. Steam came first, and the United States Navy had the distinction of building the first steam warship and of first using a steamer in actual operations. During 1814, while the British were closely blockading the port of New York, Robert Fulton was producing a steam "floating battery" with a paddle wheel inside its tough hull. This *Demologos*, or *Fulton the First*, was not completed until the spring of 1815 when the war was over and Fulton was dead. It was laid up at the Brooklyn Navy Yard where it exploded in 1829. Meanwhile, a little steamer, the *Sea Gull* had been used as flagship of the West Indies Squadron in its fight against the pirates. After these two "firsts," the navy's interest in steam languished. Around 1840, three side-wheelers were built, and in 1844 the energy of Capt. Robert F. Stockton brought forth the first screw warship, the *Princeton*. By 1861, steam was fairly general in the United States Navy as well as in foreign fleets. France and England had each, by that time, built seagoing ironclads, but the United States had not.

Civil War. From the naval standpoint, the Civil War had several interesting aspects. The "naval revolution" was in a stage of rapid innovation and transition in armor, ordnance, and even mines and submarines. Both sides were continually experimenting with new devices and designs. There was a marked disparity of forces, since the Confederates had very few ships and only meager facilities for building more. The Union, nevertheless, had to strain every effort to build a force capable of handling its four major tasks—chasing the Southern commerce destroyers, cooperating with the army in clearing the inland rivers, the forcing of Southern seaports, and, above all, blockading the whole Southern coast. Fortunately, the Navy Department was headed by one of the ablest of all the secretaries of the navy, Gideon Welles, ably supported by the first assistant secretary, Gustavus V. Fox. Under them, the navy grew from a few dozen wooden cruisers to a force of some 800 vessels, including everything from powerful ironclads to excursion boats and East River ferries. The naval officers mastered the various novel tasks and new devices which kept arising during the war; in David Glasgow Farragut, "the first admiral," the Union Navy found an aggressive leader.

The blockade, proclaimed by President Lincoln on April 19, 1861, was the navy's most significant achievement during the war. Without it the South could have shipped its cotton to England and France, which would have been glad to furnish in return the munitions which the South, with its meager industrial facilities, was unable to produce in adequate quantity. At the outset, the North had scarcely a dozen warships at hand for its cruisers were off on distant stations. A heavy building program quickly produced new vessels, and in the meantime a ready-made flotilla of mongrel types was assembled. Gradually, the blockade grew tighter and more efficient; an occasional swift blockade-runner from Nassau or Havana might break through, but many others were caught. The blockade was credited with playing a very important part in the final Union victory by depriving the South of imported supplies.

Closely linked to the blockade, a second major task of the Union Navy was the seizing or closing of southern ports. This process extended from the capture in 1861 of Port Royal, S. C., to be used as an advance base for coal and supplies, to the capture of Fort Fisher, commanding the approach to Wilmington, N. C., early in 1865. The principal intervening events were Farragut's victories at New Orleans in 1862 and Mobile Bay in 1864. Union ironclads hammered at the Charleston forts from 1863 to 1865, closing off the port. These actions were necessary to close ports from which blockade runners might operate.

Ironclad warships figured prominently on both sides in that harbor-forcing. The Confederates raised the hull of the frigate *Merrimack*, burned in the seizure of the Norfolk Navy Yard and converted her into an ironclad. She was terrorizing the wooden Union warships in Hampton Roads in March 1862 when she was checked by the *Monitor*, an experimental Union ironclad with a revolving turret mounted on a very flat hull. This episode gave undue impetus to that abnormal monitor type of vessel, to the neglect of more conventional seagoing types. The Confederates produced several other ironclads which fought with scant success.

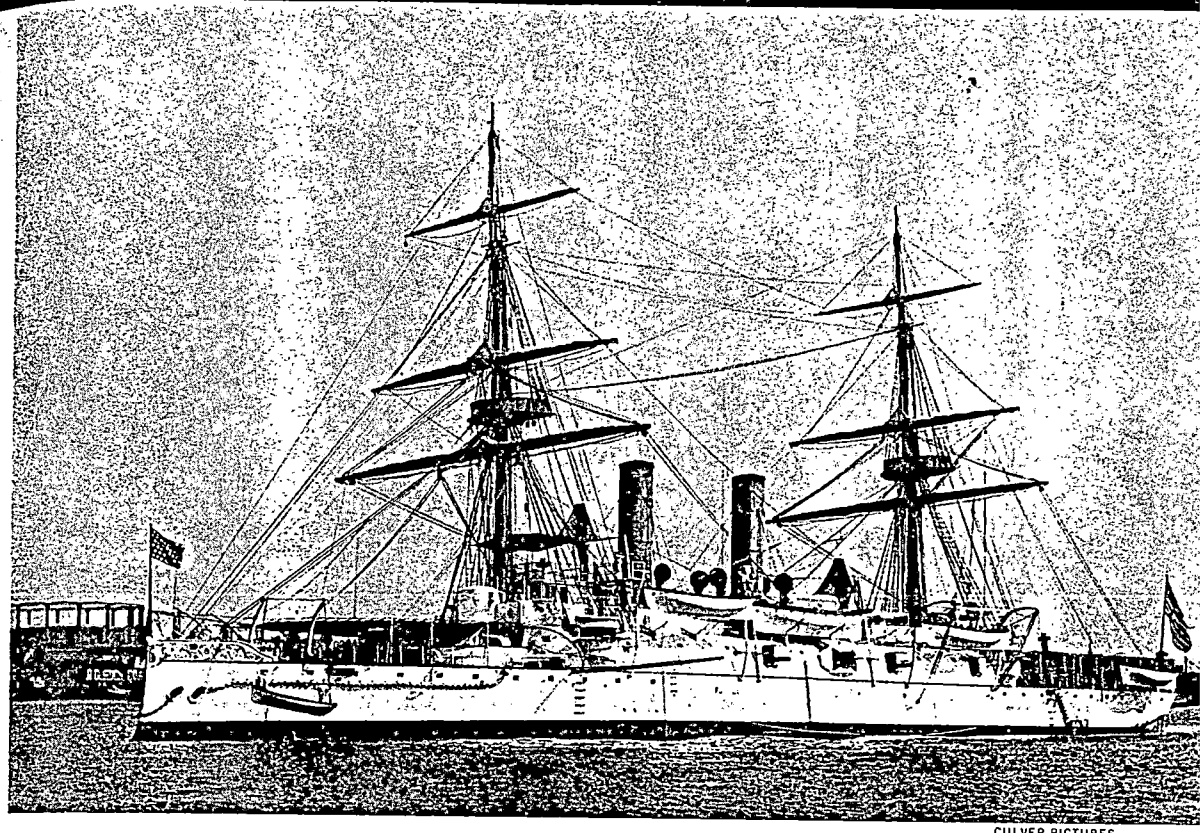
Far from salt water the navy, in cooperation with the army, played an active and useful role in the Mississippi and other inland rivers

More elusive and exasperating than the navy's other tasks were its efforts to protect Northern shipping from the depredations of the *Alabama*, *Florida*, *Shenandoah*, and other commerce raiders of the Confederate Navy, several of which were built for the purpose in England. They played hide-and-seek with the Union warships throughout most of the war, and made flaming wrecks of scores of Northern merchantmen, all the way from Sandy Hook, N. J., to the Sunda Strait in the Malay Archipelago. The *Kearsarge* sank the *Alabama* off Cherbourg in June 1864, while the *Wachusett* violated Brazilian neutrality by capturing the *Florida* in the harbor of Bahia (now Salvador) four months later. These raids

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CULVER PICTURES

The cruiser *Boston*, shown in 1891, was one of the first three steel fighting ships in the U.S. Navy.

increased the insurance rates on Northern vessels and drove many of them into British registry. Yet, spectacular as they were, the raids destroyed one merchantman in a hundred that left port. The important thing was that throughout the war the North, thanks to its navy, was able to come and go much as it pleased at sea, while the South could not. (See also CIVIL WAR.)

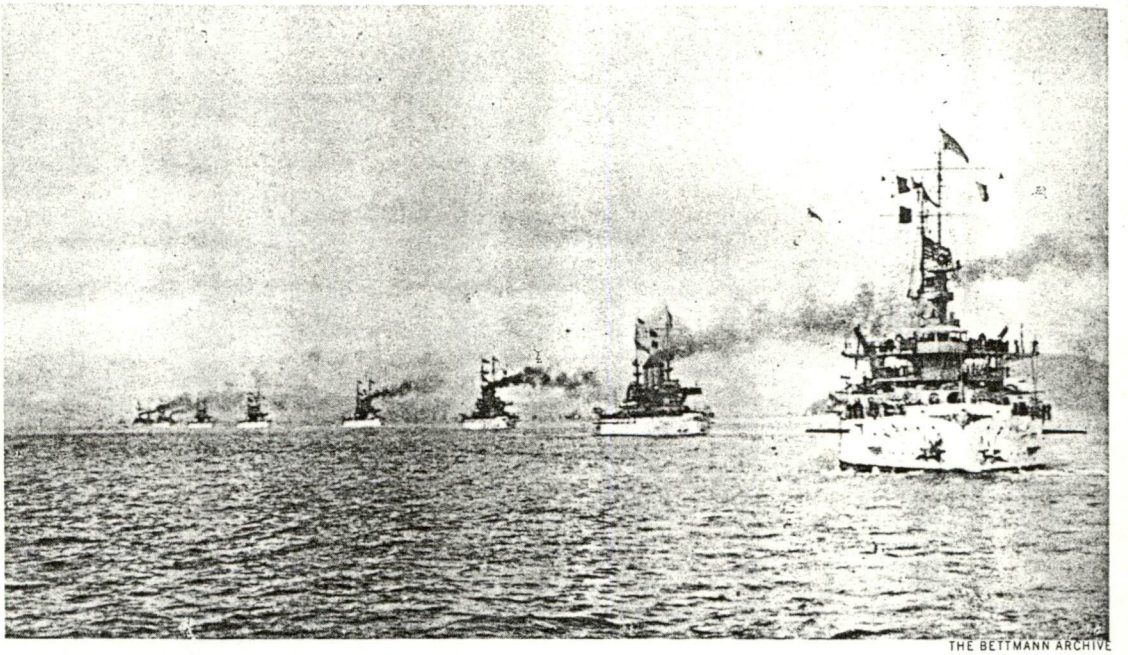
Era of Naval Decline. The impressive Union naval strength disappeared quickly in the postwar years, for the navy slumped into its "Dark Ages." Not only did it fail to keep pace with the rapid developments of the "naval revolution" abroad, but it actually slipped backwards. Along with postwar weariness and economy, and the nation's preoccupation with westward expansion, some of the fault rested with the navy itself. During the first hundred days of Grant's administration in 1869, Vice Admiral David D. Porter, secretary in all but name, issued a swarm of general orders that set back naval progress. In particular, steam was subordinated to sail; engines and propellers were cut down so as not to interfere with sailing qualities; captains were ordered to use sail except when absolutely necessary; and the *Wampanoag*, the fastest vessel afloat, was laid up, never to sail again. The engineers, whom Porter hated, and other staff corps suffered—to the advantage of the line. Among the line officers, only a few could get sea duty aboard the shrunken squadrons; for the rest, many shore billets were set up so that they would not have to go on reduced inactive pay. This action took up a large share of the naval budget; much of the rest of naval funds was used in patching up old ships in the navy yards. Thus, in 1874, when the British for $50,000,000 were able to maintain the most powerful navy afloat, in addition to experimenting with new ironclad battleships and rifled guns, the United States Navy was spending $30,000,000 for a few dozen obsolete wooden cruisers, armed with old smoothbore muzzle loaders and woefully slow. Searching congressional investigations revealed widespread naval inefficiency and corruption, particularly in the politics-ridden navy yards.

THE NEW NAVY

During the 1880's the new navy gradually began to come into being, although out on the distant stations the old wooden cruisers continued to serve. The last of them was not retired until 1897. In 1881, Secretary William H. Hunt launched the new navy movement by appointing a board to make recommendations. In 1882, Congress voted to cease major repairs on old ships and made a tentative start toward new steel vessels. In 1883, it appropriated for the first steel vessels—the cruisers *Atlanta*, *Boston*, and *Chicago* and the dispatch boat *Dolphin*. When finally completed, they were known as the "White Squadron."

The building up of the new navy was guided by four able secretaries in a row—William H. Hunt, William E. Chandler, William C. Whitney, and Benjamin F. Tracy. The navy decided that domestic armor plate should be used, a decision which gave considerable stimulus to the steel industry of the United States. Young officers were sent to England to study naval architecture. Previously warships had been built in the navy yards and guns purchased from private manufacturers. Now that situation was reversed. A naval gun factory was set up at the Washington Navy Yard, while the warships, for a long time to come, were generally built in private shipyards.

In 1890, the battleship suddenly came into the prominent position which it would hold for almost 50 years in the United States Navy. Until then, the navy had consisted primarily of cruisers, useful mainly for commerce protection and



THE BETTMANN ARCHIVE

The "Great White Fleet" as it entered San Francisco Bay in 1908, before embarking on a cruise around the world.

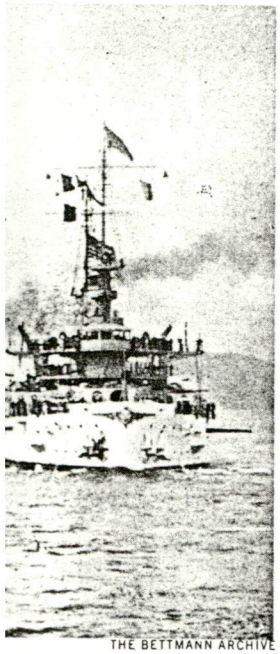
commerce raiding; it had had very few of the capital ships such as made up the battle fleets of the major navies. In 1890 appeared *The Influence of Sea Power upon History, 1660–1783*, by Capt. Alfred Thayer Mahan, written originally as lectures for the new Naval War College at Newport. Analyzing the methods by which England had been so successful at sea, Mahan emphasized the importance of a battle fleet of capital ships which could gain and keep control of the seas, preventing an enemy from using the seas for his purposes. Congress in 1890 voted funds for the first regular battleships, the *Indiana*, *Oregon*, and *Massachusetts*, completed in 1895–1896. The drive for battleships, with their heavy guns and tough armor, once under way, tended to crowd out other types of naval vessels.

The new navy proved its worth in the brief Spanish-American War (q.v.) in 1898. The Battle of Manila Bay paved the way for the annexation of the Philippines, while the Battle of Santiago led to the freeing of Cuba and the annexation of Puerto Rico. Both actions were rather one-sided, but the navy emerged from the war with a reputation much more enhanced than that of the army.

Expansion and Reorganization. The Spanish-American War ushered in a new era for the United States as a world power and active participant in the imperialistic scramble for colonies. The navy expanded rapidly under this stimulus, particularly after Theodore Roosevelt became president in 1901. With new battleships laid down year after year, the United States Navy was soon second only to Britain's Royal Navy until, around 1911, the rapid growth of the German Navy crowded it into third place. Separate forces were still maintained on the Pacific coast and in Asiatic waters, but the former North Atlantic, South Atlantic, and European squadrons were combined into a single fleet which normally remained in the Atlantic, where Germany was regarded as a threat. Late in 1907, however, a crisis in Japanese relations led President Roosevelt to order the main fleet around to the west coast and from there it continued on a cruise around the world by way of Australia, Japan, and Suez. It returned early in 1909, just after the launching of the 27th battleship, the *Delaware*, first of the American all-big-gun "dreadnoughts."

For many years, the navy had been agitating for a more satisfactory organization of the Navy Department than the old 1842 system of secretary and bureaus which made no provision for operational planning and control. The chief of the Bureau of Navigation had begun to develop certain power in that field, but the line officers clamored for more. In 1900 a General Board was set up to advise the secretary in the field of planning and preparation, but it lacked the definite authority of the General Staff established in the army in 1903. The first really tangible advance was the creation of the post of chief of naval operations (CNO) in 1915. Secretary Josephus Daniels kept that position from becoming as strong as its proponents had hoped, and its full development would not come until 1942. Around the new CNO, nevertheless, grew up an Office of Naval Operations which provided much more effective coordination than hitherto.

World War I. The navy's participation in World War I (see WORLD WAR I—13. *The War at Sea*) was much less extensive than that of the army, or its own forces in the Civil War or World War II. Its main task was antisubmarine warfare involving a tedious patrol of the North Atlantic run to Europe to offset Germany's novel use of U-boats as commerce destroyers. The Naval Overseas Transport Service safely carried more than 2 million American soldiers and their supplies to France. Later, the navy laid a huge mine barrage in the North Sea to check submarines. One division of American battleships served with the British Grand Fleet but saw little action. The navy's casualties in the war were amazingly low.



THE BETTMANN ARCHIVE

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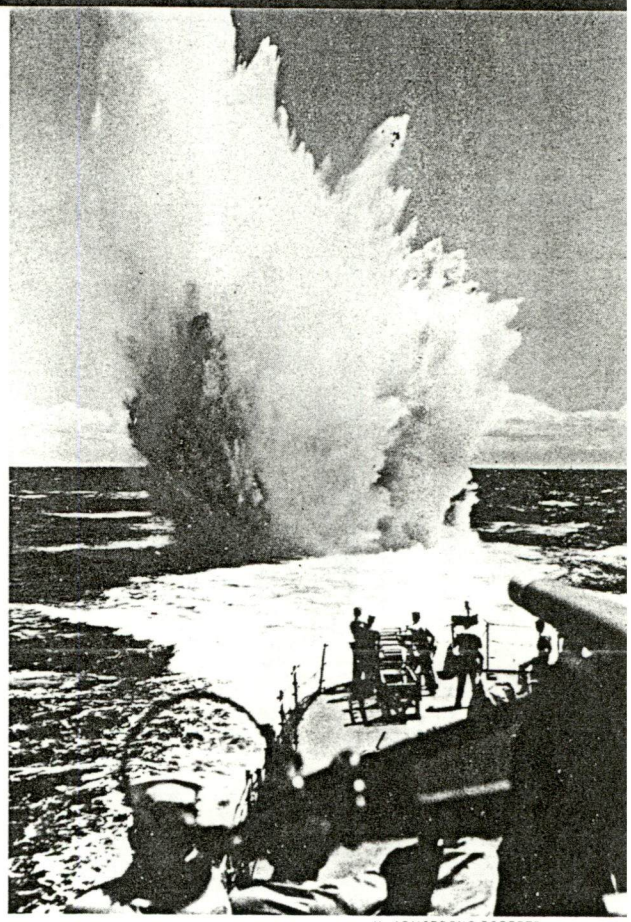
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Interwar Period. The world's navies underwent a strenuous period of negotiation and readjustment after the war. In 1916, Congress had voted to build a "navy second to none," including numerous powerful battleships. These ships were designed primarily to check the Japanese, whose navy was expanding rapidly. In 1919, the navy sent half of all its various types of ships through the Panama Canal to form a strong Pacific Fleet. The new naval shipbuilding program was suddenly suspended, and the powerful partly completed ships were sunk or scrapped as a result of the Washington Arms Conference of 1921–1922 (see NAVAL CONFERENCES). This meeting accepted the secretary of state's proposal for a holiday in building capital ships and established a ratio for tonnage of capital ships among the five signatory powers. The United States Navy did not even build up to that treaty strength, partly because of the depression and partly because of apathy in the White House and Congress. That inaction was finally overcome in 1934 when Chairman Carl Vinson of the House Naval Affairs Committee pushed through the first of his great authorization acts to build up the navy.

