

REEF POINTS

1969-1970



UNITED STATES NAVAL ACADEMY

Mid'n. RICK ELLIOTT '73
34TH PLATOON

REEF POINTS

1969-1970



The Annual Handbook
of the
Brigade of Midshipmen

United States Naval Academy
Annapolis, Maryland

MISSION OF THE UNITED STATES NAVAL ACADEMY

To develop Midshipmen morally, mentally and physically and to imbue them with the highest ideals of duty, honor and loyalty in order to provide graduates who are dedicated to a career of naval service and have potential for future development in mind and character to assume the highest responsibilities of command, citizenship and government.



THE STAFF

J. L. Morris '71
Editor

J. T. Marino '70
Business Manager

J. P. Nute '70
Sports Editor

J. M. Tapajcik '71
Circulation Manager

C. M. Frary '70
Advertising Manager

Staff

R. J. Healy '70
M. L. Rowland '71

S. L. Schey '72

K. A. Troxler '72

Officer Representative

Lt. J. H. TenBrook, U.S.N.

WELCOME ABOARD

Welcome aboard class of 1973! As members of the new Plebe class and as newly appointed Midshipmen, you have a challenging and profitable career to look forward to. Your next four years at USNA will not be easy; the channel which you must navigate is filled with uncharted obstacles.

But, to help you navigate a true course through these sometimes muddy waters, the upperclassmen of the Brigade have designed *Reef Points* as an extra "navigational aid." Just as a mariner finds a compass and sextant indispensable in his work, so too, you as a Plebe will find *Reef Points* invaluable. It contains advice which will be helpful to you throughout your naval career; don't underestimate its value.

A good mariner knows his instruments well; likewise, you will be required to know this handbook from cover to cover. So, start now: read it, remember its words, and live by them. Keep plugging; no matter how difficult the task before you, you can overcome it if you try hard enough.

The only sections which are required to be memorized verbatim are "the mission of the naval academy, table salts and famous naval sayings" portions. Good luck in the months ahead.

—The '69-'70 *Reef Points* Staff

CONTENTS

	PAGE
Oath of a Midshipman	8
The Superintendent	11
The Commandant	17
From the Chaplain's Desk	23
The Prayer of a Midshipman	25
Tradition of the Sea	26
A Message from the Social Director	27
Qualifications of the Naval Officer	30
Responsibilities	31
The Honor Concept	33
Code of Conduct	38
True Gentleman	42
The Laws of the Navy	46
The Service Career	51
The Navy Hymn	51
 The Navy	
Naval History	54
The Fleet and Sea Power	74
Naval Aviation History	76
U. S. Marine Corps	85
Key Personnel	90
Organization of the Navy	91
Bureaus and Offices	92
Operating Forces	94
Naval Districts and Headquarters	94
Ships and Designations	95
Representative Ship Classes	100
Naval Aircraft and Missiles	106
Rank and Insignia	107

	PAGE
Decorations	113
Honors	113
 The Academy	
Naval Academy History	116
Customs and Traditions	135
Curriculum	149
United States Military Academy	152
United States Air Force Academy	153
United States Coast Guard Academy	154
United States Merchant Marine Academy	155
Sailing Directions	158
The Salute	159
Watches	160
Studying	161
Plebe Rates	162
Activities	170
 Athletics	
Naval Academy Sports Program	188
Inter-Service Rivalry	191
Coaches and Captains	194
1969 Football Schedule	208
Navy and Opponents' Songs	209
 Sea Breezes	
Irish Pennants	215
Table Salt	229
Yard Gouge	232
Famous Naval Sayings	238
Naval Academy Slang	241
Executive Department Officers	245
Brigade Organization	246
Service Facilities	248

OATH OF A MIDSHIPMAN

"I,,
having been appointed a Midshipman in the
United States Navy, do solemnly swear (or
affirm) that I will support and defend the
Constitution of the United States against
all enemies, foreign and domestic; that I will
bear true faith and allegiance to the same;
that I take this obligation freely, without
any mental reservation or purpose of evasion;
and that I will well and faithfully discharge
the duties of the office on which I am about
to enter: So help me God."

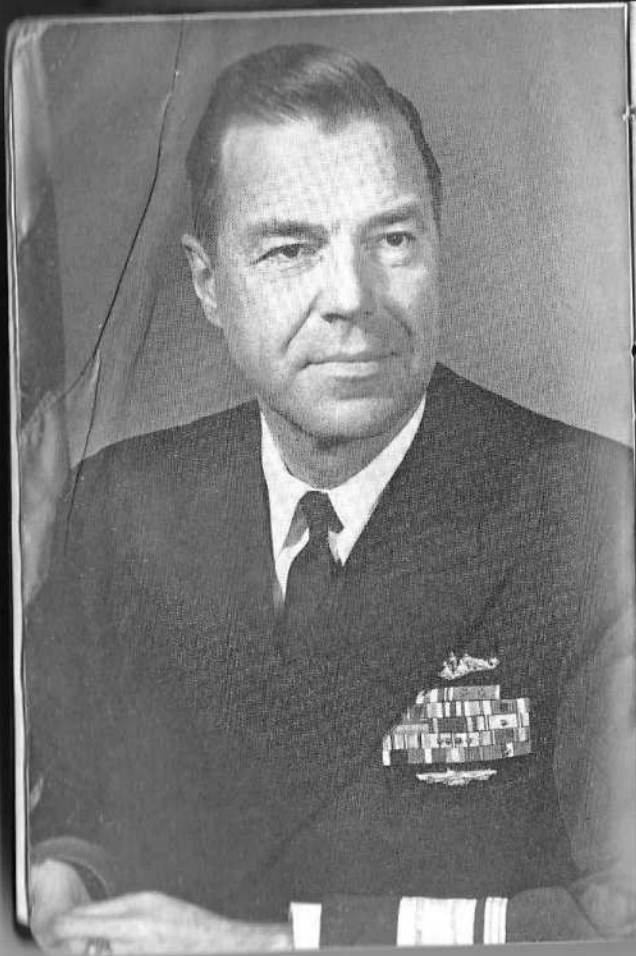


You of the class of 1973 will recognize this
short statement as the oath you took when
appointed Midshipmen. Let us analyze this
oath; what privileges and responsibilities does
it bestow on you?

The oath is not to be taken lightly; its
meaning is deeply seated in the minds of all
Midshipmen, past and present. Read the oath
again, read it carefully. You should readily
see that by accepting this oath you have
sworn to support, without reservation, our
Constitution, our government, our way of life.
You are here to become a member of a great
fighting force, one ready and willing to de-
fend our nation against any enemy. You may
never be called on to give your life; you may

never strike a blow against a seen or unseen
enemy, yet, you must be ready to do just
that. Note also, that you have been ap-
pointed a Midshipman in the United States
Navy. You are now a member of the United
States Armed Services, and as such are sub-
ject to its rules and regulations. Furthermore,
you are already an officer, a junior officer yes,
but nevertheless, an officer. A great deal is
expected of you; the standards set for you are
high, as they should be. Yet, you must meet
the standards expected of you, an officer.

Finally, you should notice that you have
sworn to "well and faithfully discharge the
duties of the office on which I am about
to enter." What are these duties? Simply, to
progress mentally, morally, and physically; to
develop in mind and character. Much of this
development has already been accomplished
because of some twenty odd years of home,
school, and church guidance. But you will
soon find that more development is planned
for you in the next four years. It is your re-
sponsibility to keep plugging, to continue
this already accelerated development pro-
gram. Remember: you are only what you
make yourself; and ONLY you and God know
fully what you are.



JAMES A. CALVERT
REAR ADMIRAL, U. S. NAVY

Youngest Admiral to become Superintendent of the U. S. Naval Academy in its 123-year history . . .

A highly-decorated submarine officer who attracted world-wide attention in February 1959 as commanding officer of the nuclear-powered submarine USS SKATE, the first submarine to break through the Arctic ice and surface at the North Pole . . .

Author, graduate of the National War College, recipient of an honorary Doctor of Science degree from Oberlin College, which he attended before entering the Academy . . .

This is Rear Admiral James Calvert, USN, a native of Cleveland, Ohio, and a member of the Naval Academy's Class of 1943. At the age of 47, he assumed command in July 1968 as 46th Superintendent of the Naval Academy.

While Admiral Calvert commanded the SKATE, she established a submerged Atlantic crossing record and another mark for endurance submerged.

Rear Admiral Calvert has written three books: *SURFACE AT THE POLE*, the extraordinary story of the SKATE's polar adventures; *THE NAVAL PROFESSION*, a succinct description of the naval officer's life, and *A PROMISE TO OUR COUNTRY*, a patriotic appreciation of our country tailored for youngsters.

As a submariner during World War II, he participated in nine patrols in the Pacific, earning a number of combat decorations. He was thrice awarded the Legion of Merit while

commanding the SKATE. A fourth was awarded for subsequent service as Director of the Politico-Military Division, Office of the Chief of Naval Operations. This assignment followed his promotion to Rear Admiral in July 1965.

Rear Admiral Calvert came to the Academy after serving as commander of the Mediterranean-based Cruiser-Destroyer Flotilla Eight.



THE SUPERINTENDENT'S MESSAGE

GENTLEMEN OF THE CLASS OF 1973:

Welcome aboard. Welcome to the U. S. Naval Academy. You have arrived at the threshold of a new career. You have been given the opportunity to serve your country long and honorably in one of the most responsible and respected of all professions; an officer of the Naval Service. Attendance at the Naval Academy is far more than just an outstanding four year education. It is the preparation for a lifetime career. To begin this career you have become a part of the Brigade of Midshipmen; the finest all-around group of young men in this or any other country. This may seem like a big statement but let me document it.

In academics very few college freshman classes can equal you. About three quarters of you come from the top twenty percent of your high school classes. Your College Entrance Examination Board Test scores averaged well over 600 and a third of you are members of a National Honor Society. An additional ten percent of you are members of other honor societies. Over forty percent of you had scholarship offers elsewhere but have chosen the Naval Academy instead. All of this speaks exceptionally well for your intellect but your collective potential does not end here, for in the field of leadership, you have displayed potential far above any other such group.

More than a third of you were presidents or officers of your class or student body, and

about seventy-five percent of you have participated in varsity athletics. Three quarters of you were members of service clubs. About ten percent of you are Eagle Scouts and you will be interested to know that Bancroft Hall probably houses the largest number of Eagle Scouts—over 400—constantly assembled anywhere. Statistics cannot show all the facts which clearly indicate your exceptional caliber. But I can reiterate with great pride that you are now members of the *finest group of young men in the world; the Brigade of Midshipmen.*

Where are you going as part of this group? Before you lies a four year cruise which leads to a commission as an officer in the Naval Service. Beyond that is the opportunity for responsibility in stimulating assignments, promotion, prestige and further education. You gentlemen will be furnishing a major share of the top Naval leaders of the United States of America over the turn of the century.

Your first year here at the Naval Academy, and particularly the first summer, is a most demanding period of time. Keep in mind that this is a Naval College for Naval Officers. It is far more than a civilian college. It will give to you much more than will a civilian college, and it will demand from you much more than would a civilian college. As I have told many of your upper classmen, "Ideally it is my desire that no man graduate from this Academy as a commissioned officer under whose command I would not personally be happy to serve." In order to do this we must produce leaders who can perform under periods of strain and for prolonged periods

of time. We create these conditions at the Naval Academy by placing heavy pressure on you during your Plebe Year, and particularly your Plebe Summer. This is called the "Plebe Indoctrination System!" It is carried out at my direction and is closely supervised by the Commandant of Midshipmen and the officers of his staff, but it is executed by the Midshipmen themselves. During the summer it is run primarily by a carefully selected group of outstanding Second Class Midshipmen. During the regular academic year it will be run by the First Class Midshipmen, just as you gentlemen of the Class of 1973 will run it for the Class of 1976 three years from now. The Plebe Indoctrination System serves a very valuable purpose, in that it gives you the opportunity to prove yourselves as men and as potential leaders of men.

The uniform that you wear as a midshipman is an indication of your status. But the late Admiral C. Turner Joy, a former Superintendent of the Naval Academy, had much more in mind when he indicated the importance of an officer fitting himself to that uniform; "The Navy uniform has always been cut to the same patterns of high standards. You cannot let out the seams of integrity or shorten the sleeves of loyalty or remove the lining of competence. If alterations are necessary, they should be made by you. Our mission here at the Naval Academy is to help you try the uniform on for size. The final fitting is up to you."

Gentlemen, a major challenge faces you. It will take courage and determination to become an officer in the United States Navy



or United States Marine Corps. You have this courage and determination. With the proper self-application, self-discipline and desire, and barring the unforeseen, everyone of you should fully expect to graduate.

Welcome aboard, and my best wishes for success to you all.

JAMES A. CALVERT

Rear Admiral, U. S. Navy

Superintendent, U. S. Naval Academy

*LAWRENCE HEYWORTH, JR.
CAPTAIN, U. S. NAVY*

Captain Lawrence Heyworth, Jr., was graduated from the Academy in June 1912, with the Class of 1913.

Immediately upon his graduation from the Academy, he attended Submarine School at New London, Connecticut, and from September to December 1912, served as a member of a submarine relief crew in Pearl Harbor, Territory of Hawaii. From December 1912 until January 1915, Captain Heyworth was assigned to the submarine USS Finback (SS-230). He participated in nine war patrols in the Pacific aboard Finback. This submarine was later credited with sinking 100,000 tons of enemy shipping during this period. He became qualified for command of submarines during this tour of duty.

At the end of World War II, he was serving on the Staff of Commander Submarines, U. S. Pacific Fleet, at Pearl Harbor. He then requested and was ordered to flight training at the Naval Air Training Command, Pensacola, Florida. He was graduated and designated a Naval Aviator late in 1947, thus be-

coming one of the extremely few Navy officers qualified as a submariner and aviator.

His first assignment in aviation was with Antisubmarine Squadron Twenty-Two aboard the escort aircraft carrier USS Sicily.

In July 1950, Captain Heyworth reported to the Naval Air Test Center, Patuxent River, Maryland, and underwent training for duty as a test pilot. Six months later, he graduated first in his class and remained at the Test Center until November 1952, participating in the first carrier landings of the Navy's F3D jet fighter.

In July 1953, he was assigned as the Executive Officer of Fighter Squadron Sixty-One based aboard the attack aircraft carrier USS LAKE CHAMPLAIN. In October 1955, Captain Heyworth was again ordered to the Naval Air Test Center for another tour of duty as a test pilot. During this second tour, he became the first Navy pilot to enter the "Double Supersonic Club" by flying more than twice the speed of sound.

Captain Heyworth next attended the Naval War College at Newport, Rhode Island, for instruction in the Naval Warfare Course. Upon graduation in 1958, he was ordered to duty as Commanding Officer of Attack Squadron Eighty-One, aboard the attack aircraft carrier USS Forrestal.

In December 1960, Captain Heyworth was ordered to Forrestal as Operations Officer for three months, and then as Executive Officer for one year.

A tour of shore duty on the Staff of the Deputy Chief of Naval Operations for Air, at the Navy Department in Washington, D.C., followed his tour of duty aboard For-

restal. He remained in Washington until April 1963, when he was ordered as Commanding Officer of the fleet oiler USS Pawcatuck. He held this command until May 1964, when he reported as the prospective Commanding Officer of the Navy's attack aircraft carrier USS America.

After putting America in commission in January 1965, he served as her first Commanding Officer until July 1966.

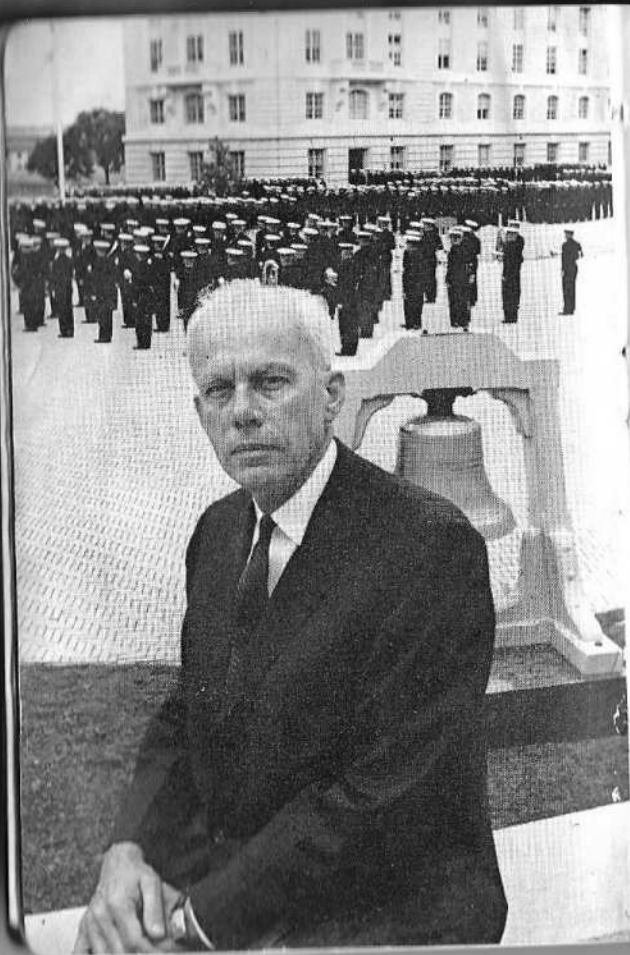
In Aug. 1967 he was ordered to the U. S. Naval Academy as Commandant of Midshipmen.

Captain Heyworth's medals and awards include: Bronze star with Combat "V" and Gold Star in lieu of Second Award; Navy Letter of Commendation with Combat "V"; American Defense Medal with bronze star; European Occupation Medal; Asiatic-Pacific Campaign Medal with five stars; World War Two Victory Medal; and the National Defense Service Medal.

GENTLEMEN OF THE CLASS OF 1973:

It is a pleasure to welcome you, the Class of 1973, to the United States Naval Academy. You have embarked on a most challenging and rewarding career in service to your country. As a member of the United States Navy, you are a member of a military service which is daily making major contributions to our nation's defense and the security of the free world.

Your life at the Naval Academy will be demanding and it is meant to be. Commencing Plebe Summer and carrying on through to graduation day, you will be faced with



personal challenges, whether they be in an academic classroom, a professional drill, or on the field of sport. At the conclusion of your midshipman years you will be prepared to embark in your chosen career field—Line, Aviation, Submarines, or Marine Corps—and ready to accept the responsibilities of leadership before you.

The opportunities available to you are unlimited. By the proper utilization of your time and energies you will be able to accomplish your every endeavor while here at the Naval Academy and later in your officer career. The Academy will give you the strong foundation necessary for your future personal growth and professional development.

As your Commandant, I wish you Good Luck in the stimulating and rewarding adventure on which you now set sail.

L. HEYWORTH, JR.
Captain, U. S. Navy
Commandant of Midshipmen

DR. A. BERNARD DROUGHT ACADEMIC DEAN

Arthur Bernard Drought was appointed Academic Dean of the U. S. Naval Academy by the Secretary of the Navy on July, 1, 1964, following a one year pro tempore appointment. Prior to coming to the Naval Academy, Dean Drought served as Dean of the College of Engineering, Marquette University, Milwaukee, Wisconsin.

Dean Drought received his Bachelor's degree from Milwaukee State Teacher's College in 1935 and his Master of Arts degree from Northwestern University in 1942. He

attended Harvard University from 1946-49, where he was awarded both M.S. and D.S. degrees in Electrical Engineering.

He was an instructor in the Milwaukee public schools, 1937-42, and as a naval officer was a radar instructor in 1944-45. During 1946-48, he was a Teaching Fellow in the Department of Electrical Engineering at Harvard University, and for one year following his fellowship was an instructor in the same department. He came to the Department of Electrical Engineering at Marquette as an Assistant Professor in 1949, and was appointed an Associate Professor in 1953.

Dean Drought became Director of the Department of Electrical Engineering at Marquette in 1950, Assistant Dean of Engineering in 1956, and Dean of the College of Engineering in 1957. He acted as Director of the Evening Division of Marquette for five years, and has lectured in the Marquette University Medical School, Department of Physiology, since 1956.

He headed a research group at the Aeronautical Radio and Radar Laboratory, Naval Experiment Station, then at Philadelphia, Pa., during World War II. Dean Drought has published several works on various aspects of engineering.

"Ask not what your country can do for you,
but
what *you* can do for your country."

—JOHN FITZGERALD KENNEDY

FROM THE CHAPLAIN'S DESK



Chaplain McComas
CAPT, ChC, USN

You stand on the threshold of a great new experience—an exciting and demanding adventure in growth and education for a purpose which will mark your life indelibly. There is a sense in which this could be said of any exposure of so prolonged a duration at such a critical period of your life. There is something special

about the nature and impact of this learning experience, however, which you have already sensed, I'm sure.

Life is growth and change. No one can avoid it. As one sage put it "no man can step twice into the same river for he is a different man and it is a different river." Here in a very special way everyone is concerned about the nature, quality and direction of that change. You may not always be pleased that so many are so concerned about your progress. Sometimes you will wish you could get lost or they would get lost but you can't and they won't. They will be prompting you to extend yourself—to reach out for professional excellence in many directions.

Not only will you find the standards high

and the competition keen, you will find the pace fast and the resting points few and far between. All this is well calculated and a part of the mission to develop you as a man, a midshipman, a future officer and leader in our country's Navy or Marine Corps and a responsible citizen.

Religion is a very important part of life in this military community, not just for tradition's sake but for many valid reasons.

The moral requirements for personal integrity and the quality of character expected of graduates is best anchored in spiritual foundations.

A philosophy of life that gives a young man a thorough understanding of himself, his fellowman and his purpose for being, never underestimates the time tested values of religion.

The pace and pressures of Plebe life when punctuated by periods of private prayer and devotion are made much more manageable.

The quality of the bond that ties you to others—your peers and your superiors—is enriched and deepened by the ties that bind you to God and His will for you.

Don't risk making yourself the poorer for not learning to appreciate the value of these reasons for doing something about your moral and spiritual development while at the Naval Academy.

Don't just go to chapel—go to get something out of it.

Don't just be on the receiving end of what organized religion offers you here, give something of yourself to others through the Chapel sponsored services and programs and see the difference it makes in your life and

your attitude toward everything and everyone about you.

Get to know your chaplains for all of them are interested in you and wish you every success in what you have undertaken to accomplish here. God bless you all!

ROBERT F. McCOMAS
Senior Chaplain, U.S.N.A.

THE PRAYER OF A MIDSHIPMAN

Almighty Father, whose way is in the sea, whose paths are in the great waters, whose command is over all, and whose love never fails: Let me be aware of Your presence and obedient to Your will. Keep me true to my best self, guarding me against dishonesty in purpose and in deed, and helping me so to live that I can stand unashamed and unafraid before my shipmates, my loved ones, and You. Protect those in whose love I live. Give me the will to do the work of a man and to accept my share of responsibilities with a strong heart and a cheerful mind. Make me considerate of those entrusted to my leadership and faithful to the duties my country has entrusted to me. Let my uniform remind me daily of the traditions of the Service of which I am a part. If I am inclined to doubt, steady my faith; if I am tempted, make me strong to resist; if I should miss the mark, give me the courage to try again. Guide me with the light of truth and keep before me the life of Him by whose example and help I trust to obtain the answer to my prayer, Jesus Christ our Lord. Amen.

TRADITION OF THE SEA

"There is a tradition in the sea-going profession, a tradition of the sea that is older than the traditions of our great country. It is a tradition that is as well founded as the customs of law and justice which have been the pillars of modern civilization. The tradition of which I speak is the tradition of moral accountability. At sea men face the elements as equals before the laws of nature. The sea has taught men for centuries that in times of peril there is no place to hide. A ship is only as stout as the stout-hearted men who man her, and in times of danger every last man aboard is held to ultimate account for his part in bringing the ship through storm and siege.

"This is the philosophy of the Navy. It is the time-honored tradition of men who must meet the challenge of the sea. It is the philosophy inherited by the United States from those who have braved the seas to find freedom and fulfillment, and it must be your philosophy as Americans if you are to serve the larger purposes of free men on earth."

Baccalaureate Address to the Class of '59
by Admiral Arleigh Burke

A MESSAGE FROM THE SOCIAL DIRECTOR



Mrs. J. G. Marshall
Social Director

GENTLEMEN of the Class of 1973, you will find a welcome in my office, room 3108, and I look forward to meeting each and every one of you.

Much of life is an attitude, and this attitude can be set, and a reputation gained, during plebe year. Even though you may feel somewhat restricted as to social life for

a few months, there are many occasions in which you are invited to take a part (open houses, tea fights, visits in officers' and professors' homes, etc.). When the opportunities arise, take part expecting to have a joyous time and desiring to give of yourself for the pleasure and happiness of others. The same, fine sportsmanlike qualities so needed on an athletic field are requisite in the drawing room. Qualities of thoughtfulness, fair play, humor, enthusiasm, sincerity, and a host of others are as basic in your social realm as in your sports and academic lives. Think, "What can I give," rather than "What can I get."

There is a splendid definition of "The True Gentlemen" in this book, so I will not

attempt to amplify it. For your consideration, I would like to offer Mr. Fishback's three rules of courtesy: Be considerate; be thoughtful; and be reasonable.

To these I would like to add—Keep a sense of humor and be generous with others and yourself.

A hostess will be available Saturday from 1330-1800 in the steerage. She will be glad to aid you with housing problems for Parent's Weekend, assist you with social correspondence, and answer questions within her scope. I will be in my office Monday through Friday, 0800-1630, and I hope you will consider my office as "your home away from home."

MRS. JAMES G. MARSHALL
"MRS. M"

"My country! May she ever be right, but
right or wrong, my country."—Stephen
Decatur.

John Paul Jones →



QUALIFICATIONS OF THE NAVAL OFFICER

It is by no means enough that an officer of the Navy should be a capable mariner. He must be that, of course, but also a great deal more. He should be as well a gentleman of liberal education, refined manners, punctilious courtesy, and the nicest sense of personal honor.

He should be the soul of tact, patience, justice, firmness, and charity. No meritorious act of a subordinate should escape his attention or be left to pass without its reward, even if the reward is only a word of approval. Conversely, he should not be blind to a single fault in any subordinate, though, at the same time, he should be quick and unfailing to distinguish error from malice, thoughtlessness from incompetency, and well meant shortcoming from heedless or stupid blunder.

—Based on letters of John Paul Jones

RESPONSIBILITIES

You have probably already asked yourself the question, "What is expected of me as a midshipman?", and, more than likely, you haven't been able to come up with any clearly defined answers. We hope that the ensuing pages will help to answer this important question . . . and others you may have concerning our Navy.

Having just read the "Qualifications of a Naval Officer," you must realize that the Navy's standards are high, that they have to be. Our task isn't an easy one; specifically, the Navy is responsible for maintaining control of the seas, of protecting our coastlines and those of all free nations. We must have a ready force on guard, at home and overseas, capable of preserving the peace. We must be equally ready for an all out war or a small brush encounter. We must be able to strike instantly, to defend effectively. Truly, in this modern world of ours, that is quite a task. But it is our job to fulfill that task; our nation depends on our ability to be ready . . . ready against attack, and ready to attack.

Historically, the Navy has ably fulfilled that mission, and we, the guardians of our country, have a right to be proud of our Navy's past, of its traditions, of the courage of those who served before us. But pride is not a static quality; it lives and grows. To maintain this pride, we must be able to carry out the Navy's mission, and carry it out well. To do this requires leadership, leadership grounded in professional knowledge and per-

sonal character. And that is why you are here; to learn the fundamentals. That is why this book has been published: to give you a background and foundation on which you can "build your house."

Let us begin with a discussion of character which is by far the most important component of a man. Here is an all-encompassing quality, one which includes many lesser attributes. We might picture character as a multi-stranded line, each fibre of which is interwoven with the next to form, in essence, a man. Let us lay the line open and examine the strands . . . let us see what gives the line its strength.

One strand stands out as the strongest; its name, honor. Loyalty, integrity, good judgment, and all the other characteristics of a good officer are important, but none as important, as vital, as honor.



THE HONOR CONCEPT

Honor is a quality which renders a man unable to say anything less than the absolute truth in any situation, regardless of the outcome, and it leaves him incapable of any action which would bring reproach upon his integrity. John Paul Jones is reputed to have said, "It is by no means enough that an officer of the Navy should be a capable mariner. He should be as well a gentleman of liberal education, refined manners, punctilious courtesy and the nicest sense of personal honor." It is this "personal honor" that is the foundation for the Honor Concept at the United States Naval Academy. The functioning of the Honor Concept contributes directly to the mission of the Naval Academy which is, in part, "... to imbue midshipmen with the highest ideals of duty, honor, and loyalty."

Honor, personal integrity, and loyalty are fundamental characteristics essential to every naval officer. To develop or enhance these attributes in a midshipman is to create in his mind and conscience lasting awareness of what is right and honorable as opposed to what is wrong and dishonorable. Through such indoctrination, he will both by habit and by conscious thought, choose the honorable course of action in every situation encountered.

Each midshipman must understand, therefore, the need for complete honesty and truthfulness in word and actions. He must come to know that false or misleading state-

ments or acts in the stress of combat situations could endanger lives and military success; and that training and noncombat situations develop habits and traits that determine a person's response under more demanding conditions. Through acceptance and practice of the highest standards of personal conduct, an officer's word has become his bond, his signature a verification of truth, and his actions assumed to be straightforward and above reproach. It is thus requisite that each graduate—and each midshipman—be a man of infallible honor at all times under all conditions.

