Is Help Really On The Way For Naval Forces?

Council Members, I am concerned with the President's requested budget of only $7.8 billion for naval shipbuilding --a $3.8 billion cut from the amount appropriated in fiscal year 2001. These figures certainly do not indicate that help is on the way.

The Navy has stated repeatedly that a fleet of 360 naval ships, comprised of 15 aircraft carrier battle groups and 14 amphibious ready groups, is required to maintain a forward presence, deter conflict, respond to contingencies, and maintain peace and prosperity. To keep a 360-ship fleet requires a stable build rate of 12 ships per year and a stable budget of roughly $14 billion.

President George W. Bush has stated that he will not make a final budget recommendation for the Defense Department until a thorough top-to-bottom review is conducted to determine the needs of our military. This review is not expected to be completed until May or June.

I am confident that the defense review underway will highlight the critical need for a larger, more capable naval fleet than today's force of only 313 ships in meeting the threats of the 21st Century. Sea Power is the underpinning of our national security policy. With fewer foreign bases available to American troops, naval forces are even more critical than in the past, and I am confident that the Administration will recommend significant budget increase for naval shipbuilding.

The ranking Democrat on the Armed Services Committee, Congressman Ike Skelton (D-MO), best summarized the crisis in a 5 April statement on the floor of the House of Representatives:

> Events are once again turning the world's eyes to the Pacific. Indonesia continues to be unsettled. North Korea is abandoning its move towards conciliation. And every American is aware of the provocative actions recently undertaken by China in holding 24 Americans captive. Secretary Rumsfeld has stated that this Administration will put a new emphasis on the Pacific. That is wise. But to carry out that intention across such a broad expanse of water will require ships. Demand for naval forces has not gone away with the Cold War - it has increased. Yet, at current build rates, the overall fleet will sink below 300 ships before the decade is out, on a course for Davy Jones' locker. We are already missing missions today. How dire will the situation be with a 200-ship fleet? America should rebuild its Navy, and we should begin now.

Adm. Vern Clark, CNO, spoke at the Sea Air Space Exposition in Wash. DC on April 12 about this same need. He mentioned the lengthy lead-time for building aircraft carriers and the immediate need for some more carrier groups. Tell your friends, write to your congressmen. Do whatever you can to increase public awareness of this issue.

Capt. Russell Schultz, USN (Ret.)
"Bravo Zulu"

How does the Navy and Our Council Say
WELL DONE?

The letters “B” and “Z”, said phonetically “Bravo Zulu”, is a naval signal, conveyed by flag hoist or voice radio, meaning "well done". It has also passed into the spoken and written vocabulary of people with a naval or nautical background.

There are some "myths and legends" attached to this signal. The one most frequently heard has Admiral Halsey sending it to ships of Task Force 38 during World War II. He could not have done this, since the signal did not exist at that time.

"Bravo Zulu" actually comes from the Allied Naval Signal Book (ACP 175 series), an international naval signal code adopted after the North Atlantic Treaty Organization (NATO), which was created in 1949. Until then, each navy had used its own signal code and operational manuals. World War II experience had shown that it was difficult, or even impossible, for ships of different navies to operate together unless they could readily communicate, and ACP 175 was designed to remedy this.

In the U.S. Navy signal code, used before ACP 175, "well done" was signaled as TVG, or "Tare Victor George” in the U.S. phonetic alphabet of that time. ACP 175 was organized in the general manner of other signal books, that is, starting with 1-flag signals, then 2-flag and so on. The 2-flag signals were organized by general subject, starting with AA, AB, AC, ... AZ, BA, BB, BC, ... BZ, and so on. The B- signals were called "Administrative" signals, and dealt with miscellaneous matters of administration and housekeeping. The last signal on the "Administrative" page was BZ, standing for "well done."

At that time BZ was not rendered as "Bravo Zulu", each navy used their own particular phonetic alphabet. In the U.S. Navy, BZ was spoken as "Baker Zebra." In the meanwhile, the International Civil Aviation Organization (ICAO) had adopted English as the international air traffic control language. They developed a phonetic alphabet for international aviation use, designed to be as "pronounceable" as possible by flyers and traffic controllers speaking many different languages. This was the "Alfa, Bravo, Charlie, Delta..." alphabet used today. It was then that "Baker Zebra" finally became "Bravo Zulu."

Bravo Zulu to Bill Boyd

Our Council would like to say “Bravo Zulu” or “Well Done to Bill Boyd. He is on the Board of the Directors of the Philadelphia Council where he is an active participant in the guiding of the direction of our Council. We want to especially thank him for all the work he has done in planning and organizing of our Quarterly Meetings. The efforts of Bill and his wife Fran have made these meetings enjoyable and successful. The Council wants to say Bravo Zulu!

(Fellow Council Members - If you know anyone that deserves public acknowledgement, contact us with the details so we can publish a BRAVO ZULU.)