The principal naval innovation between the world wars was the rapid development of naval aviation. From a modest start in 1911, it had expanded considerably during World War I, with much patrolling and a little bombing. In 1921 a separate Bureau of Aeronautics was set up, followed in 1926 by an assistant secretary for aeronautics. In 1922 a collier was converted into the first American aircraft carrier, the *Langley;* such carriers became increasingly more important as elements of the fleet. The naval aviators developed new techniques such as dive bombing and torpedo bombing; they remained regular naval officers instead of forming a separate force as in the British Navy. American naval aviation was conceded to be the best in the world.

World War II. In World War II the United States Navy really came into its own. When the war began, it was practically tied with Britain's Royal Navy for first place among the world's navies. By the close, it was larger than all the other navies combined, with "battleships and aircraft carriers by the dozen, cruisers and submarines by the score, destroyers and escort vessels by the hundred, and planes and small craft by the thousand." Whereas in World War I the total number of officers and men, not including marines, had undergone an increase from 65,777 (April 6, 1917) to 497,030 (Nov. 11, 1918), there had now been a jump from 284,427 (1941) to 3,380,817 (1945). In various ways, World War II imposed a far heavier burden upon the navy than had World War I. Like the Civil War, World War II was a period of rapid technological transition, involving constant experimentation with new devices and equipment.

While the United States did not become a formal belligerent until after the Japanese attack on the Pacific Fleet at Pearl Harbor on Dec. 7, 1941, the navy had become increasingly active in the North Atlantic in the preceding 27 months of semineutrality during the European fighting. The fall of France in mid-1940 stimulated a "two-ocean navy" act, sponsored by Congressman Vinson. This measure, authorizing a 70 percent increase in naval strength, was of great value in getting the fleet ready for its heavy war duties.



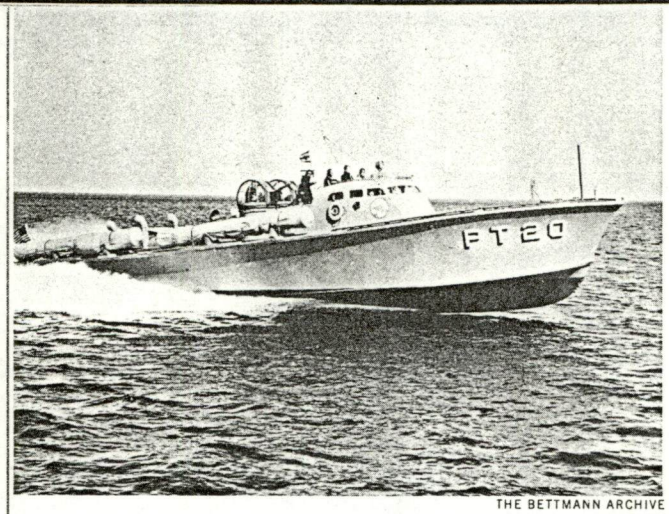
H. ARMSTRONG ROBERTS

A destroyer releases depth charges. Antisubmarine duty in World War II was only one role of the U.S. Navy.

Among the host of wartime innovations afloat, three were of particular importance. The battleship lost its time-honored preeminence with the development of the "fast carrier task force," built around several big airplane carriers, protected by cruisers, destroyers, and eventually those battleships that could keep up with their 33-knot speed. The huge Task Force 38-58, based on big carriers and larger than many whole navies, was important in breaking Japanese power. The second major innovation was the logistical development that made it possible to supply the fighting ships at sea with fuel, supplies, and ammunition, so that they did not have to keep returning to bases; now they could prowl anywhere. The third novelty was the development of vessels and techniques for amphibious warfare, so that troops could be landed on hostile shores. Some of the landing craft, like the LST (landing ship tank) and the LCI (landing craft infantry), could cross the ocean under their own power; smaller types were carried on larger vessels until the time for the final assault.

In World War I the navy's work had consisted chiefly of antisubmarine activity in the North Atlantic, in cooperation with the British. This was only one of its several major tasks in the second war.

A second great task was the landing of troops on hostile shores, in cooperation with the British. The first of these overseas assaults came in North Africa late in 1942. It was followed in 1943 by three landings in Sicily and Italy. These operations were overshadowed by the huge Normandy landing in northern France in mid-1944, followed by a smaller one in southern France.



THE BETTMANN ARCHIVE

The lightly armored PT (patrol torpedo) boat performed legendary feats in the Pacific in World War II.

The navy's greatest task, however, was the recovery of the Pacific area, through which the Japanese had spread rapidly after the Pearl Harbor attack.

They were first checked in the Coral Sea in the spring of 1942, in the first major carrier battle; then they received a major setback shortly afterward at Midway. The real turning point, that summer and fall, came in the vicious sea, land, and air fighting in the Solomons, after which the Americans were able to take the offensive against the Japanese.

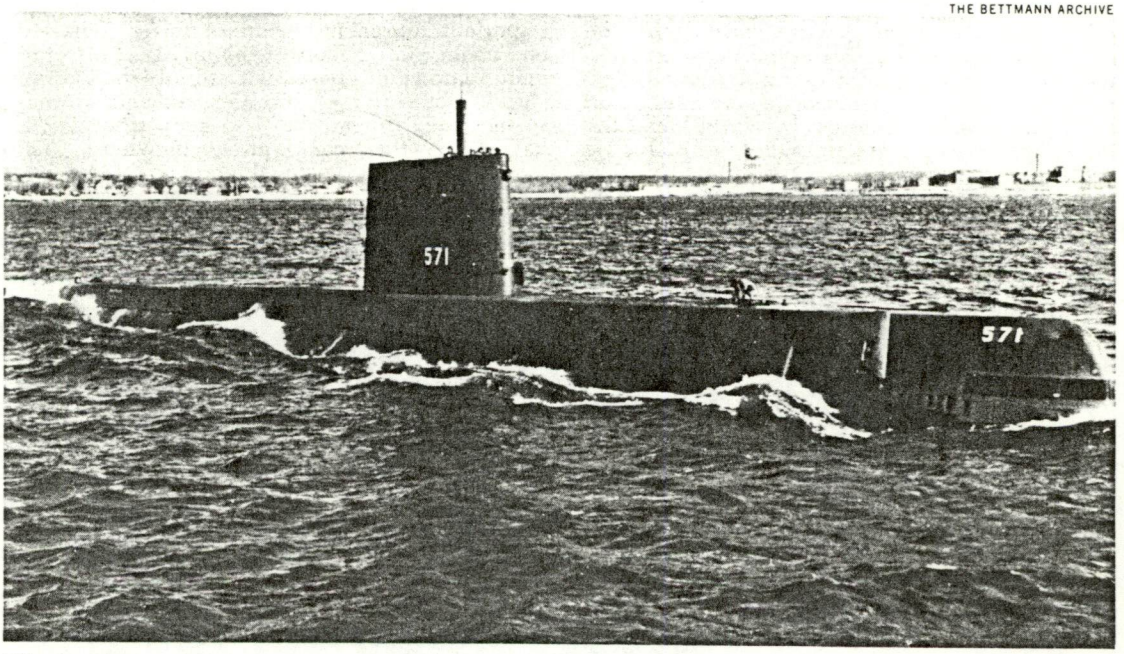
This offensive consisted of two major movements. One was the navy's drive directly through the islands of the Central Pacific, starting with the Gilberts late in 1943 and the Marshalls and Marianas in the spring and summer of 1944. Meanwhile the navy's Seventh Fleet had been cooperating with Gen. Douglas MacArthur's progress from Australia northward. These two drives finally joined in the Philippine landings late in 1944, followed by further advances toward Japan in the assaults on Iwo Jima and Okinawa early in 1945. Many of the Pacific assaults were made with amphibious forces similar to those being used in European waters, with the Marines figuring heavily in the Pacific attacks. Meanwhile, American submarines were crippling Japan's shipping so that her supplies of oil and other essentials were cut off. (See also WORLD WAR II, especially 12. *Developments in Naval Warfare.*)

Some important changes in the Navy Department aided the navy's wartime role. In mid-1940, Congress established the new post of undersecretary, in charge of matériel procurement. Its first incumbent, James Forrestal, performed so effectively that he was made secretary of the navy at the death of Frank Knox in 1944 and became the first secretary of defense in 1947. On the military side, the shock of Pearl Harbor led to a change from the condition that had existed since 1915, with the chief of naval operations generally responsible for planning, coordination, and logistics, but without real direct authority over the bureaus or the fleet. First, in December 1941, Admiral Ernest J. King was made commander in chief (COMINCH) of the United States Fleet, with headquarters not on a distant flagship as before, but at Washington where he could control both the Atlantic and Pacific forces. In March 1942 he was given the nominally senior post of chief of naval operations as well, so that as "COMINCH-CNO" he had a more complete authority than any previous American naval officer. This arrangement was retained after the war under the single title of chief of naval operations.

Postwar Developments. Following the war, along with the inevitable sharp reduction of forces, including the "mothballing" of a considerable part of the fleet as an inactive reserve, there were a few important developments affecting the navy. The economic difficulties of Britain prevented her from keeping her naval

The USS *Nautilus*, the world's first nuclear-powered vessel, joined the submarine fleet in 1955.

THE BETTMANN ARCHIVE



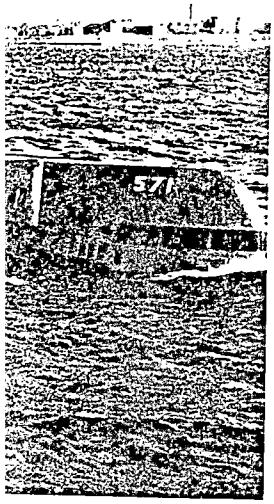
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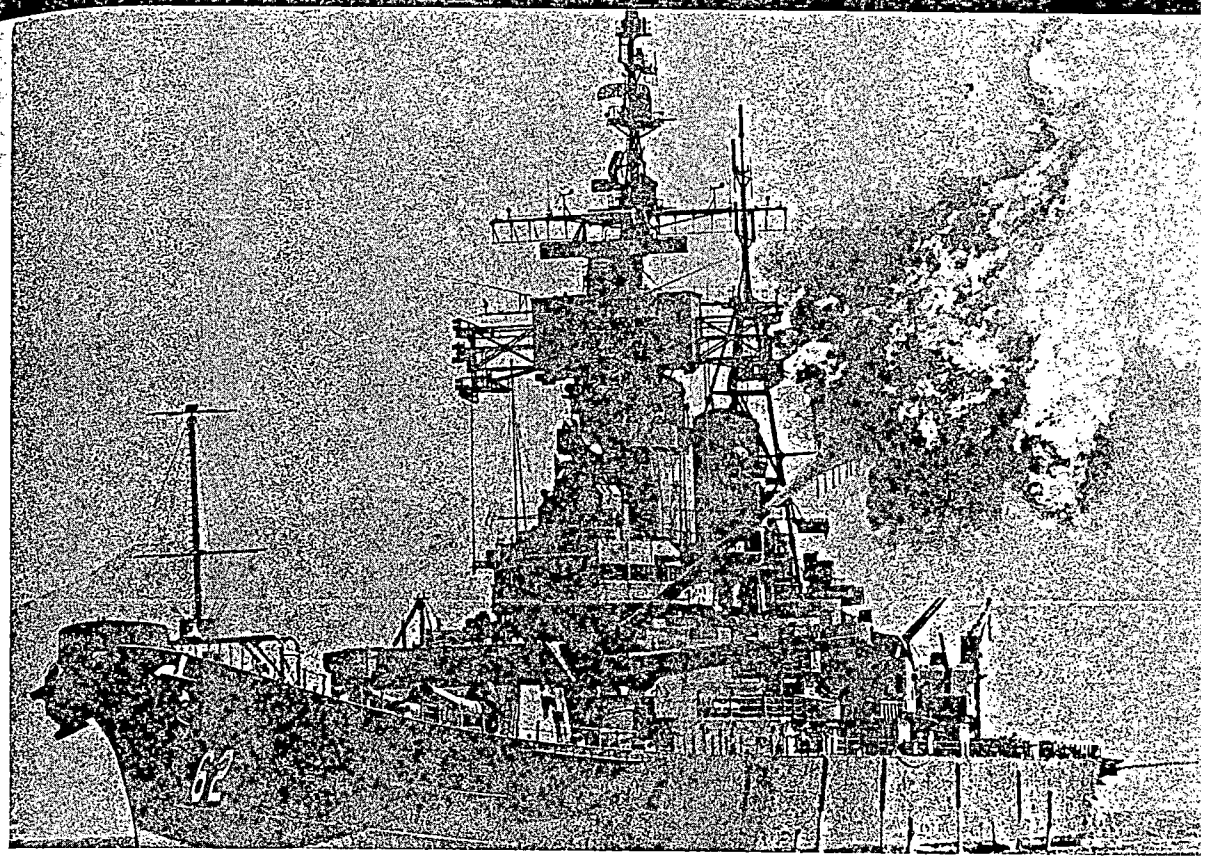
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THE BETTMANN ARCHIVE





U.S. NAVY

The *New Jersey*, shown bombarding an enemy shore, was the only battleship in active service in the Vietnam War.

forces at their previous strength. The United States took over a considerable part of her old burden of maintaining naval strength in the Mediterranean; the newly constructed American Sixth Fleet, based around one or more of the largest carriers, revived the old practice of showing the flag in that sea. On one occasion it landed forces in Lebanon during a crisis in 1958. In Far Eastern waters the Seventh Fleet, a direct descendant of the old Asiatic Squadron and Fleet, had constant heavy duties in the Korean War (q.v.). It later stood by during other Communist threats, chiefly in the Taiwan Strait in 1958. Also rising to the Communist challenge, units of the Atlantic Fleet enforced a temporary blockade during the Cuban crisis of late 1962 (see CUBA—7. *History*). The Atlantic Fleet, as well as the Mediterranean's Sixth Fleet, participated frequently in maneuvers with naval forces of other North Atlantic Treaty Organization countries.

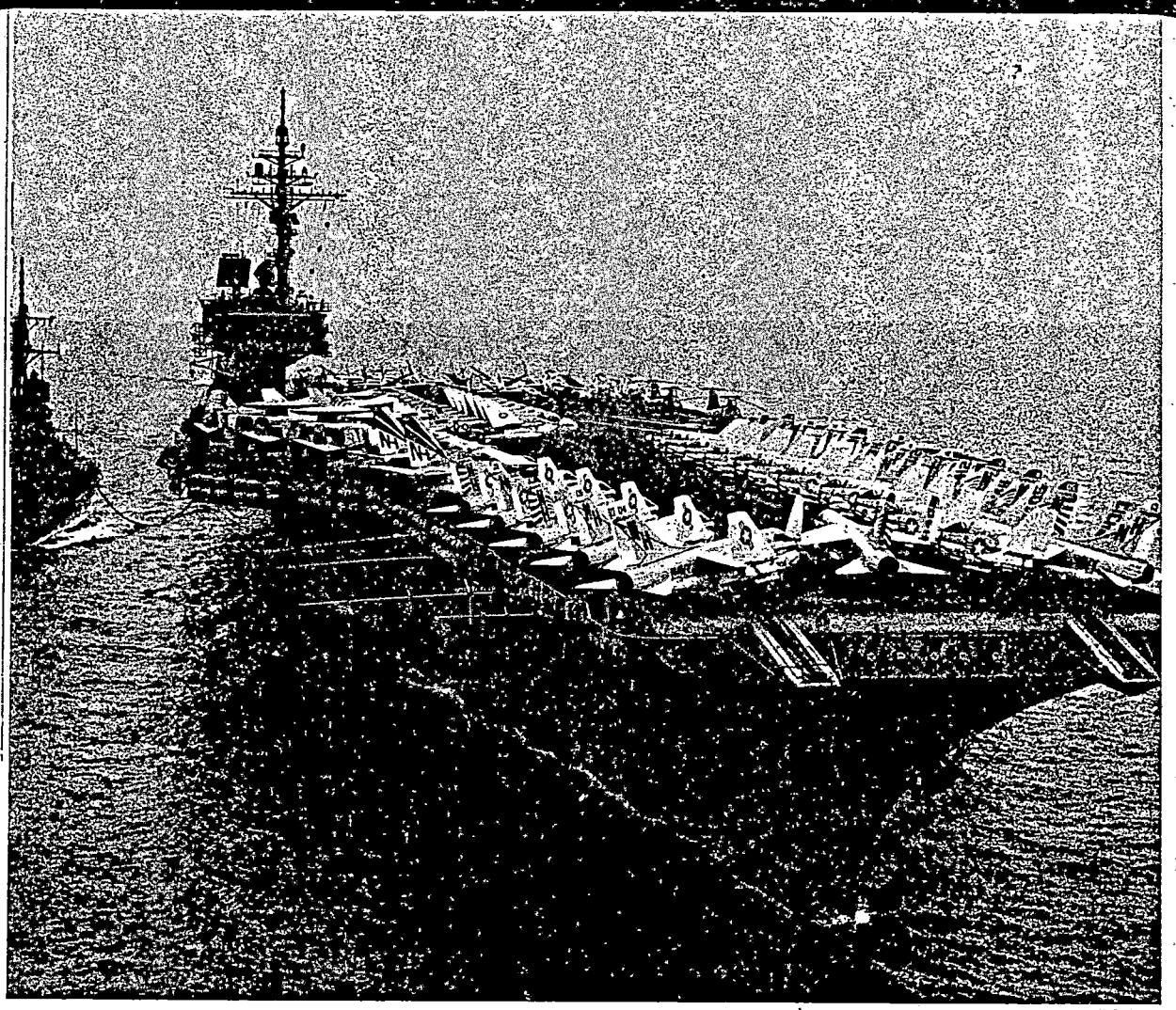
By mid-1970, naval personnel on active duty totaled 690,000, including 80,000 officers, who manned some 750 ships and 8,600 aircraft.