The Naval Academy Honor Concept is broad and general rather than specific and detailed in nature. It is predicated on the belief that each midshipman must learn to make his own decisions about what to do or say in any situation based on guidelines or principles. Honor Concept principles are:

a. Midshipmen will not lie, cheat, or steal, nor will they mislead or deceive anyone as to known facts. *A midshipman will be truthful, trustworthy, honest and forthright at all times and under all circumstances.*

b. Every midshipman is presumed to be honorable at all times and to possess moral integrity in the fullest sense and will be treated accordingly, unless he proves otherwise by his words or actions.

c. A midshipman should neither permit nor accept anything which is not just, right, and true. He should do the right thing because it is right, not because of fear of punishment.

The Naval Academy Honor Concept further defines violations of these principles by lying, cheating, stealing or misleading or deceiving, as intentional and deliberate acts.

The above guidelines should be the basis for a midshipman's conduct in all places and under all conditions, whether official or personal in nature. The Honor Concept is therefore an all-pervading way of life rather than a set of regulations for which violators will be punished.

In that the Naval Academy Honor system is a concept, not a code of specifics, and the guidelines or principles are broad and general, an individual moral responsibility becomes the obligation of every midshipman. Each midshipman, therefore, must know and understand the need for the Honor Concept, its principles, and its application. Then, in the situations which he encounters daily, he should, by conscious deliberation or by force of habit, make the decisions or take the actions that are consistent with Honor Concept principles.

The Honor Concept is the responsibility of the Brigade of Midshipmen. It is administered through a Midshipman Honor Organization of the elected officials of each class who are charged with both Brigade indoctrination with a minimum of one seminar or discussion per month conducted by honor representatives in each company utilizing a Brigade-wide outline. However, violators of the Concept, if found guilty by the Midshipmen Honor Organization and so reported to the Commandant of Midshipmen, may be

recommended for separation from the Naval Academy.

A dishonorable act must not be excused because of "classmate or unity loyalty." A midshipman observing another in a dishonorable act may report the incident to the Midshipman Honor Organization directly, or he may prefer to reaffirm his observations and gain the offender's viewpoint through personal questioning prior to reporting him, or choose to caution the offender personally. A midshipman who observes an honor offense and does not take any of the above actions, has not been dishonorable and committed an honor violation himself, but has failed in his responsibility to the Honor Concept and to the Brigade.

As a prospective midshipman and naval officer, you must be willing to accept the Honor Concept whole-heartedly and you will receive further indoctrination on the application of its principles and procedures upon arrival at the Academy and should not be apprehensive at the thought of living under such a Concept. Most midshipmen have no problem accepting the Honor Concept. The very few who are not able to abide by its principles cannot long remain in the Brigade of Midshipmen. Honor and personal integrity are highly prized qualities necessarily imbued in every reliable naval officer. In a short time you will find living by the Honor Concept to be a way of life which you will be proud to always maintain.

Important as honor is, it is not the only trait which a future naval officer must ac-

quire to fully develop his character. Of immense significance is DISCIPLINE, which implies a prompt, willing responsiveness to commands. Self-discipline is the keystone here; without it, one can not possibly expect to discipline his men. Remember, they look to you for a good example. An officer must do what he knows is right because he WANTS to do what is right, not just because it's the "right thing to do." He must be conditioned to such an extent that there is no choice between the hard right and the easy, wrong. Such conditioning requires discipline and fortitude.

The nature of military organization also requires that every individual and unit be responsive immediately to the direction provided at the top. In consequence, there are individuals in every echelon of responsibility who are vested with the necessary authority to carry out whatever requirements issue from above. To see not the person, but the authority clothed in him is the obligation of a military man. He must also possess the cardinal military virtue of instant, instinctive, and openhearted obedience to properly constituted authority.

Remember these words of Lord Jervis (Earl St. Vincent) of the Royal Navy: "Discipline begins in the wardroom. I dread not the seaman. It is the indiscreet conversation of the officers and their presumptuous discussions of the orders they receive that produce all our ills."

Let us now consider LOYALTY. A loyal man is one whose being contains true, willing, and unflinching devotion . . . devotion to his ship-

mates, his Academy, his Navy, and above all his Country. Loyalty implies patriotism of the highest sense. By taking the Oath of a Midshipman you have vowed to support and defend the Constitution of the United States. By adopting the uniform of a Midshipman, an officer, you have publicly announced your allegiance to your country, and the Navy as an instrument by which your country is protected. Your loyalty will never be questioned; rather, it will always be assumed.

CODE OF CONDUCT

For Members of the Armed Forces of the United States

As a result of the Korean War, in which there were some defections to the enemy by American prisoners, it became evident that not all personnel of our Armed Forces held sufficient knowledge of our country's basic aims and concepts of liberty and patriotism. To correct this deficiency and to give the fighting man a sense of the emblematic performance of Americans in former battles, a guidepost for all armed forces personnel was needed—something that would regulate conduct in trying times which men cannot foresee beforehand.

The Code of Conduct, established by President Eisenhower on 17 April 1955, is this guidepost. It declares the American's loyalty

and devotion to his countrymen and to the United States. Although it deals largely with a code for Prisoner of War Conduct, the concepts expressed are fundamental in the life of any person in the armed forces. The vital principles of the Code of Conduct are especially applicable to the Naval Academy graduate, whose example of command and leadership as a line officer of the Navy will determine to a great extent the course followed by all those in his command. The salient points of the Code must become an active part of your daily life, because they are the bases for training and guiding behavior in combat.

As a Plebe, you should learn the reasons for the existence of the Code of Conduct, its underlying principles, and how the application of these principles will help you at the Academy and later in command positions in the Fleet.

I.

I am an American fighting man. I serve in the forces which guard my country and our way of life. I am prepared to give my life in their defense.

II.

I will never surrender of my own free will. If in command I will never surrender my men while they still have the means to resist.

III.

If I am captured I will continue to resist by all means available. I will make every effort to escape and aid others to escape. I

will accept neither parole nor special favors from the enemy.

IV.

If I become a prisoner of war, I will keep faith with my fellow prisoners. I will give no information or take part in any action which might be harmful to my comrades. If I am senior, I will take command. If not, I will obey the lawful orders of those appointed over me and will back them up in every way.

V.

When questioned, should I become a prisoner of war, I am bound to give only name, rank, service number, and date of birth. I will evade answering further questions to the utmost of my ability. I will make no oral or written statements disloyal to my country and its allies or harmful to their cause.

VI.

I will never forget that I am an American fighting man, responsible for my actions, and dedicated to the principles which made my country free. I will trust in my God and in the United States of America.

There will be times in the coming years when you will be faced with a conflict of loyalties, when you will be forced to decide between loyalty to one's country and one's shipmates, between one's superiors and one's subordinates. Keep in mind that it is the nation, and not the individual, that comes first in a military organization. Often the choice is difficult to make, yet it must be

made: the nation comes first.

Now to touch on a subject which we Midshipmen often joke about and poke fun at because we sometimes see only the marching end of it. We joke yes, yet each of us knows full well the importance of CONDUCT in the life of a naval officer and the administration of an efficient military organization.

The officer's obligation to serve encompasses, in addition to his assigned duties, every facet of his private and public behavior. His behavior, or conduct, determines the degree of trust and confidence placed in him by his superiors, associates, subordinates, and most important of all, by the country he serves. In preparation for his assumption of status as an officer, it is the responsibility of each Midshipman to train himself to adhere to a standard of conduct that is not only above criticism, but is an object of universal admiration and respect.

Part of the mission of the Naval Academy is to teach all Midshipmen to conduct themselves in the proper manner and to eliminate from training those who cannot or will not so conduct themselves. The training approach to the conduct problem recognizes that Midshipmen will lack some knowledge of conduct requirements and will make some honest mistakes. Infractions of this category are punished by the assignment of demerits, extra duty and restrictions according to the seriousness of the violation.

The accumulation of demerits by a Midshipman is not a thing to be taken lightly. The Midshipman's conduct record is a direct measure of his performance as a Midshipman

his attitude toward discipline, respect for authority, and pride in his service and profession. These are essential qualities for the successful military officer.

The standards of conduct which may be condoned elsewhere are intolerable among Midshipmen. The standards of manliness, honor and integrity of other schools or communities have no bearing on those which must prevail at the Naval Academy.

Young men who are receiving their first lessons in military discipline must be warned that organized or collective resistance to authority is far more serious than resistance by individuals acting alone. Therefore, no Midshipman, in concert with others, shall adopt any measure under pretense of procuring a redress of grievance, approbation or disapprobation; or sign any paper or enter into any written or oral agreement with a view to violation or evasion of any regulation of the Academy; nor shall any Midshipman concert or combine with or join others in doing any act contrary to the rules of good order and discipline, or endeavor to persuade others to do the same.

Midshipmen shall conduct themselves with the propriety and decorum which characterize gentlemen. All misbehavior, disorder, or negligence not herein expressly mentioned will be treated as "Conduct to the prejudice of good order and discipline," or as "Conduct unbecoming a Midshipman," as the circumstances dictate.

John Walter Wayland summarized what is expected of a gentleman when he wrote:

"The true gentleman is the man whose con-

duct proceeds from good-will and an acute sense of propriety, and whose self-control is equal to all emergencies; who does not make the poor man conscious of his poverty, the obscure man of his obscurity, or any man of his inferiority or deformity; who is himself humbled if necessity compels him to humble another; who does not flatter wealth, cringe before power, or boast of his own possessions or achievements; and who speaks with frankness, but always with sincerity and sympathy, and whose deed follows his word; who thinks of the rights and feelings of others rather than of his own; who appears well in any company, and who is at home when he seems to be abroad—a man with whom honor is sacred and virtue safe."

That's quite a bit to ask of a person, but it's expected of you. Live up to Wayland's words.

You will all agree that we've talked a great deal about all phases of character in the preceding pages, but that they deserve the time and effort. However, it takes more than character to mold a fighting military man; it takes a competitive spirit and an ability to work with others as well. So, the next few pages will cover first teamwork, then competition. More will be said about competition in the section concerned with athletics.

There are three general types of groups in peace, war, and sports: the individual, the team, and the mass. Certain nations have

relied principally upon the individual, others upon the mass. The team, a distinctively American concept, is our chief reliance. A team is more than a collection of individuals; it is a group organized for a specific purpose, whose success is achieved through the mutual support and assistance of its members.

Such principles of war as the objective, the offensive, co-operation, surprise, economy of force and movement are all elements of team play.

"Ship's Spirit" and "Squadron Spirit" are the Navy version of *esprit de corps*. Loyalty to one's ship or unit is combined with devotion, enthusiasm, and pride. It is group spirit, embodying a definite bond between the members for each other, their leaders, and their ship. "Brigade Spirit," "Battalion Spirit," "Company Spirit," and "Team Spirit" are but other names by which this same thing is known here at the Naval Academy.

"We are told at an early age that teamwork is the key to success. And certainly teamwork—teamwork in battle—teamwork on the playing field—teamwork in any enterprise—does make an important contribution to success.

"But let's never forget that a team is a dynamic, virile organization, not a refuge. And a team cannot exist without individuals.

"By combining his efforts with those of his teammates the individual increases and sharpens his own strength. And it is this effort, this vigor, and this determination of each individual on the team, that produces ultimate victory.

"Competitive spirit is an essential ingredient of American life. For without competition we can drift in contentment. Without

competition we can become satisfied and comfortable. Without competition the old records are never broken, and men fail to realize their full potential.

"The Naval Academy's mission is to train the leaders of tomorrow's Navy, to prepare them to face the tougher competition that lies ahead.

"For the competition that concerns us most urgently now and in the future is a vast, worldwide competition that confronts all of us, our Nation and the entire Free World.

"It is a relentless competition that embraces every aspect of human endeavor: political, military, educational, economic, cultural, and athletic. It is a competition that calls upon all the strength, all the stamina, all the devotion, that our nation can summon. It demands our will to win, as a nation, and as individuals."

—ADMIRAL ARLEIGH BURKE USN
Chief of Naval Operations
9 February 1961.

As a parting word of advice we include "The Laws of the Navy" by Admiral R. A. Hopwood, R.N. (ret.). They contain words of wisdom which few of you will appreciate fully now, words which you may wish you'd heeded twenty years from now. Read these laws, then apply them. See how those above you apply these rules . . . and how they sometimes disregard them . . . and the consequences. Often you can learn more from a superior's mistakes than from his good points. Be alert to learn from others; only through experience will your understanding of others broaden. You will become a richer and fuller person, a better naval officer.

THE LAWS OF THE NAVY

By Admiral R. A. Hopwood, R.N. (Ret.)

Now these are the laws of the Navy,
Unwritten and varied they be;
And he who is wise will observe them,
Going down in his ship to the sea.

As naught may outrun the destroyer,
So it is with the law and its grip,
For the strength of a ship is the service,
And the strength of the service the ship.

Take heed what you say of your seniors,
Be your words spoken softly or plain,
Lest a bird of the air tell the matter,
And so shall ye hear it again.

If you labor from morn until even,
And meet with reproof for your toil,
'Tis well, that the gun may be humbled
The compressor must check the recoil.

On the strength of one link in the cable,
Dependeth the might of the chain.
Who knows when thou may'st be tested?
So live that thou bearest the strain!

When a ship that is tired returneth,
With the signs of the seas showing plain;
Men place her in dock for a season,
And her speed she reneweth again.

So shall ye, if perchance ye grow weary,
In the uttermost parts of the sea;
Pray for leave for the good of the service,
As much and as oft as may be.

Count not upon certain promotion
But rather to gain it aspire
Though the sight line may end on the target
There cometh perchance the miss-fire.

Can'st follow the track of the dolphin?
Or tell where the sea swallows roam?
Where Leviathan taketh his pastime?
What ocean he calleth his own?

So it is with the words of the rulers,
And the orders these words shall convey;
Every law is naught beside this one,
Thou shalt not criticize but obey.

Say the wise: How may I know their purpose?
Then acts without wherefore or why;
Stays the fool but one moment to question,
And the chance of his life passes by.

If ye win through an African jungle,
Unmentioned at home in the press,
Heed it not. No man seeth the piston
But it driveth the ship none the less.

Do they growl, it is well. Be thou silent,
So the work goeth forward amain.
Lo! the gun throws the shot to a hair's
breadth

And shouteth, yet none shall complain.

Do they growl and the work be retarded
It is ill; be what ever their rank.
The half loaded gun also shouteth
But can she pierce target with blank?

Doth the paint work make war with funnels
And the deck to the cannons complain.
Nay, they know that some soap and fresh
water

Unites them as brothers again.

So ye, being heads of departments.
Do you growl with a smile on your lip
Lest ye strive and in anger be parted,
And lessen the might of your ship.

Dost deem that thy vessel needs gilding,
And the dockyard forbears to supply,
Put thy hand in thy pocket and gild her.
There are those who have risen thereby.

Dost think in a moment of anger
'Tis well with thy seniors to fight,
They prosper who burn in the morning
The letters they wrote overnight.

For many are shelved and forgotten
With nothing to thank for their fate.
But that on a half sheet of foolscap
A fool "Had the honour to state."

Should the fairway be crowded with shipping
Beating homeward the harbour to win,
It is meet that lest any should suffer
The steamers pass cautiously in.

So thou when thou nearest promotion
And the peak that is gilded is nigh,
Give heed to words and thine actions
Lest others be wearied thereby.

It is ill for the winners to worry,
Take thy fate as it comes, with a smile,
And when thou art safe in the harbour
They may envy but will not revile

Uncharted the rocks that surround thee,
Take heed that the channels thou learn.
Lest thy name serve to buoy for another
That shoal the "Court Martial Return."

Though a Harveyised belt may protect her
The ship bears the scar in her side;
'Tis well if the Court should acquit thee,
'Twere best had'st thou never been tried.

MORAL

As the wave rises clear at the hawse pipe,
Washes aft and is lost in the wake;
So shalt thou drop astern all unheeded
Such time as these laws ye forsake.

Take heed in your manner of speaking
That the language ye use may be sound,
In the list of the words of your choosing
"Impossible" may not be found.

Now these are the Laws of the Navy
And many and mighty are they.
But the hull and the deck and the keel
And the truck of the law is—OBEY.

"Remember, you can do anything you set
your mind to, and don't you forget it!"
—Rear Admiral C. C. Kirkpatrick, U.S.N.,
U.S. Naval Academy (1962-1964).

THE SERVICE CAREER

"Why should men of quality go into government service?—not to gain a halo, or because of a duty to sacrifice their lives, but because there is no better or fuller life for a man of spirit. The Greek concept of happiness is relevant: 'The exercise of vital powers along lines of excellence, in a life affording them scope.'"

"The prize of the general is not a bigger tent, but command. The managers of industry and finance have the bigger tents; but command—supreme leadership—rests with government service; and it demands and gives scope to every vital power a man has, along lines of excellence."—Dean G. Acheson

THE NAVY HYMN

Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep;
Oh, hear us when we cry to Thee,
For those in peril on the sea!



The Navy

NAVAL HISTORY

Since ancient times, use of the world's seafarers has been vital to the life of many nations. Today, with the sophistication of machinery requiring various raw materials drawn from exotic lands, the strategic value of the sea far surpasses that of times gone by.

The American Revolution began in 1775 with the thirteen colonies completely devoid of a Navy; what opposition was furnished the British ships (then part of the world's most powerful Navy) was that of privateers operating in small armed brigs and schooners. Privateers were usually converted merchant vessels, sailed by enterprising former merchant masters or even Royal Navy captains; they operated independently against enemy merchantmen in the manner of pirates.

On 13 October 1775 American Naval History was started when the Second Continental Congress placed hard-drinking Ezek Hopkins in command of the Continental Navy, a fleet of rotted, converted merchantmen. After making a single raid in the Bahamas, there capturing a fine store of munitions, Hopkins's success diminished and the ships operated independently thenceforth.

It was aboard the ships of that daring Scot, John Paul Jones, that the true Navy spirit was formed; he, in *Ranger*, sank Britishers in their own home waters. Until John Paul Jones's rise to captain, no American ship had been successful against the practised British men-of-war; an outstanding class of frigate had been designed and built by America, but lack of proper tactics and mili-

tary shiphandling caused them all to fall prey to the Britishers. Jones was not in one of these excellent frigates but was aboard a slug of a ship, *Bon Homme Richard*, when he proved beyond a shadow of a doubt that men, not ships made a Navy and the Navy of America "packed the gear." For right in sight of British home soil the poorly-armed *Bon Homme Richard* outfought a ship which was clearly far superior. "I have not yet begun to fight!" shouted John Paul Jones when he was asked if he had struck (the colors had been shot away), and by Jove, he hadn't! Indeed, he set the pace that has never since been altered.

There were other heroes in the Revolution: John Barry, wounded severely and seeing his *Alliance* about to strike her colors to two British brigs, declared, "If the ship cannot be fought without me, I will be brought on deck!" *Alliance* triumphed over the *Atalanta* and *Trespasser*, and Barry lived to contribute greatly to the organization and tactics of the United States Navy. Two other famous officers were Joshua Barney, who stole control of the *Delaware* from the British; and Thomas Truxtun. Both these men were also privateers.

But the Continental Navy cannot be given the credit for winning the Revolutionary War, for the British tight-fisted control of the seas enabled them to keep Washington's Army tied down with one tenth of the amount of troops the American general had. This mobility was restricted only when the French fleet defeated Cornwallis's support fleet in the Chesapeake—and only when his

seaborne support was gone could Washington force him to surrender.

After the Revolution, the need for a Navy was small, and the United States Fleet consisted of less than a dozen schooners attached to the Revenue Service. Captures of our merchant shipping, first in the Mediterranean by the Barbary pirates, then in the Atlantic by the French, led Congress to authorize a Navy Department under the auspices of the Secretary of War.

The year 1798 saw Benjamin Stoddert become the first Secretary of the Navy. In this four year interim since 1794, a certain Joshua Humphreys had designed a new type of heavy frigate. The first ships of this design included *Constitution*, *Constellation*, *United States*, and the *Chesapeake*; untouched they were, for speed or firepower. It was one of these ships, *Constellation*, which was to be the first to create an addenda to the history of our embryonic navy.

During Benjamin Stoddert's first span in office, Napoleon Bonaparte's French privateers were capturing American merchantmen, even in coastal waters. The Secretary of the Navy quickly assembled a squadron of American ships. *Constellation* under Truxtun, who believed heartily in "a daily practice with the guns," was one of them. She fell in with the more powerful French frigate *Insurgente* and captured her after a brisk engagement. A year later the *Constellation* so damaged the heavy frigate *Vengeance* that the Frenchman entered port a wreck; she had struck her tricolor twice during the night, but the surrender went unseen due to darkness and she escaped.

Just a few years later, the Barbary Pirates, who had been forcing free nations of the world to pay tribute in order that their shipping might be left unmolested, became even more obnoxious in their demands. Edward Preble and "his boys" convinced them that the United States was not easy prey. It was during this war that the United States Frigate *Philadelphia* ran aground and was captured by the Tripolitans. Young Lieutenant Stephen Decatur led a party into the enemy's harbor, surprised and overwhelmed the prize crew, and burned the *Philadelphia*. This was done as the frigate lay under the protection of enemy forts, yet Decatur escaped; more would be heard of him and the rest of "Preble's Boys." Indeed, they had no poor record in combat; fourteen eventually commanded ships or fleets in victory, the one loser being the captain of a brig which had the misfortune to be caught by a frigate. Preble's instruction had been good—Lord Nelson of England had seen a squadron under Preble put into Gibraltar; he remarked: "There is a great deal of trouble for England in the handling of those transatlantic ships." The effect of Preble's fine leadership had on the fleet soon caused him to be known as the Father of our Navy.

The British habit of impressment angered the newly formed republic. The frigate *Chesapeake* was approached by HMS *Leopard*, when she refused to heave to for inspection, *Leopard* opened fire on the unready American. Able to fire only one shot "for the honor of the flag," *Chesapeake* struck and was searched.

Not long after, HMS *Little Belt* fell in with

the U.S. frigate *President* in darkness. The British sloop, claiming she was a line-of-battle ship, hailed *President*. Her captain refused to halt his ship, despite the fact the Britisher was to his knowledge far more powerful. *Little Belt* opened fire and was promptly cut to shreds. *Chesapeake* was avenged.

The American Navy was becoming more sure of itself, and in 1812 it challenged Britain's supremacy on the sea. The strategy of the naval war was reversed from that of the Revolution. During this war, the Navy's ships were successful at first, but when Napoleon surrendered to England, the entire might of the Royal Navy was loosed on the United States Navy; privateers became the most efficient maritime effort.

Decidedly American ships were far superior in single-ship battles. Only in the beginning of the war could the U.S. assemble a fleet, so the war was marked by individual demonstrations of tactical skill. Captain Isaac Hull set sail from Boston; contrary to his orders, he took the *Constitution* north to disrupt the Grand Banks fishing fleet. He soon sighted fighting tops, in the form of *Guerriere*. At first *Guerriere* did not go to action stations, for the Captain thought that *Constitution* "approached rather too boldly for an American." Though he got his ship battle ready before *Constitution* came into range, it mattered not, for twenty minutes later *Guerriere* had been beaten.

H.M.S. *Frolic* was met by weather-damaged *Wasp*; in twenty minutes she had ninety percent casualties and another British ship fell.

Then *Macedonian*, who thought she was dealing with the carronade-armed *Essex*, found herself instead being picked apart by the long guns of *United States* under Decatur. Bainbridge's *Constitution* slaughtered HMS *Java*.

Soon the ease with which American vessels could put to sea was curtailed, for Napoleon had completely ceased to be a naval threat, and ships were available to cinch down the Americas.

First victim of the blockade was unlucky *Chesapeake*; only a few weeks after *Hornet* defeated HMS *Peacock* under the same captain, James Lawrence. From *Chesapeake's* unfortunate battle with HMS *Shannon* off Boston came the slogan from the dying Lawrence: "Fight her till she sinks and DON'T GIVE UP THE SHIP!"

On Lake Erie, Commodore Oliver Hazard Perry changed flagships in the midst of battle and directed the rout of the British Fleet; quoth he: "We have met the enemy, and they are ours." This action prevented the British from sweeping down the Mississippi Basin and entering America through the "back door." In turn, troops under an uncle of Isaac Hull were able to project into Canada but had to later fall back to Detroit. The pressure of Perry's fleet destroyed any English threat to the West.

The naval situation of Lake Ontario had become a farce. Neither the American Commodore Chauncy nor the British Yeo would bring themselves to do battle unless they had a superior force. Inevitably the two commanders settled down to a long ship-building

race. By the end of the war, both had 52 gun, two-deckers afloat with three-deckers building. Thus both sides had their mightiest ships on Lake Ontario.

Thomas MacDonough defeated Downey on invasion from the North. But because the English had undeniable superiority at sea, they could transport their arms wherever they pleased and were able to burn Washington and attack Baltimore.

The British blockade tightened still further, so that privateers were the only ships able to get out of port. Several escaped, and did splendid jobs of harassing the British trade routes. Their success continued to mount, but the war drew to a close before they became a serious threat.

Save for the War with Mexico, the Navy between the War of 1812 and the War between the States dealt mainly with piracy and the slave trade.

In the Mexican War, a fleet under Matthew C. Perry blockaded the Gulf ports of Mexico, thus preventing foreign shipments of arms from reaching Mexico, also protecting General Zachary Taylor's line of communication from New Orleans to Texas. The landing at Vera Cruz was accomplished and was the first American amphibious operation. In California, with only a few troops available, U.S. ships cruised up and down the coast, attacking weak points, leaving garrisons behind to govern the defeated positions. Using much the same method Britain had attempted to use in the War of 1812, the Navy soon controlled San Francisco, Los Angeles, and San Diego. Mobility had proved the key to suc-

cess—the ability to mass troops at the point of best advantage was the deciding factor. Also from the Mexican War came proof that the steam frigate was superior to the finest of sailers.

Commodore Matthew Perry, in the early 1850's, penetrated Japan's isolationist wall; the Japanese Empire discarded its aloofness and began to modernize. The United States was beginning to really show its flag and to assume definite prominence as a nation of maritime commerce.

As America herself changed in the first half of the 19th century, so did her Navy. The ships of the 1860's were to be greatly different from the War of 1812. Sailing frigates were still in commission, but in 1844, *Princeton* was launched; she was the first screw ship, and most American ships thenceforth were so powered. The long guns and carronades had both been replaced by the pot-bellied Dahlgren guns, which combined the long range of the former with the heavy shot and high destructive power of the latter.

When the War between the States broke out, the Federal Navy lost over a fifth of its officers, including Matthew Maury, one of the greatest oceanographers of all time. He had compiled valuable meteorological, tide, and current data for marine reference. Lost also to the U.S. Navy was Franklin Buchanan, first Superintendent of the U.S. Naval Academy, and later captain of the Confederate ram, *Virginia*. With such talent around, with which to build a navy, the Confederacy had potential to develop power enough to challenge the preposterously small Federal Navy.

But the ship-building capacity and the navy of the South were too slow in starting. The Northern turnout of ships was immense, so great that gradually the paper blockade at which the world laughed became a reality and the Confederate shipyards had to turn their attentions to building not warships but blockade runners, so desperate was the South.

The Confederacy was not without ideas. They introduced a revolutionary new item in ships—it was C.S.S. *Virginia* an iron casemate built over the salvaged hull of the burned-out Union screw frigate *Merrimack*. In one afternoon's cruise, the ironclad destroyed two Union vessels while remaining impregnable to reprisal.

She was met the next day by the Union *Monitor*, John Ericsson's "Cheesebox on a shingle." For an afternoon they pounded each other: *Monitor's* pilot house was hit and Lt. Lorimer Worden, her captain, was blinded. *Virginia's* stack was so filled with holes that her fires would not draw properly and her speed was cut down to almost zero. Tactically the battle was indecisive but C.S.S. *Virginia* was retired from attempting to break the blockade and was taken up the James River where she prevented McClellan from taking Richmond via the river, prolonging the war indefinitely. Following matches between ironclad and monitor always found the ironclad receiving the "short end of the stick."

The most successful arm of the Confederate Navy was the commerce raiders. Such ships as C.S.S. *Florida* and C.S.S. *Alabama*

made it so dangerous for unescorted Union merchant vessels on the high seas that the registry of many Northern ships was changed to bring them under neutral flags.

The Union Navy saw action everywhere—up the Mississippi and Red Rivers, Porter's river fleet gained control of the upper rivers cutting the food-producing western Confederate states from the east. Farragut's bold and successful plans resulted in the capture of two major seaports and the control of the lower Mississippi. Both David Dixon Porter and David Glasgow Farragut were magnificent naval officers. Porter rose from lieutenant to rear-admiral in less than eight years, and became the Navy's second Admiral. (Farragut was the first). Farragut had always shown extreme coolness and a great sense of calculated daring; it was he who masterminded the attacks on New Orleans and Mobile. When the monitor *Tecumseh* was sunk at Mobile Bay by a mine (then called "torpedo") and the following ships hesitated, he cried out "Damn the torpedoes—full speed ahead!" He counted on his men greatly; "Give me wooden ships and iron hearts."

