

**NOMINATIONS OF VICE ADM. WILLIAM F. RABORN, JR., TO BE
DIRECTOR OF CENTRAL INTELLIGENCE AND RICHARD HELMS
TO BE DEPUTY DIRECTOR OF CENTRAL INTELLIGENCE, AND
MISCELLANEOUS BILLS**

HEARING
BEFORE THE
COMMITTEE ON ARMED SERVICES
UNITED STATES SENATE
EIGHTY-NINTH CONGRESS
FIRST SESSION

ON

NOMINATION OF VICE ADM. WILLIAM F. RABORN, JR., USN (RETIRED)
TO BE DIRECTOR OF CENTRAL INTELLIGENCE

NOMINATION OF RICHARD HELMS TO BE DEPUTY DIRECTOR OF
CENTRAL INTELLIGENCE

H.R. 3043

AUTHORIZING SPECIAL ALLOWANCES FOR DEPENDENTS OF MILITARY
PERSONNEL FOR EVACUATION EXPENSES

H.R. 3044

AUTHORIZING INCENTIVE HAZARDOUS DUTY PAY FOR FLIGHT DECK
AIRCRAFT CARRIER DUTY

S. 1856

AUTHORIZING MEMBERS OF THE NAVAL SEA CADET CORPS TO PUR-
CHASE NAVAL UNIFORMS AT NO EXPENSE TO THE GOVERNMENT

APRIL 22, 1965



Printed for the use of the Committee on Armed Services

U.S. GOVERNMENT PRINTING OFFICE

46-981

WASHINGTON : 1965

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III

**NOMINATION OF VICE ADM. WILLIAM F. RABORN, JR.,
U.S. NAVY (RETIRED), TO BE DIRECTOR OF CENTRAL
INTELLIGENCE**

**NOMINATION OF RICHARD HELMS TO BE DEPUTY
DIRECTOR OF CENTRAL INTELLIGENCE**

THURSDAY, APRIL 22, 1965

U.S. SENATE,
COMMITTEE ON ARMED SERVICES,
Washington, D.C.

The committee met, pursuant to notice, at 10:35 a.m. in room 212, Old Senate Office Building.

Present: Senators Stennis (presiding), Jackson, Young of Ohio, Inouye, Brewster, Smith, Thurmond, Miller, and Tower.

Also present: T. Edward Braswell, Jr., professional staff member; Charles B. Kirbow, chief clerk; Gordon A. Nease, professional staff member, and Herbert S. Atkinson, assistant chief clerk.

Senator STENNIS. The committee will please come to order.

I would like to commend the photographers for getting here early and taking photographs prior to commencement of the meeting.

I want to express the regrets of Senator Saltonstall, who could not be here today, due to a bad cold. He asked that he be recorded as favoring both the nominations of Admiral Raborn and Mr. Helms.

Also, by telephone, I talked to Senator Symington this morning, and he expressed his great regrets at not being able to be here today. He expressed his interest in the nominations of both Director and Deputy Director of the CIA, and his approval of these nominations.

Admiral Raborn, we welcome you. You have been nominated for Director of Central Intelligence, and Mr. Helms, we welcome you, too. You have been nominated as Deputy Director of Central Intelligence.

Members of the committee, both of these gentlemen are known to many of the committee members. Admiral Raborn retired from the Navy after a distinguished career and we are all familiar with his contribution and leadership in the Navy including the Polaris program.

Mr. Helms has had long experience in the intelligence field and is presently Deputy Director for Plans for the Central Intelligence Agency. The committee is pleased to have both of you gentlemen with us, and we will begin, Admiral Raborn, with you and receive any remarks that you may care to make.

Admiral RABORN. Thank you, Mr. Chairman.

If I may, I have a statement which I would like to read.

Senator STENNIS. You may read your statement. I wish to put in the record the biographical sketches of Admiral Raborn and Mr. Helms.

All right, Admiral, you may proceed.
(The nomination and biographical sketch of Admiral Raborn follow:)

NOMINATION REFERENCE AND REPORT

IN EXECUTIVE SESSION,
SENATE OF THE UNITED STATES,
April 14, 1965.