Missiles and Atomic Propulsion. In 1955, two ships, embodying radical new features, joined the fleet, ushering in a dramatic transition in naval vessels. The submarine *Nautilus* was the first ship to use nuclear power instead of oil or coal for propulsion, while the cruiser *Boston* became the first to substitute guided missiles for the conventional guns in turrets. (See WARSHIPS.) From that time on, new developments along these lines kept appearing; some of them combined both features, as in the cruiser *Long Beach*, the super-destroyer *Bainbridge*, and the huge 85,350-ton carrier *Enterprise*.

Some critics questioned whether costly nuclear power was warranted in surface vessels, but there was no question of its value in submarines (q.v.), which could cruise submerged even under the North Pole and around the world. The most important step of all was the development of submarines which could carry Polaris intermediate-range ballistic missiles capable of hitting distant enemy targets while the ship's position remained undetected. Even though the nation's land-based missile installations might be wiped out, these wide-cruising Polaris submarines constituted a prime deterrent.

During the transition to the nuclear-propelled, missile-armed navy, the last battleship in commission, the *Wisconsin*, went into "mothballs" in late 1957. Later on, even the value of aircraft carriers was often to be questioned.

Naval Role in Unification. Meanwhile the unification of the armed forces by the National Security Act of July 26, 1947, cost the navy its old independence. The initiative for this integration with the army and air force came principally from the latter, which was challenging the navy's traditional role of "first line of defense." The navy opposed the original "merger" plan, which called for a tight, over-all general staff control. It effectively countered with proposals broadening the base of the unification, with a National Security Council, Central Intelligence Agency, and other units designed to integrate military matters with other branches of the government. In dramatic hearings in Congress in 1949, the navy vigorously opposed the movement, backed by the secretary of defense, to concentrate efforts and funds on the air force's program for strategic bombing. The chief of naval operations was removed from office after testifying against the air force proposals which, he and many other naval officers felt, would unduly cripple the navy. The Korean War, naval proponents believed, upheld the navy point of view by demonstrating the need for balanced forces.

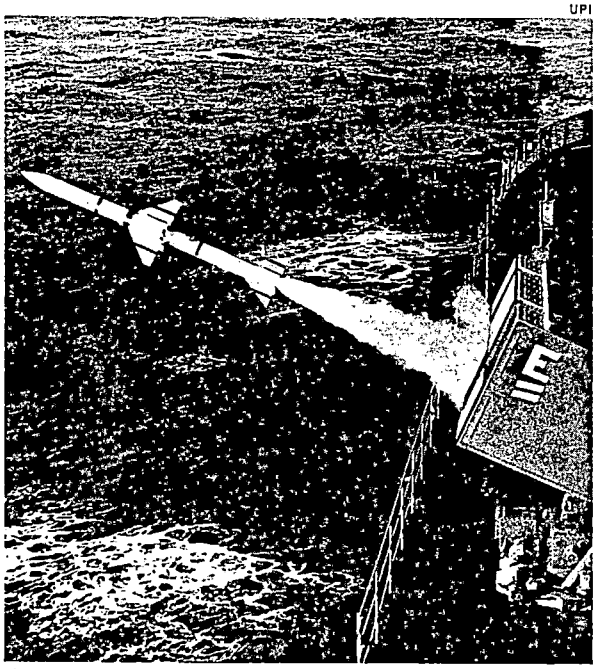


U.S. NAVY

The aircraft carrier *Kitty Hawk* is more than 1,000 feet long and is capable of carrying more than 100 airplanes.

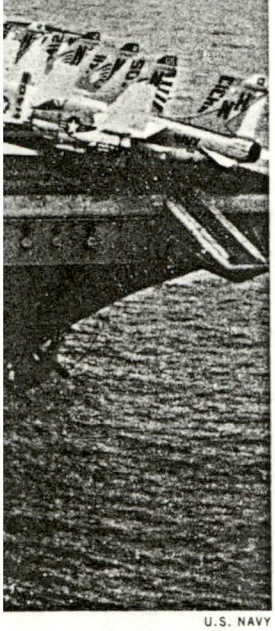
A Sea Sparrow surface-to-air missile is fired by a command ship protecting an amphibious landing.

UPI



Reorganization. Within the Navy Department some of the loose, traditional administrative practices were tightened in order to enable the Navy to cope with the sweeping transitions it was undergoing at sea. In mid-1963 the secretary of the navy put into effect most of the recommendations of the Dillon Committee he had set up to analyze "management" needs. Two important changes cut deeply into the old bureau autonomy. A new Fleet Activities Command, directly under the chief of naval operations, was given command over many shore activities supporting naval operations, acting through Naval Operating Bases, headed in many cases by naval district commandants. At the same time, the four matériel bureaus (Naval Weapons, Ships, Supplies and Accounts, and Yards and Docks) were finally brought definitely under the secretary of the navy, climaxing a movement begun in World War II. Pending legislative approval of the recommended post of chief of naval support, the director of naval material was empowered to "coordinate, control, direct, and command" the four bureau chiefs in matters of procurement and development. Many other committee recommendations, including proposals for effective planning, appraisal, and manpower procedures, were also put into effect.

Building a Balanced Force. By the end of the Vietnam War, the Navy had begun to implement a redesign of its forces. Many older ships were

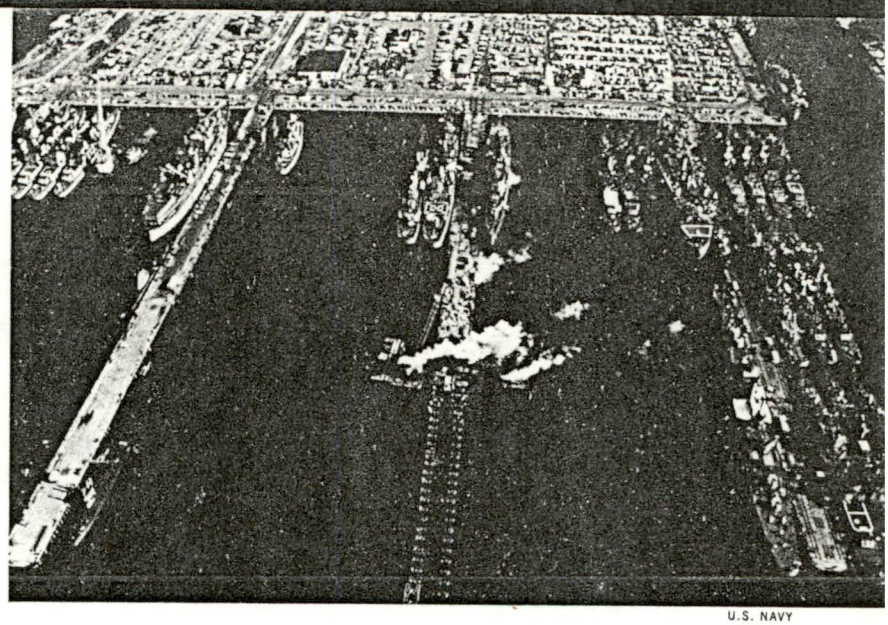


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View of U.S. naval station piers at Norfolk, Va., the site of the largest naval installation in the country and the headquarters of the Atlantic Fleet.

U.S. NAVY

retired, so that the active force in 1976 numbered fewer than 500 vessels. By 1977, however, the number of new ships entering service exceeded the number being retired. Joining the fleet were such sophisticated ships as the nuclear-powered aircraft carrier *Nimitz* and the first of the huge missile-carrying Trident submarines.

See also MERCHANT MARINE; NAVY, DEPARTMENT OF THE; WARSHIPS; also articles on individual wars, naval battles, and ships, such as BARBARY WARS; ERIE, BATTLE OF LAKE; and MONITOR AND MERRIMACK.

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NAVY LEAGUE OF THE UNITED STATES, The, a nationwide organization formed in 1902 for the purpose of giving the citizens of the United States a broader understanding of their Navy and the importance of sea-power to national security and to develop public interest in all matters pertaining to the Navy and the Marine Corps. The league has a membership of approximately 30,000 and publishes a monthly magazine called *Navy—The Magazine of Sea Power.*

NAVY NURSE CORPS, United States. Upon establishment of the Nurse Corps as an integral unit of the Navy by act of Congress, May 13, 1908, the first 20 nurses were assigned to duty at the Naval Hospital, Washington, D.C. Navy nurses were first ordered to duty outside continental United States in 1910, and 10 years later were assigned their first duties aboard hospital ships. As the only women in the Navy, the nurses were unique, designated by congressional order as neither officer nor enlisted personnel but having military as distinguished from civilian status. Although subject to naval discipline, they were not entitled to retirement benefits. The 1,835 Navy nurses on duty during World War I established an enviable record of achievement and devotion to duty, and the corps continued to advance steadily in military and professional standing. Under the economy drive of the early 1930's its membership dwindled to 332 in 1935, but in 1939, under authority of the Naval Reserve Act (1938), qualified nurses began to be recruited for the Nurse Corps Reserve to be ready immediately for active duty in the event of a national emergency. At peak strength (1945) 11,086 nurses of the regular Navy and Naval Reserve were serving in naval medical facilities within the United States and overseas and aboard hospital ships and air evacuation planes. In 1942 the superintendent of the Navy Nurse Corps became the first woman to hold the rank of captain. The first two Navy flight nurses completed air evacuation training in 1943.

In 1947 Public Law 36 was enacted making the Nurse Corps a full, permanent, commissioned staff corps of the Navy. The passage of Public Law 85-155 in 1957 provided for selection to captain and increased the percentage of officers in commander grade to 5 per cent of the Nurse Corps officers on active duty.

Qualified nurses are commissioned in the Nurse Corps Reserve, United States Naval Reserve, established through an act of Congress in June 1938 to provide for nursing needs in the event of war or national emergency.

NAVY YARD or NAVAL SHIPYARD, a shore establishment operated by the United States Department of the Navy consisting of water frontage, machine shops, building ways, drydocks, piers, berthing facilities, storehouses, and so forth, for repairing and building warships, and for stor-

SIGNIFICANT U.S. NAVAL BATTLES

Revolutionary War:
- Engagement between Bonhomme Richard and HMS Serapis

War of 1812:
- Battle of Lake Erie

World War II:
- Battle of the Atlantic
- Midway
- Battle for Leyte Gulf
- Battle of the Philippine Sea

FACT SHEET: USS FORRESTAL (CV-59)

VITAL STATISTICS OF USS FORRESTAL (CV-59)

Length.....1,039 feet	Elevators & Catapults.....4 each
Width.....252 feet	Escalators.....2
Height.....25 stories	Meals Served Daily.....22,000
Displacement.....80,000 tons	Air Conditioning.....1,595 tons
Crew (with Air Wing)....5,000	Daily Capacity of Fresh Water...
Speed.....More than 30 knots	.....300,000 Gallons
Horsepower.....260,000	Main Propulsion Engines.....4
Propellers (5-bladed).....4	Radio Receivers.....95
Rudders (45 tons each).....3	Radio Transmitters.....75
Anchors (30 tons).....2	Capacity of Sick Bay.....60 beds
Aircraft.....More than 80	Closed Circuit TV Sets.....600
Compartments..More than 2,000	Paint Used Daily.....50 gallons
Dial Telephones.....950	Utility Boats.....6

Also: Four stores; including a general store, smoke shop, snack shop and uniform/clothing store; three barber shops; two bakeries; dry cleaning and laundry plant; seven galleys; a print shop; photographic laboratory; pharmacy; chapel, radio, and television studios; a daily newspaper, medical operating room, dental offices and library.

- FORRESTAL is 1,039 feet long and would reach the 80th floor of the Empire State Building if stood on end. From keel to mast, FORRESTAL is as tall as a 25 story building.

- The flight deck is 252 feet wide at its extreme breadth and about as long as three-and-a-half football fields. The flight deck covers a total area of approximately four acres. It is as wide as a World War I destroyer was long.

- The engines that drive FORRESTAL deliver more than 260,000 horsepower to keep about 1,430 1968 six-cylinder Mustangs on the road.

- The hangar deck area for handling, parking, and repairing aircraft is the main deck. It is 75,000 feet in area, or two acres, and can house about 28 aircraft.

- It takes 300,000 gallons of paint to paint FORRESTAL, enough for 30,000 average homes.

- The ship cruises at a speed of more than 30 knots.

hist

UNITED STATES AIRCRAFT CARRIER USS FORRESTAL (CV-59)

In July, 1951, the Navy announced plans to build a 60,000 ton, 1,039 foot carrier designated CVB-59. The keel was laid in July, 1952. Less than 30 months later, USS FORRESTAL, the first "super carrier", was launched. Mrs. James V. Forrestal, widow of the first Secretary of Defense, christened her.

FORRESTAL was commissioned on 1 October 1955 at the Norfolk Naval Shipyard. CDR Ralph L. Werner, Commander of the Air Group, made the first arrested landing on 3 January, 1956.

FORRESTAL represented more than one step in the evolutionary chain. Besides her sheer size and weight, she was the first built with an angled flight deck, which allows simultaneous take-offs and landings. She also featured four catapults instead of the usual two, and four deck edge elevators to move aircraft from the hangar bays to the flight deck.

In the fall of 1956, FORRESTAL was called to bolster forces in the Mediterranean during the Suez crisis. Her commissioning crew responded flawlessly, setting the standard for future crews to follow. From 1958 through 1966, FORRESTAL alternated between the Second Fleet in the Atlantic and Sixth Fleet in the Mediterranean.

In June, 1967, she departed Norfolk for duty in waters off Vietnam. After five days of combat operations, a tragic fire broke out on the flight deck which claimed the lives of 134 crewmen. The entire nation felt the tragedy, and LIFE magazine reported that "in five minutes, everyone became a man." The ship then returned to Norfolk for extensive repairs.

FORRESTAL deployed to Mediterranean waters four times between 1968 and 1973. In March 1973, she sped to Tunisia for rescue operations in the flooded Medjerda River Valley near Tunis. Her helicopters rescued hundreds of Tunisians during the three day operation and transported thousands of pounds of food, water, and medical supplies to the stricken region.

The ship logged three more Mediterranean deployments between 1973 and 1975. Excitement spread when it was announced that FORRESTAL would be Host Ship for the International Naval Review in New York City. On 4 July, 1976, on FORRESTAL's flight deck, President Ford rang in the nation's Bicentennial and reviewed over 40 "Tall Ships" from countries around the world.

Shortly after the review, FORRESTAL participated in a special Shock Test. It involved the detonation of high explosives near the hull to determine if a capitol ship could withstand the strain of close quarter combat and still remain operational. The ship and crew met the test well, holding true to the tradition established by the original crew.

In September, 1977 following a nine month overhaul, FORRESTAL departed Norfolk and shifted homeport to Mayport, Florida. After completing two more Mediterranean cruises, she celebrated her silver anniversary in October 1980.

USS Forrestal CV-59

Public Affairs Office, FPO Miami 34080

On March 2, 1981, FORRESTAL began her 16th Mediterranean deployment and second quarter century of Naval Service. During the Syria/Israeli missile crisis, FORRESTAL maintained a high state of readiness for 53 consecutive days at sea. In a Gulf of Sidra exercise, two Libyan aircraft were shot down after firing upon USS NIMITZ F-14s over international waters. FORRESTAL aircraft made more than 80% of all the intercepts of Libyan planes.

After departing the Mediterranean she operated above the Arctic Circle as part of NATO "Ocean Venture '81."

After a repair period, FORRESTAL deployed for her 17th Mediterranean cruise on 8 June 1982, and operated in the Eastern Mediterrannean in support of the Lebanon Contingency Force of 800 U.S. Marines in Beirut. On 12 September, after transiting the Suez Canal for the first time in her 26 year history, she entered the Indian Ocean. This marked the first time that FORRESTAL had operated with the Seventh Fleet since the 1967 Vietnam cruise. The ship transited northbound through the Suez Canal on 17 October and made a port visit at Alexandria, Egypt, ending 58 consecutive days at sea.

FORRESTAL completed this 5½ month deployment with a nighttime arrival at Mayport on 18 November and immediately began preparing for the Service Life Extension Program (SLEP.) The ship shifted homeport to Philadelphia, Pennsylvania on 18 January 1983 and embarked on the 28 month, $550 million SLEP. SLEP is a program designed to extend the life of our aircraft carriers another 15-20 years.

During FORRESTAL's SLEP the ship was completely emptied and most major equipment was removed for rework or replacement. Large cuts were made in the flight and hangar decks to remove catapult, arresting gear and main engines. The process was reversed when the equipment was replaced. FORRESTAL's successful SLEP period was completed on time when the ship left Philadelphia on 20 May 1985. After completing a four-day transit to her homeport of Mayport, Florida, FORRESTAL immediately began preparation for the workup cycle. These evolutions were scheduled to test her overall readiness and prepare the ship for her first deployment in over four years.

FORRESTAL spent the remainder of the summer of 1985 in Refresher Training and other exercises near Guantanamo Bay, Cuba and the Jacksonville, Florida operating area. In early September, she entered a three-month Selected Restricted Availability (repair) period, which brought 800 shipyard workers a day aboard to put the finishing touches on the ship.

FORRESTAL spent the first two months of 1986 completing Refresher Training and Operational Propulsion Plant Examination (OPPE) in preparation for deployment. FORRESTAL was again underway during the month of April, 1986. During this time she transited to the Puerto Rican Operating Area to participate in "FLEETEX 2-86," which featured 31 ships and 17,000 naval personnel, including the recommissioned battleship USS IOWA (BB-61).

FORRESTAL departed Mayport on 2 June 1986 for the waters of the Mediterranean. During this cruise, FORRESTAL aircraft frequently operated in the international airspace of the Tripoli Flight region, the international air traffic control sector of Libya. FORRESTAL also participated in Operation "Sea Wind", a joint U.S.- Egyptian training exercise, and "Display Determination", which featured low level coordinated strikes and air combat maneuvering training over Turkey.

FORRESTAL completed the 5½ month deployment to the Mediterranean on 10 November 1986. This was her first deployment following the Service Life Extension Program and the 40th of her career.

bio



Commander Carrier Group SIX Rear Admiral Leighton W. Smith, Jr. United States Navy

Rear Admiral Leighton Warren Smith, Jr. was born in Mobile, Alabama. Upon graduating from Mobile public schools, he attended the University of Alabama for one year prior to entering the U.S. Naval Academy where he graduated with the class of '62. He entered flight training shortly after graduation and received his wings in January 1964.