The science of naval warfare advanced rapidly after the Civil War in most countries. But in the U.S., deterioration of the Navy was authorized to build four steel ships. Later battleships were laid down; designed with thirteen-inch guns, they were to be able to "lick anything afloat."

An insurgent uprising in Cuba in 1898 caused the U.S.S. *Maine* to be sent to Havana; in February of that year, the battleship

blew up, and popular opinion forced President McKinley to ask for a declaration of war against Spain.

The Spanish ships were inferior to those of the U.S.; Dewey in command of the small Asiatic Squadron was ordered to destroy Admiral Montoja's antique Spanish fleet at Manila. Disregarding the fact that he was far from home and support, Dewey destroyed the Spanish ships at their moorings despite the guns of Cavite and the mines in the channel.

Meanwhile, Admiral Sampson, commander of the Atlantic forces, had no idle time. His "Flying Squadron" of cruisers under Commodore Schley caught Admiral Cervera's four armored cruisers and two torpedo boats at Santiago. After being joined by Sampson's fleet, the American squadrons blockaded the Spanish in that port. This force had added to it the new battleship *Oregon*, which had pounded around the Horn from the Pacific, averaging eleven knots. In early July, 1898, Cervera brought his fleet out. The four American battleships and two armored cruisers reduced the Spanish fleet to ruins posthaste. As victor of the 188 day war, the United States acquired possessions far beyond her borders—the Philippines and Cuba. With Spain ejected from the Caribbean, the U.S. became a responsible power, with more responsibility than power.

President Theodore Roosevelt was determined not to let the United States become weak; it was due to this enthusiasm that the United States had the ships to carry out the cruise of the Great White Fleet, and the men to man the Fleet well. He had selected Admi-

ral William Sims to improve the American gunnery, which had been no less than atrocious at Santiago. While he was President, Roosevelt said, "Get Sims, if he can't do the job in six months, cut off his head and find someone who can." Sims did the job.

The United States was thus ready when World War I struck. A United States battle squadron was taken to England to become the Sixth Battle Squadron of the British Grand Fleet under Admiral Beatty. The fleet's purpose was to contain the German High Seas Fleet, but the German ships never came out, after the Battle of Jutland, so the dreadnaughts never saw action. It was not the surface navy which posed the greatest German threat. Rather it was the U-Boat; if the submarines had succeeded in the Atlantic, the war would have been won for Germany by cutting the supply line to England. As England was desperately short of destroyers, a token force of six under Cdr. J. K. Taussig, made the difficult voyage to Queenstown, Ireland. When asked how soon he could take his ships on patrol, he replied, "Sir, we are ready now."

Later as the number of destroyers increased, the convoy system was started. The sinking of U-Boats increased, while the sinkings of Allied ships by U-Boats fell drastically. The convoy system was a great innovation, for it allowed several merchantmen to be protected by a few escorts, making it possible for American ships to transport 1,720,360 men to Europe without the loss of a man. Bringing the U-Boat menace under control assured the Allies of a final victory.

The world after World War I was war-weary—so much indeed that several dozen ships were scrapped or scuttled outright by the terms of the Washington Naval Conference of 1922, with a capital ship building ratio for the United States, Britain, Japan, France, and Italy to be 5:5:3:1.75, respectively. Capital ships were designated as 10,000 tons or over. Japan soon disregarded completely the limitations of the Treaty—which in actuality only paved the way for replacement of obsolescent ships.

It was the rise of Japan in Asia and the success of Germany in Europe which brought the war rumbling closer to the world in the late 1930's. Finally, after coercing the Allies out of Czechoslovakia, Hitler struck with military might and Poland fell. England and France were dragged into the war.

Immediately, the German surface and sub-surface commerce raiders began to exact a heavy toll on Allied shipping. Though the *Graf Spee* was scuttled at Montevideo, Uruguay in September of 1939 and *Bismarck* was finally sunk in June of 1941, the commerce situation remained favorable for Germany due to the U-Boat. The British position ashore was no less unfavorable. The beaches at Dunkirk had seen 300,000 men leave the Continent in June of 1940. September of the same year Japan joined the Rome-Berlin Axis, and it seemed inevitable that the United States would be drawn into the war. After Lend-Lease was started Britain traded bases in the Caribbean and Newfoundland for 50 over-age destroyers.

The U.S. tanker *Robin Moor* was torpe-

doed off the Cape Verde Islands in June, and America really began to gird itself for war: several more merchantmen were sunk by September, so Roosevelt issued his "shoot on sight" orders. The sinking of the U.S. Destroyer *Reuben James* on convoy duty added still more to the growing fury in the United States.

Then on 7 December, "a day which shall live in infamy," war began for the United States when aircraft from six Japanese carriers struck at Pearl Harbor. Within an hour, the entire battleship force in the Pacific, save for the *Colorado* which was in a West Coast shipyard for repairs, was sunk or heavily damaged. Within two years, however, all the major ships, with the exception of the sunken *Arizona* and *Oklahoma* had been raised, modernized, and returned to action. The attack on Pearl left only three carriers, which by luck had not been there, and two Britishers, *Prince of Wales* and *Repulse*, as the only allied capital ships in the Pacific. On 10 December 1941, the two British ships were caught without air cover and were sunk by Japanese aircraft. Combined with the sinking of *Queen Elizabeth* and *Valiant* at Alexandria, events of December of 1941 had made that month a dark one.

The Japanese attack swept everything before it; within three months, under cover of their Navy, Japan seized the Philippines, Malaya, Hong Kong, Indonesia, Wake Island, the Solomons, Guam, and Singapore. All were victims of superior Japanese sea power under whose protection the Japanese soldiers cut a wide swath.

The U.S. Navy first curtailed Japanese attempts to cut the U.S.—Australia supply lines in the Battle of the Coral Sea, in which the heavy carrier *Lexington* was lost in return for the light *Shoho*. Caught turning into the wind to launch her planes, *Shoho* was hit in five minutes by ten bombs and fifteen torpedoes and included in history by the call, "Scratch one flat-top!" At Coral Sea, the U.S. turned back a Japanese expedition aimed at seizing Port Moresby in New Guinea which would have cost us the whole island and put Northern Australia in grave danger. This failure at Coral Sea prompted the Japanese to try an overland invasion which failed; MacArthur countered and the Sons of Nippon were ejected from the northern part of the island.

Whereas Coral Sea had proved a tactical Japanese victory but a strategic defeat, Midway proved a Japanese defeat in both senses. A diversion attack on the Aleutians did not achieve the desired results. On 4 June 1942, the main attack on Midway started. The Army, Navy, and Marine planes stationed there failed in defense, but carrier planes from *Hornet*, *Enterprise*, and *Yorktown* caught the planes on the decks of the four Japanese carriers, refueling and rearming, and they ripped up three of the flat tops. *Hiryu* escaped to the north; later her planes so crippled *Yorktown* that she was later sunk by a submarine. But *Hiryu* was located, and treated like her consorts; bomb hits peeled back her flight deck and left her afire and sinking. Admiral Spruance turned his carriers away from the advancing Jap battleships,

thus avoiding a surface action; in return, his dive-bombers damaged the Japanese enough to force a retreat. The Japanese had lost the offensive in the Pacific; the pilots that had gone down with *Hiryu*, *Soryu*, *Kaga*, and *Akagi* off Midway were their best, and were never adequately replaced.

In August, U.S. Marines hit Guadalcanal to capture a Japanese airfield which posed a threat to the Australian line of supply. The Japanese fought back vigorously after the first few days; the early months of the campaign for Guadalcanal were marked by modest-sized but vicious battles afloat, aloft, and ashore. The "Tokyo Express" of destroyers and submarines attempting to resupply "bloody Guad," was thrown into reverse and commenced evacuating the soldiers.

The year 1943 was spent forcing Japanese out of the Aleutians, the Solomons, and Eastern New Guinea. Though Rabaul was too tough to crack, it was bypassed and rendered impotent by Allied domination of the seas.

The Marianas were twisted from the hands of Japan; in the "Marianas Turkey Shoot," four-hundred-eight Japanese planes were shot down for the loss of seventeen American aircraft. Thus, the Nipponese string of "unsinkable carriers"—the Gilberts, the Marianas, the Marshalls, and the Carolines—was broken.

In October of 1944, the still potent Japanese fleet charged down the Pacific, hoping to pounce upon the American landings at Leyte Gulf. Their fleet was divided into a northern force of carriers for diversion under Ozawa; the Central Force under Kurita contained the superbattleships *Yamato* and *Musashi*, with

18.1 inch guns; and Nishimura's Southern Force, which was to circle around and approach Leyte from Surigao Strait. Kurita nearly made it to Leyte; only a few escort carriers stood in his way. But he finally turned away without realizing that the destruction of the landing force was at his fingertips. Ozawa's force was torn apart, and only one destroyer of Nishimura's made it out of Surigao.

However, the greatest destruction of Japanese shipping was done by American submarines. They sank over two thirds of Japanese merchantmen sunk, and one third of the warships, although their personnel comprised only 1 1/4% of the Navy. The subs threw up an effective blockade around Japan.

Germany in the Atlantic had nearly accomplished the same blockade. The U-Boat campaign was the most crucial in the war, for if England fell, Europe would follow; Germany and Japan could then have combined across Russia, and the whole world's resources would have been focussed on the United States. So above all, the U-Boat war had to be won. Finally the mass production of destroyer escorts, the use of convoys, and the escort carrier turned the tide against German under-seas units. With the neutralization of the U-Boat, allied strength in the Atlantic could be concentrated on the Campaigns in Sicily, Normandy, and North Africa. The British Navy finished the heavy German surface ships. After the invasion of the Continent, Patton drove through to Germany, and the Nazis surrendered on 7 May 1945.

The Bomb was dropped on Hiroshima on 6

August 1945, followed by another two days later on Nagasaki. On 2 September 1945 the world was signed to peace aboard the U.S.S. *Missouri* in Tokyo Bay.

The United States Navy at that time was the world's largest. The cessation of hostilities was not followed by an armament conference and a scrapping of war vessels; instead, the ships that were not needed for active duty were placed in "mouthballs" for future use.

It did become necessary to recommission some of them a few years later, for at 0600 25 June 1950, six crack divisions of the North Korean Peoples' Army swept into the Republic of South Korea.

Immediately, the U.N. condemned the action, and an international force was authorized to effect a "police action." The U.S. Seventh Fleet was the first unit to be assigned to the retaliatory force.

The North Korean advance rapidly overran South Korea; a delaying action was all that could be effected due to lack of troops, and the United Nations forces were soon locked in a fifty-mile perimeter at Pusan.

In September, in one of the most efficiently-timed amphibious operations in history, a division of Marines landed at Inchon, behind the Red Lines, demoralizing the enemy; the Chinese communists entered the war to save the situation, which had become intolerable due to the surprise attack at Inchon. The pendulum of superiority began to swing back to favor the U.N. troops but a landing at Wonsan was delayed due to mines and the Communists loosed a flood of soldiers, and the tide again turned.

Corsairs pounded the Communists with a hundred sorties a day; the Marines made gallant stands at the reservoir of Chosen, and Yudam-Ni, and at Hagaru in a most vicious Korean winter. But it was not enough, and they had to fight their way out of a trap and fall back to Hungnam. "Retreat, hell!" they said, "Just advancing in a different direction!" Control of surrounding waters by American vessels kept the retreat from being a rout. The U.N. soon recovered from the setbacks and began chewing up the Red Army; Gromyko then suggested an armistice. A stalemate followed; bitter wrangling at the truce table of Panmunjon and Kaisong was the reason. Finally an Armistice was signed on 23 July 1953; both sides occupied approximately the same territory as before. U.N. casualties had been 455,000, the Communists 1,500,000 to 2,000,000. American deaths in Korea were about 25,000.

In July of 1958 the Sixth Fleet intervened, at the request of President Chamoun, in Lebanon. The presence of the Marines helped to stabilize the threats of Communist-inspired revolt to the government. There was no further trouble and the Marines pulled out on 4 October 1958.

The Communists were not to be kept from being a problem, however, in August of 1958, they began a heavy, continuous bombardment of the Chinese nationalist islands of Quemoy and Matsu. Invasion seemed very imminent, so the Seventh Fleet was called in to give a show of brute power. The bombardment was restrained, then finally discontinued, and peace was maintained.

Late 1960 and early 1961 saw more Communist infiltration, in Laos and Cuba; two U.S. carriers were sent to stand off the Indo-Chinese peninsula in the hopes that their presence would avert open Communist assistance to the Russian-provoked rebels (The Reds did, however, drop supplies from aircraft flagrantly bearing the Red Star).

In the Caribbean carrier patrols were established and amphibious forces were readied for emergency. The Marines held a "practice" operation at Guantanamo at a strategic time, and further threats by the Cubans to take over the naval base there waned.

Yet the decreased activity at these two locales was only a lull rather than a cessation of trouble. The Communists recommenced the brushfire war on the Southeast Asia peninsula; in the Atlantic, crisis of another hue flared menacingly. Cuba had been receiving intermediate range missiles from the Communist bloc; on 22 October 1962, President Kennedy declared a quarantine to exist about the island. Designed to throttle offensive weapon accumulation in Cuba, the chief instrument to execute the President's orders was the Navy—and they acquitted themselves splendidly.

Possession of the largest Navy in the world has placed in the hands of the United States an almost overwhelming responsibility as a bulwark of security against further aggression. Leadership in weapon systems, aircraft, and ship design has guaranteed that this responsibility will be America's for years to come. (Note the *Polaris* submarines, the guided missile ships, the *Forrestal*- and *Enterprise*-

class carriers.) With this supremacy at sea, the United States, with other nations, possesses the retaliatory strength which is the greatest deterrent to war, and the power to overcome any aggressive group daring to transgress on world peace and freedom.

THE FLEET AND SEA POWER

The U.S. Navy stands today, more than ever before, as one of the free world's major bulwarks against enemy aggression. The fleet exists not only to guard the sea lanes and keep them free, but also, to prevent a threatening show of force by an aggressor nation against the free world. Some of the major units used to deter a potential enemy are briefly described here.

At the present time it can perhaps be said that the primary weapons system in our Navy is the Fleet Ballistic Missile Submarine with its complement of Polaris missiles. These nuclear-powered true submersibles are being produced at a rapid rate and are immediately placed on station, so vital is the Navy's need for them. Representative FBM types are *USS George Washington (SSB(N)-958)* and *USS Lafayette (SSB(N)-616)*. The attack submarine is another type that has reflected much development and improvement in underwater motion as well as surface speed and range. Representative class names of these SSN's are *Shake*, *Skipjack*, and *Permit*.

Falling more and more in the shadow of the Polaris submarine but still a powerful

threat to any potential enemy is the attack carrier (CVA). At the vanguard of this classification is the *USS Enterprise (CVA(N)-65)*, the largest and mightiest warship in the world. Forming the nucleus of the Fast Carrier Striking Forces in the Atlantic and Pacific fleets are the *Forrestal*, *Midway* and modernized *Essex* class CVA's. The *Essex* class ships now designated as CVS are the basis of the Anti-Submarine-Warfare Task Groups who play roles of ever-increasing importance in our nation's defense.

With the removal of the last battleships from the active list, the heavy cruiser has assumed the role of the "big gun" in the fleet. The last five years have seen the replacement of most or all of the guns by the "Terrier" and "Talos" missile systems, and the construction of the nuclear-powered *USS Long Beach (CGN-9)*.

The most versatile type of vessel in the modern Navy is, of course, the destroyer. Typical duties are screening convoys, plane guarding, and air-sea rescue. Destroyer types are many in number and designation, ranging from the nuclear-powered *USS Bainbridge (DLG(N)-25)*, through DLG, DL, DD, DDG, DDR, to the smallest but quite important DE such as the *USS Van Vorhis (DE-1028)*.

While it is not intended to de-emphasize the roles of the auxiliary and amphibious ships in our Navy, their types are too various to mention here. Listings of the many types, as well as names and hull numbers of all naval ships may be found in publications such as *Fahey's Fighting Ships* and *Aircraft*

of the U.S. Fleet, the Navy Blue Book, and the Bluejacket's Manual.

You as a midshipman and a future naval officer will be serving in the fleet, perhaps, on one of these ships. You are required, and since you are a part of it, you should want to learn all that you can about the largest and most powerful fleet in the world. Take pride in this knowledge, for it is the basis of your chosen career. Essentially this is *your Navy*—know it well!

NAVAL AVIATION HISTORY

The year 1911 has been officially credited as being the birthdate of Naval Aviation, but thirteen years earlier, in 1898, the Assistant Secretary of the Navy, Theodore Roosevelt, showed the growing interest in flight by suggesting that the Navy investigate further the recently proven flying machine of Professor S. P. Langley. He recommended that four Naval officers examine the machine and report on whether the craft could be duplicated on a larger scale and, if so, the practicability and cost of the endeavor.

Unfortunately, between then and 1910, little was accomplished. In 1910, Capt. Washington Irving Chambers, now known as the "father of Naval Aviation," was designated as the officer who would handle all aviation matters. He acted as the contact for Naval Aviation interests within the Navy and also for inventors and builders on the outside.

It was he who arranged the experiment to

test the compatibility of airplanes and ships. Eugene Ely, a civilian test pilot and early pioneer, carried out the experiments. On November 4, 1910, he flew a 50 hp Curtis pusher from a wooden platform rigged on the bow of the *USS Birmingham* at anchor at Hampton Roads, Virginia. On January 18, 1911, he completed the experiment by landing on a platform aboard the armored cruiser *USS Pennsylvania* in San Francisco Bay.

In January 1911, Lt. T. G. Ellyson was ordered to report to the Glenn Curtis Aviation Camp on North Island, San Diego, California, for a course in flight instruction. He completed the course in four months and became the first Naval Aviator.

The official birthday of Naval Aviation is May 8, 1911, for, on that date, the Navy ordered its first plane, the A-1 Triad, from Curtis at a cost of \$5,500.

One year later, Lt. Alfred A. Cunningham, USMC, reported to the Superintendent, U.S. Naval Academy, "for duty in connection with aviation" and was ordered to flight training. Lt. Cunningham was the first Marine Corps officer so ordered and was later designated as Naval Aviator number five.

Experiments continued in attempting to find new ways of adapting the airplane to the ship and vice versa. After many unsuccessful attempts, the Navy's first successful catapult launch of a plane occurred at the Washington Navy Yard on November 12, 1912. Lt. Ellyson was at the controls of an AH-3. The following month, a flying boat was similarly launched.

In June 1913, Naval Aviation suffered its first fatal accident when Ens. W. D. Billingsly, Naval Aviator number nine, was thrown from his plane 1600 feet above the water near Annapolis. Lt. J. H. Towers, Billingsly's passenger, managed to cling to the falling ship and received serious injuries.

In October 1913, Capt Chambers, after having been appointed to a "Commission on Aerodynamical Laboratory" by President Taft, was appointed the senior member of a board to draw up "a comprehensive plan for the organization of a Naval Aeronautic Service." The board submitted its report and emphasized the need for greater expansion and integration of aviation with the fleet. They made several other vital suggestions concerning the establishment of a flight training center, research center, central offices, and so forth. It was not until August 10, 1921, however that the Bureau of Aeronautics was established under the Secretary of the Navy. Its responsibilities comprised "all that related to designing, building, fitting out, and repairing Naval and Marine aircraft."

World War I proved to be a great stimulant for slowly growing Naval Aviation. When the United States declared that a state of war existed with Germany, the total strength of Navy and Marine Corps units was 48 officers, 239 men, and 54 airplanes. Upon the signing of the armistice, its strength was 6,763 officers, 30,693 men, and 2,107 airplanes! There was no stopping Naval Aviation now.

From the beginning, the Navy had been working at breaking existing altitude, endurance, and payload records, but, following the

war, it undertook a venture which had never been completed before—a transatlantic flight. On May 8, 1919, three NC-type aircraft took off from Naval Air Station, Rockaway Beach, New York. The NC-1 landed in the ocean when trouble occurred and eventually capsized when taken in tow by a passing steamer; the NC-2 was also forced to land but she sailed the rest of the way to the Azores; the NC-4 was the only one to complete the trip successfully. Though not non-stop, the flight opened up a whole new era of flight.

On March 20, 1922, the Navy's first aircraft carrier, the *USS Langley*, converted from the collier *Jupiter*, was commissioned. She displaced 11,500 tons and had a flight deck that measured 64 feet by 534 feet. Her first commanding officer was Capt. S. H. R. Doyle. Later in that year, the first take-offs and landings were made with Aeromarines and Vought VE-7's, slightly strengthened and equipped with tail hooks. The lessons learned from these tests were incorporated in the design and building of the next two carriers, *Lexington* and *Saratoga*, each converted from battle cruiser hulls.

The 1920's were a period of growing, experimenting, and maturing for Naval Aviation. In that decade alone, Naval Aviation set a total of 28 national and international speed, altitude, endurance, and distance records. Development of carrier aircraft was emphasized. It was also seen that aircraft would have to be used as torpedo bombers as well as fighters. Dive-bombing experiments with Naval aircraft were also conducted.

February 27, 1928, was a sad day for the Navy. Cdr. T. G. Ellyson, Naval Aviator number one, was killed along with two other officers when their plane crashed on a night flight from Norfolk to Annapolis.

The bright new innovations of the 20's became doctrine in the 30's. For example, on several occasions, consolidated seaplanes expanded on earlier flights of the NC's by making several formation flights over very long distances, the most important of which took place in January 1934, when Patrol Squadron 10 completed the first formation flight from San Francisco to Pearl Harbor.

On January 4, 1934, the *USS Ranger*, first aircraft carrier to be built as such from the keel up, was commissioned at Norfolk, Virginia. This raised the total carrier fleet to four. Even with the addition of the *Yorktown* and the *Enterprise* in 1937 and 1938, respectively, the Navy was still left with a most inadequate carrier force.

Despite the growing number of carriers, no commander had had much experience with that type ship, and certainly no precise carrier strategy had been developed. These facts were brought out early in World War II when four carriers were lost within the first year of the war. These lessons, learned the hard way, were corrected and modified extremely when the *Essex* and *Independence* class carriers were available in numbers. They operated in large groups which offered one-thousand-plane forces.

In addition to improving the carrier force, other elements of Naval Aviation were developed. Escort carriers, generally used for anti-

submarine work, showed their adaptability when they consistently covered amphibious landings and also provided fire power against large naval forces. Patrol planes did their share of work by spending endless hours searching the ocean for submarines. Also, planes catapulted from cruisers and battleships, utility planes, and airships contributed greatly to the war effort.

Naval Aviation boasted a truly great record during the war: 161 Japanese warships sunk and a share in sinking 26 others; 447 merchant ships sunk and a share in sinking 39 more; 63 German submarines and a share in sinking 20 more; 13 Japanese submarines and a share in sinking 7 others; 223,166 sorties against land targets; 36,021 sorties against enemy shipping; and 14,308 sorties against enemy aircraft. It had grown from a total of 19,298 officers and men at the beginning to 437,524 at the end. This growth is even more incredible when one compares these last figures with those of scarcely thirty years before.

The post-World War II era was, like that following World War I, a time for experimenting with and improving upon the new developments derived from the war. Probably the most important item to come out of the war was the jet airplane.

On July 21, 1946, the first all-jet Navy aircraft, the McDonnell FD-1 Phantom, began a series of adaptability tests to shipboard operations. Two years later, that same plane, redesigned the FH-1, outfitted the first carrier-qualified squadron.

Also, as in the post-World War I era, work

continued on the patrol plane. Similar to the flight of the NC-4 in 1919, the Navy again set out to prove its patrol capabilities. In 1946, the *Truculent Turtle*, a Lockheed P2V, took off from Perth, Australia and flew non-stop and unrefueled to Columbus, Ohio, thereby setting a world's distance record. The flight lasted 55 hours, 17 minutes and covered almost half the distance around the world—11,235.6 miles.

In 1947, Naval Aviation entered the experimental aircraft field when the Douglas Sky-streak set a world's speed record of 650 miles per hour. In a matter of only four years, this record had been nearly doubled by the Douglas Skyrocket.

Naval Aviation was called into the Korean conflict on July 3, 1950. The over-all effect that the conflict had was the proving of the increased power and capabilities of its aircraft. The small force used there surpassed the World War II sortie rate and carrier operations took place on a much more regular schedule. The air forces of the Navy and Marine Corps certainly did their share of the work in Korea as they flew more than one-third of the total of all combat sorties of the United States in the conflict.

After the Korean conflict and following the British example, the Navy set about to modify its *Essex* class carriers so they could handle the newer, faster, and heavier types of aircraft being built. The flight deck was strengthened and armor-plated and the now-standard canted deck was added to enable aircraft to take off and land at the same time, if necessary. The hurricane bow was

added to prevent damage to the forward flight deck in heavy seas. Tremendously powerful steam catapults were added. Lastly, and by no means of least importance, was the addition of the mirror landing system, which not only increased the safety of carrier landings, but also increased the operational flexibility with its greater reliability.

In the past ten years, the basic mission of the patrol squadrons has, once again, been shifted to anti-submarine warfare. Furthermore, several World War II attack aircraft carriers have been modified and redesignated CVS (anti-submarine warfare support aircraft carrier). The primary objective of the Naval Air Reserve was also changed to ASW. Special task forces were created to experiment with and improve upon the latest detection techniques and establish units capable of immediate deployment to troubled spots.

The missile and space age officials came to the Navy in 1954 with the new Regulus missile becoming operational. The Terrier surface-to-air missile also joined Naval units at that time. Two years later, the Sparrow I became operational as the first air-to-air missile assigned to combat units. The now-famous Sidewinder air-to-air missile and the Petrel, an air-to-surface missile specifically designed for use against shipping, also joined the fleet in that year. Other more advanced missile systems have been developed since then: the Talos, Sparrow III, Tarter, Bullpup, and the fleet ballistic missile Polaris.

Naval aviators have also played a very important role in the Manned Space Era. Four of the original seven astronauts were Naval

Aviators and, in fact, of the first five Project Mercury flights, four were piloted by those four men. LCdr. Alan B. Shepard was the first astronaut leading the way with a suborbital shot. Lt.Col. John H. Glenn, Jr., USMC, was the first American to orbit the earth (to maintain the tradition that Marines get there first). LCdr. M. Scott Carpenter and Cdr. Walter Schirra followed them with their historic flights.

Naval Aviation has certainly progressed a long way since its beginning just a few years ago. In this age of ever-changing trends, the Navy faces the future confidently. "For as long as men use the seas and the air above it as the medium of transportation and communication, the Navy will need . . . manned aircraft."

THE UNITED STATES MARINE CORPS

The United States Marine Corps provides a compact, versatile striking force, uniquely qualified to fulfill the expeditionary needs of this nation.

The Continental Congress passed a resolution on 10 November 1775 creating the Corps. Tun Tavern in Philadelphia served as the first Marine Corps Recruiting Station. Since 1775, the Marine Corps has participated in every war of our country from the Revolution to World War II and the Korean action. During the course of this continuous service, the Corps has made more than 200 landings on foreign shores. The Marine Corps, a distinct service under the Secretary of the Navy, has served the nation in varied ways. From the battlefield to guarding United States mail, protecting American lives and property on foreign soil, and assisting civil authorities in suppressing riots, the Corps was always acted with characteristic efficiency, vigor and valor.

During the Revolution, Marines under Major Samuel Nicholas, the Corps' first Commandant, participated in the first naval flight in this country's history, when an expedition commanded by Commodore Esek Hopkins captured enemy supplies at New Providence in the Bahamas. Marines were also in the rigging of the *Bon Homme Richard* during John Paul Jones' successful engagement with the H.M.S. *Serapis*.

A small detachment of Marines under Lieutenant Presley N. O'Bannon marched 600 miles across the North African desert to help capture Derna, Tripoli, in 1805 during the war with the Barbary pirates. When the Stars and Stripes were raised over this city, it was the first time the American flag had flown over foreign soil. Following the capture of the city, a sword with a Mameluke hilt was presented as a token of respect to Lieutenant O'Bannon by a former Pasha of Tripoli. To this day the sword, symbolizing the exploits of O'Bannon and his Marines, is worn by Marine Corps officers.

During the Civil War, Marines took an active part in all the more important naval operations and in a number of land engagements at Mobile Bay, Bull Run, Fort Sumter, and New Orleans. Spain also felt the sting of the Leathernecks when Marines landed at Manila and Guantanamo Bay in 1898.

In World War I, Marines, as a part of the American Expeditionary Force, fought with distinction at Belleau Wood, Soissons, St. Mihiel, Blanc Mont Ridge, and the Argonne. At Belleau Wood the Marines exhibited such fury and bravery that the Germans referred to them as "devil dogs."

During World War II, the Corps expanded to six divisions. The bravery shown by Ma-



Raising the Flag, Mt. Suribachi,
Iwo Jima, 23 Feb. 1945 →

rines in the Pacific against Japanese forces has added Guadalcanal, Tarawa, Iwo Jima, Okinawa and other battles to the proud record of the valorous deeds of the Marine Corps.

During World War II, the Marine Corps and Navy developed a high state of perfection in the difficult art of amphibious landings.

In Korea, Marines fought side by side with other United States and United Nations forces. They were the only sizeable force of combat-ready troops during the early days of the Communist aggression. New honors were won at the landing at Inchon and at Chosin Reservoir. During the latter, Marines fought against a numerically superior enemy plus sub-zero weather.

