

STATEMENT OF HONORABLE JOHN E. FOGARTY, U. S. REPRESENTATIVE OF THE SECOND CONGRESSIONAL DISTRICT OF RHODE ISLAND BEFORE THE DEFENSE SUB-COMMITTEE OF THE SENATE APPROPRIATIONS COMMITTEE TO SUPPORT THE DEPARTMENT OF THE NAVY REQUEST FOR FACILITIES AT THE U. S. NAVAL BASE, NEWPORT, RHODE ISLAND, AUGUST 1958.

Gentlemen:

I welcome this opportunity to appear before this Committee to present my personal views and to support the Navy's request for facilities at the U. S. Naval Base, Newport, Rhode Island. Since many opportunities permit me to visit and study the need of this important base of the Naval Shore Establishment, I believe my observations are more than that of a casual visitor.

I have been informed there is a growing concern throughout the Navy over its deficiencies in personnel support facilities. If Newport is typical of existing facilities at other bases, the Navy's concern is definitely justified. Berthing, messing, and recreational facilities are deteriorated, substandard and inadequate in size and other aspects. Living accommodations are temporary World War II structures which definitely indicates they were designed for a short economic life. It appears to me that these structures have reached

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the point where it pays to replace them rather than continue ruinous maintenance costs. Material used in the wartime construction of these buildings was of low quality. Windows, door, main supports, and flooring of all barracks require major repairs and replacement. Heating, lighting, and ventilation are definitely substandard in these deteriorated living facilities. In addition, these facilities are a serious fire hazard due to the temporary type of construction and to close spacing of the buildings.

Approximately 75 per cent of the personnel occupying these barracks are students, personnel of better than average intelligence, in whom the Navy is investing many millions of dollars in training costs. To retain these alert and capable young men in the service, living facilities must be provided which are comparable to facilities available to the average civilian. If the Navy fails to provide decent living conditions for its personnel, the result will be a continued drop in operating efficiency and low reenlistment rates with an abnormally high personnel turnover and replacement training costs.

The messing facilities at this Station, as well as barracks, are in poor material condition. The present messing facility consists of a temporary World War II messhall which had been reopened after being unused for several years. I was informed that the permanent messhall was destroyed by fire in 1947 and has never been replaced. The present messhall is in an advanced state of deterioration despite the station's effort to properly maintain this facility. It appears that this building is beyond the state of economic usefulness and should be replaced. The impressionable young men who have to eat their meals at this mess hall are deserving of something more than this crowded, dismal facility.

Adequate recreational facilities are also urgent requirements at this base which supports approximately 27,000 enlisted men on duty, aboard ships, or ashore in the Newport area. The existing enlisted men's service club is an overcrowded and a poorly located facility which is a serious fire hazard.

In this environment it is difficult to see how these fine

young men can relax and enjoy themselves. After being out at sea on a rolling and pitching ship, living under close quarters, I fail to see how the present facility can possibly provide a relaxing and pleasant surrounding for these men when ashore. These enlisted men must, nevertheless, accept this condition, I regret to say, as the City of Newport, which is 3 miles distant with a population of 30,000, has very limited recreational facilities. Theatres, dance halls, sports events and other young men's interests in this city are far below average for a city of this size and are already crowded. The nearest city with sufficient recreational facilities is Providence, Rhode Island, which is 32 miles from Newport. This city is too far for young men to commute in order to find an evening's entertainment.

In my opinion this club is an urgent requirement to provide an adequate recreational facility capable of offering a period of relaxation for the large number of men at this base. It will improve morale and keep more enlisted men off the highways; consequently reducing the number of fatalities and injuries occurring

in automobile accidents.

I believe that of all measures that can be taken to encourage intelligent enlisted men to select a naval career, proper living conditions, and recreational facilities offer the most for money and effort expended. Since Korea, we have been forced by rising prices and skyrocketing advance in technology to sacrifice everything for hardware. The Navy's survival depends on our keeping pace with science. But, can we afford to house enlisted personnel in deteriorated, sub-standard facilities while we spend billions for the weapons they must employ?