As a Light Attack pilot, Rear Admiral Smith primarily flew the A-4 *Skyhawk* and A-7 *Corsair*. His initial sea tours were with VA-81, VA-22, VA-82 and VA-86 where he served as Executive Officer then Commanding Officer from 1975-1977. Rear Admiral Smith, a veteran of three combat tours in Vietnam, commanded Carrier Air Wing *FIFTEEN* immediately following his squadron command tour. He has deployed to the North Atlantic, Mediterranean Sea, Indian Ocean and Western Pacific while serving aboard *USS FORRESTAL (CV-59), USS CORAL SEA (CV-43), USS RANGER (CV-61), USS AMERICA (CV-66), USS KITTY HAWK (CV-63)* and *USS NIMITZ (CVN-68)*. Early shore duty tours were as Flight Test Officer with NAVPRO, Dallas, Texas, and as a student at Air Command and Staff College, Maxwell AFB, Alabama.

Following his command of CVW-15, Rear Admiral Smith served 14 months as Head, Aviation Commander Assignments Branch with the Naval Military Personnel Command. He then commanded Light Attack Wing *ONE*, NAS Cecil Field prior to assuming command of *USS KALAMAZOO (AOR-6)* in February 1983. After a six month tour as Readiness and Training Officer for Commander Naval Air Forces Atlantic, Rear Admiral Smith took command of *USS AMERICA (CV-66)* in February 1984. He relinquished that position in July 1985 and reported to the Strategic Studies Group in Newport, Rhode Island as a CNO Fellow for a period of one year. Rear Admiral Smith, selected for promotion to Rear Admiral (Lower Half) by the FY-87 Selection Board and was assigned to the staff of the Chief of Naval Operations as Director, Tactical Readiness Division (OP-953) from June 1986 until January 1988. Rear Admiral Smith assumed command as Commander, Carrier Group *SIX* on January 23, 1988.

Rear Admiral Smith, a veteran of over 280 combat missions and 1,000 carrier landings, has been awarded the Legion of Merit, two Distinguished Flying Crosses, two Meritorious Service Medals, twenty-five strike flight and four individual award Air Medals, three Navy Commendation Medals, the Navy Achievment Medal plus other awards and ribbons.

He and his wife, the former Dorothy Dunn McDowell of Columbia, South Carolina have three children, Leighton, Page and Dee Dee.

USS Forrestal CV-59
Public Affairs Office, FPO Miami 34080

bio



Commanding Officer

Captain
Louis E. Thomassy, Jr.
United States Navy

Captain Louis E. "Tim" Thomassy, a native of McDonald, Pennsylvania, graduated from McDonald High School in 1957 and the Bullis School of Silver Spring, Maryland, in 1958. He entered the United States Naval Academy in June 1958 and upon graduation in June 1962 was commissioned an Ensign in the United States Navy. He reported to Pensacola, Florida, for naval flight training and was officially designated a Naval Aviator at Ellison Field in March 1964.

Captain Thomassy's first operational assignment was with Helicopter Combat Squadron TWO (HC-2) at Lakehurst, New Jersey. Assignment as a basic jet instructor in October 1967 with Training Squadron NINE (VT-9), NAS Meridian, Mississippi, marked his transition to jet aircraft. Selected as an A-6 INTRUDER Replacement Pilot, he reported to Attack Squadron ONE TWO EIGHT (VA-128) at NAS Whidbey Island, Washington, in January 1971. Following A-6 replacement training he reported to Attack Squadron ONE FOUR FIVE (VA-145) and deployed aboard USS RANGER (CV-61) with Carrier Air Wing TWO (CVW-2). Subsequent to his tour with VA-145 he was ordered in September 1974 to return to VA-128 as an Instructor Pilot. That assignment was followed two years later by orders to the Commander Medium Attack Tactical Electronic Warfare Wing Pacific (COMMATVAQWINGPAC) staff at NAS Whidbey Island as the Attack Readiness Training Officer. In January 1977 he reported to Attack Squadron ONE ONE FIVE (VA-115), permanently assigned to USS MIDWAY (CV-41), homeported in Yokosuka, Japan, as Squadron Executive Officer. In February 1978, he assumed command of VA-115 and served as Commanding Officer until his relief in June 1979. He then returned to COMMATVAQWINGPAC staff, at NAS Whidbey Island, as the Wing Attack Readiness Officer.

In January 1981, he assumed command of Carrier Air Wing TWO assigned to USS RANGER (CV-61). Captain Thomassy was relieved as Commander Carrier Air Wing TWO (CVW-2) in April 1982 and reported to the Pentagon as the Tactical Aviation Analyst in the Office of Program Appraisal. In December 1983 he assumed command of Medium Attack Wing ONE at NAS Oceana, Virginia. Relieved of command of MATWING ONE in May 1985 and after completing deep draft PCO training enroute, he reported as CO, USS CALOOSAHATCHEE (AO-98) from November 1985 until August 1987. Captain Thomassy served as Chief of Staff for Cruiser Destroyer Group ONE from October 1987 until October 1988. He assumed command of USS FORRESTAL (CV-59) on 23 February 1989.

Captain Thomassy's personal awards include the Legion of Merit with two Gold Stars, Distinguished Flying Cross with Gold Star, Meritorious Service Medal with Gold Star, Air Medal (6 awards); Navy Commendation Medal with Combat "V" (2 awards) and numerous other unit and campaign awards.

Captain Thomassy is married to the former Alice Lienard of McDonald, Pennsylvania. They have two sons, Ensign Christopher and Midshipman First Class Mark.

USS Forrestal CV-59
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World War II

VOLUME 29

Wilmot Proviso to Zygote

THE ENCYCLOPEDIA AMERICANA

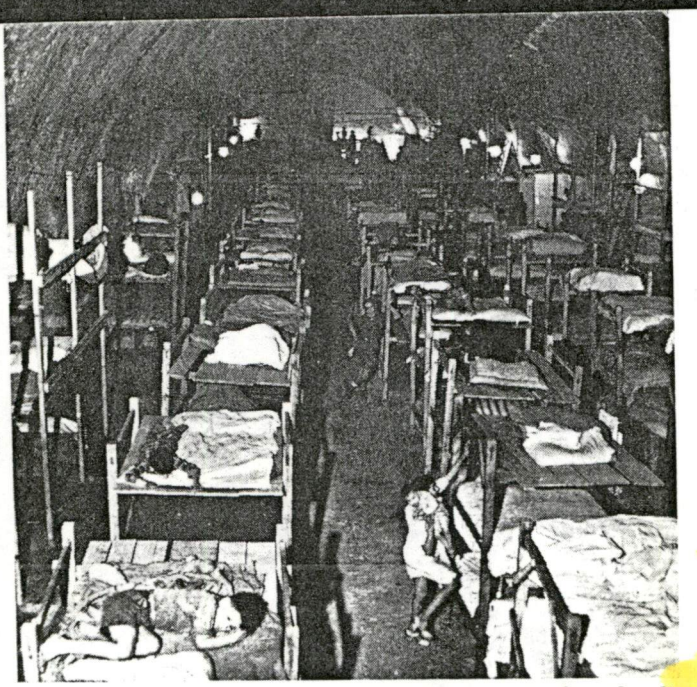
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Camera Press-Pix

Residents of Malta take shelter in an underground gallery during one of the numerous Axis air attacks. Because of their bravery, the island was awarded the George Cross.

are more difficult to assess accurately. Up to December 12, the 7th Armored Division suffered 526 battle casualties and breakdowns in tanks, of which about 281 became battleworthy again. How many again took part in Crusader is not known. In addition, more than 200 British infantry tanks became casualties, although many of these were eventually recovered and used again. Axis losses in tanks were around 340, many of which were recovered and repaired. British losses in aircraft totaled about 300; those of the Axis, about 332. Crusader was a British victory, but the price paid, especially in tank losses, was heavy. It was apparent that British equipment and standards of tactical training, although more than a match for Italian troops, were still below those of the German Africa Corps.

Meanwhile, outside the Mediterranean theater, great events had taken place. On Dec. 7, 1941, the Japanese delivered a crippling air assault against the United States naval base of Pearl Harbor. This brought the United States into the war against Germany and Italy. With Britain, the Soviet Union, and the United States in alliance, eventual victory over Germany and Italy, and the new Japanese enemy, seemed certain.

Naval Operations in 1941.—As all British Commonwealth personnel and supplies for the land forces in the Mediterranean had to come by sea, except for a small proportion sent by air, it was of vital importance to keep water communications open. This was comparatively easy in the Indian Ocean and Red Sea, through which reinforcements and supplies from Australia, New Zealand, India, and, frequently, North America, arrived, although there was some anxiety for this route when Japan entered the war. The Mediterranean was, however, by far the more important area of naval warfare. There the British and Italian navies, supported by seaborne and shore-based aircraft, strove to safeguard their own communications and cut those of their opponents.

After the attack on Taranto by British aircraft in November 1940, the chief events of naval interest were the bombardment of Genoa (Feb. 9, 1941), the British naval success at Cape Matapan (Tainaron; March 28), and numerous actions and convoy work connected with the British expedition to Greece and the subsequent occupation of Crete (April-May). An Italian motorboat attack on the harbor of Valletta, on July 25–26, was completely defeated, but the British subsequently lost the warships *Ark Royal* (November 13) and *Barham* (November 25), and attacks by Italian "human torpedoes" on the harbor of Alexandria resulted in severe damage to the *Queen Elizabeth* and the *Valiant* (December 19).

Throughout 1941, Malta was a target for Axis shore-based aircraft. The many attempts to reinforce, revictual, and fly fighter aircraft to Malta from aircraft carriers cost the British many lives, the carrier *Ark Royal* and numerous other warships, and many merchant ships, valuable cargoes, and aircraft. But Malta held out and was of inestimable value during the Allied invasions of Sicily and the Italian mainland in 1943.

British Defeats in North Africa and the Turn of the Tide: May–November 1942.—At the beginning of May 1942, the British war cabinet was pressing for an early offensive in the Western Desert, and General Auchinleck made the necessary plans. In this he was anticipated by General Rommel, as on May 27, Axis forces attacked the El Gazala-Bir Hacheim position in strength. For several days the battle hung in the balance, but on June 5 the Axis began to get the better of the fighting, and there followed a series of disasters for the British. By June 12 the so-called "Cauldron" Battle had been lost: the Free French troops, after heroic resistance at Bir Hacheim, had been withdrawn; and British armor had suffered a major defeat. The decision to withdraw from the El Gazala line was made on June 14. On June 21, the mainly South African garrison of Tobruk was forced to surrender. Four days later, General Auchinleck assumed direct control of the Eighth Army, which took up a defensive position running from north to south with its right on the sea near El Alamein and its left on the Qattara Depression. Attempts by Rommel to break through this position between July 1 and July 5 failed, and on July 10 General Auchinleck started a series of counterattacks with limited objectives that lasted until July 26. By this time both sides were exhausted, the British through a series of defeats and heavy losses, and the Axis mainly because of logistic difficulties but also because of considerable casualties. Once again German armor had demonstrated its superiority in material qualities, training, and tactical handling. It was, however, the last Axis success in Africa.

Between August 4 and August 10, Prime Minister Churchill visited Cairo and held a series of meetings, in which he was joined by Field Marshal Jan Christian Smuts, prime minister of South Africa; Gen. (later Field Marshal) Sir Alan F. Brooke (later 1st Viscount Alanbrooke), chief of the Imperial General Staff; and General Wavell, who was now commander in chief in India. As a result, major changes were made. On August 13, Lt. Gen. (later Field Marshal) Bernard Law Montgomery (later 1st Viscount Montgomery of Alamein) assumed command of the Eighth Army, and two days later Gen. (later Field Marshal) Sir Harold Alexander (later 1st Earl Alexander of Tunis) succeeded General

peacetime conditions. The Japanese armies in the Southern Regions formally surrendered at Singapore on September 12. The long task of rounding up the Japanese forces and recovering the many thousands of Allied prisoners of war throughout the area then began.

War on the Mainland in Retrospect.—The Japanese were able to gain all their objectives in Asia in 1941–1942, for the United States was unready for war, and Britain, fighting single-handed in Europe, could not find the means with which to defend her interests in the Far East adequately. Thereafter the course of the war on the Asian mainland fell into two phases. The first, in 1942–1943, was one of comparative inactivity while the Japanese digested their conquests and organized their defenses and the Allies gathered their strength, overcame their grave logistical difficulties, and kept China in the war by air supply. During the second phase, in 1944–1945, the Allies launched an offensive to recapture Burma and drive a road through to China. The offensive succeeded, but before further operations could be mounted to liberate Malaya and other occupied territories, the war came to a sudden end as a result of the rapid American offensive across the Pacific to the very threshold of Japan and of the dropping of atomic bombs, which forced Japan to capitulate. It was thus the surrender of her wide-flung armies in Asia which followed, rather than their defeat in the field, that eventually freed the greater part of the Asian mainland from Japanese domination.

See also section *13. Developments in Air Warfare;* separate biographies of the leading military commanders; BURMA ROAD; CHINA—*8. History* (War with Japan); JAPAN—*22. Foreign Relations, 1931–1945;* MALAYA—*8. History;* MANCHURIA—*5. History* (Modern History, 1895–1945).

S. WOODBURN KIRBY,
Major-General, British Army (Retired); Coauthor of "The War Against Japan."

12. Developments in Naval Warfare

Naval developments in World War II may be divided into four categories: (1) carrier operations, (2) amphibious operations, (3) mobile logistics, and (4) antisubmarine warfare. The development that overshadowed all others was the task force system whereby both carrier and amphibious operations were conducted in the Pacific. Also of major importance was the development of the mobile logistics that enabled the task force system to be employed. In addition, the developments that resulted from the campaign against German submarines may have been particularly significant because of their relation to future naval warfare.

Task Force System.—During World War II the expression "task force" used in connection with fast carrier operations in the Pacific caught the imagination of the American people and became part of their language, though with a variety of meanings. In the working language of the United States Navy, however, "task force" is one of a group of terms employed in connection with a system of organization which it has evolved for managing its combat ships in order to make the most effective use of sea and air in modern, fast-moving warfare, while at the same time providing for the maintenance, support, and constant replenishment needed by these ships. In naval warfare it is the manned ship that fights, not the man himself. A combat ship functions only at sea, but it must return to port at various intervals to prepare and replenish itself again for sea duty. It is therefore possible to separate in time the tactical employment from the logistics of a ship, its operation from its administration, and this separation is carried over into naval organizational structure in a manner not possible in land warfare.

The task force method of conducting naval warfare is a byproduct of what might be called the task-type organization of naval operating forces. In this method of organization a combat ship's captain actually works for two commanders. He is under the operational control of a task commander, who is responsible for completing some task within the Navy's mission; and is under the administrative control of a type commander, who is responsible for the ship's upkeep, supply, discipline, and (within certain limits) training. Broadly speaking, a task commander is concerned with functions of purpose, and he serves as operational commander of a composite force of ships suited to a particular purpose. A type commander is concerned with the functions of support, and he maintains the readiness of his ships, which are usually of one type, such as carriers, cruisers, or destroyers. He is an administrative commander and does his job primarily with such of his ships as are in port.

The task force organization of combat ships was best represented during World War II by the carrier task forces, which also included battleships, cruisers, and destroyers. Amphibious task forces were composed of amphibious ships of all types, as well as battleships for gunfire support, small carriers for air support, and destroyer types for antisubmarine protection. Replenishment task forces consisted primarily of tankers, ammunition ships, and salvage tugs, with a cruiser flagship and small carriers and destroyer types for protection. These task forces could be divided into task groups and task units, while the administrative commands retained the older designations of squadron and division. The task concept was expanded to the fleet level in 1944. The two task fleets in the Central Pacific were the Fifth and Third fleets: the Fifth Fleet conducted the operations against the Marianas, Iwo Jima, and Okinawa, while the Third Fleet assisted Gen. (later General of the Army) Douglas MacArthur in the recapture of the Philippines. The units that composed these fleets came from the pool of Central Pacific ships, which were assigned or withdrawn as operations required and the condition of the individual ships warranted. When ships were withdrawn from operational status, they reverted to the control of their type commander, whose headquarters were usually located with that of the commander of the Pacific Fleet. Ships newly commissioned or reverting to operational status after extensive repairs were assigned temporarily by the type commander to training commands, which specialized in preparing ships for combat. Such training was usually conducted outside of operational areas, although Japanese forces on bypassed Pacific islands provided targets for aircraft training.

Carrier Operations.—The task force system was most widely exemplified in carrier operations. The destruction of the battleships at Pearl Harbor in December 1941 made the capital ship of the United States Navy the carrier, with its main battery of manned striking aircraft carrying torpedoes and bombs and a defensive system con-

sisting primarily of fighter planes. Only the Japanese and United States navies developed carrier operations to a high degree. The technique of operating aircraft from carrier decks and the tactics of various aircraft types, especially the dive bomber, had been developed before the war and were similar in both navies. Usually the Americans initiated these developments, while the Japanese copied and perfected them.

As a capital ship, the carrier caused a revolution in naval tactics. As long as the gun remained the major weapon, the standard combat formation was the battleline, with light forces disposed on the engaged van and rear. When carriers first operated with the fleet, they took station on the unengaged side. As the manned airplane with its longer range replaced the big gun, the battle formation was changed to a circular one, with the carriers in the center, and other forces disposed around them to give them protection. United States formations were generally tight, with all the ships making tactical movements together in a task group that included four carriers. The Japanese operated in looser formations, and carriers with their attached ships conducted flight operations independently.

The primary striking carrier weapons in the United States Navy were the TBF Grumman Avenger, which could be used as a torpedo plane or as a level bomber, and the SDB Douglas Dauntless, a scout and dive bomber. The fighter that finally triumphed over the Japanese Zero was the Grumman F6F Hellcat. Japanese aircraft were also given identification names by the Allied forces. The famous Mitsubishi Zero fighters, for example, were called Zekes, while the long-range, two-engine Mitsubishi bombers were known as Bettys.