Korea brought a new concept of war into being—vertical envelopment with the helicopter. A third dimension to the successful operations of World War II was thus added. Since Korea, the Corps has come a long way in the perfection of this method of attack. Using HUS and HR2S helicopters from an LPH, large numbers of troops can be quickly and efficiently transported from one point to another. With a capacity of forty-five helicopters, this ship accommodates a reinforced infantry battalion of 1,500 men.

Aviation plays an important part in all Marine Corps operations. For this reason, Marine and Navy air units have become expert in the art of close air support. Lieutenant Alfred A. Cunningham is often called the "father of Marine Corps Aviation." Much of his ground study into the feasibility of avia-

tion was done here at Annapolis in 1912 at the Navy's aviation camp.

During the 1920's and 1930's, Marine aviation got its biggest boost in achieving recognition of its importance in the support of ground forces in combat operations. The Marine Corps, not the Germans or Russians, were the originators of paratroopers. Experiments along this line were started as early as 1927.

Today there are three Marine aircraft wings, each designed to support one Marine division. They are based near the ground units they support. Currently, wings, or elements of wings, are based at Cherry Point, North Carolina; El Toro, California; Hawaii; and in Okinawa and Japan. Frequently Marine air units are sea-based as part of landing forces with the Fleet, ready to move rapidly to trouble spots.

Operating Forces of the Marine Corps consist of the Fleet Marine Force, Security Forces, and Ship's Detachments. The largest element of the Operating Forces, the Fleet Marine Force, is made up of the three Aircraft Wings previously mentioned, and three Marine Divisions, together with the necessary Headquarters, Combat Support and Service Units.

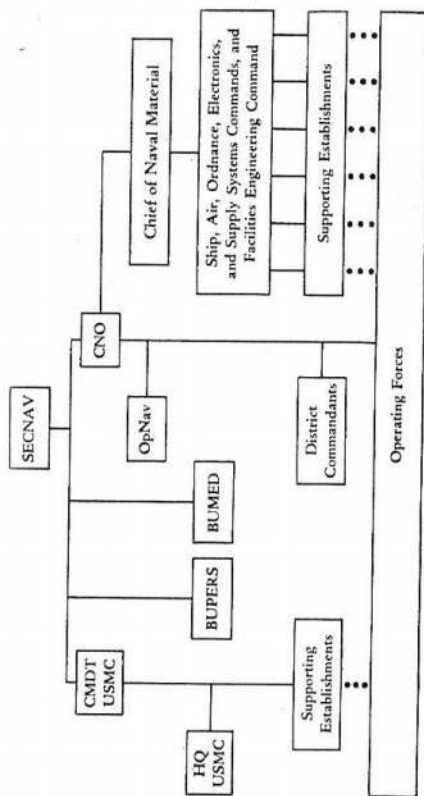
As long as we have been a nation there has been a Marine Corps to defend our rights and freedoms whenever they have been threatened. Throughout the years this service has been a vital part of our nation's armed forces.

KEY FIGURES IN THE ORGANIZATION FOR NATIONAL SECURITY

President	Richard M. Nixon
Secretary of Defense	Melvin Laird
Secretary of the Army	Stanley R. Resor
Secretary of the Navy	John Chafee
Secretary of the Air Force	Harold Brown

JOINT CHIEFS OF STAFF

Chairman	Gen. E. G. Wheeler, USA
Chief of Staff Army	Gen. W. Westmoreland, USA
Chief of Staff Air Force	Gen. J. P. McConnell, USAF
Chief of Naval Operations	Admiral Thomas H. Moorer, USN
Commandant USMC	General Leonard F. Chapman, Jr., USMC



THE ORGANIZATION OF THE DEPARTMENT OF THE NAVY

COMMANDS, BUREAUS, AND OFFICES OF THE NAVY DEPARTMENT

EXOS: Executive Office of the Secretary of the Navy.

OpNav: Office of the Chief of Naval Operations.

Headquarters Marine Corps: Office of the Commandant of the Marine Corps.

Ship Systems Command: Designs, procures, and repairs all ships and boats, and operates all naval shipyards and repair facilities.

Electronics Systems Command: Designs and procures radars, sonar, and other electronic equipment for the fleet.

Air Systems Command: Designs, procures, assigns, and maintains all aircraft and trains all aviation personnel.

Ordnance Systems Command: Designs and handles all ordnance and ammunition.

Supply Systems Command: Supervises the acquisition, storage, issue, loading and unloading from ships, and payment for supplies and materials and pays all Naval and civilian personnel.

Facilities Engineering Command: Responsible for buildings, public works, and public utilities (including procurement and sale), real estate except Marine Corps leases, and maintenance of the "Sea Bees" (Construction Battalions).

BuPers: Bureau of Naval Personnel is responsible for personnel procurement, dis-

tribution, training (except medical and aviation), promotion, welfare, discipline, discharge, retirement, complements, allowances, and service records.

BuMed: Bureau of Medicine and Surgery handles all medical and dental matters including the operation of naval hospitals and dispensaries, training of medical personnel, and medical and dental research.

ONR: Office of Naval Research plans and coordinates naval research and deals with inventions, patents, trademarks, copyrights, and royalties.

ONI: Office of Naval Intelligence handles intelligence and security matters within the Navy.

JAG: Office of the Judge Advocate General handles all military, administrative, and general law.

OGC: Office of General Council handles commercial law matters.

OIR: Office of Industrial Relations administers civilian employees.

NavComp: The Navy Comptroller oversees all budgetary and related matters within the Navy.

OPERATING FORCES

Atlantic Command (CINCLANT)	} _____
Atlantic Fleet (CINCLANTFLT)	} _____
Pacific Command (CINCPAC)	} _____
Pacific Fleet (CINCPACFLT)	} _____
*First Fleet (COMFIRSTFLT)	_____
Flagship: USS <i>Oklahoma City</i>	(CLG-5)
*Second Fleet (COMSECONDFLT)	_____
Flagship: USS <i>Springfield</i>	(CLG-7)
*Sixth Fleet (COMSIXTHFLT)	_____
Flagship: USS <i>Little Rock</i>	(CLG-4)
*Seventh Fleet (COMSEVENTHFLT)	_____
Flagship: USS <i>Providence</i>	(CLG-6)

*(As of Jan. '68)

NAVAL DISTRICTS AND THEIR HEADQUARTERS

First Naval District; Boston
 Third Naval District; New York
 Fourth Naval District; Philadelphia
 Fifth Naval District; Norfolk
 Sixth Naval District; Charleston
 Eighth Naval District; New Orleans
 Ninth Naval District; Great Lakes, Ill.
 Tenth Naval District; San Juan
 Eleventh Naval District; San Diego
 Twelfth Naval District; San Francisco
 Thirteenth Naval District; Seattle
 Fourteenth Naval District; Pearl Harbor
 Fifteenth Naval District; Balboa
 Seventeenth Naval District; Kodiak
 Washington Naval District; Washington, D.C. (comprising the former Potomac and Severn River Naval Commands)

SHIPS AND DESIGNATIONS

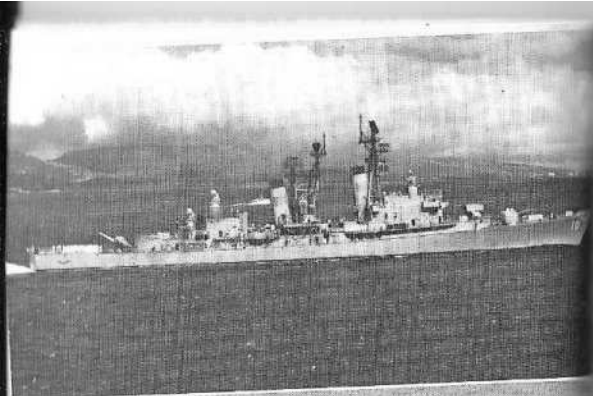
Attack Aircraft Carrier	.....CVA
Attack Aircraft Carrier (Nuclear)	..CVA(N)
ASW Support Aircraft Carrier	.....CVS
Heavy Cruiser	.....CA
Guided Missile Heavy Cruiser	.....CAG
Guided Missile Light Cruiser	.....CLG
Guided Missile Cruiser	.....CG
Guided Missile Cruiser (Nuclear)	....CG(N)
Destroyer	.....DD
Escort Ship	.....DE
Guided Missile Escort Ship	.....DEG
Radar Picket Escort	.....DER
Guided Missile Destroyer	.....DDG
Radar Picket Destroyer	.....DDR
Frigate	.....DL
Guided Missile Frigate	.....DLG
Guided Missile Frigate (Nuclear)	..DLG(N)
Submarine	.....SS
Submarine (Nuclear)	.....SS(N)
Guided Missile Submarine (Nuclear)	..SSG(N)
Fleet Ballistic Missile Submarine (Nuclear)	.....SSB(N)
Amphibious Force Flagship	.....AGC
Attack Cargo Ship	.....AKA
Attack Transport	.....APA
Dock Landing Ship	.....LSD
Medium Landing Ship	.....LSM
Tank Landing Ship	.....LST
Amphibious Assault Ship	.....LPH
Amphibious Transport Dock	.....LPD
Coastal Minesweeper	.....MSC
Ocean Minesweeper (nonmagnetic)	..MSO
Submarine Chaser (Hydrofoil)	.....PCH
Oiler	.....AO
Fast Combat Support Ship	.....AOE
Hospital Ship	.....AH
Barracks Ship (non-self-propelled)	....APL



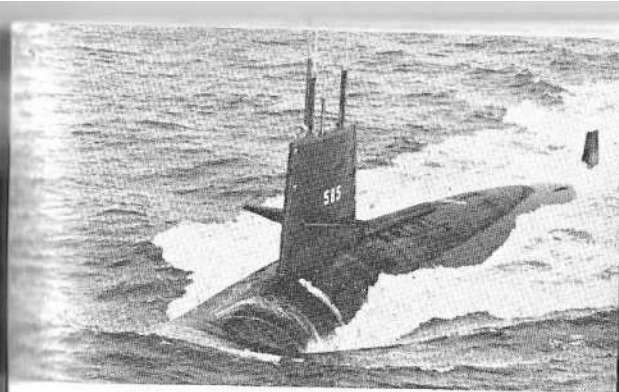
Upper: Nuclear Powered Guided Missile Cruiser
U.S.S. Long Beach (CGN-9)
Lower: Nuclear Powered Aircraft Carrier
U.S.S. Enterprise (CVAN-65)



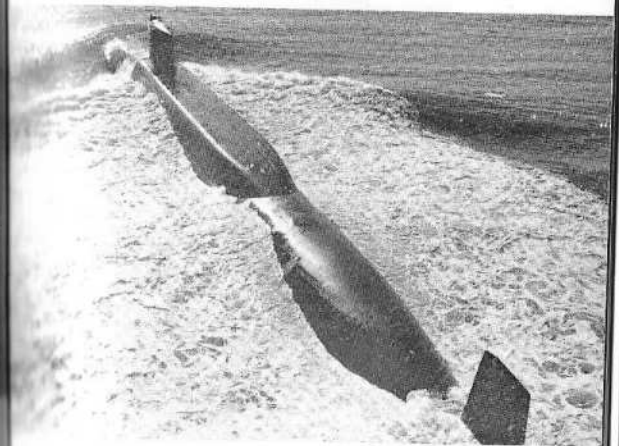
Upper: Battleship U.S.S. New Jersey (BB 62)
Lower: Amphibious Assault Ship U.S.S. Okinawa
(LPH-3)



Upper: Guided Missile Frigate U.S.S. King (DLG-10)
Lower: Destroyer U.S.S. Bigelow (DD-942)



Upper: Nuclear Submarine U.S.S. Skipjack
(SS(N)-585)



Lower: Nuclear Fleet Ballistic
Missile Submarine U.S.S.
Henry Clay SSB(N)-625

REPRESENTATIVE SHIP CLASSES

Class	Designation	On List	Length-Width-Displacement	Armament
Enterprise	CVA(N)	1	1102x133x75,700	100 aircraft
Forrestal	CVA	4	1040x129x60,000	90-100 aircraft, 4-5"/54
Kitty Hawk	CVA	2	1047x129x76,700	90-100 aircraft, 2-twin Terrier
Midway	CVA	3	968x121x51,000	100+ aircraft, 10-5"/54
Oriskany	CVA	5	840x101x33,100	85-100 aircraft, 8-5"/58
Long Beach	CGN	1	720x73x14,200	1-twin Talos, 2-twin Terrier
Salem	CA	3	717x75x17,000	9-8"/55, 12-5"/38
Baltimore	CAG	2	673x71x13,000	2-twin Terrier, 6-8"/55, 10-5"/38
Galveston	CLG	6	600x66x10,700	1-twin Talos, 6-6"/47
Bainbridge	DLG(N)	2	555x58x6,500	2-twin Terrier
Leahy	DLG	9	535x53x5,700	2-twin Terrier
Mitscher	DL	4	450x49x3,675	2-5"/54, 4-3"/50
C. F. Adams	DDG	23	437x47x3,370	1-twin Tartar, 2-5"/54
Forest Sherman	DD	18	418x45x2,850	3-5"/54
Dealey	DE	5	314x37x1,450	4-3"/50
Lafayette	SSB(N)	19	425x7,000	16-A3-Polaris, 4/21" Tubes
Edhan Allen	SSB(N)	5	410x34x6,900	16-A2-Polaris, 4/21" Tubes
G. Washington	SSB(N)	5	382x33x5,600	16-A1-Polaris, 4/21" Tubes
Permit	SS(N)	17	279x32x3,750	4/21" Tubes
Skipjack	SS(N)	6	262x32x2,830	6/21" Tubes
Tang	SS	6	278x27x1,615	8/21" Tubes
Tench	SS	28	311x27x1,570	10/21" Tubes

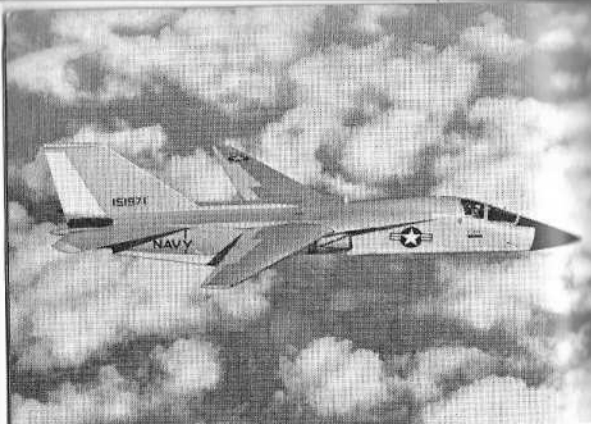


Upper: RA5-C Vigilante, reconnaissance plane
Lower: A-7A Corsair II light attack plane

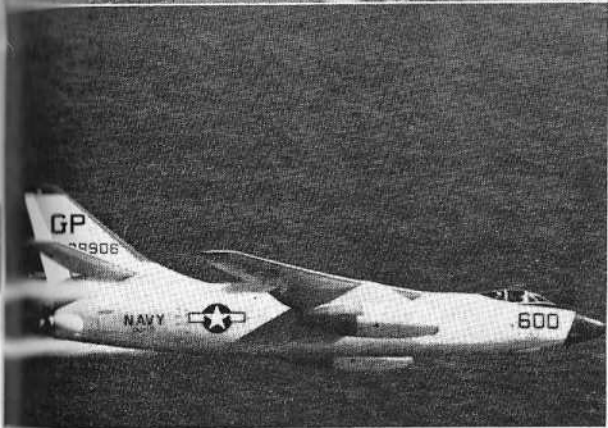


Upper: F-4H, Phantom II with Sparrow III missiles
Lower: F8U-2 Crusader II

Upper: A-6A Intruder light attack plane
Lower: A-4D Skyhawk, light attack plane



Upper: F-111 B, interceptor-attack aircraft
Lower: C-2A Greyhound, carrier-on-board
delivery aircraft



Upper: E-2A Hawkeye
Lower: A3D Skywarrior jettisons fuel
while in flight

NAVAL AIRCRAFT AND MISSILES

Aircraft	Popular Name	Speed (Max)	Range (Mi)	No. in Crew
A-1J	Skyraider	365	3000	1
A-3B	Skywarrior	610	2580	3
A-4E	Skyhawk	685	1450	1
RA-5C	Vigilante	1385	3000	2
A-6A	Intruder	720	2590	2
A-7A	Corsair II	578	4100	1
F-4B	Phantom II	1606	2300	2
F-8E	Crusader	1300	1400	1
E-1B	Tracer	200	1000	4
E-2A	Hawkeye	300+	1200+	5
EC-121K	Warning Star	305	2800	22
P-2H	Neptune	403	3685	10
P-3A	Orion	460	3600	10
P-6B	Marlin	245	2880	7
HU-16D	Albatross	264	2700	3
UH-2A	Sensprite	162	702	2
SH-3A	Sea King	186	535	3
UH-25B	Retriever	105	340	2
SH-34G	Sea Horse	123	260	2
CH-46A	Sea Knight	162	288	3
C-1A	Trader	300	1300	3
S-2A	Tracker	240	1300	3
T-28C	Trojan	346	1035	2
T-34A	Mentor	188	937	2
T-2B	Buckeye	540	767	2
TF-6J	Cougar	550	1000	2

Name	Speed	Range (Mi.)	Designation	Guidance
Sidewinder	M2.5	2	AIM	Infrared
Sparrow III	M2.5	12	AIM	Radar Homing
Zuni	M2	5	AGR	None
Bullpup	M1.8	6	AGM	Radio Command
Talos	M2.5	65	RIM	Beam Rider
Tartar	M2.5+	10	RIM	Radar Homing
Terrier	M2.5	20	RIM	Beam Rider
Polaris	M10	2500	UGM	Inertial
Asroc	M1	8	RUR	None
Subroc	M1	35	UUM	Inertial

MIDSHIPMAN SLEEVE RANK AND INSIGNIA



CAPT CDR LCDR LT LTJG



ENS 1st Class 2nd Class 3rd Class 4th Class



Brigade Regimental Batt. Company Mustering 1st Class 2nd Class
C. P. O. C. P. O. C. P. O. C. P. O. C. P. O. P. O. P. O.

Color
Company

E

Drum
and
Bugle Corps



THE CORPS OF THE NAVY

Line—Gold Star.

Medical Corps—Gold spread oak leaf with one silver acorn surcharged in center.

Dental Corps—Gold spread oak leaf with two silver acorns attached to stem.

Medical Service Corps—Gold oak leaf with twig attached to stem.

Chaplin Corps—

Christian—Gold Latin Cross.

Jewish—Gold Tablets of the Ten Commandments with Star of David above.

Supply Corps—Sprig of three gold oak leaves and three gold acorns.

Civil Engineer Corps—Four crossed gold oak leaves with two silver acorns.

Nurse Corps—Gold oak leaf.

NAVY RANK AND INSIGNIA

Enlisted		Commissioned	
Rate	Insignia	Rate	Insignia
E-1		Gold	
E-2		Silver	
E-3		Gold	
E-4		Silver	
E-5		Gold	
E-6		Silver	
E-7		Gold	
E-8		Silver	
E-9		Gold	

MARINE CORPS RANK AND INSIGNIA

COMMISSIONED									
E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9	E-10
GOLD SERGEANT MAJOR	SILVER SERGEANT MAJOR	CAPTAIN	GOLD MAJOR	SILVER MAJOR	SENIOR SERGEANT	SENIOR SERGEANT	SENIOR SERGEANT	SENIOR SERGEANT	SENIOR SERGEANT

COMMISSIONED									
E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9	E-10
PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS

ARMY RANK AND INSIGNIA

COMMISSIONED									
E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9	E-10
GOLD SERGEANT MAJOR	SILVER SERGEANT MAJOR	CAPTAIN	GOLD MAJOR	SILVER MAJOR	SENIOR SERGEANT	SENIOR SERGEANT	SENIOR SERGEANT	SENIOR SERGEANT	SENIOR SERGEANT

COMMISSIONED									
E-1	E-2	E-3	E-4	E-5	E-6	E-7	E-8	E-9	E-10
PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS	PRIVATE FIRST CLASS

AIR FORCE RANK AND INSIGNIA

COMMISSIONED	
10	GOLD
32	SILVER
03	CAPTAIN
94	GOLD
95	SILVER
96	UPPERMANT COLONEL
97	COLONEL
98	BRIGADE GENERAL
99	MAJOR GENERAL
00	LIEUTENANT GENERAL
01	GENERAL
02	GENERAL OF THE ARMY

UNCOMMISSIONED	
1	MAJOR AIRMAN
2	AIRMAN
3	AIRMAN FIRST CLASS
4	BEREANT
5	1ST BEREANT
6	TECHNICAL SERGEANT
7	MASTER SERGEANT
8	SENCE MASTER SERGEANT
9	CHIEF MASTER SERGEANT
0	COMMAND SERGEANT MAJOR

DECORATIONS

To symbolize the appreciation of the nation for services rendered in its honor, decorations, medals, and ribbons are awarded to military men. These are not given for trivial reasons; they are earned by services above and beyond the call of duty.

In the Navy, all medals and ribbons are worn on the left breast, whereas in other services certain of them are worn on the right. The ribbon, in most cases, is a strip of the distinctive material that substitutes for an actual medal. They are worn in horizontal rows of three each, arranged in decreasing order of precedence from top to bottom and from the center of the body to the left shoulder. There are three classifications of medals which, in order of precedence, are personal awards, campaign and service medals, and special qualification medals.

The Bluejackets' Manual contains the most frequently encountered medals awarded to naval personnel. You should be able to recognize them all, and learn the meaning behind each.

HONORS

Upon boarding a man-of-war on an official visit, an officer is saluted by the Officer of the Deck, a boatswain's mate, and a number of side boys. Side boys date back to the days of high-built wooden ships. In those days, an officer's girth and weight often increased with

his rank. Since he was hoisted aboard ship in a boatswain's chair, the more senior his rank, the more side boys were necessary to help him aboard.

The numbers of guns, ruffles, and side boys rated by men of various ranks and positions are given below.

President or ex-President of the United States; president of a foreign republic; a foreign sovereign or member of a royal family—21 guns, 4 ruffles, 8 side boys.

Vice President; Chief Justice; Cabinet Officer; Governor; Ambassador; Secretary of Defense and his Deputies; Service Secretaries; Chairmen of JCS; Service Chiefs of Staff including CNO; Five-star Admiral or General—19 guns, 4 ruffles, 8 side boys.

Governor of United States Territory or Islands; Speaker of the House of Representatives; Assistant Secretaries of Defense and of the Armed Forces; Service Under Secretaries; Admiral or General—17 guns, 4 ruffles, 8 side boys.

Committee of Congress, Vice Admiral or Lieutenant General—15 guns, 3 ruffles, 8 side boys.

Rear Admiral or Major General—13 guns, 2 ruffles, 6 side boys.

Commodore or Brigadier General—11 guns, 1 ruffle, 6 side boys.

Captain, Commander, Colonel, Lieutenant Colonel—4 side boys.

Other commissioned officers—2 side boys.



The Academy

NAVAL ACADEMY HISTORY

Now that you have become a Midshipman, United States Navy, it is vital that you undertake to steep yourself in the history of the institution which will occupy most of your waking hours for the coming four years. Here, in the cradle of America's present-day naval ascendancy, most of the century's great naval leaders have received their basic nautical, military and cultural foundations. It is important, therefore, that you, as the men who will one day command the Fleets of the United States, keep in mind the accomplishments of those who have gone before you and set by example, goals for those who are to follow.

Our story begins about 1801 with the founding of the Military Academy at West Point, New York. Naval leaders of that time tried in vain to interest Congress with the idea of establishing a comparable naval school, but all such proposals met with defeat. A small success was finally attained in 1839 by the establishment of the Naval Asylum at Philadelphia. This school was primarily an institution for the administration of examinations, attendance of its classes by Midshipmen being voluntary.

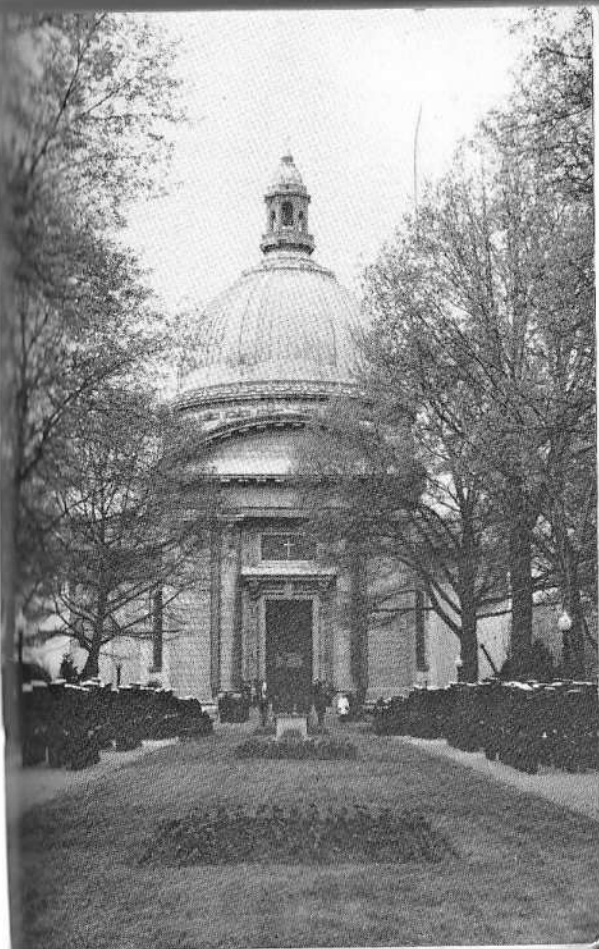
Memorial Hall →



In 1845, the Secretary of the Navy, George Bancroft, successfully overrode certain factions within the Navy which opposed the concept of training future naval officers ashore and established the Naval School, choosing as its site the obsolete Army post at Fort Severn, Annapolis. The fort had been offered to the Navy previously by the Maryland State Legislature in 1826. The Naval School, having been authorized by an executive order from President James Polk, was established without operating funds and it was not until nearly a year after its official founding on 10 October 1845, that Congress passed a bill granting appropriations in the amount of twenty-eight thousand dollars "for repairs, improvements, and instruction at Fort Severn, Annapolis."

Commander Franklin Buchanan, the first Superintendent of the Naval School, instilled in the school the stability and tone necessary to carry it through its first five crucial years. The first Commandant (then called Executive Officer) was Lieutenant J. H. Ward and the first line officer to perform duty as an instructor at the Naval School.

During these first few years many of the present organizations, customs, and traditions were founded. Professor Chauvenet, a young French teacher, exerted as great an influence on naval education as Colonel Sylvanus



USNA Chapel →

Thayer did on the military education at West Point. Professor H. H. Lockwood, a graduate of West Point, was responsible for introducing the infantry drill and attempting to impart a knowledge of artillery to his students.

Each new candidate at the Naval School stood a trial period of one year ashore and six months at sea. If during this time he displayed the required officer-like qualities the candidate became a Midshipman and served at sea for three more years. He was commissioned Lieutenant, USN, after another year ashore. Mathematics, English, geography, French, and Spanish were included in the curriculum. Lectures were also given in chemistry, physics, and ordnance. The practice of dismissing and turning back those found deficient in academic subjects was first instituted in 1846 following the final examinations given in June. In that same first year, class standing assumed its place as the determining factor for rank upon graduation. The first hop, a Grand Naval Ball, was held following the first examination week and was the forerunner of the Farewell Ball. The Masqueraders gave their first production "Lady of Lyons" in 1846.

In 1850, a chaplain was assigned to the Naval School and the custom of morning prayer in the messhall was instituted. On July 1st of that year, the school was named the United States Naval Academy, and the course was lengthened to three years.

Colors →



In 1851, the first practice cruise was inaugurated aboard the U.S. Sloop of War, *Preble*, and the course of instruction was extended to four years. This first cruise, under the direction of Commander Stribling, the third Superintendent, went to Europe. Upon arrival in Europe, clothes, sextants, and other gear were sold for food, because the idea of a rigorous living at sea had been carried too far. Midshipmen learned the true meaning of "growl you may, but go you must."

A new Chapel was constructed in 1854. In this same year the "Don't Give Up the Ship" flag, now in Memorial Hall, was received at the Academy. Class privileges were instituted in 1857 by Captain George S. Blake, USN, by the extension of certain privileges to the first class as a means of impressing the underclass with discipline and the privileges of rank.

In 1860, the Academy was presented its most ornate monument, the Tripolitan Monument, which had stood for fifty-two years in Washington, D.C. It stands as a tribute to Somers, Wadsworth, Israel, Caldwell, Dorsey, and Decatur, six gallant officers who were killed in the war with the Barbary Pirates in 1801.

In 1861, a troubled Annapolis witnessed the "most touching, pathetic, and dramatic scene that the Naval Academy had ever seen," when the Midshipmen of the North and South fell in at their last parade together. Loyalty to the Union government was asked but not enforced. Friends, shipmates, classmates parted amid tears to meet later at sea during the most bitter struggle in our nation's history.

On 24 April 1861, the men who chose to remain loyal to the federal government embarked in the USS *Constitution* and set sail for New York. The Academy once more became the Army Post, Fort Severn. From New York, the *Constitution* sailed to Newport, Rhode Island, where instruction continued at Fort Adams. The Plebes were quartered on the ship, while the Youngsters were berthed ashore. The First and Second Classes were commissioned and assigned to the Fleet at the outbreak of hostilities.