Michael DeLorey.
Quarterly Meeting at Willow Grove NAS  
Saturday, June 2  

Captain J.C. Blake, USN  
Guest Speaker

Captain J. C. (Cam) Blake is the Commanding Officer of the Naval Air Station, Joint Reserve Base at Willow Grove, Pennsylvania.

Captain Blake graduated from the Naval Academy in 1977. He began flight training in Pensacola, Fl in January 1978 and completed his training at VT-24 in Beeville, Texas and became a Naval Aviator in December 1979. In January 1980, he joined Antisubmarine Warfare Fleet Replacement Squadron 41 (VS-41) at NAS North Island, California, and completed training in the Lockheed S-3AViking aircraft in November 1980. Assigned to VS-29, he made two WestPac deployments, with over 250 landings on the USS Kitty Hawk (CV-63) and on the USS Carl Vinson (CVN-70).

After his three-year fleet tour, Capt. Blake returned to VS-41 as flight instructor, Training Landing Signal Officer, Schedules Officer and Instrument Flight Training Director. In November 1985, he was assigned to the TAR program and became manager of the S-3A West Coast Squadron Augment Unit, VS-0294.

In December 1988, Captain Blake transitioned to the C-9B Skytrain II aircraft and reported to VR-57 at NAS North Island. In June 1990, he reported to VR-52 located at NAS Willow Grove, Pennsylvania, as the squadron Officer-in-Charge. In May 1992, he reported to Commander, Naval Reserve Force staff in New Orleans, where he served as the Air Logistics Program Manager. In May 1994, Captain Blake assumed command of VR-58 in Jacksonville, Florida. In June 1996, he reported to the Director, Naval Reserve Force staff where he served as the Air Logistics Program Manager until July 1999.

Captain Blake graduated in June 2000 from the Industrial College Armed Forces, Washington DC. During his Naval Career, Captain Blake has accumulated over 5400 flight hours. Among his many awards are the Meritorious Service Medal with two Gold Stars, the Navy Commendation Medal, the Navy Achievement Medal with Gold Star and various unit and campaign awards.
Quarterly Meeting at Willow Grove Naval Air Station  
Saturday June 2, 2001

Evening’s Schedule

4:00 PM - Tour of the Base
5:00 PM - Board Meeting
6:00 PM - Attitude Adjustment Hour
7:00 PM - Dinner in the Orion Club

Directions:
From Exit 27 of the PA Turnpike take HWY 611 - Easton Road – Doylestown NORTH for 2.8 miles to the Navy Gate of the Willow Grove NAS Joint Reserve Base. Orion’s catering is located in the BOQ at building #5.

__________________________
Member Name: ___________________________ Phone: __________________

__________________________
Guests or prospective members: ______________________________________

(Please print all names, as they are to appear on nametag.)

Number. of Persons: _____ (X $35) = Amount Enclosed: $ _______

Mail this form with check payable to NLUS, Philadelphia Council to:

Tommie and Charlie Shields
2049A Arch Street
Philadelphia, PA 19103
H 215 567-6587
W 215 496-7614
fax 215 496-7884
Navy Ship Name Prefixes

The prefix "USS," ("United States Ship,") is used to officially identify a commissioned ship of the Navy. It applies to a ship that is “in commission.” Before commissioning, or after decommissioning, she has no “USS” prefix.

The prefix "USNS" identifies civilian-manned ships of the Military Sealift Command (MSC). They are "in service," rather than "in commission." They are, nonetheless, Navy ships in active national service, and (United States Naval Ship) was adopted to identify them. Other Navy “in service” ships that are not MSC but are just identified by their name (if given) and hull number, with no prefix.

Into the early years of the 20th century there was no fixed form for Navy ship prefixes. In 1907 President Theodore Roosevelt issued an Executive order that established the present usage:

In order that there shall be uniformity in the matter of designating naval vessels, it is hereby directed that the official designation of vessels of war, and other vessels of the Navy of the United States, shall be the name of such vessel, preceded by the words, United States Ship, or the letters U.S.S., and by no other words or letters.

--Executive Order 549, 8 January 1907.

Today's Navy Regulations define the classification and status of naval ships:

1. The Chief of Naval Operations shall be responsible for the assignment of classification for administrative purposes to water-borne craft and the designation of status for each ship and service craft.
2. Commissioned vessels and craft shall be called "United States Ship" or "U.S.S."
3. Civilian manned ships, of the Military Sealift Command or other commands, designated "active status, in service" shall be called "United States Naval Ship" or "U.S.N.S."
4. Ships and service craft designated "active status, in service," except those described by paragraph 3 of this article, shall be referred to by name, when assigned, classification, and hull number (e.g., "HIGH POINT PCH-1" or "YOGN-8").