Ordered, That the following nomination be referred to the Committee on Armed Services:

Vice Admiral William F. Raborn, Junior, United States Navy, retired, of California, to be Director of Central Intelligence.

VICE ADM. WILLIAM FRANCIS RABORN, JR., U.S. NAVY (RETIRED)

William Francis Raborn, Jr., was born in Decatur, Tex., on June 8, 1905, the son of William Francis Raborn, Sr., and Cornelia Moore Raborn. He attended public schools in Ryan and Marlow, Okla. In 1924 he was appointed to the U.S. Naval Academy by Senator Elmer Thomas, of Oklahoma. He graduated from the Naval Academy and was commissioned an ensign in the Navy on June 7, 1928.

Admiral Raborn is married to the former Mildred T. Terrill of Baytown, Tex. He has two children, Mrs. Barbara Raborn Richardson, and William Francis Raborn III.

Following his graduation from the Naval Academy in 1928, he performed gunnery duty aboard the U.S.S. *Texas* and the destroyers *Twiggs* and *Dickerson* until June 1933. He was assigned to flight training at the Naval Air Station in Pensacola, Fla. He was designated naval aviator on April 16, 1934.

In June of 1934 he was assigned to Fighting Squadron 5 aboard the carrier *Lexington*. He continued in this type of duty assignment in other naval fighter squadrons until 1937. In June 1937 he returned to the Naval Air Station at Pensacola where he served as an instructor. He then returned to duty with naval fighter units. In August 1942 he reported to the Free Gunnery School, U.S. Naval Air Station, Kaneohe Bay, Hawaii, as officer in charge where he initiated, developed, and organized the Aviation Free Gunnery School.

From March 1943 to the fall of 1944, he was assigned to the Office of the Deputy Chief of Naval Operations for Air and served there as head of aviation gunnery training. He then joined the U.S.S. *Hancock* as executive officer. The *Hancock*, carried out operations against enemy Japanese forces in the Philippine Islands, the South China Sea, Iwo Jima, and the Japanese homeland.

His subsequent naval assignments were as: Chief of staff to Commander Task Force 38 and commander, Carrier Division 2 in the Western Pacific; operations officer on the staff of the commander, Fleet Air, with headquarters in San Diego, Calif., and the Bureau of Ordnance, Navy Department, Washington, D.C., where he was responsible for the development of guided missiles and aviation ordnance. In July 1950, he assumed command of the U.S.S. *Bairoko*, which conducted training in antisubmarine warfare in waters off Japan, Okinawa, and Formosa.

He attended the Naval War College, Newport, R.I., in 1951 and 1952. In July 1952, he was designated Assistant Director of the Guided Missiles Division, Office of the Chief of Naval Operations, Navy Department. He continued in this assignment until he assumed command of the U.S.S. *Bennington* in April 1954. He then served as Assistant Chief of Staff for Operations on the staff of the commander in chief of the U.S. Atlantic Fleet from February 1955 until December 1955 when reported as Director of Special Projects, Department of the Navy.

As Director of Special Projects he was charged with the task of developing a fleet ballistic missile system. He established the Special Projects Office, Department of the Navy, and created a management system, implementing a new management tool—the progress evaluation reporting technique. This system has been adopted extensively in many areas of American industry.

The operational readiness of the fleet ballistic missile system was established by two underwater launchings of Polaris missiles on July 20, 1960. On March 9,

1962, he became Deputy Chief of Naval Operations (Development), Navy Department. Admiral Raborn was retired from the Navy on September 1, 1963.

At the time of his nomination to the position of Director of Central Intelligence, Admiral Raborn was vice president for program-management at the Aerojet-General Corp. He resided at 315 Madeline Drive, Pasadena, Calif. He is a Mason and a member of the Baptist Church.