The Naval Academy was reopened on 11 September 1865, by Vice Admiral David D. Porter, USN. The *Constitution*, which returned the Midshipmen to Annapolis, served as the station ship until 1870. Admiral Porter supervised repairs made necessary because of damages brought about at the Academy by the Civil War and obtained funds for many new buildings. Of these, only the guard house at Gate Three remains. He modernized the curriculum and introduced the Department of Marine Engineering with W. W. Wood (W.O.D.) as the Department Head. Infantry drill was sugar-coated by the inauguration of dress parades. The old phrase, "A messmate before a shipmate, a shipmate before a stranger, a stranger before a dog, but a dog before a 'sojer,'" died as the men of Annapolis accepted their fate and learned the art of marching. The athletic program began by the encouragement of gymnastics, rowing, and boxing. Admiral Porter personally initiated boxing in 1866 by donning the gloves in a good-natured gesture, and offering to step into the ring with any Midshipman. The

position of athletics in the Academy routine was secured when Admiral Porter presented his young athletes to President Grant and the Board of Visitors in a special program of boxing, gymnastics, and bayonet exercise.

Instead of being content with the simple graduation ceremonies of the past, Admiral Porter made graduation week a season of festivity with dances, parades, athletic events, and the presentation of the Colors to the Color Company. Under Admiral Porter, the Academy was called by some "Porter's Dancing School." There may have been some truth in this, but on the other hand, it also was he who introduced the extra duty squad. Perhaps his greatest contribution to the modern Academy was his establishment of the honor system.

More traditions continued to be established. Park Benjamin, '67, published a humorous volume of sketches called *Shakings*. This book, the forerunner of the *Lucky Bag*, was almost suppressed by Academy regulations for dissemination of improper information. The Class of '69 became the first to have its own class ring.

In 1870, a law was passed making Academy graduates Midshipmen, and undergraduates Cadet-Midshipmen. The title eventually changed to Cadet, and then to Naval Cadet. It was not until 1902 that the title of Midshipman was restored to the undergraduate.

Crypt of John Paul Jones →



Midshipman Albert A. Michelson graduated from the Academy in 1873, but stayed on to teach physics and chemistry. During that time he set up on the Old North Seawall an apparatus for measuring the speed of light, and was the first man to accomplish this accurately. He later received the Nobel Prize for continuation of his work with perfected equipment in California.

The Paris Exposition of 1878 awarded the Naval Academy a certificate for "having the best system of education in the United States."

The Naval Academy adopted football in 1882, beating Johns Hopkins University, which played under the alias of "The Clinton Football Club of Baltimore," by the score of 8-0. Eight years later the Naval Academy faced West Point in the first Army-Navy game and breezed to a 24-0 victory. Another two years saw Navy adopt the Blue and Gold and abandon the original colors of red and white. The Naval Academy instituted laced suits and helmets.

The Class of 1898 had the most unglamorous graduation ceremony on record. While lunching in the messhall one day in April, 1898, the first class were handed their diplomas and sent to the fleets for duty in the Spanish-American War. 1898 was also an important year for design. Park Benjamin, '67, designed the Naval Academy seal. Congress also approved Ernest Flagg's plan for rebuilding the Naval Academy.

In 1901, work was begun on Bancroft Hall, named for George Bancroft, Secretary of the Navy at the time of the Naval Academy's founding.

Unquestionably the Chapel is the Academy's most beautiful building. Its cornerstone was laid by Admiral of the Navy George Dewey, 3 June 1904.

In 1906, the Rotunda of Bancroft Hall was completed and the next year, 1907, saw the completion of the Administration Building and the Academic Group composed of Mahan, Maury, and Sampson Halls. In this same year "Anchors Aweigh" was sung for the first time.

In 1912, the *Reina Mercedes* replaced the *Santee*, which had sunk at her pier, as the station ship. The *Reina Mercedes* was a Spanish ship salvaged after the Battle of Santiago Bay during the Spanish-American War and remained a feature of the Academy waterfront until 1957, when she was sold for scrap. The year 1912 also saw the building of the crypt of John Paul Jones beneath the main Chapel. This is the fourth resting place for the Father of the United States Navy.

With the United States entry into World War I, courses were shortened and recitations increased to allow the Class of 1917 to graduate in February, three months early. The Class of 1918 was graduated that June. The three-year course remained in effect throughout the war, and not until the Class of 1921 was split into '21A and '21B by class standing, did the Academy revert back to the four year course.

In 1919, the fifth and sixth wings of Bancroft Hall were completed. The year 1923 saw the building of Thompson Stadium from the proceeds of the Navy-Princeton game. It was named after Robert Means Thompson,

an outstanding contributor to and advocate of Naval Academy sports.

The Class of 1926 held the first Ring Dance in 1925. This was a measure to replace the custom of baptizing new rings in Dewey Basin, which had caused the unfortunate death of a member of the Class of 1925 the previous spring. In the same year, "Navy Blue and Gold" was sung for the first time.

The Association of American Universities accredited the Academy in 1930, making it possible to bestow degrees upon graduating Midshipmen. Congress three years later authorized the bestowal of a Bachelor of Science Degree upon graduation.

On 31 May 1930, the Class of 1891 donated a replica of the figurehead of the USS *Dela-ware*, which is now commonly called "Tecumseh."

During the June Week of 1932, the Class of 1907 presented the Main Gate to the Academy. The left gate, entering, is commonly referred to as "Bilgers' Gate," and Midshipmen carefully avoid it. In this same year the elm tree in the center of Plebe Park was given by the Daughters of the American Revolution, commemorating the 200th anniversary of George Washington's birth.

In 1940, the Chapel was enlarged and re-modeled, to take on the form of the shape of a cross. The Japanese Monument, pre-

Jeanette Monument →



sented to the Academy in 1940 in memory of Ambassador Saito, stands in front of Luce Hall.

Ward Hall, named for the first Commandant, was completed in 1941. The same year saw the completion of the first and second wings of Bancroft Hall.

With the Japanese declaration of war—their attack on Pearl Harbor—the four-year Academy course again reverted to the three-year system, as it had done in 1917. The Class of 1942 was graduated in December, 1941, and the Class of 1943 in June, 1942. The war years proved again the wisdom of having a professional source of officers. Many Academy graduates proved themselves in battle. Many did not return, but they contributed their share to the Academy heritage.

In 1947, the Midshipmen were able to take their first European cruise since the summer of 1938. With the opening of St. Lawrence Seaway in June, 1959, Midshipmen on their summer cruise scored another first. These Midshipmen were aboard the first group of warships to sail from the Atlantic to the Great Lakes.

In 1952, the new wing of the mess hall was completed. On 6 March 1957, the filling-in of part of the Severn River for additional Academy grounds was begun. The year 1957 also saw the completion of the Field House. The Class of 1957 was the first class to graduate in the Field House.

On 1 March 1958, the ground was broken for the new Navy-Marine Corps Memorial Stadium, a project which had been planned since 1939. It was completed for the 1959

homecoming game with William and Mary.

The year of 1958 saw two major additions to the extensive grounds of the Academy. Dewey basin was filled in, in order to give more room for both intramural and varsity sports. The sea wall on Spa Creek was extended to make up for the area of Farragut Field lost as a result of the construction of the new wings. Construction of the new seventh and eighth wings was begun in 1959 and completed in 1961. The renovation of the older wings of Bancroft Hall was completed in 1965.

The modernization of the Naval Academy will continue during the next seven years.

The new construction includes, in the order of construction, a Math/Science Building (Michelson Hall), Laundry and Dry Cleaning Plant, Central Heating Plant, a Sailing Center, and an Auditorium. Michelson Hall will be located directly in front of the Chapel. The Auditorium will occupy the site of the present Power Plant-Laundry complex north of Maury Hall. The Public Works Shops Building, Laundry and Dry Cleaning Plant and Central Heating Plant will be built on the 17 acres of land west of Dorsey Creek and south of King George Street, to be purchased from the Naval Academy Athletic Association. The Sailing Center will be by Santee Basin.

What has been done in Bancroft Hall is a sample of the modern treatment to be given to the existing academic buildings (Luce, Maury, Ward, Sampson, Melville, Griffin, and Isherwood Halls), athletic buildings (Macdonough, Dahlgren and Hubbard Halls) and

the administrative/support buildings (B.O.Q., Administration Building, Chapel and Halligan Hall). This work will include replacement of heating and lighting systems, interior rearrangements, and installation of air conditioning where justified. Upon completion of the renovation work the Weapons Department will occupy Maury Hall, the English, History and Government Department will occupy Sampson Hall and Foreign Languages, Ward Hall. The present Foreign Languages Building will become a Computer Center. The Engineering and Naval Science Departments will not be relocated.

During the course of the construction and renovation work all utilities systems will be renewed, expanded and increased in capacity and will be operated automatically from a central control center. High temperature water will replace steam as the primary heat transfer medium.

The main Library will expand into the Mahan Hall auditorium, which will be decked over to provide additional stack, reading and study carrel space.

The main gate will be relocated one block west to College Avenue. The Maryland Avenue entrance will be beautified and used as a ceremonial pedestrian gate only.

General road re-routing and a system of perimeter parking lots will make it possible to keep vehicles out of the central quadrangle area between Bancroft Hall, Mahan Hall, the Chapel and Michelson Hall. This and the removal of the unsightly industrial buildings (Power Plant and Laundry) will

greatly improve the campus aspect of the yard south of Dorsey Creek.

The Dorsey Creek Bridge will be replaced with a new, wider bridge parallel with and connecting Bowyer and Decatur Roads.

The inconvenience (dust, noise, traffic obstructions, etc.) which will attend the construction operations in the period ahead is indeed a small price to pay for the Naval Academy of the future.

This, briefly, is the story of an institution which through six major wars has continued to furnish the "hard core" of line officers in the naval service, so essential to the defense of our way of life. She is a proud school, the mother of a proud service. The responsibility to retain this pride rests with YOU; remember this whenever you appear in the uniform of a Midshipman of the United States Naval Academy.

"The officer should wear his uniform, as the judge his ermine, without a stain."—John A. Dahlgren.

UNITED STATES NAVAL ACADEMY SEAL

"The seal or coat-of-arms of the Naval Academy has for its crest a hand grasping a trident, below which is a shield bearing an ancient galley coming into action, bows on, and below that an open book, indicative of education, and finally bears the motto, 'Ex Scientia Tridens' (From knowledge, sea power)."



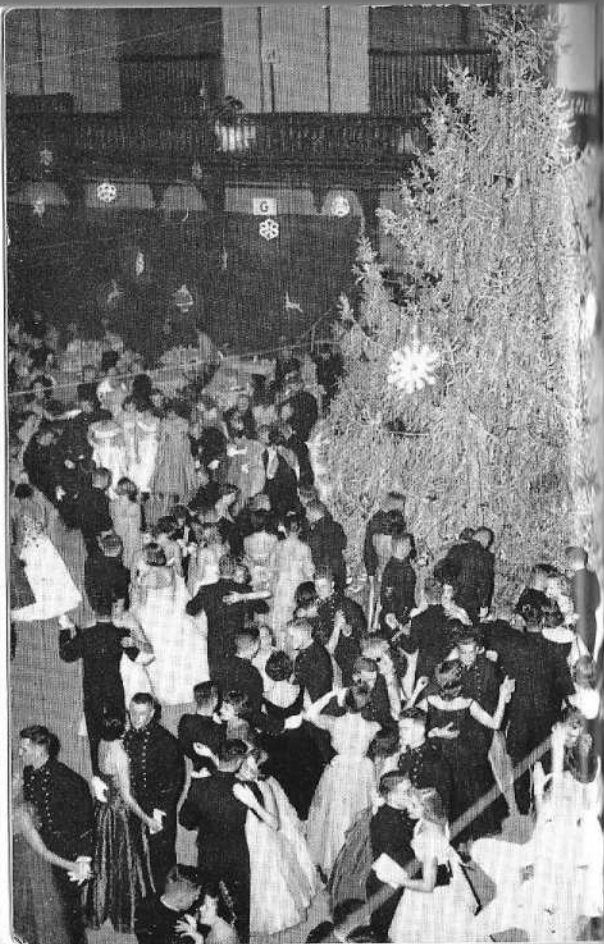
CUSTOMS AND TRADITIONS

ALL HANDS ARE HOSPITABLE

When you join your first wardroom mess a few years from now you'll find that "A guest of a member is the guest of the mess." All members of the mess, from the Executive Officer on down to the junior Ensign, make it a point to greet shipmates' guests and make them feel they're welcome.

The same procedure is followed within the Brigade—although of course it's bigger than hundreds of wardroom messes! If one of your shipmates invites his Dad for a meal in the messhall, do what you can to make him feel at home. If a group of "old grads" or "V.I.P.'s" are visiting the Naval Academy, help give the impression we're glad to have them aboard—even if your contribution is nothing more than a friendly smile! Always be ready to help visitors—official or unofficial—with directions, information, and a friendly greeting.

One of the most pleasant facets of this hospitality tradition is the custom of saluting acquaintances who are dragging. The salute, which takes the place of a mere wave of the hand, pleases the drag and gives her a good impression of the Naval Academy. Naturally such a salute is not mandatory—but is a courtesy which you will appreciate when you are dragging—so when you see a friend with his drag, his family, or visitors, give him a cheery salute!



PLEBE TEA DANCES

In order to stimulate development of the social graces and etiquette, six informal hops are scheduled each year for the plebes. Held in Dahlgren Hall, these tea dances are attended by approximately one thousand young ladies selected from the Baltimore-Washington area. The entire Plebe class plays host to these guests, therefore each Fourth Classman should feel free to cut in and introduce himself to any of the young ladies.

HUNDREDTH NIGHT

Every year on the hundredth night before First Class graduation, there comes a time appropriately called "Hundreth Night" which is held dear to every Plebe. Plebes enjoy this night so much because the Fourth Class reigns supreme. Because they do, the Fourth Class can take "revenge" on the First Class by making them become Plebes for the evening. This night, besides being a lot of fun for everyone, shows the First Class that they will soon be at the bottom of the ladder again as Ensigns in the fleet.

← Christmas Hop



TECUMSEH

Tecumseh, lord of football games and "God of 2.0," has, for years, received a deluge of our pennies and left-handed salutes as we march by to exams or football games. Before the Army Game he is bedecked in full war-paint in preparation for the big encounter. This figurehead, really of Tamanend, a Delaware chief, was brought here after the ship, the USS *Delaware*, was scuttled. He was given several names by the Midshipmen before "Tecumseh" received general acceptance. When he began to weather badly, the Class of 1891 replaced his timbers with bronze, sealing within it the heart, brains, pipe, arrows, and tomahawk of the original, and an 1891 class ring and muster. The original Tecumseh is on the first deck of Luce Hall, and a model of the *Delaware* is in the basement of Mahan Hall. (Photo on left)

THE CAP AND THE GIRL

Whenever a young lady dons the cap of a Midshipman, it is customary that the Midshipman shall be entitled to a kiss. Although he should exercise discretion, each midshipman will do his best to uphold this tradition.

SPECIAL MEALS

On Thanksgiving and the evening before Christmas leave, the Brigade is treated to special holiday meals which are highlighted by the privilege of smoking in the messhall. You may invite male guests to these and other meals. Prior to the Christmas Dinner the Brigade begins the holiday celebration by singing carols on the Chapel steps.

BILGER'S GATE

Upon departing from the Naval Academy by way of Gate 3, one will see a small gate on the right called "Bilger's Gate." This gate received its name many years ago when midshipmen, who could not meet the Academy's standards, would turn in their dismissal papers at the guard house next to the gate and then leave through this exit. Tradition has it that any midshipman who uses this gate will "bilge out." For this reason one will never see a midshipman using "Bilger's Gate."

FOOTBALL TRIPS

Highlighting the football season are those weekends when the Brigade goes to Washington or Philadelphia to see Navy's team in action and enjoy an evening of liberty—especially that Saturday when the Brigade goes to Philadelphia to BEAT ARMY! You will be representing the Naval Academy to the American public, and therefore you should be particularly conscientious about your conduct and appearance.

EXCHANGE WEEKENDS

During the winter, the Naval Academy exchanges groups of Second Classmen with the Military, Coast Guard, and Air Force academies from Thursday to Sunday. At the other academies, Midshipmen attend classes, formations, and social events with their counterparts. The weekends do much to promote inter-academy understanding and to foster permanent inter-service bonds of fellowship.

BILL THE GOAT

A long established tradition at the Academy is Navy's mascot, Bill the Goat; a unique bronze statue dedicated to Bill was presented by the Class of 1915. The present mascot is the fifteenth in the long line of goats that have repeatedly urged the Navy teams to victory. Bill XV, a pure angora goat, was presented to the Naval Academy by the Texas chapter of the Naval Academy Alumni Association. He was used as a standby until the death of Bill XIV in 1959, when he was made mascot.

THE VICTORY BELLS

The Academy's victory bells, flanking Bancroft's steps, are the Japanese Bell and the Enterprise Bell. The Japanese Bell is a 600-year-old relic of Commodore Perry's voyage of 1853 that opened Japan to commerce. It was given to him by the Regent of the Liu Chu Islands (now called the Ryukyus, which

include Okinawa). The Enterprise Bell, from the carrier *Enterprise*, was brought to the Academy in 1950.

For victory over Army in varsity football, the Enterprise Bell will be rung from the time the results are known in Bancroft Hall until Catholic Chapel formation time next morning. It will be rung again from 1200 Sunday until the team returns. Midshipmen left behind when the Brigade leaves to attend the game will be used to ring the Enterprise Bell until the Brigade returns, when a pre-appointed detail will take over. During the team reception, the Navy score will be rung on the Japanese Bell by the team Captain, Coach, Superintendent, Commandant, in that order, followed by each team member ringing the bell once.

When Navy defeats Army in a majority of contests during each season, the Brigade Commander will arrange for the Enterprise Bell to be rung at a suitable time on Sunday. First to ring the bell will be the victorious team captains, followed by the coaches, Superintendent, and Commandant, each ringing the bell once for each victory. Team members then ring the bell once. After all team members have had their chance, the members of the Brigade may continue the acclaim until 1800 Sunday.

GRADUATION SALUTE

It is traditional that a newly commissioned Ensign gives a dollar to the first man to salute him.

CLASS CREST

It has been said of the Academy that "Every class is a fraternity." This may seem hard to believe as you look at the thirteen hundred strange faces in your Plebe summer class, but as time passes you will see the truth of this statement. The rigors of Plebe year and Youngster cruise will knit your class together; sports and liberties in foreign ports will cement a bond of friendship; and by the time you graduate, '72 will truly be one more fraternity of the men who follow the sea.

As every fraternity has a pin, so every class has a crest. It is designed by members of your class, voted upon by you, completed in time for you to receive it during Plebe June Week. It then becomes the official emblem of your class, to be placed on the cover of your *Lucky Bag*, and, most important, displayed opposite the Academy seal on your ring.

THE NAVAL ACADEMY RING

One of the biggest occasions at the Academy is having your girl, your mother, or your sister place upon your finger the Naval Academy ring. Except for the classes of 1877 through 1880, every class since the Class of 1869 has had its own ring, designed by members of its own class. According to custom, the ring is worn on the third finger of the left hand with the class crest inside, signifying the bond of fellowship with one's classmates. Upon graduation the Academy seal is turned

inside to remind the graduate of his days at the Academy.

THE COLOR COMPANY

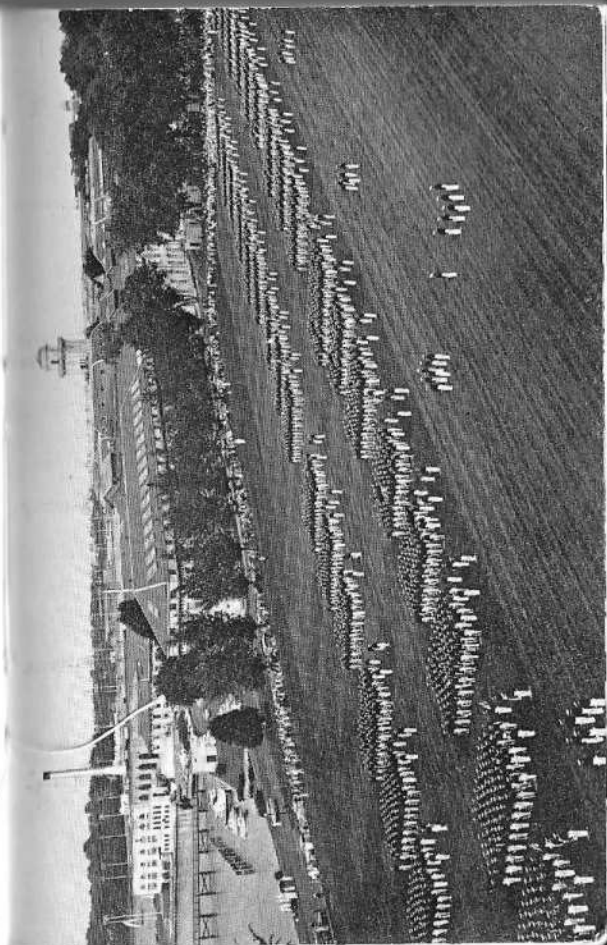
The Color Company, the pride of the Naval Academy, is the company which gained the most points in the Intra-Brigade competition during the previous year. The competition covers military and professional drills, sports and academics. Naturally the rivalry is spirited. Each man in the winning company is entitled to wear the prized gold "E" for excellence on his right sleeve throughout the next year. During June Week, the company takes part in the special ceremony in which National and Brigade Colors are presented to the new Color Company Commander by the Superintendent and the Color Girl, chosen by the Color Company Commander. When the ceremony is over, the Color Company Commander receives a kiss from the Color Girl, and the honored company passes in review with the Brigade.

JUNE WEEK

June Week is THE week of the year. It is Graduation Week for the first class and the culmination of the year's hard work for the other three classes.

The week begins officially with the Ring Dance, usually held on Saturday night. On this occasion, the First Classman-elect is presented his class ring by his favorite drag after.

Dress Parade on Worden Field →



she has dipped it into a binnacle containing the waters of the seven seas. At the end of the dance floor are located two huge replicas of the class ring through which the couples pass during the ring ceremony. Here the drag of the First Classman-to-be presents him with his ring and with it a kiss.

The week passes quickly. For the first class there is the Superintendent's garden party and reception, and many special privileges. Second and Third Classmen content themselves with dragging to hops and in town. The Fourth Class finds relief from its first year of Academy life and also enjoys many new privileges.

During the week, Brigade full dress parades are highlighted by the awarding of the Superintendent's Commendations and the presentation of the Colors. The Field House is the site of the presentation ceremony for athletic and extracurricular awards. The evening before graduation, when all the parades are over, all hands attend the Farewell Ball.

Finally, on the morning of Graduation Day, friends and relatives gather with the Midshipmen in the Field House for the wonderful moment of graduation. The main speaker may be the President, a high ranking naval officer, or a distinguished government official. After the last group of diplomas is presented, the graduates sing "Navy Blue and Gold," the oath of office is administered, the National Anthem is played, and the anchor man is acclaimed. The senior man of the new First

"For Those We Leave Behind" →



Class leads three cheers for "those who are about to leave us," and the graduates, led by the class president, reply with three cheers for "those we leave behind us." On the last "hooray" of this cheer, the graduates toss their Midshipman caps into the air, to be recovered by spectators as mementos of the occasion.

The Plebes complete their ritual of becoming Third Classmen by assembling around the Herndon Monument and boosting one of their class to the top. There he places his cap on the pinnacle and after eleven long months, there "ain't no more Plebes."

According to tradition the honor of pinning on the new Ensign's shoulder boards is shared by his mother and his June Week drag.

CURRICULUM

FOURTH CLASS YEAR

Your education at the Naval Academy commences with the first day of Plebe Summer; when you receive uniforms, books, and other necessities; when you receive your first haircut; and when your squad leader first shows you the proper way to wear your uniform, shine your shoes, and stow your locker.

The purpose of Plebe Summer is to bridge the gap between your civilian life or previous military service and life as a Midshipman. The Executive Department, composed of officers of the Navy and Marine Corps, will assist you in this transition. Its activities are threefold: to instill discipline, to develop your leadership qualities, and to introduce you to the nautical, aeronautical and military aspects of a naval career.

After the summer training, you plunge into the first year of Academics. Fundamental education in the humanities and sciences are emphasized, and your store of professional knowledge is begun.

THIRD CLASS YEAR

After graduation in June, the newly "striped" Third Classmen embark on their summer at sea training—"Youngster Cruise." At sea they receive their first indoctrination in actual shipboard life since reaching the Academy. Taking the positions of enlisted men the ship's organization, they will learn the functions of the Operations, Gunnery, and Engineering departments, and get a

practical picture of the operation of a combatant vessel.

Third Classmen continue in academics where the previous year left off, and by June Week of the second year, will have completed a well-rounded foundation for the coming instruction in professional subjects.

SECOND CLASS YEAR

Many changes have been instituted in Second Class Summer in the past few years. The order of instruction and indoctrination varies for groups within the class, but the items on the summer's program include flight familiarization at Pensacola, a look at the operational side of Navy Air at Jacksonville, one month of leave, and, one month of schooling here at the Naval Academy. The month of studies consists of short introductory courses in speech, ship stability, navigation, and a practical application of naval science aboard yard patrol craft.

Academically, Second Class Year is the beginning of detailed study of professional subjects—a difficult year, but rewarding.

FIRST CLASS YEAR

With First Class Year come more privileges and responsibilities than at any other time in Academy life. They come quickly, aboard ship, during First Class Cruise. First Classmen act as junior officers, and in this capacity they gain valuable experience in shipboard conditions and in the various de-

partments. They stand bridge watches and perhaps actually take control of the ship.

At the completion of the fourth year they are presented with a Bachelor of Science degree and most important, a commission in the United States Navy or Marine Corps. The mission of the Naval Academy will have been fulfilled.

The newly commissioned officer will have many fields from which to choose as he leaves the Naval Academy.

The majority of graduates enter the unrestricted line. Line officers, if they elect, may enter aviation or nuclear power immediately upon graduation.

Other choices include the Supply Corps, the Civil Engineer Corps, and the U.S. Marine Corps.

A limited number of officers are able to earn a Master's Degree at selected universities throughout the country.

Wherever he may go after graduation, the Naval Academy graduate can be sure that he has received the finest preparation available.

THE UNITED STATES MILITARY ACADEMY

The United States Military Academy, which is located at West Point, New York, was created by an act of Congress in 1802. It is situated on the Hudson River approximately 50 miles north of New York City.

Upon entering, each new Plebe goes through an intensive military summer training program known as "Beast Barracks." It is during this period that the Plebe learns the fundamentals necessary for becoming a member of the Cadet Corps.

The Military Academy affords its Cadets with a basic, well-balanced, four year curriculum of study in mathematics, science, social studies, and the humanities. It also provides an enrichment program for those who wish further study and can meet the academic requirements. Upon completion of the four year course, each Cadet receives a Bachelor of Science Degree and a commission as a Second Lieutenant in the U.S. Army.

The high point of the year comes during June Week. To the Plebe it is the end of his grueling first year and his recognition as an upperclassman. During this time the Third Classmen become the new Second Classmen. The Second Classmen also advance and with this take on the responsibility of administering the Cadet Corps. Finally, to the First Classman it means the culmination of four years of hard work and the start of a career in the United States Army as a newly commissioned Second Lieutenant.

THE UNITED STATES AIR FORCE ACADEMY

The first step in the creation of the United States Air Force Academy was taken by Secretary of Defense James Forrestal in 1949 when he appointed a Service Academy Board to study the possibility of a new academy. After the recommendation that an academy be established immediately and after a period of Congressional Committee action, the United States Air Force Academy was established by the 83rd Congress on 1 April, 1954.

Secretary of the Air Force, Harold Talbott, chose Colorado Springs over several other areas because it was a quiet, isolated area that would be conducive to a good academic atmosphere; an area that enjoyed favorable weather; and an area where the citizens had a good attitude toward military personnel.

On July 11, 1955, the Class of 1959, numbering 306, was sworn in at the temporary site at Lowery Air Force Base in Denver marking the creation of the Air Force Cadet Wing. The first Superintendent was Lt. General Hubert R. Harmon, who had been called back from retirement by President Eisenhower. The Classes of 1960 and 1961 entered with 300 and 306 Cadets respectively, and with the entrance of 452 Cadets in the Class of 1962 the wing obtained its full complement of 4 classes. Starting with the Class of 1965, each class had approximately 800 Cadets, and the Cadet Wing has reached its full size of approximately 2,515 Cadets.

The Cadet Wing is organized into four

groups with six squadrons per group. First Class hold all the officer positions, while second Class hold the various N.C.O. ranks.

The program of instruction provides four years of academic study in the primary areas of learning in the sciences and the humanities and four years of specialized training referred to as the airmanship program. The airmanship program's purpose is to train and condition the Cadet for his role of leadership in the field of aviation. To this end he will become a rated navigator and be instructed in the composition, administration, and control of military forces.

Upon completion of the four year curriculum, the Cadets are awarded a Bachelor of Science Degree and a commission as a Second Lieutenant in the U.S. Air Force.

THE U.S. COAST GUARD ACADEMY

The U.S. Coast Guard Academy was founded in 1876 when the schooner Dobbin was given over for the training of Cadets for commissions in the Coast Guard. In 1910 the Academy was moved from Curtis Bay, Maryland to Fort Trumbull in New London, Connecticut. It comprises an area of forty-five acres on the west bank of the Thames River.