A look at the competing civilian economy for well qualified personnel will tell us the Navy cannot be sold to bright, aggressive, ambitious young men it needs by messing and berthing them in crowded, dismal facilities. These enlisted men live in discomfort and they resent it.

I have been informed that many administrative measures taken within the Navy Department, as well as recent career

incentive legislation, have played a part in making naval careers more attractive. The implementation of recommendations of the Cordiner Committee will also have a marked effect. But none of these have, to use a colloquialism, hit the enlisted men where they live.

The House Committee, I think, made a mistake in eliminating the 1,887 thousand dollars and allowing only 333 for the replacement of the boiler plants. The Naval Supply Depot at Newport is a permanent installation. A part of its mission is to service the fleet with petroleum products. The Depot has a fuel farm for this purpose with a storage capacity of 2,750,000 barrels for peacetime, emergency, and mobilization requirements. This facility is one of two major fleet fueling installations on the entire East Coast, the other being in the Norfolk, Virginia area. It is very active in peacetime, handling more than 3 million barrels of oil annually; and hard pushed, working around the clock in wartime. Newport is a major destroyer base and headquarters for Commander Destroyer Force, U. S. Atlantic Fleet.

This installation cost \$16,550,000 to construct during World War II.

The movement of product from tankers to the storage tanks and berthing facilities to service ships is by means of steam driving pumps. In addition, Navy Special fuel stored in the tanks must be heated with steam during cold weather to decrease the oil viscosity and permit pumping of the fuel to the fueling berths. The entire steam system has reached its life expectancy. Continued maintenance will not keep the plant in operation.

The greater portion of the project is for the replacement of major component parts such as the steam distribution system, condensate return lines, steam turbines and fuel pumps. It also includes the modernization of four 750hp high pressure steam boilers. The project includes the following principal items:

Rehabilitation of the boiler plants.....	\$333,000
Rehabilitation of 100 p.s.i. Distributing Pipe Line	317,000
Rehabilitation of 200 p.s.i. Distributing Pipe Line	346,000
Rehabilitation of turbines and pumps.....	682,000
Rehabilitation of 10" Steam Lines.....	532,000
	<u>\$2,210,000</u>

Each of the first four items represents the rehabilitation of separate components of a system that are inter-dependant upon one another to effect the end result. The omission of any one of these items will preclude use of the system to effect the necessary end result required. This steam system was constructed early in World War II of such materials and equipment as were available, and in a manner conducive to rapid completion. The techniques then utilized would not be considered conducive to long life nor facilitate maintenance. It must be recognized that the facilities so constructed served their wartime mission. Now we are compelled to place them in such material condition as is necessary to serve a most important mission on the Depot in such manner as will minimize maintenance and permit the Depot to perform its mission.

The recommended project reduction by the House Appropriations Committee would yield only rehabilitation of the two boiler plants. Yet the capacity to generate steam would be of little benefit if the capability of distributing steam remains seriously impaired. Similarly, the capacity to generate and distribute steam would

be of little benefit if the steam consuming remains in a seriously impaired state. Thus, it becomes necessary to effect rehabilitation of all of the first four items as one effort, each component of which is vitally related to the other.

The last item for a 10" steam line will interconnect the two steam plants. This is the final increment of an inter-connecting system part of which is already in place. Completion of this tie line will permit operation of one plant during normal operations. However, for periods of maximum demand, the steam generating capacity of both plants is required. This can be effected with a skeleton crew for the peak requirements. It is also significant that with completion of the inter-connecting steam line, it will be possible to normally alternate the operation of the two plants; thus, permitting proper maintenance for each. This has heretofore been most difficult because of inability to shut down boiler plant No. 2 and satisfy the Depot mission. There is no expansion of the generating capacity included in this item.

A third boiler plant exists which is overage and in poor condition. During the winter, in periods of peak load, it must be operated. However, approval of all of this item, including the inter-connecting 10" steamline, will provide sufficient flexibility that this third plant can be demolished.

If this project is not approved in entirety, the ability of the Depot to service the Fleet will be seriously and dangerously impaired, and I urgently request your favorable consideration of the Navy's request.