Admiral Raborn has been the recipient of the following awards: Distinguished Service Medal, the Silver Star Medal, the Bronze Star Medal with Silver Star, the Commendation Ribbon with Bronze Star, the Navy Unit Commendation Ribbon, the Defense Service Medal, the American Campaign Medal, the Asiatic-Pacific Medal with one Silver Star and one Bronze Star (six engagements), the World War II Victory Medal, the National Defense Service Medal, the Korean Service Medal, the United Nations Service Medal and the Philippine Defense Ribbon. President Kennedy presented Admiral Raborn with the Collier Trophy Award in 1963.

**STATEMENT OF VICE ADM. WILLIAM F. RABORN, JR., U.S. NAVY
(RETIRED) NOMINATED TO BE DIRECTOR OF CENTRAL
INTELLIGENCE**

Admiral RABORN. Thank you, Mr. Chairman.

There was submitted previously to the members of this committee a biographical sketch. I would like to give you a short summary of my experience and background.

I was born in Decatur, Tex., on June 8, 1905.

I graduated from the Naval Academy in 1928. After some years of sea duty I was assigned to flight training at Pensacola, Fla., and completed this training in April 1934. After various carrier and other assignments, I returned to the naval air station at Pensacola, serving as an instructor.

In 1942 I was assigned to the Free Gunnery School at the Naval Air Station, Kaneohe Bay, Hawaii. There, as officer in charge, I developed and organized the Aviation Free Gunnery School.

After an assignment in the Office of the Deputy Chief of Naval Operations for Air, I joined the U.S.S. *Hancock*, and incidentally Mr. Chairman, this carrier is still engaged in active duty in the Asian waters today, as executive officer in the fall of 1944, participating in operations against Japanese forces in the Philippines, South China Sea, Iwo Jima, and Japan.

Subsequently, after other assignments, I was assigned to the Bureau of Ordnance in Washington where I was responsible for the development of guided missiles and aviation ordnance. In July 1950, I assumed command of the U.S.S. *Bairoko*, which conducted training in antisubmarine warfare in waters off Japan, Okinawa, and Formosa.

During 1951 and 1952 I attended the Naval War College at Newport, R.I. In July of that year I was designated Assistant Director of the Guided Missiles Division, Office of the Chief of Naval Operations, Navy Department. In April 1954 I assumed command of the U.S.S. *Bennington*.

In December 1955 I was assigned as Director of Special Projects, Navy Department, charged with the task of developing a fleet ballistic missile system. I established the Special Projects Office, Department of the Navy, developing a new management system, the progress evaluation reporting technique, commonly called PERT. As I am sure most of you will remember, the operational readiness of the fleet ballistic missile system was established by two underwater launchings of Polaris missiles on July 20, 1960.

In March of 1962, I became Deputy Chief of Naval Operations, Development, and thereafter was retired from the Navy on September 1, 1963.

Since retirement I have been associated with Aerojet-General Corp. as vice president for program-management and have resided in Pasadena, Calif. I wish to advise this committee that I have submitted my resignation to Aerojet-General Corp., to become effective prior to entering on my duties, if confirmed, as Director of Central Intelligence.

I would like to state, Mr. Chairman, that I have reviewed the relationships between this committee and the special subcommittee established for legislative oversight of the Central Intelligence Agency. As I understand the situation, I would have no reason to act in a manner different from that of my most able predecessors.

It is my intent to keep the CIA Subcommittee fully and currently informed of those matters under my jurisdiction. I believe it essential for a Director of Central Intelligence not only to keep the members up to date on intelligence matters but also to be fully responsive to their needs and questions.

I am fully aware that there will be matters concerning which the members would not have the occasion to query me, either through not knowing of a particular situation or for other reasons. However, I conceive of it as my responsibility to bring to the attention of the members those matters on which I believe they should be informed. I believe that the interests of this country are served by a continuing program of the Central Intelligence Agency keeping the members informed, not only of intelligence information but also as to the activities, programs, and organization of the CIA itself.

I would like to say that I am approaching the position of Director of Central Intelligence with grave appreciation of its awesome responsibilities. However, please let me assure you that I intend to apply myself to these responsibilities with all of the dedication and abilities I possess.

This completes my statement and I will be happy to respond to any questions, sir.