During the period from 1955 to 1958 the Corps increased from its past strength of about 130 to over 300.

Swabs (Plebes) enter in July for the start of the training. Studies are of a high tech-

nical degree, and the curriculum is essentially that of an engineering school. Academic work is supplemented by a spring term of three weeks of practical seamanship followed by a ten week cruise aboard the cutter Eagle on which cadets perform all the duties of the crew.

Upon graduation the Cadet receives a Bachelor of Science Degree and a commission in the U.S. Coast Guard.

U.S. MERCHANT MARINE ACADEMY

The United States Merchant Marine Academy was officially founded in 1938. In 1942 instruction was begun at King's Point, Long Island, New York.

The instruction lasts for four years, the second of which is spent at sea on the ships of the Merchant Marine. Upon graduation the cadets are awarded a Bachelor of Science Degree and a commission in the United States Merchant Marine.

JOIN

THE NAVY'S PROFESSIONAL
ASSOCIATION

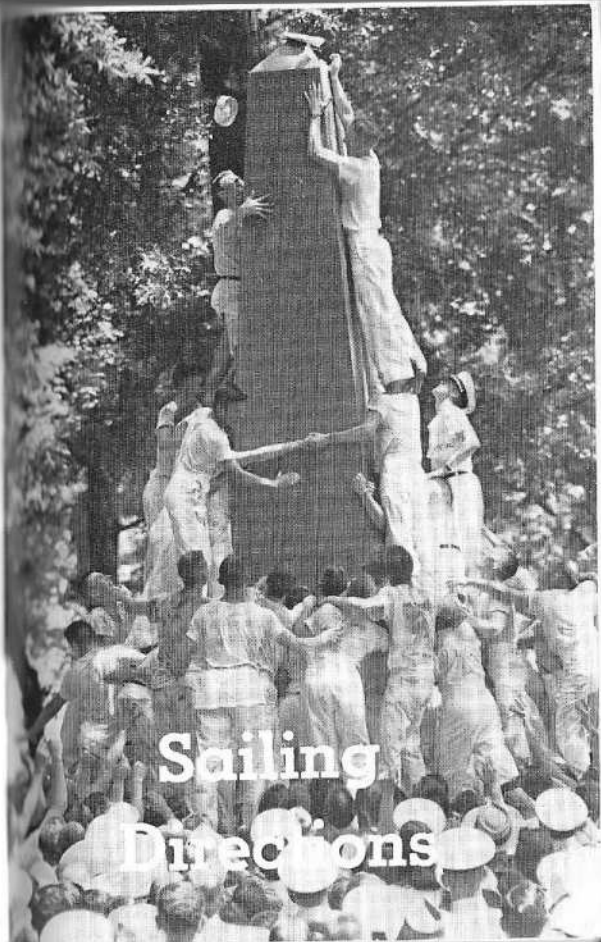
**The
United States
Naval Institute**

read

The U. S. Naval Institute
PROCEEDINGS
for authoritative information
and comment on naval
and maritime affairs.

Annual membership
dues of \$8.00 bring you
11 regular issues
of PROCEEDINGS
each year and
the Special Naval Review Issue.

Annapolis, Maryland
(Offices in the Naval Academy Museum Building)



SAILING DIRECTIONS

Sailing directions are guides, such as charts and reports, furnished mariners to aid them in safely reaching their destinations. In a like manner, this section is intended to aid you throughout your Academy life and in reaching your destination—a commission—with the educational, physical, and character development necessary for you to fulfill your duties as an officer in the naval service.

You are now beginning a new way of life. The naval profession is both an important and a demanding one. To prepare you for it, the Academy must be a military, nautical, and aeronautical as well as an educational institution. You will have to make many adjustments to meet its requirements; these are neither unreasonable nor impractical, but they are demanding and at times difficult. Therefore, you should put your mind and heart to those things that are new, different, and difficult and master them completely. If you are willing to live a strict but well-balanced life; to forget notions of soft daily living; to tackle the grind of serious character development; to toughen your body in physical training; to develop your mind in academic achievement; to forego some personal freedom and live in an atmosphere of strict but fair discipline; and, most important, to exert the self-discipline needed to develop military character and adherence to ideals of loyalty and service to your country; then you will find that the Naval Academy affords a happy and rewarding four years, full of fun and serious

achievement, a true and solid foundation for a dignified and successful naval career.

One of the most important ideas you will attain while here is the concept of honor, personal integrity, and loyalty. Also you must learn the standards of conduct required of you by virtue of your position. These standards of conduct are stated in USNAR. They state in brief that dishonesty, lying, cheating, stealing, evasive statements, plagiarism, falsification of records, and serious offenses against good order and discipline, are offenses which make any offending individual intolerable to the Brigade of Midshipmen, and subject to recommendation for discharge for misconduct, or dismissal.

You should remember that at all times, in or out of uniform, you are an officer and a gentleman, and you should conduct yourself as such. Wear your uniform proudly, and never give cause for discredit to be cast upon you, your Academy, or the naval service you represent.

THE SALUTE

"Personal salutes and other marks of respect due their rank shall be extended to officers of the armed services of the United States in uniform; to high ranking dignitaries of the United States government; to civilian instructors of the Naval Academy, if recognized; and to officers in the armed services of foreign nations and high ranking dignitaries of foreign nations. Midshipmen must be alert to notice the passing of automobiles in which an officer or high ranking dignitary is riding and, when such is ob-

served, be punctilious in saluting the occupant of the car. These salutes shall be rendered at all times, day or night, on all occasions when meeting or passing near any officer, whether he be covered or not. Midshipmen shall salute Midshipmen on duty when addressed by or addressing them officially."

The salute is a strictly military custom, with its origin in the Middle Ages. You should be careful to execute the salute exactly as prescribed. It is the symbol and sign of the military profession. The rendering of the salute is no more an acknowledgment of inferiority than is the act of speaking first to an acquaintance. Regulations require that the salute be rendered by both the senior and the junior. The military salute is a respectful salutation exchanged between two self-respecting members of the same honorable profession.

WATCHES

One of the first duties at the Academy, and one that will stay with you the rest of your naval career, will be the watch. The importance of this duty both in the Fleet and here at the Academy can not be over-emphasized; therefore, one of the purposes of the Naval Academy watch organization is to indoctrinate you in this important duty. Read USNAR for a complete explanation of the watch organization here at the Academy.

Remember, that while on the off-section of the watch, you have important duties including membership in the Bancroft Hall Fire Fighting Detail; you must remain in your

battalion area throughout the off-section of your watch, unless specifically granted permission to leave.

STUDYING

As you might expect from the Academy's high academic reputation, your studies can be rough sailing. They need not be, however, if you study *hard* and *efficiently*, and utilize every spare moment. The academic departments will always give you a fair break, and if you have had a reasonably good high school education and put forth all your effort you should not have any trouble. If in difficulty, make certain that you take full advantage of all the extra instruction. See your Squad Leader and Company Officer right away and initiate corrective measures.

The Hi-Fi Shop

7 Parole Plaza
Annapolis, Md.

PLEBE RATES

1. *Definition:* Plebe rates are both requirements and restrictions placed upon a fourth classman's actions to achieve the following purposes:

- a. to develop self-discipline;
- b. to instill an appreciation for self-sacrifice;
- c. to develop understanding and respect for the junior-senior relationship within the military environment.

2. *Origin:* Plebe rates included in this enclosure originated from USNAR, from custom, and from common sense.

3. *Relations to Seniors:*

a. Fourth classmen will carry out any orders issued by any senior midshipmen. They will respond to all orders with "Aye, Aye, Sir!" and they will let their superiors know if conflicting orders are issued.

b. They will address all seniors as "Sir" or "Mister . . ." At all times they will stand at attention when spoken to, unless told to do otherwise.

c. Upon entering an upperclass room, the midshipmen fourth class will remove their caps, sound off and stand at a brace. When a senior enters their room, the Plebe will come to a brace and sound off immediately. In both cases he will remain braced up until instructed otherwise.

d. To ask the Mate of the Deck a question, the Plebe will come to attention, salute, sound off, and request permission to ask the question.

4. *General:*

a. The fourth classman will maintain self-pride in his posture and appearance. He is required to maintain proper decorum at all times.

b. Fourth classmen will anticipate all formations, standing at parade rest before and at attention after the formation bell.

**c. When dismissed from formation, the fourth classmen will double time from the terrace, except when there is ice and snow.

**d. A midshipman fourth class will not appear outside his room unless in a complete uniform. For fifteen minutes after reveille and fifteen minutes before "Taps," bathrobes may be worn in corridors.

c. Bracelets, rings, and other jewelry, excluding watches, will not be worn.

**f. When in the corridors of Bancroft Hall a Plebe will consider himself in ranks. Each man will have his chin in, eyes in the boat, and will march in single file, and will not speak unless spoken to. The Plebe will march in the center of all corridors. He will use the outboard side of all ladders and double time up them. He will square all corners.

**g. Fourth classmen will be at parade rest when reading bulletin boards or standing in a line. (This does not include the Midshipmen's Store or the Steerage.) He is required to read the newspaper, the Brigade Bulletin, and any unit POD during the course of the day.

h. Upperclass have the right of way at all times and in all places.

i. A midshipman fourth class will enthusiastically support all Academy functions and is required to attend one sporting event in the Yard each weekend. When fourth classmen are scheduled to visit a ship in the Yard, this visit will replace the requirement to attend a sporting event.

j. After purchasing refreshments, except when escorting privileges have been granted, the fourth classman will clear the Steerage between 1630 and 1800 on Saturdays, Sundays, and holidays.

5. *Limits*: The following places are off limits to midshipmen fourth class:

a. Lovers Lane, Smoke Park, the walk around the Administration Building, and benches along Stribling Walk.

b. Smoke Hall, except when proceeding to and from the Mess Hall and when attending authorized meetings or lectures.

c. Youngster Ladders in the 3rd, 4th, 7th, and 8th wings, Second Class Ladders and Second Class Doors in the 3rd and 4th wings.

d. The landward ladders in the Rotunda. The side doors in the Rotunda will be used only when the main door is closed.

e. Only gates #1, #3, and #8 are authorized to fourth classmen.

6. *Mess Hall*:

a. A midshipman fourth class will double time to his seat and will stand at attention by it until the other classes are seated.

b. The fourth classman will maintain a proper brace while eating. He is responsible for passing food and other table duties as the upperclass may direct.

**c. Upon finishing his meal, the midshipman fourth class will stand by his chair until the order "Fourth Class, march out" is given, at which time he will double time out of the mess hall. Those fourth classmen who are not finished eating may be allowed to continue eating under the supervision of one first class in the company area.

7. *Company Duties*: Midshipmen fourth class will perform routine duties approved by the Commandant and prescribed by the Company Commander. Such duties include window closing and chow calls. These duties and the midshipmen involved will be kept to a minimum in number.

8. *Fourth Class Knowledge*: A Plebe must learn certain facts Plebe Summer and retain these facts throughout the Academic Year. In addition, he is responsible for learning certain facts which change from day to day or from week to week. The information a Plebe should learn during Plebe Summer and throughout the Academic Year is delineated below:

a. *Constant Knowledge*:

(1) The names of all 4-strippers and above in the Brigade.

(2) The names of all 3-strippers and above in his battalion.

(3) The names of all midshipmen strippers in his company.

(4) The Battalion Officers.

(5) The Company Officers in his battalion.

(6) The military chain-of-command through the Commander-in-Chief.

(7) Captains and Coaches of in-season athletic teams.

(8) Varsity athletes in his company which are in-season.

(9) Memorize verbatim the Mission of the Naval Academy, Table Salts and Famous Naval Sayings portions of *Reef Points*. He will know the content of and be able to discuss the Irish Pennants, Yard Gouge portions and Qualifications of a Naval Officer, and be familiar with the entire contents of *Reef Points*.

(10) Be familiar with the names of roads and monuments and all points of interest in the Yard.

b. *Changing Knowledge:*

(1) Basic Rates—The Plebe will know the title of the movies in town and the theatres at which the movies are playing; by noon meal on Wednesday of each week, he will know the movie in the Yard for the coming weekend. (Fourth classmen will not be required to know the stars of these movies.) He will know the OOW's for each day and their positions; he will know the days to the Army game, to Christmas leave, to Second Class Ring Dance and to First Class graduation; he will also be held responsible for knowing the menu of the present meal and the following meal.

(2) Sports—At noon meal on Wednesday, the fourth classman will know the varsity sporting events scheduled in the Yard for the coming weekend (not the times, however). If a varsity sporting event occurs during the week the fourth classman will be

held responsible for knowing about it at noon meal the day prior to the event. The fourth classman will also be held responsible for knowing the name of the opposing team for each sporting event. During the football season, the fourth classman will know week by week first team offensive and defensive alignments (including position, number and name of each player). As far as the opposing football team is concerned, (for each week) the fourth classman will be held responsible for knowing the coach, the outstanding player(s) and their current win-loss record. The fourth classman will be required to know only the following two fight songs of Army: "Sons of Slum and Gravy," and "On Brave Old Army Team." At evening meal of each Sunday, the Plebe will be required to know the outcome of all varsity and Plebe sporting events held on that weekend (win-loss outcome) not to include scores.

(3) Naval Knowledge—Each fourth classman will know the names of ships which visit the Yard and he will also know the reviewing officer for each P-rade and the number of guns he rates.

9. When carry-on is granted those fourth class rates listed with a double asterisk (**) are suspended.

10. The Plebe will never allow his behavior to be such as to subject his classmates or anyone else to a reprimand or conduct report.

a. When attending football games, or for that matter any event, he will not leave before the last note of *Navy Blue and Gold*

is sung. Only at that time is a Naval Academy event concluded. The "BEAT ARMY" cheer following *Navy Blue and Gold* at an athletic contest is quite appropriate; it is not in good taste, however, under some circumstances, such as at Graduation Exercises and at other non-athletic events held indoors.

b. The Plebe will learn all Navy songs and cheers.

c. He may attend only the early movie on Saturday nights, and will leave by basement exits after the show. He does not rate the balcony at any time. If he is on watch or the excused squad, he does not rate leaving Bancroft Hall during recreational liberty hours except with the permission of the Officer of the Watch or his Company Officer.

d. Do not usurp upperclass rates. Observe and jealously guard your own class rates.

e. The fourth classman will not use slang in official reports or conversations. Recognized nautical terms, such as those listed in the back of BLUEJACKETS MANUAL, should be learned and used.

f. Plebes will keep their hands out of their pockets at all times.

g. If given "carry on" he may talk to classmates but observe class precedence at all times. Don't abuse "carry on" privileges or they will be granted less often.

h. Midshipmen fourth class will not chew gum outside of their rooms unless they are actively engaged in sports.

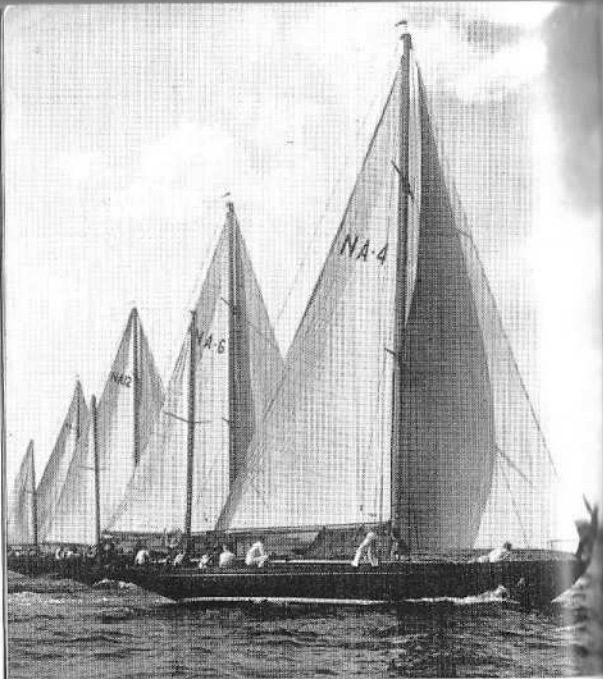
j. Fourth class will not discuss interclass or Academy affairs outside the grounds.

k. NEVER MAKE EXCUSES!!!

1. NEVER GUESS!!!

11. *Escorting*—Midshipmen fourth class are not permitted to escort young, unrelated female guests within the Annapolis liberty limits during Plebe Summer. To do so is to usurp the privileges of the upper class and run the risk of the conduct report. Attempts to have friends or parents bring his girl down and let him walk around with her in the Yard do not meet the spirit of the rule. Plebes are allowed to drag during the academic year on those weekends and occasions specifically designated.

12. *Memorial Hall*—All men should remove their hats when entering this hall, and request male guests to do so also. No one rates smoking in Memorial Hall or on the balcony.



Brigade Activities

EXTRA-CURRICULAR ACTIVITIES

After becoming familiar with the academic routine in September, you will discover some free time which you may want to devote to the various extra-curricular activities. These activities serve many purposes. Primarily they develop a broadened knowledge of both professional and non-professional subjects, which are invaluable to the naval officer. Secondly, they allow you to momentarily put aside thoughts of academics and Plebe Year. These activities are run on a completely classless system where your value to the activity is measured by your interest and participation; it is not a function of your class.

The major thing to keep in mind is that to attain the maximum benefit from the activities of your choice, you should attend the first meeting, when the call for interested members of the Brigade is issued, and remain active throughout your four years. If you have a come-around at this time, see your Squad Leader, and he will usually excuse you to attend the meeting.

CLASS ACTIVITIES

As the class of 1973, it is very important that you are well-organized to promote pride, morale, and efficiency in your class. These activities, known as Class Activities, aid in this promotion.

The *Class Crest and Ring Committee*, the members of which you will elect in September, is charged with the design, production, and delivery of your class crest and its application to the standard, traditional Naval Academy Ring. The crests are delivered in June, in time for your first Farewell Ball, and the rings will be ready for your Ring Dance. If you have any previous designing experience or would like to help arrange the financial matters, let your classmates in your company know of your desire to work on the committee. Above all, make sure that the responsibility is placed in competent hands, so you will have a Class Crest and Ring which will deserve your pride for the rest of your life.

The *Brigade Hop Committee* is composed of 6-9 first class, 9-12 second class, and 9-15 third class who are elected from the members of the previous year's *Fourth Class Hop Committee* by the first and second class members. The responsibilities of the *Brigade Hop Committee* include the scheduling, music, decorating, and refreshments for our many hops. Much of the Brigade spirit depends on the success of these hops: it is therefore important that the committee be composed of capable men.

During Plebe year each company has a representative on the *Fourth Class Hop Committee*. This committee plans and carries out the six Fourth Class informal hops which are conducted on Sunday afternoons each year. Early in the Academy year you will be called upon to elect a classmate as Com-

pany Representative. This important position demands an energetic man, who must have the best interests of his classmates in mind, and represent them conscientiously. This is another good reason to become acquainted with your classmates quickly.

Class officers are elected early Youngster Year. Some classes have officers elected for terms which extend well past graduation, others for terms down to one year; this you will decide—so think about that, too. It's your class.

In future years, remembrance of your Naval Academy will be highlighted by your *Lucky Bag*. It is therefore paramount that the staff members are of high organizational calibre and literary ability. This is an opportunity of service to your class which will last long beyond these next four years.

BRIGADE ACTIVITIES

The *Varsity "N" Club*, to which membership is obtained by earning a varsity letter in any sport, is designed to encourage athletic participation and it functions as an association of all varsity athletes.

The *Cheerleaders* figure greatly in this promotion of spirit. If you are interested in cheerleading, an excellent opportunity for you to gain valuable experience lies in cheerleading at the inter-battalion boxing matches during Plebe Summer. The Brigade of Midshipmen never needs electronic amplifying devices for their cheers. Moreover, the Brigade always is careful to assure that rooting sec-

tion activities are in the best of taste and could not be considered offensive by any of the spectators at a sports event. It is an important tradition at the Naval Academy that Midshipmen applaud Military Academy and Air Force Academy victories EXCEPT when they are playing us, and that Midshipmen do not boo or razz game officials or opponents no matter what the provocation and no matter what the opposing rooting section may do. Midshipmen do *not* cheer opponents' penalties. Midshipmen make a point of attending and rooting at sports events, and they stay until the final whistle to cheer the Big Blue Team.

Working with the cheerleaders are the *Goatkeepers*, who escort Bill the Goat at the football games. They are First Classmen who are unable to play football because of injury or ineligibility, or are deserving members of the jayvee squad.

The *Public Relations Committee* offers an excellent opportunity to those who are interested in such activities as publicity writing and photography, press coverage for athletic events, programming, radio writing, announcing or providing press-box details at football games.

The *Brigade Activities Committee* has the responsibility of keeping the morale in the Brigade at the highest point possible. The BAC, as it's known throughout the Brigade, works through a number of special committees such as the Tecumseh Painters, the Float Builders, the Poster Committee, and the Public Relations Committee. The

BAC is the backbone of all Brigade activities so if you want to get on the inside of all the happenings, this is where you belong.

The *Log* is rated by the National Scholastic Press Association as one of the nation's best collegiate magazines. It contains a wide variety of pertinent news, Academy sports and extra-curricular activities, modern professional developments, short stories, and regular columns devoted to life on the Severn, along with the best of humor. The *Log* has wide appeal: to one's parents, to "that girl," to anyone who would like to learn more about Academy life. If you have a journalistic bent, or a liking for business, and desire interesting work, stop up to a meeting this year. Past experience is entirely unnecessary.

The *Automobile Committee* is an organization which is designed to furnish the First Class the best possible shopping information for buying their cars upon graduation. The committee contacts numerous automobile agencies in seeking the best prices available for the purchase of both new and used cars.

Radio Station WRNV, "The Voice of the Brigade," keeps the Brigade informed and entertained via the medium of radio. Programming a variety of news, sports, and music to suit all tastes, WRNV does its best to maintain a high level of spirit throughout the Brigade. Experience is not necessary, just the desire to help keep your shipmates happy. If you have this desire, WRNV can give you a broader education and a great feeling of accomplishment.

The *Cannoneers* made their first appear-

ance at the 1959 43-12 victory over Army. The crew is eight men strong, comprised of two men from each class. The cannon is one of the remaining 1863 12 pound Dahlgren boat howitzers. The crew wears a replica of the original 1845 Midshipman's uniform while firing the standard service charge of one pound of black powder. The cannon is at all football games that it is possible to transport it to and it is fired after every Navy score.

The *Reception Committee* has the responsibility of meeting and escorting all visiting athletic teams at the Naval Academy. The members of this committee are the Brigade's representatives to the numerous civilian colleges which visit the yard and the hosts are kept quite busy answering many questions their guests might have. The Committee also provides one with an excellent opportunity to make new acquaintances which may later prove to be of value and to learn how our counterparts in civilian colleges live.

Social highlights the whole year through, the *Naval Academy Hops* are enjoyed by Midshipmen and their Drags weekly. There are informals where the latest dances are in, vogue, costume hops, where you get a chance to be original, semi-formals, and the always popular formals which add the finishing touch to a big football or holiday weekend. Music is provided by an accomplished Navy band or, at the informals, by our own Spiffies. If you let them, our hops will make your stay here that much more enjoyable. Attend as many as you can and find out for yourself.

A relatively unknown activity at the Naval Academy is the *Photo Club*, an organization which not only maintains a complete darkroom for the exclusive use of Midshipmen, but also has a discount agreement with the local camera stores. Meetings are highlighted with talks by local photographic experts and are supplemented by field trips to such places as the Navy Photo Lab at Anacostia and the Washington branch of Kodak Color Laboratories. If you are interested in photography, the Photo Club welcomes you.

The *Art and Printing Club* furnishes a medium for making your valuable contribution to the Brigade's morale. This activity is responsible for producing the many posters you will see around the Yard, and for giving Tecumseh his warpaint. Its members are also the major contributors to the art work in Naval Academy publications.

TRIDENT SOCIETY ACTIVITIES

The *Trident Society* is the parent organization of the arts and letters activities of the Naval Academy. The society is the governing body of seven separate organizations, co-ordinating their efforts to better serve the interests of the Brigade.

The *Trident Magazine* is the largest of these activities. It is issued every six weeks and contains literary and artistic works of midshipmen as modern naval authors. Consistently rated among the best college magazines, it is a natural outlet for those of you who can write professional articles, short stories, or poetry. Its contents are primarily

in the serious vein, both educational and interesting.

The *Trident Calendar* presents a combination photograph and cartoon album. It offers the Brigade a memorandum book of lasting value, as well as an excellent gift.

Reef Points is also a Trident activity. Perfect opportunities are offered every year for either business or literary talents. As this publication is edited by the Second Class, if you are interested in trying for a top job, you would find it advantageous to begin this year. Do you think you could improve on this edition? If so, why not lend a hand to the Plebe classes following you by becoming a member of the *Reef Points* staff?

There is another important branch of the *Trident Society*. The *Christmas Card Committee* designs and produces for the Brigade a truly different card, which can compete with the best efforts of publishing houses.

THEATRICAL AND MUSICAL ORGANIZATIONS

Each year the Naval Academy Dramatics Club, the *Masqueraders*, presents one full length production for the Brigade and guests. This organization is one of the oldest extracurricular activities at the Academy and has never had an unsuccessful production.

The purpose of the organization is twofold; (1) to provide a Broadway-proven play for the Brigade's entertainment, (2) to give talented midshipmen of all classes a chance to express themselves on the stage.

This activity takes the place of a winter sport, with rehearsals starting in November and running until production in late January. Anyone in the Brigade is encouraged to try out for a part or to join one of the supporting gangs.

If you don't care to share the spotlight, there are other equally important enterprises in the production of a play. The *Juice Gang* handles the electrical displays; the *Property and Makeup Gangs* provide properties, costumes, and the grease paint; the *Stage Gang* is concerned with the scenic arrangements.

Each year, near the end of the "Dark Ages," the *Musical Clubs Show* injects some comedy into the lives of all who see it. Within this group lies the opportunities of anyone who can do anything at all on the stage. The show presents to its vast audiences the biggest and best cross-section of talent of any organization at the Academy including every form of humor, music, acting, and dancing. The

only pre-requisite for membership in this group is a desire to entertain.

In 1944 a group of interested midshipmen formed the original *Naval Academy Glee Club*. From this beginning, with the help of professional leadership, the *Glee Club* has acquired a national reputation as an outstanding musical organization. The present club has a membership of approximately one hundred midshipmen, each of whom has been carefully auditioned. In recent years the *Glee Club* has performed widely with appearances at the Miss America Pageant in Atlantic City, the National Press Club in Washington D.C., the New York Athletic Club, and on several nationwide television programs.

The *NA-10*, the midshipmen's dance band, is an outstanding organization for anyone who has interest and/or experience in dance music and jazz. The band is usually composed of about twenty-two members of all classes. The activities of the "10" during the year include smokers and hops at the Academy, several trips to girls' colleges in the area, and a large role in the *Musical Clubs Show*.

Since their establishment in 1961 the *Spiffys* have continued to provide the Brigade with the latest in popular dance music. In years past the group has been featured at Academy Costume Hops as well as taking part in various smokers and the *Musical Clubs Show*. Rock and Roll, Rhythm and Blues, and the latest in Twist and Surfer music have given many a weekend a more refreshing atmosphere. Any one is eligible for a part in the group and all hands are welcome to audition for membership in this group. Many away

trips have helped spread the name of the *Spiffys* to many other colleges.

Flashing chrome bugles, navy blue drums, and a group of hard working midshipmen are the ingredients of the organization known as the *USNA Drum and Bugle Corps*. Recently nicknamed "The Hellcats", the corps members play an integral part in brigade activities by providing martial music for Fall and Spring parades and all outdoor meal formations. During the football season the *D&B* dedicates itself to the performance of intricate half-time shows and usually attends one extra away game with the color company.

The Naval Academy Protestant Choirs, made up of the Chapel and Antiphonal Choirs, and the Naval Academy Catholic Choir, provide music for the worship services in the Chapel every Sunday. Annually, in December, Handel's *Messiah* is performed by the Chapel Choir in conjunction with the Hood College girls' choir. In the Autumn, the Massing of the Colors in New York City is attended by the Antiphonal Choir.

The Midshipmen's Concert Band provides music for pep rallies and also plays several concerts both at the Academy and at other colleges during the course of the year.

PROFESSIONAL ACTIVITIES

The objective of the *Naval Academy Sailing Squadron* is directly related to your chosen career, the Navy. The squadron is organized to advance professional knowledge by providing additional training facilities for Midshipmen in boat handling; repair and operation of power plants; the operation, sailing, handling and racing of small craft; in piloting and general seamanship; and to provide recreation and to encourage interest in waterborne craft.

In the fall and spring, you can see the various Academy boats sailing on the Severn. These include twelve 44-foot Luders yawls, the finest built, and also the schooner *Freedom*. The Academy's sailors participate in the Annapolis-Newport and Chesapeake Bay area races. Besides racing, there are many "drag-sailing" parties and overnight cruises on weekends, in addition to the regular weekday activities. If you would like to sail, join the Midshipmen's Sailing Squadron. And don't be discouraged by any lack of experience; some of the Sailing Squadron's best sailors are those who had their start here.