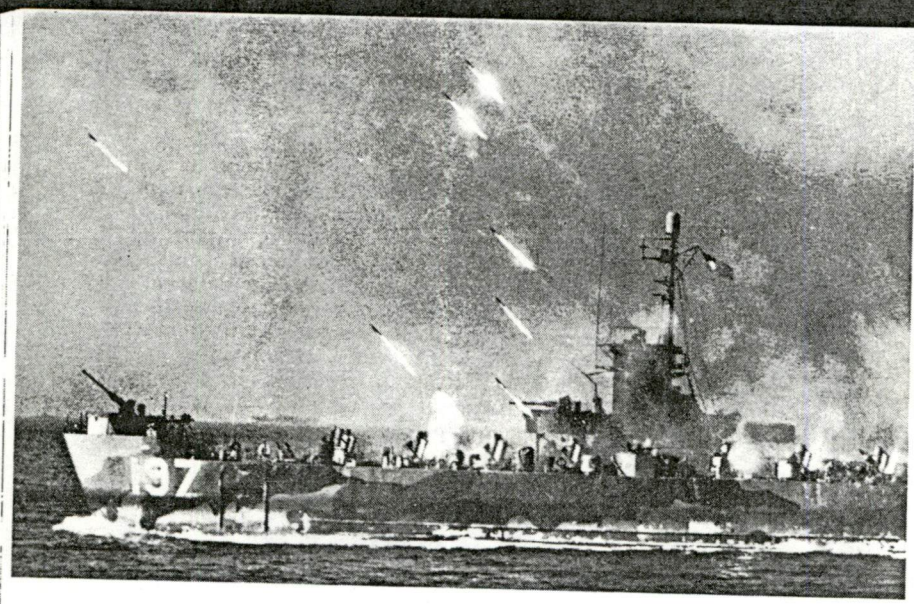
All American ships were equipped with aircraft and surface radar by the end of 1942, but radar did not come into general use in the Japanese Navy until late in 1943. The Japanese fought such major actions as the battles of the Coral Sea and Midway without it. United States fighter aircraft in these and subsequent engagements were directed against oncoming raids by fighter directors using radar, thereby enabling the fighters to meet enemy aircraft from 50 to 70 miles out. The extensive use of radar resulted in the establishment in United States ships of a combat information center (CIC), where all information received was analyzed and plotted and then relayed to the flag or commanding officer for his action. In some cases the officer in tactical command took his station in the CIC. It was surface radar that finally enabled the Americans to overcome the superiority of the Japanese in night actions.

Antiaircraft fire from United States ships early in the war was not effective, and enemy planes that were able to elude the United States fighter planes had good chances of making a successful attack. The variable-time (VT) or proximity fuze in antiaircraft ammunition, which was adopted in the Pacific in January 1943, changed this situation. An influence fuze, the VT was actually a small radar set that triggered the firing mechanism within 70 feet of the target in its destructive zone. At first it was restricted to naval actions, since it was feared that its use against land targets would result in its discovery by the enemy. In 1944, VT fuzes were employed successfully against V-1 flying bombs, as well as by ground forces in the Battle of the Bulge, the importance of which was considered to justify the possibility of discovery. Exploding a short distance above the ground, this fuze made the foxhole valueless as a safeguard for the foot soldier.

Amphibious Forces.—All ground operations in World War II began with amphibious assaults. The first, made in August 1942 at Guadalcanal, was a defensive operation designed to seize the island in order to halt the Japanese thrust into the Solomons. It was followed in November by landings in North Africa. Amphibious operations in Europe included the assault on Sicily in July 1943, the cross-Channel invasion of Normandy in June 1944, and the movement into southern France in August. These were all primarily operations intended to seize beachheads from which large forces would subsequently break out for land campaigns. In the Pacific, however, one amphibious operation necessarily followed another. Amphibious operations in the Southwest Pacific were made at frequent intervals in relatively short shore-to-shore movements, while in the Central Pacific they involved large lifts over long distances. The assaulting forces in Europe were Army troops, whereas in the Central and Southwest Pacific both Marine and Army forces were employed. A greater amount of improvisation was necessary in the Southwest Pacific than in the Central Pacific, since naval elements were smaller and the theater generally received lower priorities for amphibious equipment.

Because of sound doctrine and proper landing equipment, all United States amphibious operations in World War II were successful. The doctrine had been developed by the United States Marine Corps in the two decades before the war, under the shadow of the British failure at Gallipoli in World War I. It was set forth in a *Manual for Landing Operations*, which attempted to define (1) command relationships; (2) naval gunfire support; (3) air support; (4) ship-to-shore movement; (5) the securing of the beachhead; and (6) logistics. The basic doctrine outlined in this manual withstood the long trial by fire in war without fundamental changes.

The reason for this success was without doubt the provision of adequate craft for the landing of assault units and for logistic support over the beaches until proper port facilities could be built. The landing craft were of two basic types: (1) ships and boats that had the ability to beach without swamping, and also to withdraw; and (2) amphibians. Hulls of the first type were designed so that the craft grounded on only a small area forward. In withdrawing, the slipstream from the protected propeller washed away sand in the grounded area, thus releasing the craft from the beach. A ramp forward facilitated the rapid discharge of passengers and cargo. The smaller types, which were carried aboard transports, were designed by Andrew J. Higgins, a New Orleans boatbuilder. These were the LCVP (landing craft, vehicle and personnel) and the LCM (landing craft, medium), which were capable of transporting a tank. A larger type, designed to proceed under its own power to the designated area, was of British design: it included the LST (landing ship, tank) and the LCI (landing craft, infantry). The LCI subsequently evolved into a close-support gunboat type, while the LST with its ample tank deck became one of the most useful crafts in the war, employed in a range of logistic services far beyond those originally intended. LST's were employed as hospital



A rocket ship (LCI) attacks Okinawa before the invasion of the island by the United States Tenth Army on April 1, 1945.

Wide World

ships, barrack ships, tenders for small landing craft, floating machine shops, and issue ships. When they were forced to beach out from the shoreline because of shallow gradients, they could carry pontoon causeways with them. Intermediate types between shipboard craft and the LST were the LSM (landing ship, medium), a small LST, and the LCT (landing craft, tank), which was essentially a powered barge.

The second basic type of landing vehicle, the amphibian, could be propelled both in water and on land. The caterpillar type, invented by Donald Roebling, was able to cross the shoals and beaches of the Pacific. Two models were employed: the personnel carrier, LVT (landing vehicle, tracked), with a ramp in the rear, which allowed troops to debark quickly under some cover; and the LVT (A), or armored amphibian, which was actually an amphibious tank. The Army developed a vehicle of its own, code named the DUKW, an amphibious truck with a propeller drive in the water and a wheeled drive on land.

Special types of large amphibious ships also were built, mainly for the transport and support of landing craft, such as the LSD (landing ship, dock) and the LSV (landing ship, vehicle), an amphibian carrier. The assault transport or cargo ship carried as many as 9 LCM's and 26 LCVP's.

An important element in an amphibious operation was the shore party, which included the labor for quick unloading under difficult conditions. In the Central Pacific, where troop space in large overwater movements was limited, such labor was performed by a small number of specialized service troops augmented by reserves, although the latter were often called into combat when the unloading phase was at its most critical stage. In the Southwest Pacific the engineer special brigade was employed; it had regiments consisting of a boat battalion and a shore battalion, ably officered and with needed service troops attached.

See also AMPHIBIOUS WARFARE.

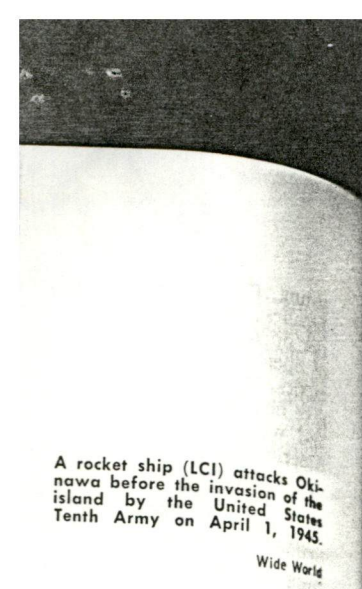
Mobile Logistics.—The major carrier and amphibious operations in the Pacific could not have been carried out without a highly developed system of mobile logistics. By means of this system ships of the Pacific Fleet were able not only to remain indefinitely in forward areas adjacent to enemy territory, but also to cruise at sea for long periods in readiness for combat. Such mobile logistics enabled combat ships to receive fuel and other needs from service ships either while under way or at anchorages near operating areas. Advanced base facilities were maintained afloat at all times, and techniques were developed for transferring fuel, ammunition, stores, and personnel at sea, thus freeing combat ships from the necessity of returning to port at frequent intervals.

The maintenance of logistics afloat had two advantages in addition to keeping combat ships at sea: (1) Service craft could move forward relatively easily either under their own power or by towing. (2) Better storage and handling facilities and more accurate inventory control were available than in primitive shore areas. The disadvantage was the great demand for ships.

The primary requirement of a floating base is a large anchorage affording good holding ground and capable of being protected from submarine attack. Adjacent land is required only for fighter strips, recreation areas, and those naval facilities that can perform their functions better on shore. The atolls and islands of the Central Pacific provided such areas, and in the advance across the ocean United States naval forces used the anchorages at Majuro, Eniwetok, and Ulithi. Earlier in the war floating bases were established in conjunction with shore facilities at Nouméa in New Caledonia, Espiritu Santo in the New Hebrides, and Manus in the Admiralty Islands. Afloat bases were later located at Samar in the Philippines and the Kerama-retto near Okinawa.

From its beginning the United States Navy had a tradition of operating with afloat logistics, since historically it was a navy without proper bases even in its own country. Nevertheless, the immensity of the logistic problem in a cross-Pacific war had not been realized in prewar planning. Various reasons may be advanced for this failure, the most logical being the discontinuance of the study of logistics at the Naval War College and the fact that fleet problems could not be made broad enough for the impact of logistics to be felt. As a result, major problems had to be solved just before or during the war. A logistic structure had to be improvised, and the reason that it was done so quickly and so well was that abundance could cover mistakes.

The first conception for providing logistics for the fleet was the establishment of advanced base units on shore. Such units were specially organized in the United States with equipment packaged for erection in forward areas. Designated as Lions (major bases), Cubs (minor bases),



A rocket ship (LCI) attacks Okinawa before the invasion of the island by the United States Tenth Army on April 1, 1945.

Wide World

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and Acorns (aviation bases), they included construction battalions, boat pools, harbor defense units, repair facilities, and other functional components. These had to be set up in advanced areas and could not readily be moved forward as the war advanced. Cubs were established at Espiritu Santo and Gaudalcanal, and a Lion was set up at Manus. As the war moved closer and more rapidly toward Japan, this conception was largely abandoned.

With the capture of the Marshall Islands in February 1944, the practice of afloat logistics came into its own. Most of the service ships at Pearl Harbor were transferred to Majuro to form Service Squadron 10. This force was a medley of floating equipment, including repair ships, floating dry docks, tenders, provision ships, ammunition ships, hospital ships, station tankers, lighters, tugs, floating cranes, distilling ships, survey ships, cold storage ships, and floating barracks. The largest piece of floating equipment used during the war was the ABSD (advanced base sectional dock), capable of lifting 90,000 tons and docking any ship in the Pacific. Any of its sections (a maximum of 10) could be towed forward separately and be docked by the others.

The second element in mobile logistics during the war was afloat replenishment, which enabled ships to remain at sea longer than steam vessels had ever done before. The continuing requirement was fuel oil, of which a combat ship always required sufficient for battle. The practice in the Pacific therefore was to fuel at sea every three to five days. The technique of such fueling, which had been developed in the United States Navy before World War I, did not change essentially thereafter. Two ships would steam alongside each other, one at a slightly greater speed so as barely to tow the other, and both under rudder control. Fuel would be delivered through flexible hoses that were kept suspended and out of the water between the two ships by booms and running gear. The British Navy, having operated through two world wars largely in the North Sea and with bases elsewhere in the world, had not developed an efficient technique of fueling at sea, and the Royal Navy carrier force that joined the Pacific Fleet in 1945 had to fuel by the slow method of towing in tandem with a floating hose between the two ships. The major replenishment need after fuel was ammunition, for magazine space in combat ships was limited. In the later stages of the war provisions and special stores, replacement aircraft, and even personnel also were transferred at sea.

The replenishment force operated as Service Squadron 6 during the Iwo Jima and Okinawa campaigns. While its composition varied with conditions, it was generally composed of a light cruiser flagship, about 16 tankers, 4 ammunition ships, 4 fleet tugs or salvage ships for towing crippled ships from the battle area, 2 aircraft transports, provision ships as required, and protective escort carriers and destroyer types.

The realization of the importance of mobile logistics was illustrated in the Okinawa campaign by the seizure before the assault landing date of the Kerama-retto, an island group west of Okinawa that had a good anchorage. Mobile logistics was not nearly as essential for ground forces and land-based forces in the Pacific as for naval forces, but it was found that, where sufficient shipping was available, it was preferable to retain supplies afloat until they were needed ashore. The transfer forward of army bases from the New Guinea coast after the recapture of the Philippines necessitated the withdrawal of a large number of LST's from combat operations.

To move men and materials across two oceans required a complete reorganization of the American merchant marine and a tremendous shipbuilding program. In February 1942, the War Shipping Administration (WSA) was established to provide shipping needs for the war economy and the armed services. Two standard types of cargo ships were built rapidly and in quantity by the American shipbuilding industry: the 10-knot Liberty ship and, later, the 15-knot Victory ship. These ships were then outfitted and manned by shipping companies but were operated by the WSA.

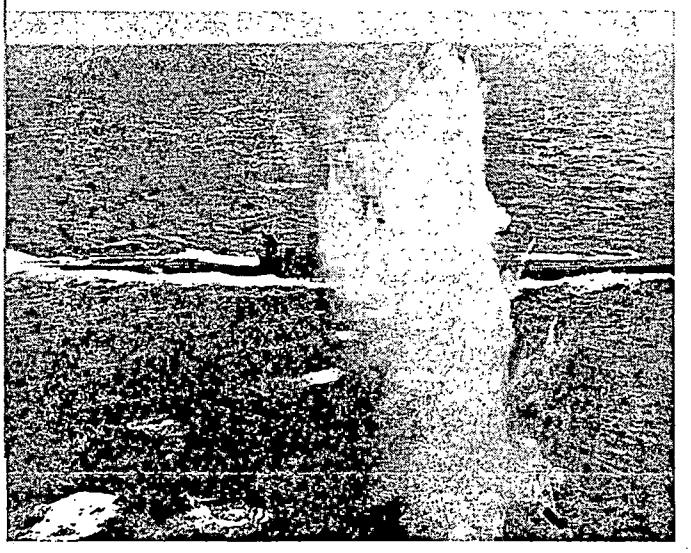
See also SHIPBUILDING INDUSTRY AND CONSTRUCTION.

Antisubmarine Operations.—Insofar as future warfare was concerned, the most important naval developments of World War II may have occurred in the North Atlantic, where the struggle for survival of Great Britain was won before the United States offensive in the Pacific began. The victory over the German submarine was mainly the result of British efforts, the United States contribution consisting primarily of mass production processes.

Karl Doenitz (Dönitz), the German admiral in command of submarines, was one of the toughest naval antagonists that the Allies met during the war. He believed that Germany could win only by sinking an average of 750,000 tons of Allied shipping monthly, and his strategy was to keep his submarines moving to areas where sinkings were easiest to obtain. Against convoys he preferred to use heavy concentrations of U-boats known as wolf packs in continuous attacks, directing them individually from his headquarters ashore. The weakness in this method of control was the amount of two-way radio traffic required: Allied high frequency direction finders were able to locate German submarines with considerable accuracy. Wider convoy routing and better antisubmarine precautions in distant areas forced Doenitz to return to the shipping lanes of the North Atlantic, and it was there that the battle was finally settled in the summer of 1943.

The German submarines were defeated by the Royal Navy's battle-scarred escorts and by aircraft of the Royal Air Force (RAF) Coastal Command under the operational control of the Admiralty. British scientists also made contributions to this victory, two of them major: microwave radar and operational research on antisubmarine warfare methods. The British success can be attributed to radar; sonar (asdic in British terminology), high frequency direction finding; the escort carrier; antisubmarine support groups of destroyers, which reinforced the escorts of convoys under attack; and the extension of land-based airpower across the Atlantic by the employment of B-24 Liberators. The principal United States contribution was the escort carrier, used to cover the areas in the mid-Atlantic that land-based aircraft did not reach. Escort groups, consisting of a small carrier and about 4 destroyer types, began operating in June 1943. They were especially successful in locating submarine refueling rendezvous. Hunter-killer groups of this type are still retained in the operating forces of the United States Navy.

The technological advance that proved most



Wide World

In the antisubmarine campaign in the South Atlantic, a B-24 Liberator of the United States Navy straddles a surfaced German U-boat with depth charges.

fruitful for the British in the antisubmarine campaign was microwave radar. German submarines while on the surface were able to detect enemy use of long-wave radar and could submerge in time to avoid attack. They failed, however, to discover that microwave radar was being employed against them until 1944, with the result that surface vessels were able to approach close enough to a submarine before it submerged to get it on the sonar. Coastal Command aircraft were eventually fitted with this type of radar. Used in conjunction with the Leigh light, a powerful searchlight controlled by the radar set, it was able to surprise surfaced submarines, which could be attacked before they submerged.

Late in the war antisubmarine ordnance was radically improved by the introduction of a projectile to augment the depth charge. The mount, called a hedgehog, threw 24 missiles over the bow of the attacking ship. Since the missiles exploded only after one of them had struck the submarine, there was no explosion in an unsuccessful attack to disturb the sonar search and give the submarine time to escape.

Because sailing in convoys delayed shipping, vessels capable of making 15 knots and over sailed singly, with the expectation that faster turnarounds would compensate for submarine losses. Pressure was brought on the Admiralty to sail 13-knot ships singly as well, but this change proved a mistake, and the 13-knot convoys were reestablished in May 1941.

Improved convoy efficiency was finally attained through operational research. By analytical studies of attacks, British scientists discovered that the number of sinkings bore no relation to the size of the convoy and depended only on the number of attacking U-boats, on whether the convoy had air escort, and, when it did not, on the number of surface escorts. Convoys were therefore increased in size from 32 to 54 ships, providing both better protection and faster delivery of cargoes. Air escort during daylight was found to decrease losses by an additional 64 percent, making sinkings negligible.

Late in the war the Germans developed the snorkel, by which a submarine could both cruise and charge batteries underwater with only the extension of this breather pipe exposed. It was perfected too late to affect the German submarine effort and require antisubmarine methods to counter it. But the problem of countermeasures remained with the postwar nuclear-powered submarine, a true submersible able to remain underwater constantly and cruise at great depths with high speed.

See also NAVAL AVIATION—*Evolution of Naval Aviation* (World War II); NAVAL STRATEGY AND TACTICS; SUBMARINE—5. *History of Submarine Warfare* (World War II); WARSHIPS.

JOHN D. HAYES,
Rear Admiral, United States Navy (Retired).