Some, but apparently not all, other navies also use prefixes with their ships' names. Perhaps the best known of these is "HMS" (His or Her Majesty's Ship), long used by the Royal Navy. In earlier times this was also seen as "HBMS," for "His Britannic Majesty's Ship." British Empire/Commonwealth navies used their own versions of this, inserting their own nationalities, such as HMCS for Canada, HNZS for New Zealand, or HMAS for Australia. The Royal Saudi Naval Forces also use "HMS." Argentina uses "ARA" (Armada de la Republic Argentina); the Philippine Navy identifies its ships as "BRP" (Barka ng Republika ng Pilipinas). The Imperial German Navy used "SMS" (Seine Majestats Schiff); the World War II Kriegsmarine does not appear to have used a prefix, but the modern Bundesmarine uses "FGS" (Federal German Ship). India and Israel both use "INS" to mean Indian Naval Ship or Israeli Navy Ship. Lebanon and Tunisia, on the other hand, do not use any nationality prefix.

Information courtesy of Naval Historical Society
May-August Schedule of Events

May
- 15 - Noon - Board Meeting at Williamson’s
- 19 - Armed Forces Day, USA
  Merchant Marine display at Penn’s Landing
- 25-28 - Training ship **TS EMPIRE STATE** visits Penn’s Landing
- 26 - Sea Cadet Day
- 28 - Memorial Day observance

June
- 2 - Saturday - Quarterly board meeting at Willow Grove NAS
  - 4:00 PM - Tour of the Base
  - 5:00 PM - Board Meeting
  - 6:00 PM - Attitude Adjustment Hour
  - 7:00 PM - Dinner in the ORION CLUB
    (Sign up and join in the fun!)

- 8-10 - 11th Annual World War II Weekend Air show - Realistic staging of a WWII airfield with restored vehicles and aircraft. There will be displays, special guests and music (Fri.-Sat. 9 AM-10 PM, Sun. 8:30 AM-5 PM)
  Email Mid-Atlantic Air Museum at www.maam.org/maamwwii.html.

- 9-10 - The Washington Memorial National Carillon at the Chapel in historic Valley Forge will be the setting for **Bells of Freedom 2001**. This two-day event will celebrate, with special patriotic festivities and the building of the **Veterans Wall of Honor**.
  Contact Sal Mangano at 610 431-4022.

- 19-24 - Navy League has its National Convention in Reno, Nevada.
  Phone 703-528-1775 or Fax 703-528-2333
  EMAIL http://www.navyleague.org/reno_info.htm

July
- 4 - Independence Day USA - Have a Great Day!
- 17 - Noon - Board Meeting at Williamson’s

August
- 4 - U.S. Coast Guard Birthday.
- 30 - Navy opens the 2001 football season (Thursday at 7 PM) against Temple at PENN’s **Franklin Field** in Philadelphia. (tailgate party in parking lot)

Appeal for Army-Navy Game tickets

Council members would like tickets to the game. If you can get extra
tickets please call Council President Russell Schulz at 215 340-9158.

PENNSYLVANIA SEA CADET DIVISION

Seventy of our Sea Cadets from the Pennsylvania Division will be guests aboard the TS 
EMPIRE STATE, the training ship of SUNY Maritime Academy at Ft. Schuyler, NY. The ship is 
scheduled to visit Penn's Landing the weekend of May 25-28.

The Phila. Chapter of the SUNY Maritime Academy alumni will be the primary hosts of our 
cadets. They have declared Saturday, May 26th as PHILA SEA CADET DAY. This is a fine 
opportunity for our cadets to be exposed to the maritime industry and converse one-on-one with the 
cadet midshipmen aboard the training vessel. Perhaps some future maritime careers will be 
developed this day.

The Philadelphia Council of the Navy League is honored to sponsor the Sea Cadet program in 
support of youth development and the maritime industry. Invitations have also been extended to other 
Sea Cadet units in the tri-state area. It is estimated that over 300 cadets will be participating.

Ed Sobieray

Annual Navy League Golf Outing

The 14th annual Navy League golf outing, sponsored by your Philadelphia Council, will be held on Thursday, 
September 6th at the Horsham Valley Golf Club in Ambler, PA.
Our golf chairman, Ed Sobieray, and his committee have set up another fine program for all participants. This 
“no frills” event provides enjoyment for the golfers on the links as well as for non-golfers who attend the 
extended social hour and partake in an old fashioned BBQ picnic.

This popular event is an excellent opportunity 
to introduce prospective members to the Navy 
League. All members, friends of the Navy and 
guests are encouraged to attend.

Schedule

1:00 PM Shotgun starts for golfers
5:00 PM Social hour begins for non-golfers
5:30 PM Golfers arrive
6:15 PM BBQ picnic begins
7:00 PM Awards and Special Raffle

Please see the flyer on reverse to register
or call Ed Sobieray at 610 566-1263.