The primary purpose of the combined *Foreign Languages Clubs* is to learn about the culture, history, society and customs of the particular country which speaks your chosen language. The clubs accomplish this purpose through lectures, movies, speakers and discussions at meetings. Several times during the year, banquets are held, at which time Midshipmen may show their progress in their

language by presenting short speeches. Occasionally the clubs sponsor popular foreign full-length movies in Mahan Hall to which all hands are invited.

Through the medium of broadcasting, the *Radio Club* and station W3ADO is the voice of the Naval Academy to the world. Even though competition for positions on the staff is keen, don't think that previous experience is necessary. As a matter of fact, the club's only demand from the prospective member is that he be willing to serve it and the Academy, whether he broadcasts, builds and repairs equipment, or merely learns.

The *Foreign Relations Club* is for those who are interested in the present international scene. At the meetings, politics, economics, and social problems are discussed; these talks provide the members with a better understanding of the world situation. Movies, guest speakers, and seminars aid in bringing to life the world of events in the clubroom. Drop in on one of the club's get-togethers and see how interesting they can be.

The objective of the *YP Squadron* is to provide an opportunity for the furtherance of the professional abilities of Midshipmen in afloat Naval operations. Ship handling, tactics and the chance to become Commanding Officer of a Yard Patrol Craft are offered in the organization. To augment its regular weekday activities, the squadron makes several weekend trips throughout the year to test the skills that have been practiced during the weekday operations.

NAFAC

The *United States Naval Academy Foreign Affairs Conference*, commonly known as NAFAC, is planned and organized by Midshipmen with the assistance of the English, History, and Government Department. During the four day conference student conferees from nearly seventy-five colleges join Midshipmen conferees in the discussion of problems of U.S. foreign policy. The round-table discussions are moderated by educators and government officials and keynote speeches are given by men of national policy making stature. The purpose of the conference is to give students a better understanding of the problems of international relations.

DEBATING

The *Naval Academy Forensic Activity* is the Brigade's debating club. It promotes not only the Academy's intercollegiate debates, but also public speaking contests and intramural debates. This is indeed an important chance to increase your ability to express your thoughts and gain added poise and self-confidence, characteristics indispensable to the successful naval officer.

RELIGIOUS ACTIVITIES

Religious activities, such as the *Naval Academy Christian Association*, *Newman Club*, and other denominational groups are under the general supervision of the Naval Academy Chaplain. These groups offer distinguished speakers, secular as well as religious, who each year will bring messages of value to everyone

in the Brigade. These meetings—as well as all other religious activities at the Academy—are open to *all* Midshipmen. Activities which would restrict attendance or membership to a limited group are not permitted.

Another activity, which is a part of the Fleet rather than of the Naval Academy, is the *Officers' Christian Union*. Meetings are held regularly at the Academy; OCU chapters are to be found in all regions of the country, for the invitation to membership is extended to all officers of all the services.

The Assembly Hall or Chapel is the usual—and proper—location for all religious observances, meetings, and organizational activity. Bancroft Hall is not, because it is the dormitory and home of the entire Brigade and so should be kept free from religious debate or any organized sectarian activity. Religion should be a unifying influence in the Brigade, never a divisive one.

ALL IN THE STATE OF MIND

If you think you are beaten, you are;
If you think you dare not, you don't;
If you would like to win and don't think
you can,
It's almost a cinch you won't.

If you think you'll lose, you're lost;
For out in the world you'll find
Success begins with a fellow's will;
It's all in the state of mind.

Full many a race is lost
Ere even a step is run,
And many a coward fails
Ere even his work is begun.

Think big and your deeds will grow,
Think small and you'll fall behind;
Think that you can and you will—
It's all in the state of mind.

If you think you're outclassed, you are;
You've got to think high to rise.
You've got to be sure of yourself before
You ever can win a prize.

Life's battles don't always go
To the stronger or faster man;
But, sooner or later, the man who wins
Is the fellow who thinks he can.

Athletics



NAVAL ACADEMY SPORTS PROGRAM

<i>Fall</i>	<i>Winter</i>	<i>Spring</i>
IN SEASON VARSITY		
Cross Country	Basketball	Baseball
Football	Brigade	Crew
Football (150 lb.)	Boxing	Crew (150 lb.)
Soccer	Fencing	Golf
Sailing	Gymnastics	Lacrosse
(Dinghy)	Indoor Track	Sailing
	Pistol	(Dinghy)
	Rifle	Tennis
	(Small Bore)	Track
	Squash	
	Swimming	
	Wrestling	

OUT OF SEASON VARSITY		
Baseball	Baseball	Squash
Crew	Crew	Soccer
Fencing	Lacrosse	Spring
Golf		Football
Gymnastics		Swimming
Pistol		Wrestling
Rifle		
Squash		
Swimming		
Tennis		
Track		
Wrestling		

PLEBE

Cross Country	Basketball	Baseball
Football	Fencing	Crew
Sailing	Gymnastics	Crew (150 lb.)
(Dinghy)	Indoor Track	Golf

<i>Fall</i>	<i>Winter</i>	<i>Spring</i>
Soccer	Pistol	Lacrosse
	Rifle	Sailing
	(Small Bore)	(Dinghy)
	Squash	Tennis
	Swimming	Track
	Wrestling	
COMPANY		
Soccer	Basketball	Softball
Volleyball		(Fast Pitch)
	Fieldball	Softball
	Touch Football	(Slow Pitch)
	(Unlimited)	Knockabouts
	Touch Football	
	(150 lb.)	

BATTALION

Basketball	Handball	Basketball
Boxing	Squash	Gymnastics
Crew		Lacrosse
Cross Country		Rugby
Fencing		Squash
Football		Tennis
Handball		Track
Squash		Waterpolo
Swimming		
Tennis		
Wrestling		

BRIGADE

Boxing Championships
(Individual)

ATHLETICS

During his four years at the Academy, a Midshipman is challenged to excel in every phase of his training. Whether he participates in an academic project, or pilots a YP, or leads his company in a parade, he learns that team work, competitiveness, and judgment all contribute to the quality of his performance.

Because athletics demand the optimum in these characteristics, it is natural that they are an important part of a Midshipman's training. Physical discipline as well as mental discipline is a prerequisite for success in any field, and facilities for the development of both are conveniently located throughout the Yard. In the physical training area, varsity coaches, some of whom have Olympic Games experience, teach the four classes the fundamentals of such carry-over sports as squash, fencing, tennis, and golf, as part of the basic curriculum.

Afternoons are spent on the soccer, lacrosse, softball, or football field in inter-company or inter-battalion competition. For a fourth classman, these sports are an excellent opportunity to gain the respect and help of some of the upperclassmen in his company.

On the varsity level, Navy has always been represented by some of the finest athletes in the nation. In 1960 the heavyweight crew represented the United States in the Olympics; every year there are a number of men in many different sports selected for All-American teams. Often these men lead the Brigade academically and professionally as well. These men and their teammates have one thought on their minds once a season begins and at the

start of every individual contest: to win! On the day of the game the body and spirit of the entire Naval Academy family join the teams in a unified effort toward their goal. You will see this fall at the football games how dynamic and successful the total effort is. Often the cheering of the Navy side has made the difference in the final outcome. As each season comes to a close, the spirit reaches its highest pitch. Every move a player or coach makes is followed religiously for a week. From out of some locker appear a special sock, a Mickey Mouse watch, and an old football handled by thousands of "the Team." Tecumseh is decked out in war paint and one phrase is on everyone's lips: "Beat Army!"

INTER-SERVICE RIVALRY

Being a newcomer to the service academy competition, Air Force is working hard to establish for themselves a heritage similar to that associated with Army-Navy rivalry. As their successful performances against both schools accumulate, the Air Force teams will win recognition. But breaking into a tradition is a tough job, and so it is still Army-Navy weekend which can make a winning season of an 0-9 record.

Army-Navy rivalry is one of the most intense in college athletics. It is followed by alumni in all parts of the world and rates with the Rose Bowl for weekend sports fans, when it comes to football or lacrosse. The ringing of the Japanese and Enterprise bells, the painting of Tecumseh, and the parading of Bill the Goat reflect the tradition of Army-Navy rivalry. During the season the service academies

support each other, but when they meet, the high-spirited contest is never decided until the playing of "Navy Blue and Gold," a salute to the entire Blue team around the world, win, lose, or draw.

INTRAMURAL SPORTS

The Naval Academy, along with its wide varsity, junior varsity, and plebe sports programs, also has one of the largest and best organized intramural sports programs in the country. Competition in this program—organized on the company and battalion levels—provides some of the keenest participation to be found here. Not only does the program provide necessary exercise, but victorious teams earn points toward their company's credit in the competition for the Colors. The Harvard Shield is presented to the Battalion which has received the most points in overall intramural competition.

The outstanding intramural event of the year, from both an athletic and a social standpoint, is the annual Brigade Boxing Championships. After many long hours of training, the best boxers in the Academy meet on two winter evenings to decide the champions of the various weight divisions.

The intramural sports program is often a springboard to varsity and junior varsity squads for outstanding members of the various teams. Some of your best friends will be made in the intramural competition, which serves to promote friendship and good will among the men of all classes represented on the company and battalion teams.

ATHLETIC AWARDS

When you see a man with an athletic award on his B-robe or sweater, recognize that a great amount of hard work and self-sacrifice have gone toward earning it. His abilities were developed, they weren't given to him. Awards range from small numerals for Plebes lacking playing credits to large numerals for those who excel in Plebe sports, members of championship intramural teams, and deserving members of the YP squadron. A gold felt "NA" is awarded to varsity and junior varsity athletes who lack sufficient playing credits.

In recognition of outstanding performance in a major varsity sport, a Midshipman is awarded an "N" sweater, a certificate and a gold pin which is worn below the service ribbons on his uniform. This group of accomplished athletes—members of the "N" club—comprise only about four percent of the entire Brigade.

Since beating Army is something special, a star is added to the letters or pin for any man playing on a team which does so. Other additions include a large gold oar, which is added to the letter for the varsity crew boat which wins the IRA rowing championships.

LITTLE PHOTO STUDIO

Portraits

FRANCES STREET AT MAIN 263-4608

COACHES AND CAPTAINS

BASEBALL

Coach: Joe Duff

Captain: _____

Under the leadership of Coach Joe Duff, the varsity baseball team is rated among the best in the East. Competing in the rugged Ivy League, Navy has had many successful seasons in recent years, including the Eastern League Championship in 1959, 1961, 1962, and shared the title with Columbia in 1963. Practice for the team begins in February of each year, and the team now holds out-of-season practice during the fall. Just before June Week, the season draws to a close with the traditional and colorful Army game. During Fourth Class Summer, all prospective candidates are urged to participate in the special summer baseball program.

BASKETBALL

Coach: Dave Smalley

Captain: _____

This year Navy's basketball team is being coached by one of the Naval Academy's most distinguished basketball alumni, Dave Smalley, class of 1957. Coach Smalley, three year letterman in basketball and baseball, was top scorer two of his three varsity years and served two consecutive years as basketball team captain. He has been with the Navy staff since 1962.

The team he coaches has an impressive recent record, boasting twelve wins over Army in eighteen years, and highlighted by victory at the Gator Bowl Tournament in 1960. Navy basketball teams have also gone to the National Invitational Tournament in 1962 and the National Collegiate Athletic Association Tournament in 1947, 1954, 1959, and 1960.

BOXING

Coach: Emerson Smith

Captain: _____

Here at the Naval Academy, Boxing is the most popular and most enthusiastically followed of the intramural sports. In addition to the program of battalion and brigade activity during the fall and winter months there is a vigorous program of boxing for the new fourth class during the summer. Emerson Smith, the coach, has been in and around boxing since childhood. He boxed, coached, and officiated during World War II as a service boxer. He toured many Pacific military installations with Fred Apostoli, then the world's middleweight champion. Coach Smith was also associated with Steve Belloise, who was the top middleweight for fifteen years. Prior to his Pacific duty, he was the boxing coach at the Naval Physical Instructors' School at Bainbridge, Maryland. For his services he received a citation for his outstanding contribution to boxing by the Commandant of the Fourteenth Naval District.

CREW

Coach: Carl Ullrich

Captain: _____

Although it is probably the least understood sport at Navy, rowing is among the toughest and most highly esteemed sports. Year-round participation is practically a requisite for making a boat in the spring, and many days of leave are given up to practice. But for a successful crew the returns make all the sacrifices worth while. With two Olympic championships and nine National championships, Navy is always considered among the best. Last spring under Coach Carl Ullrich, Navy crews improved greatly over their past few years' performances, and with underclassmen as the backbone of the varsity and junior varsity boats, next year looks very promising. Although size is an important attribute, desire and self-sacrifice alone can make an oarsman. Some of the men who rowed in the Nationals early in June were prior winners, and a few have international experience. The JV boat was consistently a winner last spring, and the varsity was much improved over last year. Plebe heavyweight crew is the only fourth class sports squad which travels. For the man who is too small for heavyweight or lightweight crew as an oarsman, the position of coxswain is an equally demanding and rewarding one.

CROSS COUNTRY

Coach: L. Cantello

Captain: Midn. Fricke $\frac{1}{2}$

The Navy cross country team starts out each season with dual and triangular meets, progresses to the Heptagonals, and sometimes to the I.C.A.A.'s. In the past, several of Navy's teams have been NCAA Champions. Successful Plebe cross country is essential to varsity achievement. English professor Ellery Clark has been Plebe coach since 1940, and he welcomes all interested members of the class.

FENCING

Coach: André Deladrier

Captain: _____

Under the tutelage of Coach André Deladrier, who became head coach in 1957, Navy's fencers receive the knowledge and experience necessary to become champions. Coach Deladrier, himself an All-American in foil, epee, and sabre, was NCAA Champion in 1942 and coached the United States Olympic Team for the 1960 Games. In 1959, in the Nationals held here at Navy, the "swordsmen" in Blue and Gold topped off a very good season by scoring a "clean sweep." Not only did they win the three individual weapon titles and team title, but, as a fitting climax, Coach Deladrier was voted "Coach of the year." The fencers acquitted themselves in 1962, taking the National Champion-

ship from a tough New York University team. The team won the Eastern Championships in 1964.

Fencing is a highly individual sport, although many of the varsity lettermen at Navy have never fenced before coming to the Academy. Interested fourth class are encouraged to come to the fencing loft and try out.

FOOTBALL

Coach: R. Forzano

Captain: _____

Here at the Naval Academy there is no sport quite like football, either in spirit or in Brigade participation. Football exemplifies the highest ideals of leadership and the will to win, which are so important in the Navy today.

Besides its backfield, the Big Blue Team has many of its most valuable linemen returning, not to mention its young but talent studded defensive unit.

Under the experienced eye of Coach Forzano, who returned to Navy as head coach this spring, after coaching the Cincinnati Bengals, the team is hitting harder and gaining strength and spirit.

Our team has always been considered a major threat because of three factors: excellent coaching, good material, and a fighting spirit. This fighting spirit is not only present here in the Brigade, but throughout the fleet and can be summed up in one short phrase, BEAT ARMY!!!

150 POUND FOOTBALL

Coach: Jack Cloud

Captain: _____

In the 16 years of existence of the Eastern Intercollegiate 150 Pound League, the Naval Academy has won the conference 10 times, losing only 11 games, the best record of any team at the Academy. Coach Cloud's return to the 150 post 3 years ago was marked with his second Eastern League title and an undefeated season. Five days a week the Mighty Mites practice long and hard—150 football is an exacting sport. If you want to see a fast, determined game, stop by the Stadium and watch the lightweights.

GOLF

Coach: Bob Williams

Captain: _____

Golf was started here at the Academy in 1908, but wasn't made a varsity sport until 1934. Since then, Navy has defeated Army sixteen times while losing only six. In 1950 and 1957, Navy won the Eastern Inter-Collegiate Championship. The coach, Bob Williams, has been an instructor since 1928, and the varsity coach since 1934. Navy's course is situated across the river, and can be reached during recreation periods by bus.

GYMNASTICS

Coach: John Rammacher

Captain: _____

There is no finer sport for body-building and the development of co-ordination than gymnastics. In 1961, Navy won the Eastern Intercollegiate Championship. New fourth classmen desiring to participate in gymnastics, whether or not experienced, should come over to MacDonough Hall and try out.

LACROSSE

Coach: Willis Bilderback

Captain: _____

Lacrosse is the oldest native American game. It was originated by the Indians, and next to war, was their major interest. The site of this rugged sport is the Memorial Stadium and many a spring afternoon crowds are there witnessing Navy's team in action. Nine national championships have been won by Navy since 1926, when we entered the U. S. Intercollegiate Lacrosse Association, the last six were won consecutively. Navy's team is coached by Willis Bilderback, who just completed his eighth successful year as head coach by taking another National Championship.

PISTOL

Coach: Lt. Art Sievers

Captain: _____

Lt. Sievers has been coach and team captain of All-Navy teams in the Inter-Service and National Championships. The 63-64 season was one of the top pistol years at the Naval Academy. The Academy range record was broken by All-American Tom Harding, '65. The team produced two all americans, the indoor and outdoor national intercollegiate champions. In addition, a four man team won the inter-collegiate championships in the National Trophy matches at Camp Perry, Ohio.

RIFLE

Coach: Edgar Trott

Captain: _____

Edgar Trott, the varsity coach, leads the Rifle Team through a rugged schedule that begins in December and culminates in March. During the past several seasons, Navy has defeated many of the outstanding teams in the country. The rifle range, one of the most modern in the nation, is located in the Fourth Wing basement. Its walls, lined with countless trophies and plaques, bear witness to the fame the team has brought to the Academy, the most recent of the plaques being the National Championship, testifying of the undefeated 1962 season.

SAILING

Coach: LTJG J. Deermount

Commodore: _____

The Severn Dinghy Float is the scene of vigorous activity every afternoon during the spring and fall seasons. Dinghy sailing is the only sport that has scheduled meets during two regular seasons.

In addition, the Holloway Cup Race (intramural), the MacMillan Cup Races (inter-collegiate), the Bay Races with Chesapeake yacht clubs, and the annual New York Yacht Club Ocean Race all provide opportunities to sail the yawls and the big "Class A's" in tough competition—the best in the world in the case of the ocean races.

The Naval Academy takes great pride in its sailing fleet, which includes the 88-foot schooner *Freedom*, the 71-foot yawl *Royano*, the 50-foot yawls *Annie D.* and *Gypsy*, twelve 44-foot yawls, all ocean-going vessels, and finally, thirty Gannet dinghies.

SOCCER

Coach: Glenn Warner

Captain: _____

Soccer is the major sport throughout Europe, South America, and parts of North America. In these areas crowds of 100,000 or more are commonplace at cup matches. The game is now played in all the 50 states.

As a result the NCAA has held a national tournament for the last eight years, in which Navy, under Coach F. H. "Glen" Warner, was runner-up in 1963 and champion in 1964.

The game requires speed, co-ordination, agility, and quick reflexes, and Coach Warner, a former Springfield All-American, has, in his 20 years as varsity soccer coach, used these attributes to produce many All-Americans who had never seen a soccer ball before coming to USNA. The annual Army-Navy soccer game is one of the most exciting, hard fought athletic contests anywhere in sports.

SQUASH

Coach: Art Potter

Captain: _____

Squash Racquets began as a Varsity sport at the U.S. Naval Academy in 1949. In 1953 and 1961 the Midshipmen tied for the National Title. In 1957 and 1959 they were the National College Champions. Coach Art Potter's (Commander, USNR, Ret.) Navy teams have won 160 and lost 40. Twelve midshipmen have achieved the National Intercollegiate All-American Ranking. Among them is Lieutenant Commander Art Potter, Jr., USN, Class of 1953, a six-letter athlete. Coach Potter holds graduate degrees in Psychology and Education. He is the 1964 Faculty Champion in Badminton, Squash, and Tennis.

SWIMMING

Coach: John Higgins

Captain: _____

Under Associate Professor John Higgins, who stroked his way to ten world's records and twenty-one national records as an All-American and Olympic swimmer, Navy has one of the top teams in the East. In the 1960-61 season, Navy beat Yale for the first time since 1924, breaking Yale's undefeated streak at 202 straight wins and finished in a tie for the Eastern Intercollegiate Championship. Many swimmers have earned All-American honors under Coach Higgins.

Swimming is a winter sport; candidates for the Plebe team are encouraged to participate in Battalion swimming during Plebe Summer and the fall season.

TENNIS

Coach: Harvey Muller

Captain: _____

Tennis is one of the few sports which can be played extensively after graduation. Here at the Academy the tennis facilities are outstanding. The varsity has six Har-Tru courts located next to Ward Hall. These are comparable to the best collegiate courts in the country.

In recent years the varsity team had done quite well, consistently being ranked high in the East. The team coached by Harvey Muller expects to have many fine seasons in the future. Coach Muller was the plebe coach for 18 years prior to 1964-65 before taking the varsity coaching position.

TRACK

Coach: Jim Gherdes

Captain: _____

The track season at the Academy lasts the entire winter and spring sets. Beginning with out-of-season track in the fall, the trackmen switch to indoor track in the winter, and finally work at outdoor track in the spring. Thompson Field is the scene of the fall and spring workouts, while indoor track takes place in the new Field House which houses complete track facilities.

Coach of the track team is Jim Gherdes, who also commands our fine cross country team. Mr. Gherdes would like all interested Plebes to come out for Batt track in the summer. Show him now what you can do!

WRESTLING

Coach: Ed Peery

Captain: _____

Since time immemorial it has seemed natural for people to be interested in wrestling. Certainly here at the Academy it holds a

prominent place. The varsity and Plebe matches always draw large crowds.

Those interested in wrestling get many opportunities to compete in the sport. First, there is Plebe Summer wrestling, followed by Battalion wrestling, and finally the regular season. Ed Peery, now in his eighth year as head coach, comes from an impressive family of wrestlers. Like both his father and brother, he was a National Collegiate Wrestling Champion three years in a row. Before coming to USNA as an assistant coach in 1959, he served as an assistant under his father at Pittsburgh. Some forty Midshipmen have won Eastern Intercollegiate titles, four have won national championships, and five have won United States Olympic Team berths.

Jacob Reed's Sons
**Founded
1824**

*America's Oldest Makers of
Fine Quality Uniforms . . . Since 1824*

Contract Tailoring Division
#2 Dekalb St., Norristown, Pennsylvania

1969 FOOTBALL SCHEDULE

Sept. 20—Penn State	Home
Sept. 27—Boston College	Away
Oct. 4—Texas (Night)	Away
Oct. 11—Pittsburgh	Away
Oct. 18—Rutgers	Away
Oct. 25—Virginia (Homecoming)	Home
Nov. 1—Notre Dame	Away
Nov. 7—Miami (Night)	Away
Nov. 15—Syracuse	Home
Nov. 29—Army	Away*

*At Philadelphia, Pennsylvania



BEAT ARMY ! ! !



NAVY SONGS

NAVY BLUE AND GOLD
(Official USNA Anthem)

Now, college men from sea to sea
May sing of colors true.
But who has better right than we
To hoist a symbol hue?
For sailor men in battle fair
Since fighting days of old
Have proved the sailor's right to wear
The Navy Blue and Gold.

So hoist our colors, hoist them high,
And vow allegiance true,
So long as sunset gilds the sky
Above the ocean blue,
Unlowered shall those colors be
Whatever fate they meet,
So glorious in victory,
Triumphant in defeat.

Four years together by the Bay
Where Severn joins the tide,
Then by the Service called away,
We've scattered far and wide;
But still when two or three shall meet,
And old tales be retold,
From low to highest in the Fleet
Will pledge the Blue and Gold.

BEAT ARMY ! !

ANCHOR'S AWEIGH

Stand Navy down the field,
Sails set to the sky,
We'll never change our course,
So Army you steer shy.
Roll up the score, Navy,
Anchor's Aweigh,
Sail Navy down the field
And sink the Army, sink the Army Grey.

NAVY CHEERS

WHISPER CHEER

(softly) NA-NA-NA-V-Y!
(louder) NA-NA-NA-V-Y!
(very loud) NA-NA-NA-V-Y!
Navy, Navy, Fight! Team! Fight!

NEW USNA CHEER

U-S-N-A
GO-O NAVY! GO-O NAVY!
GO-O-O-O NAVY-FIGHT!

NAVY WHISTLE CHEER

N!-A!-V!-Y!
NAVY-NAVY-NAVY
(whistle)-BOOM!
FIGHT!!!

BLUE-GOLD CHEER

GO BLUE-GO BLUE!
FIGHT! FIGHT!
GO GOLD-GO GOLD!
FIGHT! FIGHT!
GO BLUE! FIGHT! FIGHT!
GO GOLD! FIGHT! FIGHT!
BLUE!! GOLD!! FIGHT!!!

U.S.N.A. CHEER

U-S-N-A (Clap) - - - -
U-S-N-A (Clap) - - - -
U-S-N-A (Clap) - - -
GO-O-O NAVY-FIGHT

FOUR 'N' CHEER

N-N-N-N
A-A-A-A
V-V-V-V
Y-Y-Y-Y
GO-O-O-O NAVY, FIGHT!!

WHISTLE BOOM CHEER

(whistle)-BOOM!
(whistle)-BOOM!
(whistle)-BOOM!
RAY-RAY OOS-NAY
FIGHT-NAVY-WIN!!

BEAT ARMY! !

ARMY SONGS

SLUM AND GRAVY

(ARMY)

Sons of slum and gravy, will you let the Navy
Take from us a victory!

Hear a warrior's chorus; sweep that line
before us.

Carry on to victory.

Onward! Onward! Charge against the foe.

Forward, Forward! The Army banners go.

Sons of Mars and Thunder, rip the line
asunder.

Carry on to victory.

(Written by: M. D. Masters, F. E. Howard,
H. S. Hawkins.)

(Copyright 1925 and 1949 by Famous Music
Corporation, 1501 Broadway, New York, N.Y.)

ON BRAVE OLD ARMY TEAM

The Army team's the pride and dream
Of every heart in grey.

The Army line you'll ever find
A terror in the fray.

And when the team is fighting
For the Black and Grey and Gold,

We're always near with song and cheer
And this is the tale we're told,

The Army team (whistle with the band)
Rah,

Rah, Rah, BOOM!

Chorus

On, brave old Army team,
On to the fray;

Fight on to victory,
For that's the fearless Army way.

(Copyright 1939 by Shapiro, Bernstein & Co., Inc.,
1270 Sixth Avenue, Rockefeller Center, New York
20, N.Y.)

FREE CHECKING ACCOUNTS are only part of the story...

Yes, Farmers National Bank checking accounts are *free* for all Midshipmen until one year after graduation . . . but that's only the beginning. Other special Farmers National services continue after graduation, such as special low-rate loans, convenient Bank-by-Mail service and a full understanding of your banking needs based on our 123 years' service for Midshipmen and Officers. Come in and open your account.



Member F. D. I. C.

**FARMERS
NATIONAL
BANK
of Annapolis**

5 CHURCH CIRCLE • 263-2603



Sea Breezes

IRISH PENNANTS

An Irish Pennant is an unseamanlike, dangling loose end of a line or piece of clothing.

★ ★

The latitude of Annapolis is $38^{\circ} 58'.8$ North. The longitude is $76^{\circ} 29'.3$ West.

★ ★

The Vulgar Establishment of Annapolis is the approximate length of time between the transit of the full moon and the next high tide. It is four hours and forty-two minutes.

★ ★

In 1881, the Academy graduated three midshipmen who were from Japan. They were Sotokichi Uriu, Enouye, and Tasuka Serata. All later became Admirals in the Japanese Navy.

★ ★

Two royal graduates of the Academy were the grandson of King Louis Philippe of France and a cousin of the King of Portugal.

★ ★

There are 489 panes of glass in the skylight of Memorial Hall.

★ ★

Bancroft Hall encloses more than 4.8 miles of corridors and has thirty-three acres of floor space.

★ ★

PeerLess

CLOTHING COMPANY

Serving Midshipmen
for over 35 years

The very latest in men's clothing fashions
in nationally advertised name brands.

We have cheaters!

141-43 MAIN STREET
ANNAPOLIS, MARYLAND
263-4423

8-10-12 PAROLE PLAZA
PAROLE SHOPPING CENTER
263-9161

Commodore George Smith Blake was Superintendent at the Naval Academy longer than any other man—8 years.

★ ★

Tradition honors the right of being a full-fledged Youngster upon sighting the Chapel dome when returning from Youngster cruise.

★ ★

The first great Admiral of history was Phormio. He was the Athenian Admiral who defeated the Corinthians at the Battle of Naupactus and the Corinthian Gulf.

★ ★

The first vessel of note in the Navy was the *Ranger*; the first man-of-war and the first warship with the propelling machinery below the waterline was the *Princeton*; the first iron-clad, the *Monitor*; and the first submarine, the *Holland*. USS *Michigan* was our first dreadnaught, *Langley*, our first aircraft carrier, and *Nautilus*, our first nuclear submarine.

★ ★

The first three officers of the United States Navy to hold the rank of Admiral were Dewey, Porter, and Farragut. The only "Admiral of the Navy" was Dewey.

★ ★

No United States warship has ever mutinied or been in the hands of mutineers.

★ ★

Maryland Inn



In Annapolis

*one of the
fine colonial inns
of america*

The first "American Fleet" was organized in 1775. It consisted of two 24-gun frigates, the *Alfred* and the *Columbus*, and two brigs, the *Andrea Doria*, and the *Cabot*. Congress granted a commission to Ezek Hopkins as commander-in-chief of the Fleet.