Senator STENNIS. I have just a few questions and then I propose to call on each member of the committee.

Admiral RABORN. I understand you have resigned from your company and through that resignation you have cut off all affiliations with the company, is that correct?

Admiral RABORN. That is correct, sir.

Senator STENNIS. I looked into this and found that you really have some contractual power. Do you have any stocks or have you submitted a list of stocks, if any you have, that have to do with contracts or probable contracts with the CIA?

Admiral RABORN. Yes, sir; I have submitted such a list.

Senator STENNIS. All right.

In keeping with the general rule, if the committee should ask you to dispose of any of those stocks you will do so, is that correct?

Admiral RABORN. Yes, sir.

Senator STENNIS. Members of the committee, we have a list of Admiral Raborn's stockholdings which we can go over at the pleasure of the committee.

Admiral, this is a highly important position that you have been nominated for. It is extraordinarily important with world affairs as they are today. I don't know of anything that is more sensitive nor any more important counsel and advice that will come to the President and his other advisers than that that will come through you and under your administration. I am sure you already are conscious of this. I am not trying to give you a lecture, of course, but I do think this is an extraordinary responsibility, and not just another executive appointment that is to be formally approved by the Senate because the President recommends it. The Senate has a special responsibility in connection with the appointment for this post, and I think the fact that there is no opposition to your appointment, so far as the chairman knows, is a real tribute to you and puts a double burden on you. I think the legislative branch never exercises a higher function than passing on nominations and none are more important than this.

I am interested in your responsibility to the legislative branch of the Government. The Constitution, as you know, puts the sole power to declare war in the Congress, and while it is a power that is falling into disuse, nevertheless it is still there, and I don't see how we could exercise that power at the present time unless we have the very highest order of intelligence information. As I understood you, you recognize an obligation to the legislative branch of the Government as well as the executive; is that correct?

Admiral RABORN. Yes, sir. Very strongly.

Senator STENNIS. I mention here the law which provides that either the Director or the Deputy Director will be the only one who will be from the military profession, and that balance is maintained here, of course, in these highly qualified appointments. I think your predecessors, too, have all filled this role very well.

Senator Smith, may I call on you now if you have any questions?

Senator SMITH. Mr. Chairman, I have no questions.

Senator STENNIS. Thank you, Senator Smith.

Senator JACKSON?

Senator JACKSON. Mr. Chairman, first I want to say you are replacing a very able and outstanding Director, Mr. McCone. I am sure you will agree to that.

Mr. Chairman, I first became acquainted with Admiral Raborn about 10 years ago when he was the special project officer for the Navy. His assignment was to get the Polaris program underway, and I was very much impressed with his ability to run a very large undertaking, to delegate responsibility, and above all, his desire to keep Congress currently informed.

I think those of us who have known him are aware of the fact that he feels very strongly about the need in this direction.

I also want to say that in my judgment he has the integrity and he has the broad understanding of national security problems that should serve him well in this most trying and difficult assignment.

I am very pleased with his appointment.

Senator STENNIS. Thank you, Senator.

Senator Thurmond?

Senator THURMOND. Thank you, Mr. Chairman.

Mr. Chairman, I have known Admiral Raborn for a number of years and I am very familiar with the very outstanding work he has

done in the Navy. I think we are fortunate to have a man of his intellect and character to take this important position, and I shall be pleased to support him.

Senator STENNIS. Thank you.

Senator Young?

Senator YOUNG. Thank you, Mr. Chairman.

I have no questions. I am very glad to support this appointment.

Senator STENNIS. Senator Miller?

Senator MILLER. Thank you, Mr. Chairman.

I am sorry I haven't had the pleasure of meeting the admiral before but he certainly has an outstanding record. I would like to ask a couple of questions.

What is your concept of the line of authority between the representatives of the CIA in a foreign country and the Ambassador?

Admiral RABORN. As you know, sir, the Central Intelligence, Director of Central Intelligence, reports to the National Security Council, and we take our cue from the directives stemming from that.

Senator MILLER. I will pass my questions until we have an executive session.