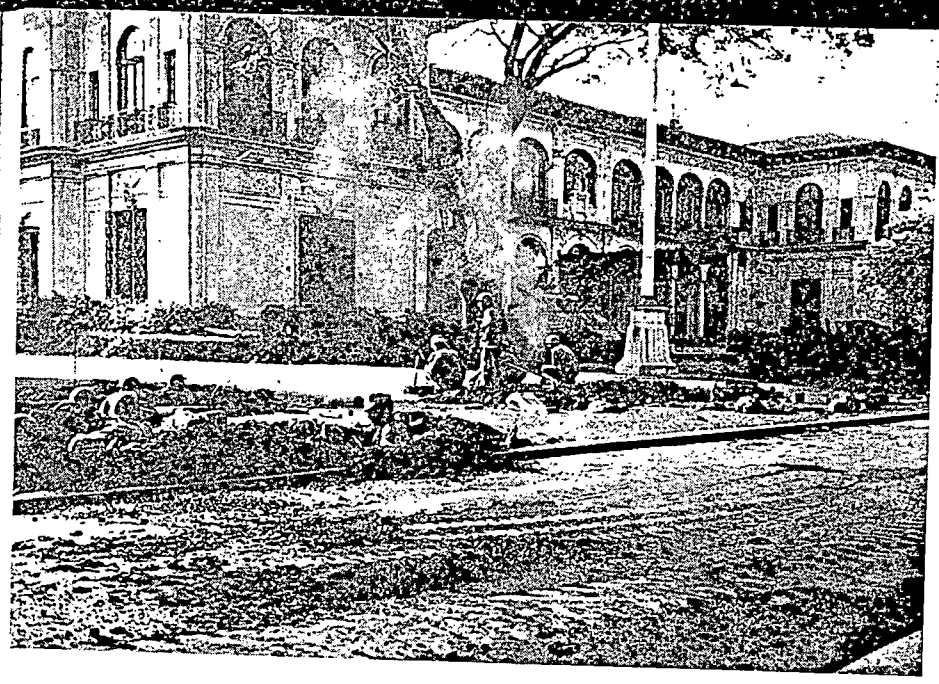
13. Developments in Air Warfare

Doctrines of Command and Employment.—Aviation had little effect on the outcome of the surface battles of World War I because it was still in its developmental infancy. In each major nation after the war, however, civilian and military leaders studied the ideas of such men as Britain's Sir Hugh Trenchard, America's William Mitchell, and Italy's Giulio Douhet. The nations that were to be the major air adversaries of World War II developed plans for organization and aerial equipment which reflected their national objectives and their basic concepts of war.

The Royal Air Force (RAF) of Great Britain was formed on April 1, 1918, by the union of the Royal Flying Corps and the Royal Naval Air Service. Although the British Navy later recovered control of its aviation units, Britain continued to accord aviation coordinate status with land and sea forces. In its rearmament programs after 1936 it felt compelled to emphasize the development of air defense forces to meet the challenge of Nazi Germany's Luftwaffe.

Despite frequent demands for a unified air force, the United States continued to maintain separate Army and Navy air forces, but the organization of the Army Air Forces on June 20, 1941, and the establishment of air representation on the United States Joint Chiefs of Staff gave aviation a status practically coordinate with that of the older services. As a result of war experience, War Department Field Manual 100–20, *Command and Employment of Air Power*, which was issued on July 21, 1943, stated: "Land power and air power are coequal and interdependent forces; neither is an auxiliary of the other." United States Air Corps leaders were able to obtain the development of long-range heavy bombers because of the requirements of hemispheric defense, but they also gave attention to the procurement of aircraft designed to support ground forces.

Although the Luftwaffe was established as an independent equal of the German Army and Navy in 1935, the Nazi high command viewed air forces as valuable chiefly for supporting blitzkrieg ground assault campaigns. The Luftwaffe was equipped chiefly with fast fighters, twin-engine bombers, and transport planes. The other Axis partner in Europe, Fascist Italy, in 1923 created a separate air force that professed to follow Douhet's teachings. Prewar feats of picked Italian aircrews and special airplanes enhanced Benito Mussolini's reputation, but the Italian Air Force had almost no modern aircraft when it went to war in 1940. A few Italian air units



In the month-long fighting for Manila, American riflemen and mortar crews, dug in on the lawn of the president's residence, fire at Japanese entrenchments. The last Japanese resistance in the city was wiped out on March 3, 1945.

Wide World

the right and the 1st Corps on the left. Only light opposition was met, and by nightfall 68,000 men were ashore. While the 14th Corps made steady progress toward Clark Field, the 1st Corps encountered bitter resistance in the Cabaruan Hills, directly in its path, and in the Caraballo Mountains, on its eastern flank. The Japanese there were a threat to the American line of communications, for Lingayen Gulf would have to serve as the supply base until Manila had been captured. By January 31, the 14th Corps had seized the airfield complex in the Clark Field-Fort Stotsenburg area, but the 1st Corps was still occupied in the Caraballo Mountains. In the meantime, two subsidiary operations by Eighth Army troops had taken place. On January 29, the 11th Corps landed near San Antonio and rushed inland to seal off the Bataan Peninsula; on January 31, the 11th Airborne Division landed at Nasugbu and headed for Manila.

Krueger now organized elements of the 14th Corps into flying columns for a dash on the capital. By February 3, American troops had reached the outskirts of Manila, but it would take a month of stern fighting before the city could be cleared. Although Yamashita offered stubborn resistance in the mountains, he was pushed back steadily. By March 15, his forces had been broken into three separate groups, but he held out until Japan surrendered on August 14.

Meanwhile, Gen. Eichelberger's Eighth Army methodically set about eliminating Japanese resistance in the central and southern islands. By August 14, the greater part of the organized resistance had been wiped out, and the main Japanese forces on Mindanao were deep in the mountains of the interior, where they faced starvation. The Japanese lost more than 170,000 known killed on Luzon; American casualties were approximately 38,000, including about 8,000 killed.

Collapse of Japan.—Even as American forces were fighting in the Philippines, on Iwo Jima, and on Okinawa, preparations were being made for the invasion of the Japanese homeland. The Japanese surrender on August 14 fortunately made it unnecessary to conduct this admittedly hazardous and costly undertaking.

The final phases of the war are described in sections *10. War in the Central and Northern Pacific* and *11. War in Eastern Asia.* See also section *14. Diplomatic History;* separate biographies of the leading military commanders; articles on areas in which the principal engagements were fought; JAPAN—22. *Foreign Relations (1931–1945)*; PHILIPPINES—*History.*

VINCENT J. ESPOSITO,
Colonel, United States Army; Head, Department of Military Art, United States Military Academy.

10. War in the Central and Northern Pacific

Navies of Japan and the United States.—A maritime war necessarily followed the breakdown in December 1941 of peaceful relations between the United States and Japan (see section *14. Diplomatic History*). Poor in resources, Japan required the mineral wealth of the Dutch and British possessions to the south if she were to achieve her national aim, the domination of East Asia. To check Japan the United States had to project her power 6,000 miles across the Pacific Ocean. After initiating the conflict, Japan moved so far so rapidly that she soon accomplished her goals and threatened Australia. The axis of movement of United States forces during the first two years of the Pacific war therefore had to be directed to the southwest rather than to the west, as had been planned. Thrown on the defensive by the attack on Pearl Harbor, the United States Navy was barely able to protect the vital line of sea communications to Australia. When the offensive phase finally began for the United States, that nation found itself with the choice of two campaigns, one across the Central Pacific and the other from the South Pacific back along the route that the Japanese had taken. Whatever the choice, all major movements would be made overwater. Command of the sea was essential, and the nation whose navy gained control of the waters of the Western Pacific would be victorious.

The size of the two navies that would be the determinants in the Pacific struggle had been set at the Washington Conference of 1921–1922. For Japan a war in the Pacific would probably be fought against the United States, with its aim being a negotiated peace that would leave Japan a free hand in East Asia. This could be achieved by a strategic defense with a navy two thirds as large as that of the United States. The size assigned to Japan by the Washington Con-



In the month-long fighting for Manila, American riflemen and mortar crews, dug in on the lawn of the president's residence, fire at Japanese entrenchments. The last Japanese resistance in the city was wiped out on March 3, 1945.

Wide World

)iplomatic History; separate biogra- leading military commanders; ar- as in which the principal engage-)ught; JAPAN—22. *Foreign Relations* PHILIPPINES—*History.*

VINCENT J. ESPOSITO, *ed States Army; Head, Department Art, United States Military Acad-*

Central and Northern Pacific

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The United States Navy entered the war weak in some elements and strong in others. Ordnance was inferior, but its system of high-pressure steam propulsion was the best in the world. Its Marine Corps had the potential to seize the bases needed, and its train of auxiliaries, which for two decades had supported the fleet while at anchor in the San Pedro-San Diego area of California, became the nucleus for the mobile type of support that would characterize sea, air, and ground operations in the Pacific.

Merchant shipping would be the major weakness of both nations. The United States did not require a large merchant marine in peace and thus had to build one in war. The Japanese possessed a sizable merchant fleet, but it was forced to do a double job: bring in food and raw materials for a war economy and support military operations overseas.

When the war started, the United States had 17 battleships, 6 aircraft carriers, and 32 cruisers, distributed about equally between the Atlantic and the Pacific. The Japanese had 10 battleships, 9 aircraft carriers, and 46 cruisers, all stationed in the Western Pacific. Numbers of other types of warships were in approximately the same proportions.

The officers of the Japanese Navy were dedicated to their profession, and they drove themselves and their men hard. Training was tough and realistic, and loss of life was accepted as it would be in war. Although admiring the United States and personally friendly toward its Navy, they thoroughly studied this prospective enemy. English was their second tongue, and the most promising officers were sent on attaché duty to Washington. The officers and men of the United States Navy reflected the merits and faults of their countrymen. They were unique, however, in a way of life that combined devotion to duty with a spartan ability to live continually in their warships. Their major weakness in 1941, a grave one indeed, was a lack of appreciation of the strength of their probable enemy. Because of this, many United States sailors would die, and all would suffer a humiliation especially bitter to the proud.

In support of the national policy, Japanese naval planning provided for a quick seizure of Dutch and British possessions in Southeast Asia. The United States was to be held off by a chain of island defenses across the Western Pacific. For this purpose the Kuril, Mariana, and Caroline islands were already in Japanese hands, but the islands on the southern end of the chain, mandated to Australia and New Zealand, would have to be seized.

United States war planning had to provide for the defense or recapture of the Philippines with a step-by-step movement across the Pacific. Naval officers realized the dangerously exposed position of the United States in the Far East, and they rankled under the provision of the Washington Conference that forbade the development of bases in American Far Eastern possessions. United States war plans were sound in principle but weak in detail. They were not supported by adequate intelligence, their timing schedule was too optimistic, and logistics were neglected. The last-named deficiency was revealed when the fleet was based on Pearl Harbor in 1940, and an overseas supply activity had to be established at Oakland, Calif.

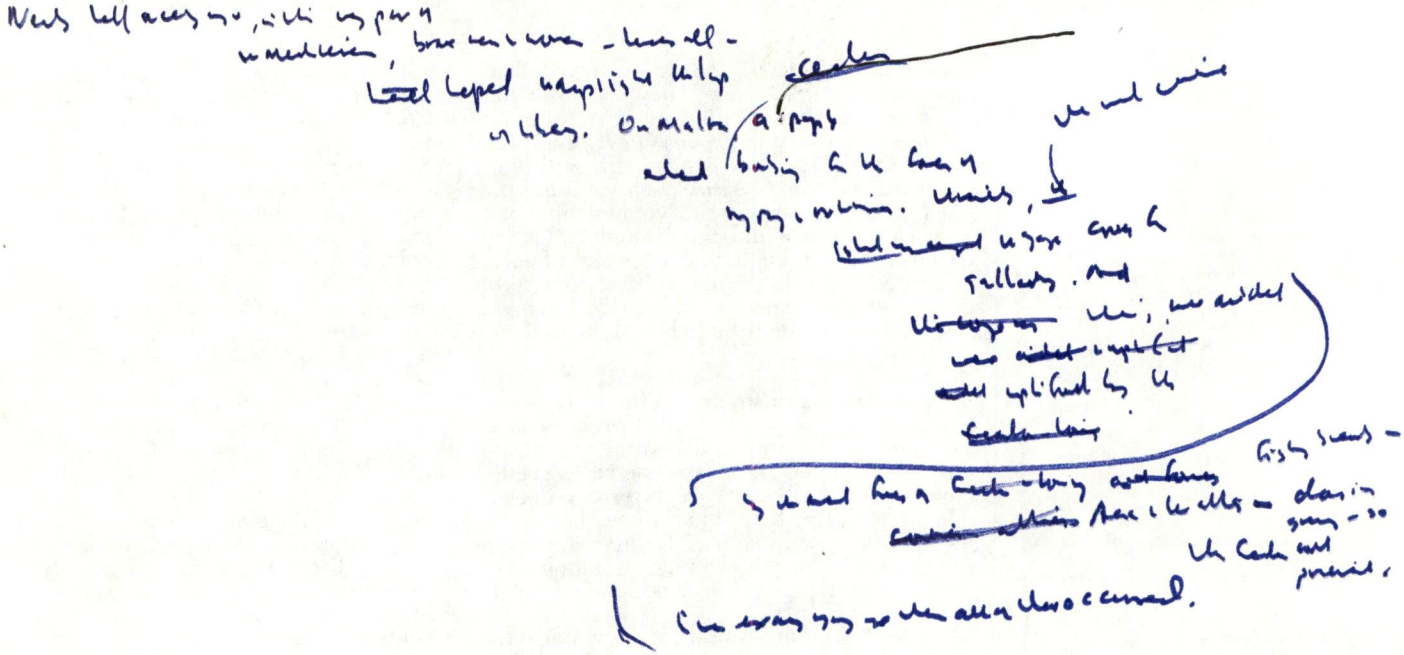
Pearl Harbor.—The oil of Borneo and Sumatra 5,000 miles away, brought about the attack on Pearl Harbor. In July 1940, the United States placed an embargo on the export of oil and scrap metal without a special license and of all aviation gasoline to Japan. When Japanese forces moved into northern French Indochina in September, the United States reacted with an embargo on scrap iron and steel, and when they also moved into southern Indochina, in July 1941, all Japanese assets in the United States were frozen. Similar action by Great Britain and the Netherlands affected shipments of oil from the East Indies. This created such a critical situation for Japan that its cabinet decided that, unless the United States made concessions, the oilfields to the south would be seized by military operations.

The plan of the Japanese Navy's General Staff was to employ the navy's entire air and surface strength in a direct thrust southward, quickly secure its objectives, and then turn its attention to the Western Pacific, where an advancing United States Fleet would be dealt with as the Russians had been at Tsushima in 1905. Adm. Isoroku Yamamoto, commanding the Japanese Combined Fleet, had a different plan. He believed that the United States Pacific Fleet would have to be destroyed in the first year of the war before it could be strengthened by the building program then in progress. His plan called for a carrier air attack on this fleet at its base in Pearl Harbor as the opening act of the war, while the advance to the south would be supported primarily by land-based aircraft. When a test of the plan on a game board predicted heavy losses, the Navy General Staff opposed it, but the popular Yamamoto forced its acquiescence by a threat of resignation.

A force composed of Japan's 6 largest carriers, 2 fast battleships, 2 cruisers, and a number of destroyers and tankers, commanded by Vice Adm. Chuichi Nagumo, was assigned this task. The carriers' air groups received special training. Aircraft torpedoes were equipped with ailerons to enable them to be used in the shallow depth of Pearl Harbor, and fins were fitted to armor-piercing shells to convert them to bombs.

The task force assembled in secrecy at Tankan (now Hitokappu) Bay on Etorofu-to (now Iturup Island) in the Kurils and departed for its mission on November 26[1], proceeding eastward in northern latitudes. It observed radio silence, and no shipping was encountered. The passage was rough, and destroyers had to be sent back, but carriers, battleships, and cruisers reached the launching point about 200 miles north of the Hawaiian Islands at 6 A.M. on December 7. Earlier a force of 16 fleet-type submarines had been deployed off Pearl Harbor, where 5 of them launched midget submarines. Two of the midgets succeeded in getting inside Pearl Harbor on December 7,

[1] Dates in all cases are those of the area in which events occurred.



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THE HISTORICAL ENCYCLOPEDIA OF WORLD WAR II

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head of the *Forces francaises de l' interieur* in August 1944.

MALRAUX, Andre (1901-1976).
A French writer, Malraux was an anti-fascist militant who fought in the Spanish civil war on the side of the loyalists. He took a prominent part in underground combat operations in Limousin and Perigord in 1944 and continued to fight in the French First Army in Franche-Comte and Alsace. In 1944 he became first minister of information under Gen. de Gaulle.

MALTA.
Along with Gozo and Comino, Malta had been in British hands since 1800; in 1939 it was a crown colony under direct rule. Restoration of representative government was promised for July 1943. A national assembly met in January 1945 to discuss details; the new constitution became effective in 1947, and in 1964 Malta became independent.

The islands' area is about 75 square miles; at its nearest point, Sicily is only about 50 miles away. The wartime Maltese population was some 280,000. Control of Malta implied control of the central Mediterranean; Valletta, the capital, contained the only major Mediterranean fleet base for the British navy. The base was hardly used until late 1943, except by submarines and convoy escorts, because it was judged too near the 14 main airfields of Sicily. (Indeed, Admiralty anxiety about Malta's vulnerability to air attack had been one of the two main factors that discouraged the United Kingdom from leading opposition to Italy's attack on Ethiopia in the League of Nations in 1935; the other was alarm about Japan.)

An army garrison, 14,000 strong, and three squadrons of Royal Air Force fighters, two of light bombers and one of torpedo bombers were stationed on Malta. Air activity over to and from Malta was constant, almost incessant, in 1941-42. It had six airfields with interlocking runways; they were frequently damaged by bombing, and just as frequently repaired. One airfield alone received, as a daily average, throughout the month of April 1942, as many bombs as fell on Coventry in the famous raid of November 1940. Food, fuel, even water ran short; the whole population was under severe strain, living a troglodytic existence in caves. The strain was worst for antiaircraft crews and airfield ground staff, along with fighter pilots, who might regularly have to fly four or five sorties a day, for weeks on end, from makeshift bases.

One convoy a month from Gibraltar, sent under heavy escort and often furiously opposed, just sufficed to maintain supplies. The RAF lost nearly 1,000 aircraft from Malta—shooting down in retaliation some 900 German and 500 Italian aircraft, a favorable balance. Still more favorable was the naval-air balance: the bombers on Malta exercised a crippling effect on Axis communications with North Africa. Their attacks, combined with those of the navy and the RAF, operating from Egypt and Libya, and powerfully aided (unknown to the pilots concerned) by Ultra, eventually kept the Axis armies in Libya and Tunisia from receiving fuel, reinforcements, ammunition and supplies and hastened their defeat in May 1943.

Albert Kesselring frequently contemplated the conquest of Malta but, being an airman, he thought—wrongly—that an air attack alone would suffice. His error was fatal to his cause.

In April 1942 George VI awarded the island the George Cross, the highest British award for civilian heroism in conditions of extreme danger; this was the only time it was ever awarded collectively.