★ ★

The *America*, commissioned in 1779 by John Paul Jones, was our first American-built ship of the line.

★ ★

The most famous Coast Guard saying is, "You have to go out. You don't have to come back."

★ ★

The Military Academy was founded in 1802; the Coast Guard Academy in 1876; the Merchant Marine Academy in 1938; and the Air Force Academy in 1954.

★ ★

The travel of a ship in yards in 3 minutes is equal to the speed of the ship in knots multiplied by 100.

★ ★

According to *Janes Fighting Ships*, Germany lost 1,170 subs in World War II.

★ ★

During General Quarters, traffic rules aboard ship are: forward and up to starboard; aft and down to port.

★ ★

The USS *Vincennes* was the first United States warship to circumnavigate the world. The USS *Triton* was the first submarine to do so submerged.

**THE
ANNAPOLIS
BANKING & TRUST
COMPANY**

Known Wherever the Navy Goes
Checking Accounts, Savings Accounts
Allotments

Member Federal Reserve System and of
Federal Deposit Insurance Corporation

NEWS

SPORTS

**THE
WASHINGTON POST**

Delivers The Most

your distributor

E. M. ZIRNHELT USN RET
Box 32 Churchton Md.
20733

FASHION

FUN

**MATERIAL CONDITIONS OF
READINESS**

To assure maximum watertight, firetight, and fumetight integrity of a ship, material conditions are set according to the tactical situation as follows:

Condition X-Ray, when action is possible. Fittings marked X are closed.

Condition Yoke, when action is probable. Fittings marked X or Y are closed.

Condition Zebra, when action is imminent. All X, Y, and Z fittings are closed. W fittings are left open.

On a two-condition ship, the conditions are lettered "A" and "B" and are similar to conditions "X" and "Z," respectively.

★ ★

When the first substitute is flown from the starboard main yardarm, the officer whose flag or pennant is flown by the vessel is not on board; when the second substitute is flown from the port main yardarm, the Chief of Staff is not on board; when the third substitute is flown from the port yardarm (destroyers at fore yardarm) the Captain is not on board.

★ ★

When the speed pennant is flown in port, the officer whose flag or pennant is flown by the vessel will depart within five minutes. When hauled down, it signifies that the officer is departing.

★ ★

A stadimeter is a visual instrument used to find distance between your ship and an observed object of known height above the water.

MINIATURE RINGS

1956 Official Design 1957

For Fine Jewelry Since 1832

BAILEY, BANKS & BIDDLE

Jewelers — Silversmiths — Stationers
Chestnut Street at 16th, Philadelphia 1, Pa.
Annapolis—37 Maryland Avenue

WHITMORE

Southern Maryland's Busiest Printers

Bel Air Health Club, Inc.

PAROLE PLAZA - ANNAPOLIS, MD.
PHONE 263-2609

Two old seafaring sayings which are still valid, are:

"Never stand in a bight."

"One hand for the ship; one hand for the man."

★ ★

A pigstick is a small stick hoisted to the masthead and to which the commission pennant is attached.

★ ★

Veering of the wind is a change in direction, clockwise. Backing of the wind is a change in direction, counter-clockwise.

★ ★

A cardinal rule in dealing with subordinates is to commend them in public but reprove them in private.

★ ★

To obtain yards per minute from knots roughly, multiply by one hundred and divide by three.

★ ★

The overall length of a gun, in inches, is the product of its caliber number and the diameter of the bore in inches plus the length of the screw box.

★ ★

To find the safe working load for Manila line, square the circumference in inches and divided by seven for the load tons.

COMMERCIAL
AERIAL

CANDID WEDDINGS
PORTRAITS

STU WHELAN
photographer

268-3551

ONE STATE CIRCLE

ANNAPOLIS, MARYLAND 21401

200 MAIN STREET

ANNAPOLIS, MARYLAND

Phone: 268-8123

MUHLMEISTERS

OLD FASHIONED ICE CREAM PARLOUR

(Hours)

Closed on Mondays

Tues.-Wed.-Thur.—11 A.M. to 10 P.M.

Fridays—11 A.M. to 11 P.M.

Saturday—12 noon to Midnite

Sunday—12 noon to 7:30 P.M.

The Mexican Monument is a memorial to the four Midshipmen who gave their lives at Vera Cruz during the Mexican War: Clemson, Hynson, Pillsbury, and Shubrick.

★ ★

The Macedonian Monument, at the juncture of Stribling Walk and Maryland Avenue, commemorates Stephen Decatur's victory over H.M.S. *Macedonian* during the war of 1812. The monument is a replica of the figurehead of the British ship. The cannons at the base of the monument were captured from the *Macedonian*, as was her standard which is displayed in *Mahan Hall*.

★ ★

The most famous monument in the Academy Cemetery is the tall, icicled granite cross which is a replica of a similar cross erected in the wastes of Siberia by Chief Engineer Melville honoring his lost shipmates on the *Jeanette*. The original wooden cross stands over the body of Lieutenant Commander DeLong, who was officer in command of the ill-fated northern polar expedition.

★ ★

Ernest Flagg designed Bancroft Hall, Sampson Hall, Maury Hall, Mahan Hall, and the Superintendent's residence.

★ ★

The only statue of a woman in Bancroft Hall is the figure-head of the USS *Olympia* in Smoke Hall.

A commissioned officer in any service school except nuclear power school and flight training accrues additional obligated service (which may be served concurrently) at the rate of one year for every six months of school.

★ ★

The electronic navigation systems in use in the Navy today are Loran A, Loran C, Omega, Decca, and the U. S. Navy Navigation Satellite System.

★ ★

A "Christmas Tree" is the instrument panel in the submarine used to indicate opening or closing of vent valves, flood valves, and hatches.

★ ★

The width of the Panama Canal formerly determined the beam of a United States naval vessel, the Brooklyn Bridge, its height.

★ ★

The weight of a large caliber naval projectile in pounds is approximately half the cube of its diameter in inches.

★ ★

A ship's speed through the water is measured by a log. There are two general types currently in use: the pitostatic log and the impeller log.

★ ★

The anchor is awaigh as soon as it is no longer touching the bottom.

★ ★

A temporary lashing is known as a "homer bounder."

CHRIS'S SUBMARINE BASE

ALL KINDS OF SANDWICHES

SEAFOOD AND CHICKEN IN A BASKET

GREENGOLD'S

IN DOWNTOWN ANNAPOLIS

50 West St.

*For All Your Casual &
Dress Clothing*

Young Men's Styling at Popular Prices
Charge Accounts & Grad Terms Available

When a U. S. vessel or a vessel of any nation formally recognized by the United States dips her ensign to a Navy ship, she shall be answered dip for dip. No U. S. Navy ship dips her ensign except to return such compliment.

★ ★

In half-masting a national ensign that is not already hoisted, it shall first be closed-up and then lowered to half mast. Prior to lowering, a half-masted ensign shall be closed-up. When the ensign is at half mast, the union jack, if flown from the jackstaff, shall also be at half mast.

★ ★

The Atlantic Fleet is composed of the Second Fleet, on the east coast of the United States, and the Sixth Fleet, in the Mediterranean and eastern Atlantic Ocean. The Pacific Fleet is composed of the First Fleet, on the west coast of the United States, and the Seventh Fleet, in the western Pacific Ocean.

★ ★

The A-1 Skyraider, active in the fleet since 1945 and still used for close air support, carries over its own weight in ordnance and has the longest range of any light attack aircraft currently in use.

★ ★

TABLE SALT

How long have you been in the Navy?

All me bloomin' life, sir! Me mother was a mermaid, me father was King Neptune. I was born on the crest of a wave and rocked in the cradle of the deep. Seaweed and barnacles are me clothes. Every tooth in me head is a marlinspike; the hair on me head is hemp. Every bone in me body is a spar, and when I spits, I spits tar! I'se hard, I is, I am, I are!

What's up?

Fidelity is up and Obedience is down on our bayonet belt buckles.

How's the cow?

Sir, she walks, she talks, she's full of chalk. The lacteal fluid extracted from the female of the bovine species is highly prolific to the (approximate number of glasses of milk remaining in cartons) nth degree!

Why didn't you say sir?

Sir, sir is a subservient word surviving from the surly days in old Serbia when certain serfs, too ignorant to remember their lord's names, yet too servile to blaspheme them, circumvented the situation by surrogating the subservient word, sir, by which I now belatedly address a certain senior cirriped, who correctly surmised that I was syrupy enough to say sir after every word I said, sir.

What time is it?

Sir, I am greatly embarrassed and deeply humiliated that due to unforeseen circumstances beyond my control, the inner workings and hidden mechanisms of my chronometer are in such inaccord with the great sidereal movement with which time is generally reckoned that I cannot with any degree of accuracy state the correct time, sir. But without fear of being too greatly in error, I will state that it is about — minutes, — seconds, and — ticks past — bells.

Man overboard drill

Lookout—Man overboard! Port (or starboard) side!

OOD—Port (Stbd) engine stop! Left (or right) full rudder! Sound six blasts on the ship's whistle! Sound one (or two) blasts on the ship's whistle! Break the Oscar flag!

Bo'suns Mate! Where's the Bo'suns Mate?

Bo'suns Mate—Bo'suns Mate, aye, aye.

OOD—Take charge!

Bo'suns Mate—Man number 2 (or 3) lifeboat! Stand by the falls! Lower away together! Stand by to let fall! Let go the after fall! Let go the forward fall! Coxswain, take charge!

Coxswain—Stand by your oars! Out oars! Cast off the sea painter! Give way together!

How many decks on the good ship Tuscarora?

(The number of days until the next leave) and a strawbottom, sir.

Bring a full rigged ship about.

1. Ready all.
2. Ready, ready
3. Ease the helm down!
4. Helm's a'lee!
5. Raise all tacks and sheets.
6. Let go the toggle and the bow-line.
7. Man the headstays!
8. Mainyard haul!
9. Off all hauls.
10. Right the helm!
11. Brace up the mains'l!
12. Haul taut the toggle and the bow-line.
13. Haul well taut the weather lift and braces.
14. Sirrrr, the ship is on a PORT tack!

Who is Moaning Maggie?

No one. It is the fog horn at the end of the San Pedro Harbor breakwater.

YARD GOUGE

Isherwood Hall is named in honor of RAdm. Benjamin Franklin Isherwood, USN, Engineer in Chief of the Bureau of Steam Engineering (1861-1869)

Sampson Hall is named in honor of RAdm. William Thomas Sampson, USN, who was Head of the Steam and Skinny Departments at USNA, Chief of the Bureau of Ordnance, Superintendent of USNA (1886-1890), and CINC U.S. Naval Force, North Atlantic Station during war with Spain in 1898.

Griffin Hall was named in honor of Robert S. Griffin, USN, who was Engineer in Chief, USN, from 1913 to 1929.

Luce Hall is named in honor of RAdm. Stephen B. Luce, USN, who was a distinguished Naval officer, a pre-eminent seaman and navigator, and founder of the U.S. Naval War College.

Dahlgren Hall is named in honor of RAdm. John A. Dahlgren, USN, who was a noted scientist, and a famous expert in Naval Ordnance.

Melville Hall, located near Plebe Park, is named in honor of RAdm. George W. Melville, Engineer in Chief, USN, and a survivor of the Jeannette Polar Expedition.

The huge bronze doors at the main entrance to the Chapel were presented by the class of 1869, and bear the motto, "Non Sibi, Sed Patriae"—"Not for self, but for country."

The stained glass windows in the Chapel are memorials to four sea heroes of the past: Mason, Porter, Farragut, and Sampson.

In the deck encircling the crypt of John Paul Jones are inscribed the names of his commands: *Bonhomme Richard*, *Alliance*, *Serapis*, *Ariel*, *Alfred*, *Providence*, and *Ranger*.

Across the Chapel Walk from the bandstand rises the obeliscal Herndon Monument, erected in memory of Captain Herndon, who elected to go down with his ship *Central America* when she sank on 12 September 1857. It is the site of the "tain't no mo' Plebes" ceremony following the graduation exercises.

The Academy Seal in front of *Tecumseh* is made from brass taken from the torpedo tubes of the USS *Washington*, which was scrapped as a result of the Washington Naval Conference.

The ship's bells of the *Alabama*, *Massachusetts*, *Michigan*, and *Indiana* were used in casting the bell in the tower of Mahan Hall.

The Mexican Monument is a memorial to the four Midshipmen who gave their lives at Vera Cruz during the Mexican War: Clemson, Hynson, Pillsbury, and Shubrick.

The Macedonian Monument, at the juncture of Stribling Walk and Maryland Avenue, commemorates Stephen Decatur's victory over H.M.S. *Macedonian* during the war of 1812. The monument is a replica of the figurehead of the British ship. The cannons at the base of the monument were captured from the *Macedonian*, as was her standard which is displayed in *Mahan Hall*.

The most famous monument in the Academy Cemetery is the tall, icicled granite cross which is a replica of a similar cross erected in the wastes of Siberia by Chief Engineer Melville honoring his lost shipmates on the *Jeanette*. The original wooden cross stands over the body of Lieutenant Commander DeLong, who was officer in command of the ill fated northern polar expedition.

Ernest Flagg designed Bancroft Hall, Sampson Hall, Maury Hall, Mahan Hall, and the Superintendent's residence.

The only statue of a woman in Bancroft Hall is the figure-head of the USS *Olympia* in Smoke Hall.

The only two men who rate wearing their caps in Memorial Hall are Rear Admirals Sims and Evans.

The ship model mounted against the South wall of the gymnasium is a 51-foot scale model of the *Aniuetam*, a full-rigged, double-decked steam sloop-of-war mounting 24 guns.

The real name of Smoke Park is Wilson Park. It was named for Rear Admiral Henry B. Wilson, Superintendent of the Academy from 1921 to 1925.

Halligan Hall, named after Rear Admiral John Halligan, was built in 1903 as a P.G. School. It is now used for Public Works and Supply Departments.

Macdonough Hall is named in honor of the hero of the Battle of Lake Champlain, Commodore Thomas Macdonough.

Hubbard Hall is named for the man who stroked the first Navy crew in 1870.

Worden Field was named for Rear Admiral John Lorimer Worden, Commander of the *Monitor* during the Civil War.

Lawrence Field is named in honor of Captain James Lawrence whose words, "Don't Give Up the Ship," have a prominent place in naval tradition.

Ward Hall was named in honor of Lieutenant J. H. Ward, the first Commandant and the first line officer to perform duty as an instructor at USNA.

Maury Hall is named in memory of Matthew Fontaine Maury (1806-1873). He was a noted scientist and oceanographer.

Mahan Hall was named in honor of RAdm. Alfred Thayer Mahan (1840-1914), the naval strategist and historian, author of biographies of Nelson and Farragut, and of the epochal sea power series.

Bancroft Hall was named in honor of George Bancroft, Secretary of the Navy from 1845 to 1846 and founder of the United States Naval Academy.

The United States Naval Academy is a National and Historical Shrine.

The two airplanes in the yard are: the A-4 Skyhawk, located near the landward end of the field house, and, the A-3 Skywarrior, which is located near the seaward end of the field house.

F-4B PHANTOM

Near Triton Light stands the foremast of the USS *Maine* whose sinking in Havana Harbor touched off the Spanish-American War. The *Maine* is traditionally known as the "longest ship in the Navy" because her mainmast is in Arlington National Cemetery while her foremast is at the Naval Academy.

Fullum Court, directly in front of Dahlgren Hall, contains the following naval weapons of historical interest:

Two 30 pound Dahlgren rifles, invented by Rear Admiral John A. Dahlgren. The rifles were used by the Federal Navy during the Civil War. They are the forerunners of the big naval guns of today.

A 25 mm machine gun model 1877 presented to the U.S. Navy by the Royal Swedish Navy on the occasion of a visit to the United States of His Swedish Majesty's cruiser, *Gotland* in February 1950.

A type 93 Japanese torpedo, the largest weapon of its kind encountered in the Second World War. It is 29½ feet long, 24 inches in diameter and carries 1,000 pounds of explosives in the war head.

On the Eastern side of Luce Hall is a plaque which reads:

Near this spot which was then the shore of the bay, the brig "Peggy Stewart" was burned by her owner, Anthony Stewart, Oct. 19, 1774, to pacify the indignation of the citizens roused by the payment of duties on seventeen boxes of tea imported in the brig.

Behind the 8th Wing is a Polaris Missile model, presented through the courtesy of Lockheed Aircraft Corporation. The model was used to demonstrate a Polaris surface launch under ship's motion conditions at the Atlantic Missile Range in 1958.

FAMOUS NAVAL SAYINGS

"I have not yet begun to fight."—John Paul Jones, in engagement between the *Bonhomme Richard* and the *Serapis*.

"Men mean more than guns in the rating of a ship."—John Paul Jones.

"He who will not risk cannot win."—John Paul Jones.

"If the mast goes, we go with it. Our post is here."—Midshipman Jarvis, USS *Constellation*, 1800.

"Care for your men; see that each understands his duties; exact instant obedience; superintend everything; practice daily with the guns."—Captain Thomas Truxtun.

"If that fellow wants a fight we won't disappoint him."—Captain Isaac Hull, USS *Constitution*, 1811.

"The colors must never be struck."—Lieutenant William Burrows, USS *Enterprise*, 1813.

"Each man must do all in his power for his country."—Captain Isaac Hull, USS *Constitution*, 1813.

"We have met the enemy and they are ours."—Commodore Oliver Hazard Perry at Lake Erie, 1813.

"To seamen a ship becomes endowed with human virtues and faults; she ceases to be a mere inanimate thing."—Vice Admiral Albert Gleaves.

"When principle is involved, be deaf to expediency."—Commodore Maury, 1849.

"I will find a way or make one."—Robert E. Peary.

"Fight Her 'Til She Sinks And Don't Give Up The Ship."—Captain James Lawrence of the USS *Chesapeake*, as he was carried below, mortally wounded, in his losing fight with the HMS *Shannon*.

"Damn the torpedoes; four bells, Captain Drayton. Go ahead, Jouett—Full speed."—Farragut at Mobile Bay.

"The best protection against the enemy's fire is a well-directed fire from our own guns."—Farragut at Port Hudson, Mississippi, 1863.

"You may fire when ready, Gridley."—Dewey at Manila Bay, 1898.

"Don't cheer boys! The poor devils are dying."—Captain John W. Philip, USS *Texas*, at Santiago, 1898.

"We are ready now."—Commander J. K. Taussig, commanding first United States destroyers to Europe, 1917.

"Pick out the biggest and commence firing."
—Captain Mike Moran, USS *Boise*, at Cape Esperance.

"Take it, lad. You need it more than I do."
—Chaplain George S. Rentz, giving his life jacket to a seaman in the sinking of the USS *Houston*, 1942.

"Take her down."—Commander Howard Gilmore, USS *Growler*.

"Hit hard, hit fast, hit often."—Admiral "Bull" Halsey's battle cry.

"Always pray, not that I shall come back, but that I will have the courage to do my duty."—Lt. Anthony Turtroa, U.S.M.C., Guadalcanal.

"A ship is always referred to as 'she' because it costs so much to keep one in paint and powder."—Fleet Admiral Chester Nimitz.

"Underway on nuclear power," 1955. Commander Eugene P. Wilkinson, USS *Nautilus*.

WALTER LEARS FURNITURE

Number Eight Randall Street

NAVAL ACADEMY SLANG

ANCHOR MAN—There, but for the grace of God, walks a civilian.

BILGE—To be assigned to civilian duty. Also, to cut the ground from under another's feet.

BLACK "N"—Mythical award for a Class "A" offense.

BLUE TRAMPOLINE—A Midshipman's bed.

BOW WOW—Battalion Officer of the Watch.

BRACE UP—To rotate the hips, chest out, chin in.

BRICK—The date who should have stayed at home; to saddle one with such a drag.

BULL—English, History, and Government: 600 word filler in a 500 word theme.

CHIT—Note, statement, or requisition.

CHOP—Double time.

CHOW HOUND—Grub grabber.

CLUTCH—To freeze; blank out in a quiz.

CRABTOWN—Annapolis, a small fishing village on the banks of the Naval Academy.

DAGO—Any foreign language taught at the Naval Academy.

DEAN'S LIST—List of those with a 3.4 average or better; they rate wearing stars.

DEMO—Prize awarded for breaking a regulation; a demerit.

DRAG—To escort. Young lady escorted.

EXTRA DUTY—Disciplinary drill for victims of the frap.

E.D. SQUAD—Extracurricular P.T. club.

EYES IN THE BOAT—Head and eyes to the front.

FIRST CLASS ALLEY (THE PASSAGEWAY)—Between the tables and the bulkhead in the mess hall.
 FRAP—Conduct Report; to put one on same.
 FRY—To frap.
 FRUIT—Anything that insults the intelligence; easy.
 GEDUNK—A dish of ice cream or other chow purchased in the steerage.
 GOUGE—A collection of answers that even the pros understand.
 GUARD—To be on watch.
 GREASE—Influence; Aptitude for the Service.
 GREASY—One who oils the wheels of his own progress.
 GYRENE—A wearer of the green; a Marine.
 HOP—An Academy formal dance.
 IRISH PENNANT—Loose end.
 JIMMYLEGS—A yard watchman.
 JOE GISH—Midshipman John Doe.
 KAYDET—Supplier of grey B-robies... a Woopoo
 MIDDY—An odious term sometimes used synonymously with Midshipman by Mothers, newspapers, and Hollywood.
 MISERY HALL—Overhaul spot for damaged athletes.
 MONTHLY INSULT—The insignificant amount of our pay which we receive in cash; a plebe's twenty dollars per month.
 NAVY JUNIOR—Son or daughter of a naval officer. Similar to an Army Brat.

NON-REG.—Not according to Hoyle; i.e. to the Executive Department.
 O.A.O.—Usually One and Only (sweetheart); One Among Others; Off and On.
 PAD—Abbreviation for the blue trampoline.
 PAP—A character builder; an unappreciated gift from above; a frap
 PLEBE—Fourthclassman; that insignificant being who gets all the sympathy and chow from home.
 PODUNK—The home town.
 P-WORK—Any quiz covering more than one day's lesson.
 QPR—Quality Point Rating; same as the collegiate grade point avg.
 RACK OUT—To utilize one's sack between rev-eille and taps; to pad out.
 RADIATOR SQUAD—Canteen society of non-athletes.
 RATEY—One who assumes the privileges of his superiors.
 RED EYE—The great disguise; ketchup.
 R.H.I.P.—Rank has its privileges.
 R.H.I.R.—Plebe's consolation: Rank hath its Responsibilities.
 ROBBER'S ROW—Maryland Avenue. The cobblestone version of Fifth Avenue inhabited by irate merchants who vie for our monthly insult.
 SACK—Bed. Responsibility you wish someone else had, as in snipe hunting.
 SANDBLOWER—He who walks at a low altitude.
 SAT—2.0 or better academic-wise.
 SEGUNDO—A Second Classman. The Plebe's nemesis.

SEA LAWYER—One whose favorite expression is "But I thought..." when actually, he didn't think.

SKINNY—Chemistry and physics.

SLASH—To hit the books; study hard. (This term used to be derogatory. In today's nuclear navy it's a compliment.)

SLIP STICK—The Answer Master, or Divining Rod; a slide rule; magic wand.

SNAKE—He always has a drag—someone else's.

SPOON—An upperclassman shakes hands with a Plebe—thereby "knocking off rates," and becoming a personal friend (verb). The person who has spooned you. (noun)

STAG—Solo, unencumbered (perhaps broke). A midshipman who attends a function without the benefit of a drag.

STAR—To have an academic average of 3.4
One who stars.

STEAM—Marine Engineering.

STEERAGE—The midshipmen's soda fountain or canteen.

STRIPER—A midshipman officer in the Brigade organization.

SUP'S LIST—List of those with a 3.0 average or better.

TEA FIGHT—Annapolis Tea Dance; must be seen to be appreciated.

UNSAT—Below 2.0, i.e., not passing.

WIRES—Electrical Engineering.

YARD ENGINE—A girl who lives inside the Yard.

YOUNGSTER—A Third Classman; his Plebe Year was fruit.

W.T. DOOR—Mythical Midshipman who lives in the Midshipman Sample Room.

WOO-POO—The Army's answer (?) to a Midshipman.

ZIP—Zero.

LT. GAWL

ASS. TO COMMANDANT

EXECUTIVE DEPARTMENT OFFICERS

Commandant CAPTAIN COUGAN, USN

Head of Executive Department

CAPTAIN BROWN, USN

Head of Administrative Department

Head of Operations and Plans Division

Head of Mid'n Services & Activities

Performance Officer MAJOR EUNIS

Financial Advisor

Officer Inspector of Uniforms

____ Battalion Officer

____ Company Officer

____ Company Officer

____ Company Officer

____ Company Officer

____ Company Officer

____ Company Officer

BRIGADE ORGANIZATION

BRIGADE STAFF

Brigade Commander

Fall—MIDN CAPT CURRER
 Winter—MIDN CAPT _____
 Spring—MIDN CAPT _____

Deputy Brigade Commander

Fall—MIDN CDR MASHBURN
 Winter—MIDN CDR _____
 Spring—MIDN CDR _____

Brigade Operations Officer

Fall—MIDN LCDR DURHAM
 Winter—MIDN LCDR _____
 Spring—MIDN LCDR _____

Brigade Administrative Officer

Fall—MIDN LCDR DAILY
 Winter—MIDN LCDR _____
 Spring—MIDN LCDR _____

REGIMENTAL STAFF

Regimental Commander

Fall—MIDN CDR CARPENTER, SWEE
 Winter—MIDN CDR _____
 Spring—MIDN CDR _____

Regimental Sub-Commander

Fall—MIDN LCDR ELLISON, KAIN
 Winter—MIDN LCDR _____
 Spring—MIDN LCDR _____

BATTALION CHAIN OF COMMAND

6 Battalion Commander

Fall—MIDN LCDR PATTERSON
 Winter—MIDN LCDR _____
 Spring—MIDN LCDR _____

34 Company Commander

Fall—MIDN LT WOOD
 Winter—MIDN LT _____
 Spring—MIDN LT _____

3 Platoon Commander

Fall—MIDN LTJG DOLD
 Winter—MIDN LTJG _____
 Spring—MIDN LTJG _____

1 Squad Leader

Fall—MIDN ENS THAYER
 Winter—MIDN ENS _____
 Spring—MIDN ENS _____

31 MAJOR WELLS
 32 MAJOR WELLS
 33 LT. STEPHEN
 34 LT. BRADY
 35 LT. COLL
 36 LT. BUCOLI

SERVICE FACILITIES

Hours of Naval Academy Service Facilities

	Daily	Saturday	Sunday
Barber Shops	0800-1200 1300-1700	0800-1200	
Bowling Lanes	1630-2300	1300-2400	1300-2100
Cobbler Shop	0800-1630	0800-1200	
Express Office	0800-1600		
Laundry	0800-1645		
Library, Annex	0900-1200 1300-1730	0900-1200 1300-1730	
Library, Brigade	0800-2400	0800-2400	1300-2400
Library, Isherwood	0745-2200	0745-1630	1300-2200
Library, Main	0745-2200	0745-1630	1300-2200
Mail			
Collections in	0800,1100	0800,1600	0700,1030
Bancroft Hall	1500,1700	1810	1500
Midshipman's Store	0800-1200 1230-1630	0800-1200	
Misery Hall	0800-1900	0800-1800	1300-1700
Museum	0800-1700	0800-1700	1100-1700
NAAA	0900-1700	0900-1230	
Post Office	0800-1630	0800-1200	
Press Shop	0730-1200 1230-1630	0800-1200	
Repair Tailor Shop	0800-1630	0800-1200	
Steorage	1500-1800	1300-1745	1300-1745
Tailor Shops	0800-1630		

INTERNATIONAL MORSE CODE

ALPHA	..-	SIERRA	...
BRAVO	---..	TANGO	-
CHARLIE	---..	UNIFORM	...-
DELTA	....	VICTOR-
ECHO	..	WHISKEY	..--
FOXTROT	....	XRAY	---..
GOLF	---	YANKEE	---..
HOTEL	....	ZULU	---..
INDIA	..	1	.....
JULIET	....-	2	.....
KILO	---	3	.....
LIMA	....	4	.....
MIKE	---	5	.....
NOVEMBER	---	6	.....
OSCAR	---	7	.....
PAPA	....-	8	.....
QUEBEC	---..	9	.....
ROMEO	....	0	.....

POLONIUS' ADVICE TO HIS DEPARTING SON LAERTES

And these few precepts in thy memory
Look thou character. Give thy thoughts no
tongue,

Nor any unproportion'd thought his act.
Be thou familiar, but by no means vulgar.
Those friends thou hast, and their adoption
tried,

Grapple them to thy soul with hoops of steel,
But do not dull thy palm with entertainment
Of each new-hatch'd unfledged comrade.

Beware
Of entrance to a quarrel; but being in,
Bear't, that the opposed may beware of thee.
Give every man thy ear, but few thy voice:
Take each man's censure, but reserve thy
judgement.

Costly thy habit as thy purse can buy,
But not express'd in fancy; rich, not gaudy;
For the apparel oft proclaims the man;
Neither a borrower nor a lender be:
For loan oft loses both itself and friend,
And borrowing dulls the edge of husbandry.
This above all: to thine own self be true,
And it must follow, as the night the day,
Thou canst not then be false to any man.

William Shakespeare—*Hamlet*