Admiral RABORN. Thank you.

Senator MILLER. Thank you, admiral.

Senator STENNIS. Senator Inouye?

Senator INOUE. Mr. Chairman, I haven't had the privilege of knowing the admiral personally, but from all I have read about the admiral I am most pleased to support his nomination. We are most fortunate to have him.

Senator STENNIS. Senator Tower?

Senator TOWER. Mr. Chairman, I have no questions.

I note with some degree of pride that Admiral Raborn is a Texan. I have had the privilege of knowing him. I think that the PERT system which he developed is a tribute to his very great managerial ability, and I think the very existence of one of our greatest strategic deterrents, the Polaris system, is also a tribute to his great ability. I think this is one of the wisest appointments that the President has made and I am pleased to have the opportunity to support it.

Senator STENNIS. Well, you Texans are getting together now on more things.

Thank you, Senator.

Senator Brewster?

Senator BREWSTER. Mr. Chairman, I note from Admiral Raborn's biography that he served aboard the *Hancock* and I am reminded of the day in the South Pacific when I saw the *Hancock* steaming, smoking, I believe, to Eleuthera after you had taken a Kamikaze aboard, and so I certainly have no questions or comments but from the admiral's long record of service to the United States I would merely offer my congratulations to him.

Senator STENNIS. Admiral, do you have some further remarks to make?

Admiral RABORN. No, sir, I do not.

Senator STENNIS. Well, it looks like you are going to prevail here, and we want to wish you well in these responsibilities. I don't think it can be overemphasized nor magnified too much, and we look forward to your services. In addition to what I have already said, there is a lot of independence that goes with this office, if it is filled correctly.

You won't be superior to anyone, but you will be independent in your judgment and your activities, and I hope that you feel that way about it, sir.

We will be glad, Admiral, if you could just share the end of the table with Mr. Helms.

Mr. Helms, will you come forward, please.

(The nomination of Vice Adm. William F. Raborn, Jr., to be Director of Central Intelligence, was subsequently approved by the committee in executive session, and confirmed by the Senate the same day, April 22, 1965.)

NOMINATION OF RICHARD HELMS TO BE DEPUTY DIRECTOR OF CENTRAL INTELLIGENCE

Senator STENNIS. Mr. Helms, you already have a very distinguished career and record of extraordinarily fine service with the CIA. We wis to commend you for that.

I know that you have been leaned on heavily there, and you are capable, in my opinion, of carrying out any responsibility that goes with the Central Intelligence Agency.

(The nomination and biographical sketch of Mr. Helms follow:)

NOMINATION REFERENCE AND REPORT

IN EXECUTIVE SESSION,
SENATE OF THE UNITED STATES,
April 14, 1965.

Ordered, That the following nomination be referred to the Committee on Armed Services:

Richard Helms, of the District of Columbia, to be Deputy Director of Central Intelligence.

RICHARD MCGARRAH HELMS

Richard McGarrah Helms was born March 30, 1913, in St. Davids, Pa. He attended Carteret Academy in Orange, N.J.; Le Roscy at Rolle, Switzerland; and the Realgymnasium in Freiburg i/Breisgau, Germany. He was graduated with a B.A. degree from Williams College in 1935, where he was elected to Phi Beta Kappa.

Mr. Helms was a staff correspondent for the United Press in Germany from 1935 to 1937, after which he went to Indianapolis, Ind., as retail advertising solicitor for the Indianapolis Times, a Scripps-Howard newspaper. In 1939 he became national advertising manager for that journal.

He is remembered by his classmates of Williams College as the editor in chief of the yearbook, *Gulielmsonian*, and also as the editor in chief of the college newspaper, the *Williams Record*.

While with the United Press in Europe, Mr. Helms interviewed Hitler and later his story "Hitler and Mars, Inc." was published in the Indianapolis Times.

During the winter of 1942, he was connected with the public relations effort of the Navy Relief Society fundraising drive in New York City.