M. R. D. Foot

MANDEL, Georges (1895-1944).
A former secretary to Georges Clemenceau, Mandel was an influential parliamentarian between the two world wars. As minister of the interior in May 1940, he recommended prosecuting the war and setting up the government in Africa. He resigned in July after Paul Reynaud was replaced by Marshal Petain. He was arrested by the French at Meknes and eventually turned over to the Germans. Taken into custody by the Vichy *Milice* on July 1, 1944, he was assassinated.

MANNERHEIM, Baron Carl Gustav von (1867-1951).
Appointed field marshal in 1933, Mannerheim reorganized the Finnish army and built a line of defense extending about 80 miles across the Karelian Isthmus on Finland's southeastern border. He led Finnish armed forces against the Soviets in the Winter War in 1939-40 and again from 1941 to 1944. Appointed president, he concluded an armistice with the USSR in 1944. (See also Introduction.)

MANSTEIN, Erich von (1887-1973).
Author of the plan for invading western Europe, Manstein led a corps in the invasion of France in 1940 and commanded the 11th Army in their defeat of the Russians in the Crimea in 1941. He made a valiant but vain attempt to extricate Gen. Friedrich von Paulus's army from its encirclement at Stalingrad in 1942. Manstein was relieved of his duties in 1944 for criticizing Hitler's decisions in the Russian campaign. In 1949 he was condemned by a British tribunal to 18 years in prison; he was freed in 1953.

VOLUME 18

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THE ENCYCLOPEDIA AMERICANA

INTERNATIONAL EDITION

COMPLETE IN THIRTY VOLUMES

FIRST PUBLISHED IN 1829

GROLIER INCORPORATED

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HENRI PEYRE
'French Novelists of Today"

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J. ALLAN CASH/RAPHO-PHOTO RESEARCHERS

Valletta, capital of Malta, was built in the 16th century on this rocky headland to withstand Ottoman sieges.

MALTA, môl'tə, an island country in the Mediterranean Sea. A British colony from 1814, it became an independent Commonwealth nation in 1964 and a republic in 1974. Malta comprises the islands of Malta (95 square miles, or 246 sq km), Gozo (26 square miles, or 67 sq km), Kemmuna (Comino; 1 square mile, or 2.6 sq km), and the uninhabited islets of Kemmunett (Cominotto) and Filfla.

Like Singapore, Malta has position but virtually no magnitude. Its historic significance has stemmed from its location, commanding as it does the narrow stretch of the Mediterranean between Sicily and Tunisia. By offering the seemingly inexhaustible resources of its strategically positioned, fine natural harbor to the British Royal Navy, the Maltese population thrived for a century and a half; it grew until Malta had one of the densest populations in Europe (2,715 per square mile, or 1,044 per sq km). But as Britain began to reduce its naval presence there after 1959, Malta had to find alternative sources of economic support. By the time Britain completed its military withdrawal on March 31, 1979, Malta's Prime Minister Dom Mintoff had succeeded in securing substantial foreign aid to bolster the economy.

The Land and Natural Resources. The Maltese population, artificially enlarged by the country's garrison function, has long exceeded the capacity of the island's meager natural resources to support it. There are no industrial raw materials, although oil exploration has begun in the sea between Malta and Libya. Limestone is the chief geological outcrop, yielding a thin, infertile soil that accumulates in pockets between pavements of porous bare rock. The limestone, however, is an excellent building stone. Easily quarried and initially soft to work, it hardens on exposure. It gives character to the islands' architecture.

Topographically Malta consists of a series of low plateaus, tilted downward toward the northeast. The highest areas—over 800 feet (250 meters)—are near the dramatic cliffs of the west coast. There are no mountains or rivers. The coastline is well indented, especially on the east where Valletta, the capital, stands on a peninsula between a complex network of sheltered creeks. Most of the coast is rocky, but there are sandy coves in the north.

The climate is typically Mediterranean. Summers are dry, sunny, and warm. Winters are mild, with wet periods. The average rainfall is 18 inches (550 mm) but highly variable. In some years less than 10 inches (250 mm) falls. Drought is a severe problem. Crop yields are uncertain, except where irrigation exists, and water

INFORMATION HIGHLIGHTS

Official Name: Republic of Malta (Repubblika Ta Malta).
Head of State: President.
Head of Government: Prime Minister.
Legislature: House of Representatives.
Total Area of Maltese Islands: 121.9 square miles (316 sq km).
Location: Island archipelago, 58 miles (93 km) south of Sicily.
Highest Point: 829 feet (253 meters).
Population: (1977 est.) 309,000.
Capital: Valletta.
Major Languages: Maltese, English (both official), Italian.
Major Religious Group: Roman Catholic.
Monetary Unit: Maltese pound (£M1 = 100 cents; 1 cent = 10 mils).
Weights and Measures: Metric, local, British.
Flag: Two vertical halves, white on the left and red on the right; in the upper left corner of white half, a St. George's Cross edged in red. See also FLAG.
National Anthem: *Innu Malti.*

resources are diminishing in both quantity and quality.

The People. Although Malta was first colonized around 4000 B. C. by settlers from nearby Sicily, the Phoenicians and the Carthaginians are considered the ethnic antecedents of the present-day Maltese people. The Maltese language belongs to the Semitic linguistic group with strong Arabic and Italian influences. The people are fervently Roman Catholic: church attendance is higher than in any other Catholic country. The archbishop is a highly influential figure in Maltese society. Liberty of conscience and freedom of worship, however, are constitutionally guaranteed.

Although Malta has its own indigenous Mediterranean culture, whose symbol is the Maltese language, there are strong British and Italian flavorings in the way of life and cuisine. Peculiarly Maltese, however, are the saints, band clubs, and fireworks parties associated with each district and village.

The population increased rapidly under the British, encouraged by lavish military expenditure and good health care. From 1930 to 1960 the death rate fell from 22.7 to 8.7 per 1,000, and infant mortality from 287 to 34 per 1,000. In the 1940's and early 1950's births were four times as numerous as deaths, and the population grew by 3% annually. But in the 1970's the birthrate dropped below 20 per 1,000. In the decades after World War II, Malta had the highest rate of emigration in Europe. The high point was reached in 1954, when 11,420, or 3% of the population, left in that single year. Emigrants go mainly to Australia, Britain, and North America. With emigration offsetting natural increase, the population has become stabilized.

Standards of health and education are high. Only a few old people are illiterate. Education, compulsory between the ages of 6 and 16, is free at all levels and is modeled on the British pattern. The University of Malta, dating from a Jesuit College founded in 1592, received full autonomy in 1947. A New University has grown out of the Malta Polytechnic.

Government. Malta was established as a sovereign state within the Commonwealth of Nations in 1964. On Dec. 13 (now Malta's National Day), 1974, Malta ceased to have a monarchical form of government (though it remained within the Commonwealth) and became a democratic republic founded on work and on respect for the fundamental rights and freedoms of the individual. Executive authority is vested in the president of the republic. The legislature is the House of Representatives, elected by universal franchise. The cabinet is headed by a prime minister.

Two main political parties contest power in Malta. The Nationalist party, which formed the first postindependence government, represents middle-class, commercial, and church interests. The Malta Labour party, which first came to power in 1971, represents working-class, industrial, anticlerical elements. Close elections characterized Maltese politics, with the Malta Labour party retaining the upper hand until its first loss to the Nationalist party in 1987. In spite of bitter divisions between the two parties, there tended to be considerable convergence of opinion on the broader issues.

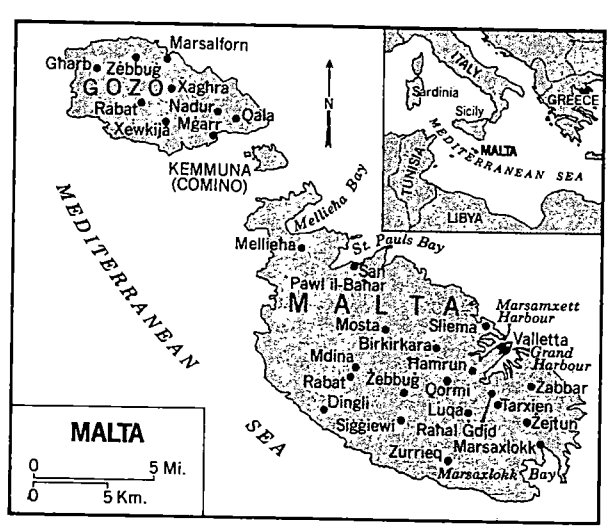
Economy. Malta has a higher standard of living than surrounding Mediterranean countries, but its economic well-being is precarious and has, at least in the past, been artificially stimulated. Britain managed Malta as a fortress economy, which flourished in times of war and slumped in times of peace. In the halcyon days of British naval supremacy, Valletta's Grand Harbour was the headquarters of a massive Mediterranean fleet and provided jobs for a large section of the Maltese populace.

Malta's economic problems started when the sun began to set on the British Empire. When independence was negotiated, Britain agreed to supply $140 million to help build up Maltese industry. Initial results were disappointing. In the late 1960's, however, under the open economic policies of Borg Olivier's Nationalist party, rapid growth took place. Foreign-owned industries mushroomed, and tourism flourished. Mintoff, Olivier's successor as prime minister, argued that these forms of development only increased Malta's dependence on the outside world. Beginning in 1971, a different style of development was followed, with considerable attention given to social measures like public housing, welfare payments, and medical facilities. Emergency labor corps absorb the unemployed, who work on land reclamation, road repairs, tree planting, and beach cleaning. Industrial growth continues to be rapid, especially in textiles and electronics. Foreign aid has helped. The Red China Dry Dock, built to handle supertankers with the help of a $34 million loan and 400 workers from China, has added to the drydock facilities. Libya is paying for the Marsa Harbour expansion, and Saudi Arabian loans finance the construction of a container port at Marsaxlokk on the south coast. Tourism is still encouraged, but foreign settlers have been driven out by hostile tax measures.

Agriculture employs less than one tenth of the working population. Holdings are small, and most farmers are elderly. The main crops are potatoes, onions, carrots, beans, cereals, and vines. Gozo has better soils than Malta and therefore is more agriculturally fertile.

History. As the "navel of the Inland Sea" since Homeric times, Malta's mid-Mediterranean position has bequeathed a history dominated by outside interests. Malta has been a bridgehead between the Christian and Muslim worlds, a stepping-stone between Europe and Africa, and a port of call between East and West.

Archaeological evidence of domestic animals,



the cultivation of grains, and impressed pottery places Neolithic settlement of the area as far back as the end of the 5th millennium B. C. Complex megalithic sanctuaries reflect a more individualized cultural development in the 3d millennium. The best examples include Tarxien, Ħaġar Qim, and the Hypogeum in Raħal Ġdid (Paola), all on Malta, and the Ġgantija temple on Gozo.

In 800 B. C. the Phoenicians brought the first literate civilization to Malta, soon to be succeeded by their North African descendants the Carthaginians, who held the archipelago until 218 B. C. when they were ousted by the Romans. Judged by the Roman villa at Rabat and other remains, Malta (or Melita as it was known in the ancient world) reached a high standard of culture as a Roman municipality. Saint Paul is reputed to have been shipwrecked at St. Paul's Bay in northern Malta in about 60 A. D. on his way to stand trial in Rome. This event led to the island's conversion to Christianity.

In the 6th century, Malta passed under Byzantine rule when the Goths overran the Western Roman Empire. Little is known about this Dark Age period. The Arabs seized Malta in 870 and remained masters for 220 years, during which time the Moorish imprint on the language and landscape became indelible. In 1090, Malta became a tributary of the Norman Count Roger of Sicily. Linked to Sicily, it passed successively through the Norman, Swabian, Angevin, Aragonese, and Castilian dynasties.

In 1530, Emperor Charles V of the Holy Roman Empire ceded Malta to the Knights of Saint John of Jerusalem, homeless since their eviction from Rhodes by the Turks in 1522–1523. Under the Knights, Malta became a great naval base and the southern bastion of Christendom. The capital shifted from the inland hilltop town of Mdina to the "Three Cities" (Vittoriosa, Senglea, and Cospicua) on fingerlike peninsulas jutting into Grand Harbour.

The Turks carried off the entire population of Gozo into slavery in 1551 but were less successful in their assault on the major island. In the epic Great Siege of 1565 the Knights, with an estimated 6,000–9,000 men under Grand Master Jean Parisot de la Valette, valiantly repulsed 29,000 Turks in a four-month campaign. Valletta was founded in 1566, and in 1571 the Knights transferred their headquarters from Vittoriosa to the new city across the harbor. Under the Knights, Malta flourished as a religious, cultural, and commercial center. The order built fine churches, huge fortifications, stately palaces, and lodges for the knights, the famous *auberges* of Valletta. Later, other new towns such as Paola and Floriana were founded.

Napoleon seized Malta in 1798, the Knights offering no serious opposition as their power and discipline had waned by this time. At first the islanders welcomed Napoleon, but later, angered by the conduct of the French troops who pillaged the churches, they rebelled. The British blockaded the French, forcing them to surrender in 1800. At the request of the inhabitants, Malta became a British protectorate and was formally annexed by the Treaty of Paris (1814).

Malta commanded the trade lifeline between Britain and India. In the 19th century the British built a great dockyard in Grand Harbour, which was the crucial focus of the empire's Mediterranean fleet. Malta was heavily bombarded during World War II. Yet, wounded and starving, the island refused to succumb; Britain's Prime Minister Winston Churchill called Malta "our only unsinkable aircraft carrier." In recognition of its collective bravery, King George VI awarded the George Cross in 1942 "to the island fortress of Malta—its people and defenders."



J. ALLAN CASH/RAPHO-PHOTO RESEARCHERS

Papier-mâché figures parade through the streets of Valletta during the four-day carnival that precedes Lent.

The postwar era was one of improved standards of living, education, and social services. Maltese aspirations for greater freedom grew, and internal self-rule was granted in 1947. But this was not enough. Riots in 1958 resulted in the suspension of the 1947 constitution. Dom Mintoff, prime minister at the time, proposed complete integration with the United Kingdom, but the Roman Catholic Church, fearful for its power and independence, held back. Independence was proclaimed on Sept. 21, 1964.

In 1972, after demonstrating masterly political brinkmanship in threatening to expel British troops, Mintoff reached an agreement with Britain and NATO for the annual payment of almost $37 million rent for the military bases until the 1979 withdrawal. Malta's successful passage through the difficult period when Britain gradually removed its military forces is due in no small measure to Mintoff's leadership. With republic status assured in 1974, Malta emerged as a powerful force for neutrality in the Mediterranean.

RUSSELL KING, *University of Leicester*

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The War Messages of Franklin D. Roosevelt

DECEMBER 8, 1941, TO APRIL 13, 1945

Roosevelt, Franklin Delano, Pres., U.S., 1882-194

The President's War Addresses to the People & to the Congress of the United States of America

build up a great militaristic empire. Italians have been overcrowded within their own territories, but they do not need to try to conquer the lands of other peoples in order to find the breath of life. Other peoples may not want to be conquered.

In the past, Italians have come by the millions to the United States. They have been welcomed, they have prospered, they have become good citizens, community and governmental leaders. They are not Italian-Americans. They are Americans – Americans of Italian descent.

Italians have gone in great numbers to the other Americas—Brazil and the Argentine, for example—and to many other nations in every continent of the world, giving of their industry and their talents, and achieving success and the comfort of good living.

Italy should go on as a great mother nation, contributing to the culture and progress and good-will of all mankind—and developing her special talents in the arts, crafts, and sciences, and preserving her historic and cultural heritage for the benefit of all peoples.

We want and expect the help of the future Italy toward lasting peace. All the other nations opposed to fascism and nazism should help give Italy a chance.

The Germans, after years of domination in Rome, left the people in the Eternal City on the verge of starvation. We and the British will do everything we can to bring them relief. Anticipating the fall of Rome, we made preparations to ship food supplies to the city, but it should be borne in mind that the needs are so great and the transportation requirements of our armies so heavy that improvement must be gradual. We have already begun to save the lives of the men, women, and children of Rome.

This is an example of the efficiency of your machinery of war. The magnificent ability and energy of the American people in growing the crops, building the merchant ships, making and collecting the cargoes, getting the supplies over thousands of miles of water, and thinking ahead to meet emergencies – all this spells, I think, an amazing efficiency on the part of our armed forces, all the various agencies working with them, and American industry and labor as a whole.

No great effort like this can be a hundred percent perfect, but the batting average is very, very high.

I extend the congratulations and thanks of the American people to General Alexander, who has been in command of the whole Italian operation; to General Clark and General Leese of the Fifth and the Eighth armies; to General Wilson, the Supreme Allied Commander of the Mediterranean theater, and General Devers, his American Deputy; to General Eaker; to Admirals Cunningham and Hewitt; and to all their brave officers and men.

May God bless them and watch over them and over all of our gallant fighting men.

JUNE 6, 1944

The President Leads the Nation in Prayer on the Occasion of the Allied Invasion of Europe

MY FELLOW AMERICANS:

Last night, when I spoke with you about the fall of Rome, I knew at that moment that troops of the United States and our Allies were crossing the Channel in another and greater operation. It has come to pass with success thus far.

And so, in this poignant hour, I ask you to join me in prayer:

THE PRAYER

ALMIGHTY GOD: Our sons, pride of our nation, this day have set upon a mighty endeavor, a struggle to preserve our Republic, our religion, and our civilization, and to set free a suffering humanity.

Lead them straight and true; give strength to their arms, stoutness to their hearts, steadfastness to their faith.

They will need Thy blessings. Their road will be long and hard. The enemy is strong. He may hurl back our forces. Success may not come with rushing speed, but we shall return again and again; and we know that by Thy grace, and by the righteousness of our cause, our sons will triumph.

They will be sore tried, by night and by day, without rest – till the victory is won. The darkness will be rent by noise and flame. Men's souls will be shaken with the violences of war.

These are men lately drawn from the ways of peace. They fight not for the lust of conquest. They fight to end conquest. They fight to liberate. They fight to let justice arise,

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and tolerance and good-will among all Thy people. They yearn but for the end of battle, for their return to the haven of home.

Some will never return. Embrace these, Father, and receive them, Thy heroic servants, into Thy kingdom.

And for us at home — fathers, mothers, children, wives, sisters, and brothers of brave men overseas — whose thoughts and prayers are ever with them — help us, Almighty God, to rededicate ourselves in renewed faith in Thee in this hour of great sacrifice.

Many people have urged that I call the nation into a single day of special prayer. But because the road is long and the desire is great, I ask that our people devote themselves in continuance of prayer. As we rise to each new day, and again when each day is spent, let words of prayer be on our lips, invoking Thy help to our efforts.