Mr. Helms was commissioned lieutenant (jg), U.S. Naval Reserve, on July 1, 1942, and after attending Naval Training School, Harvard University, was assigned as operations officer, Headquarters, Eastern Sea Frontier. In 1943, Mr. Helms began his intelligence career. He was assigned in August of that year to the Office of Strategic Services and saw service in Washington, England, France, and Germany.

Upon discharge from the U.S. Naval Reserve in 1946, Mr. Helms was employed as a civilian in the Strategic Services Unit, War Department, which was the successor organization to a major part of the Office of Strategic Services. He was employed there until the establishment of the Central Intelligence Group, to which he was transferred. He was then assigned to the Central Intelligence Agency when it was established on September 18, 1947. In August of 1952 he was appointed by Gen. Walter Bedell Smith, then Director of Central Intelligence,

as Deputy to the Deputy Director of Plans. On February 17, 1962, he was appointed Deputy Director for Plans by John A. McCone.

Mr. Helms and Julia Bretzman of Indianapolis, Ind., were married in 1939. Their family includes one son, Dennis, who is now a student at the University of Virginia Law School.

Mr. Helms was nominated by President Johnson as Deputy Director of Central Intelligence on April 14, 1965.

Senator STENNIS. We are glad to have you here, Mr. Helms. This is a highly important post. You are the alter ego in lots of ways, and vested with responsibilities and powers equaling, to a degree, those of the admiral.

Do you have a statement, Mr. Helms?

STATEMENT OF RICHARD HELMS, NOMINEE TO BE DEPUTY DIRECTOR OF CENTRAL INTELLIGENCE

Mr. HELMS. Mr. Chairman, I thank you. I would like to make a very brief statement.

Senator STENNIS. The biographical sketch of Mr. Helms has already been referred to.

Does each member have a copy? It is very helpful for each member to have it.

Mr. HELMS. I consider it under these circumstances to be a great privilege, in fact an honor, to appear before this committee. You have the biographical sketch and I would simply like to summarize my background.

I was born in 1913 in St. Davids, Pa. I grew up in South Orange, N.J., where I went to day school. I spent 2 years at schools in Europe before I went to Williams College where I graduated in 1935.

After that I served in the United Press in Europe, England, and principally Germany, for 2 years, and then joined the Indianapolis Times in the business department in Indianapolis, Ind.

I became national advertising manager there in 1939.

In 1942 I joined the U.S. Naval Reserve and after a brief indoctrination period I was assigned as an operations officer to Headquarters, Eastern Sea Frontier, in New York, involving antisubmarine warfare.

In August of 1943, I was assigned to the Office of Strategic Services. I have served consistently with that organization and all its successor organizations until this date. I would suppose that you would describe it as working my way up through the ranks during the years.

For the last 3 years I have been the Deputy Director for Plans in the Central Intelligence Agency under Mr. McCone.

I wanted to say, Mr. Chairman, if I may, that I have submitted to the committee a listing of my small securities holdings. I note in this that I have some shares of General Electric and International Business Machines Corp., a hundred of the former and 44 of the latter. The agency has some substantial contracts with these two companies, and if it is the committee's wish, I will dispose of these shares immediately.

Senator STENNIS. If I may say this, I frequently wish for more definite rules with reference to the holding of appointees. I think we have to be very circumspect about it but I wish the committee had by law some better guidelines. But we will apply the rule to you that we have applied to others, and I think we will take that up in executive session. Your offer certainly would satisfy all of

us, I feel, with reference to those two stocks, as well as the others listed.

You have heard the sentiments of the committee. Is there anything else you wish to say?

Mr. HELMS. No, sir.

Senator STENNIS. You have heard the sentiments expressed with reference to the responsibilities of this position, and it is not just another executive appointment. You feel you have a responsibility, too, to the legislative branch of the Government in assisting them in carrying out their constitutional functions?

Mr. HELMS. I certainly do.

Senator STENNIS. You fully agree to that?

Mr. HELMS. I certainly do, Mr. Chairman.

Senator STENNIS. How long have you been with the Central Intelligence Agency already?

Mr. HELMS. Since it was founded in September 18, 1947.