Give us strength, too — strength in our daily tasks, to redouble the contributions we make in the physical and material support of our armed forces.

And let our hearts be stout, to wait out the long travail, to bear sorrows that may come, to impart our courage unto our sons wheresoever they may be.

And, O Lord, give us Faith. Give us Faith in Thee; Faith in our sons; Faith in each other; Faith in our united crusade. Let not the keenness of our spirit ever be dulled. Let not the impacts of temporary events, of temporal matters of but fleeting moment — let not these deter us in our unconquerable purpose.

With Thy blessing, we shall prevail over the unholy forces of our enemy. Help us to conquer the apostles of greed and racial arrogancies. Lead us to the saving of our country, and with our sister nations into a world unity that will spell a sure peace — a peace invulnerable to the schemings of unworthy men. And a peace that will let all men live in freedom, reaping the just rewards of their honest toil.

Thy will be done, Almighty God.

AMEN

"The Maintenance of Peace . . . Must Be the Joint Task of All Peace-Loving Nations."

PLANS FOR AN INTERNATIONAL ORGANIZATION

THE conference today with officials of the Department of State on the postwar security organization program is a continuation of conferences which have been held from time to time during the past eighteen months. These conferences have enabled me to give personal attention to the development and progress of the postwar work the Department of State is doing.

All plans and suggestions from groups, organizations, and individuals have been carefully discussed and considered. I wish to emphasize the entirely nonpartisan nature of those consultations. All aspects of the postwar program have been debated in a cooperative spirit. This is a tribute to the political leaders who realize that the national interest demands a national program now. Such teamwork has met the overwhelming approval of the American people.

The maintenance of peace and security must be the joint task of all peace-loving nations. We have, therefore, sought to develop plans for an international organization comprising all such nations. The purpose of the organization would be to maintain peace and security and to assist the creation, through international cooperation, of conditions of stability and well-being necessary for peaceful and friendly relations among nations.

Accordingly, it is our thought that the organization would be a fully representative body with broad responsibilities for promoting and facilitating international cooperation, through such agencies as may be found necessary, to consider and deal with the problems of world relations. It is our further thought that the organization would provide for a council, elected annually by the fully representative body of all nations, which would include the four major nations and a suitable number of other nations. The council would concern itself with peaceful settlement of international disputes and with the prevention of threats to the peace or breaches of the peace.

((Maltby))

2/13/89

PROPOSED PRESIDENTIAL TAPED MESSAGE

U.S.S. THEODORE ROOSEVELT NAVY FLEET

RADIO ADDRESS

TAPING: TUESDAY, FEB. 14, 1989

I'm happy to be able to say hello to the crew aboard the U.S.S. Theodore Roosevelt, all the men and women of the 6th Fleet, and my friends in Houston. You know, it was nearly 80 years ago at this time, Theodore Roosevelt launched the Great White Fleet from Hampton Roads, Virginia. The sixteen white military ships were a demonstration of national strength and will. That spirit lives on in you today.

It's great to be able to talk with you because I know what it's like to be on a ship, away from home and family. Nearly 47 years ago, on my 18th birthday, I enlisted in the Navy -- as a seaman 2nd class -- then went on to become a carrier pilot in the fleet.

You know, I've always said that with risk comes reward. My time in the service taught me a lot about how precious friendship, and teamwork and life itself really is.

I'm inspired by your commitment and dedication to this grand and great home of ours, America. You keep peace on the frontiers of freedom around the world.

My mission today is to tell you, "Keep up the good work." Know that your country stands proud and tall behind you. I know some may say you're just doing a job, but I say it's more than that, it's service, and more importantly -- it's sacrifice. Around the world and at home, we know and appreciate the sacrifices you're making on behalf of our country.

Thinking of you today, I recall a line from the movie Top Gun, when the air boss says to his crew, "You're America's best. Make us proud." Well, you make us proud every day.

Thank you and God bless you all.

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THE WHITE HOUSE

Office of the Press Secretary
(New York, New York)

EMBARGOED FOR RELEASE
UNTIL 11:45 A.M. EDT
MONDAY, SEPTEMBER 25, 1989

ADDRESS BY THE PRESIDENT TO THE 44TH SESSION OF THE UNITED NATIONS GENERAL ASSEMBLY

United Nations Headquarters
New York, New York

September 25, 1989

Mr. President, Mr. Secretary General, distinguished delegates of the United Nations: I am honored to speak to you today as you open the 44th Session of the General Assembly.

I would like to congratulate Joseph Garba of Nigeria -- a distinguished diplomat -- on his election as President of this session of the General Assembly, and I wish him success in his Presidency.

I feel a great personal pleasure on this occasion. This is a homecoming for me. The memories of my time here in 1971 and 1972 are still with me today -- the human moments -- the humorous moments -- that are part of even the highest undertaking.

Let me share one story -- from one of the many sessions of the Security Council. I was 45 minutes late getting to the meeting -- and all 45 minutes were filled by the first speaker to take the floor. When I walked in and took my seat, the speaker paused and said with great courtesy: "I welcome the Permanent Representative of the United States, and now -- for his benefit -- I will start my speech again -- from the beginning." At that moment, differences of alliance and ideology didn't matter. The universal groan that went up around the table -- from every member present -- and the laughter that followed -- united us all.

Today, I would like to begin by recognizing the current permanent representatives with whom I served. Roberto Martinez-Ordonez. Blaise Rabetafika. Permanent Observer John Dube.

It's wonderful to look around and see so many familiar faces -- foreign ministers, members of the Secretariat, delegates. And of course Mr. Secretary General -- you were Permanent Representative for your country when we served together and Under Secretary Abby Farah -- you were a Permanent Representative back then, too. It's an honor to be back with you in this historic hall.

The United Nations was established 44 years ago upon the ashes of war -- and amidst great hopes. And the United Nations can do great things. No, the UN isn't perfect. It's not a panacea for the world's problems. But it is a vital forum where the nations of the world seek to replace conflict with consensus -- and it must remain a forum for peace.

The UN is moving closer to that ideal. And it has the support of the United States of America. In recent years -- certainly since my time here -- the war of words that has often echoed in this chamber is giving way to a new mood. We've seen a welcome shift -- from polemics to peacekeeping.

UN Peacekeeping forces are on duty right now -- and over the years, more than 700 Peacekeepers have given their lives in service to the United Nations. Today, I want to remember one of these soldiers of peace. An American -- on a mission of peace under the UN flag -- on a mission for all the world. A man of unquestioned bravery and unswerving dedication to the UN ideal: Lt. Col. William Richard Higgins.

I call on the General Assembly to condemn the murder of this soldier of peace -- and call on those responsible to return his remains to his family. And let us all right now -- right here -- rededicate ourselves and our nations to the cause that Colonel Higgins served so selflessly.

The founders of this historic institution believed that it was here that the nations of the world might come to agree that law -- not force -- shall govern. And the United Nations can play a fundamental role in the central issue of our time. For today, there is an idea at work around the globe -- an idea of undeniable force. That idea is: Freedom.

Freedom's advance is evident everywhere. In Central Europe: In Hungary -- where state and society are now in the midst of a movement towards political pluralism and a free market economy. Where the barrier that once enforced an unnatural division between Hungary and its neighbors to the West has been torn down -- replaced by a new hope for the future -- new hope in freedom.

We see freedom at work in Poland -- where, in deference to the will of the people, the Communist Party has relinquished its monopoly on power. And in the Soviet Union -- where the world hears the voices of people no longer afraid to speak out, or to assert the right to rule themselves.

But freedom's march is not confined to a single continent -- or to the developed world alone.

We see the rise of freedom in Latin America -- where, one by one, dictatorships are giving way to democracy.

We see it on the continent of Africa -- where more and more nations see in the system of free enterprise, salvation for economies crippled by excessive state control.

East and West -- North and South: on every continent, on every horizon, we can see the outlines of a new world of freedom.

Of course, freedom's work remains unfinished. The trend we see is not yet universal. Some regimes still stand against the tide. Some rulers still deny the right of the people to govern themselves. But now, the power of prejudice and despotism is challenged. Never before have these regimes stood so isolated and alone -- so out of step with the steady advance of freedom.

Today, we are witnessing an ideological collapse -- the demise of the totalitarian idea of the omniscient, all-powerful State.

There are many reasons for this collapse. But in the end, one fact alone explains what we see today: Advocates of the totalitarian idea saw its triumph written in the laws of history. They failed to see the love of freedom written in the human heart.

Two hundred years ago today, the United States Congress proposed the Bill of Rights -- fundamental freedoms belonging to every individual. Rights no government can deny. Those same rights have been recognized in this congress of nations -- in the words of the Universal Declaration of Human Rights, "a common standard of achievement for all peoples and all nations."

From where we stand -- on the threshold of this new world of freedom -- the trend is clear enough. If, for those who write the history of our times, the 20th century is remembered as the century of the State -- the 21st must be an era of emancipation -- the age of the Individual.

Make no mistake: Nothing can stand in the way of freedom's march. There will come a day when freedom is seen the world over to be the universal birthright of every man and woman -- of every race and walk of life. Even under the worst of circumstances, at the darkest of times, freedom has always remained alive -- a distant dream, perhaps, but always alive.

Today, that dream is no longer distant. For the first time, for millions around the world -- a new world of freedom is within reach. Today -- is freedom's moment.

You see, the possibility now exists for the creation of a true community of nations -- built on shared interests and ideals. A true community -- a world where free governments and free markets meet the rising desire of the people to control their own destiny: to live in dignity, and to exercise freely their fundamental human rights.

It is time we worked together to deliver that destiny into the hands of men and women everywhere.

Our challenge is to strengthen the foundations of freedom -- encourage its advance, and face our most urgent challenges. The global challenges of the 21st Century: economic health, environmental well-being, and the great questions of war and peace.

First, global economic growth. During this decade, a number of developing nations have moved into the ranks of the world's most advanced economies -- all of them -- each and every one -- powered by the engine of free enterprise.

In the decade ahead, others can join their ranks. But -- for many nations -- barriers stand in the way. In the case of some countries, these are obstacles of their own making; unnecessary restrictions and regulations that act as dead weights on their own economies and obstacles to foreign trade.

But other barriers to growth exist, and those too require effective action. Too many developing countries struggle today under a burden of debt that makes growth all but impossible. The nations of the world deserve a better opportunity to achieve a measure of control over their own economic fate, and build better lives for their own people.

The approach the U.S. has put forward -- the Brady Plan -- will help these nations reduce that debt -- and at the same time encourage the free market reforms that will fuel growth.

In just two days I will be speaking to the International Monetary Fund and World Bank. I'll discuss there in more detail steps our nations can take in dealing with the debt problem. But I can say now: The new world of freedom is not a world where a few nations live in comfort, while others live in want.

The power of commerce is a force for progress. Open markets are the key to continued growth in the developing world. Today, the United States buys over one-half of the manufactured exports that all the developing nations combined sell to the industrialized world. It's time for the other advanced economies to follow suit -- to create expanded opportunities for trade.

I believe we'll learn in the century ahead that many nations of the world have barely begun to tap their true potential for development. The free market and its fruits are not the special preserve of a few. They are a harvest everyone can share.

Beyond the challenge of global growth lies another issue of global magnitude: the environment. No line drawn on a map can stop the advance of pollution. Threats to our environment have become an international problem. We must develop an international approach to urgent environmental issues -- one that seeks common solutions to common problems.

The United Nations is already at work. On the question of global warming. In the effort to prevent oil spills and other disasters from fouling our seas and the air we breathe.

And I will tell you now: The United States will do its part. We've committed ourselves to the world-wide phase-out of all chloroflourocarbons by the year 2000. We've proposed amending our Clean Air Act to ensure clean air for our citizens within a single generation. We've banned the import of ivory to protect the elephant and rhinoceros from the human predators who exterminate them for profit.

And we have begun to explore ways to work with other nations -- with the major industrialized democracies, in Poland and in Hungary -- to make common cause for the sake of our environment. The environment belongs to all of us. In our new world of freedom, the world's citizens must enjoy this common trust for generations to come.

Global economic growth -- the stewardship of our planet -- both are critical issues. But as always, questions of war and peace must be paramount to the United Nations.

We must move forward to limit -- and eliminate -- weapons of mass destruction. Five years ago, at the UN Conference on Disarmament in Geneva, I presented a U.S. draft treaty outlawing chemical weapons. Since then, progress has been made -- but time is running out. The threat is growing. More than 20 nations now possess chemical weapons or the capability to produce them. And these horrible weapons are now finding their way into regional conflicts. This is unacceptable.

For the sake of mankind, we must halt and reverse this threat. Today, I want to announce steps the U.S. is ready to take -- steps to rid the world of these truly terrible weapons -- towards a treaty that will ban, eliminate, all chemical weapons from the earth ten years from the day it is signed.

This initiative contains three major elements:

First, in the first eight years of a chemical weapons treaty, the U.S. is ready to destroy nearly all -- 98% -- of our chemical weapons -- stockpile -- provided the Soviet Union joins the ban. I think they will.

Second, we are ready to destroy all of our chemical weapons -- 100%, every one -- within ten years, once all nations capable of building chemical weapons sign the total ban treaty.

And third, the U.S. is ready to begin now. We'll eliminate more than 80% of our stockpile -- even as we work to complete a treaty -- if the Soviet Union joins us in cutting chemical weapons to an equal level, and we agree on inspections to verify that stockpiles are destroyed.

We know that monitoring a total ban on chemical weapons will be a challenge. But the knowledge we've gained from our recent arms control experience -- and our accelerating research in this area -- makes me believe we can achieve the level of verification that gives us confidence to go forward with the ban.

The world has lived too long in the shadow of chemical warfare. Let us act together -- beginning today -- to rid the earth of this scourge.

We are serious about achieving conventional arms reductions as well. That's why we tabled new proposals just last Thursday at the Conventional Forces in Europe negotiations in Vienna -- proposals that demonstrate our commitment to act rapidly to ease military tensions in Europe, and move the nations of that continent one step closer to their common destiny: a Europe whole and free.

And the United States is convinced that open and innovative measures can move disarmament forward -- and also ease international tensions. That's the idea behind the Open Skies proposal the Soviets have now indicated they are willing to pursue. It's the idea behind the Open Lands proposal -- permitting, for the first time ever, free travel for all Soviet and American diplomats throughout each other's countries. Openness is the enemy of mistrust -- and every step towards a more open world is a step towards the new world we seek.

And let me make this comment on our meetings with Soviet Foreign Minister Shevardnadze over the past few days. I am very pleased by the progress we made. The Soviet Union removed a number of obstacles to progress on conventional and strategic arms reductions. We reached agreements in principle on issues from verification to nuclear testing. And of course, we agreed to a summit in the spring or early summer of 1990.

Each of these achievements is important in its own right -- but they are more important still as signs of a new attitude that prevails between the U.S. and USSR. Serious differences remain -- but the willingness to deal constructively and candidly -- with those differences is news that we -- and indeed the world -- must welcome.

We have not entered an era of perpetual peace. The threats to peace that nations face may today be changing -- but they have not vanished. In fact, in a number of regions around the world, a dangerous combination is now emerging: Regimes armed with old and unappeasable animosities -- and modern weapons of mass destruction.

This development will raise the stakes whenever war breaks out. Regional conflict may well threaten world peace as never before.

The challenge of preserving peace is a personal one for all of you here in this hall. The United Nations can be a mediator -- a forum where parties in conflict come in search of peaceful solutions.

For the sake of peace, the UN must redouble its support for the peace efforts now underway in regions of conflict all over the world. And let me assure you: The U.S. is determined to take an active role in settling regional conflicts. Sometimes, our role in regional disputes is and will be highly public. Sometimes, like many of you, we work quietly -- behind the scenes. But always -- we are working for positive change and lasting peace.

Our world faces other, less conventional threats -- no less dangerous to international peace and stability. Illegal drugs are a menace to social order and a source of human misery wherever they gain a foothold. The nations who suffer this scourge must join forces in the fight. And we are. Let me salute the commitment and extraordinary courage of one country in particular -- Colombia -- where we are working with the people and their President, Virgilio Barco, to put the drug cartels out of business, and bring the drug lords to justice.

Finally, we must join forces to combat the threat of terrorism. Every nation -- and the United Nations -- must send the outlaws of the world a clear message: Hostage taking and the terror of random violence are methods that cannot win the world's approval. Terrorism of any kind is repugnant to all values a civilized world holds in common. And make no mistake: Terrorism is a means that no end -- no matter how just -- can sanctify.

Whatever the challenge, freedom greatly raises the chances of our success. Freedom's moment is a time of hope for all the world. Because freedom -- once set in motion -- takes on a momentum of its own.

As I said the day I assumed the Presidency: "We don't have to talk late into the night about which form of government is better." We know that free government -- democracy -- is best.

I believe that is the hard-won truth of our time -- the unassailable fact that still stands at the end of a century of great struggle and human suffering.

And this is true not because all our differences must give way to democracy -- but because democracy makes room for all our differences. In democracy, diversity finds its common home.

At the very heart of the democratic ideal is respect -- for freedom of belief, freedom of thought and action in all its diversity -- for human rights. The world has experienced enough of the ideologies that have promised to remake man in some new and better image. We've seen the colossal tragedies and dashed hopes. We know now that freedom and democracy hold the answers. What men and nations want is the freedom to live by their own lights, and a chance to prosper in peace.

When I began today, I spoke to you about peacekeeping. I want to speak to you now about peacemaking. We must bring peace to the people who have never known its blessings.

There's a painting that hangs on the wall of my office in the White House. It pictures President Lincoln and his generals, meeting near the end of a war that remains the bloodiest in American history. Outside, at that moment, a battle rages. And yet what we see in the distance is a rainbow -- a symbol of hope, of the passing of the storm. That painting is called "The Peacemakers." For me, it is a constant reminder that our struggle -- the struggle for peace -- is a struggle blessed by hope.

I do remember sitting in this hall. I remember the mutual respect among all of us proudly serving as representatives. I remember the almost endless speeches, Security Council sessions. The receptions and receiving lines. The formal meetings of this Assembly -- and the informal discussions in the Delegates' Lounge.

And I remember something more. Something beyond the frantic pace and sometimes frustrating experiences of daily life here: The heartbeat of the United Nations -- the quiet conviction that we could make the world more peaceful. More free.

What we sought then, now lies within our reach. I ask each of you here in this hall: Can we not bring a unity of purpose to the United Nations? Can we not make this new world of freedom the common destiny we seek?

I believe we can. I know we must.

My solemn wish today is that here -- among the United Nations -- that spirit will take hold, and that all men and all nations will make freedom's moment their own.

Thank you, God bless you, and may God bless the work of the United Nations.

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