Senator STENNIS. Just think of that, since the law was enacted. At this point I express a special regret that Senator Russell could not be here this morning.

Senator Russell has been on this committee continuously since this law was passed, too, and I don't think there is any Member of the Congress more intimately connected with your activities and work. I wish that he could be here. The same thing applies to Senator Saltonstall. He has been a member of this committee, as I understand it, since the law was passed.

Senator Smith, do you have any questions?

Senator SMITH. I have no questions, Mr. Chairman.

Senator STENNIS. Senator Jackson, do you have any questions?

Senator JACKSON. Mr. Chairman, we all know Mr. Helms has been an outstanding professional, and has been in the intelligence business, I take it from your statement, for 22 years, since 1943. Everyone who has had contact with him I think is keenly aware of his professionalism, and his complete understanding of the legislative process and the relationship between the work that he must do and the Congress.

I think we are fortunate to be able to develop within the CIA men of his professional standing to reach the No. 2 spot in the Agency.

Senator STENNIS. Thank you, Senator.

Senator Thurmond?

Senator THURMOND. Thank you, Mr. Chairman, no questions.

Senator STENNIS. Senator Young?

Senator YOUNG. No questions, I am pleased to support this nomination.

Senator STENNIS. Senator Miller?

Senator MILLER. No questions, Mr. Chairman.

Senator STENNIS. Senator Inouye?

Senator INOUE. Mr. Helms' capacity and integrity are matters of record now, he has proven himself, and I am very pleased to support his nomination.

Senator STENNIS. Senator Tower?

Senator TOWER. I am pleased to support the nomination, Mr. Chairman.

No questions.

Senator STENNIS. Senator Brewster?

Senator BREWSTER. No questions, thank you, Mr. Chairman.

Senator STENNIS. Mr. Helms, is there anything further you wish to say, sir?

Mr. HELMS. No, thank you, Mr. Chairman.

Senator STENNIS. I want especially congratulate you again for that long tenure of service and faithful devotion to the cause. You have seen a lot happen since 1947.

Mr. HELMS. Yes, sir.

Senator STENNIS. The whole world has been partly remade, as well as our Government.

Just for the information of those who might be interested, and we are glad to have these visitors here, I will read a sentence or two from the law that was passed in 1947 in response to demands for an agency of this kind, reading from section 102(A):

There is hereby established under the National Security Council a Central Intelligence Agency with a Director of Central Intelligence who shall be the head thereof, with a Deputy Director of Central Intelligence, who shall act for and exercise the powers of, the Director during his absence or disability. The Director and Deputy Director shall be appointed by the President, by and with the advice and consent of the Senate, from among the commissioned officers of the armed services, whether on active or retired status, or from among individuals in civilian life, provided, however, that at no time shall the two positions of the Director and Deputy Director be occupied simultaneously by commissioned officers of the armed services, whether in active or in retired status.

I just read that for the information of anyone who may be here as a visitor.

If there are no other questions, we thank each of you for your attendance, and I certainly wish you well. We have spoken of the obligation you have to the legislative branch. We want to tell you that as long as we think you are doing a good job you will have the backing of the legislative branch, too.

We will now go into executive session for consideration of the two nominations, after which we will proceed in open session for consideration of the rest of the agenda.

Whereupon, at 11 a.m. the committee convened in executive session, after which time it resumed in open session.)

(The nomination of Richard Helms to be Deputy Director of Central Intelligence was subsequently approved by the committee in executive session, and confirmed by the Senate the same day, April 22, 1965.)

(Open session resumed at 11:25 a.m.)

H.R. 3043

AUTHORIZING SPECIAL ALLOWANCES FOR DEPENDENTS OF MILITARY PERSONNEL FOR EVACUATION EXPENSES

Senator INOUE (presiding). This morning we will consider H.R. 3043—a bill authorizing special allowances for dependents of military personnel for evacuation expenses.

(H.R. 3043 follows:)

[H.R. 3043, 89th Cong., 1st sess.]

AN ACT To amend title 37, United States Code, to authorize payment of special allowances to dependents of members of the uniformed services to offset expenses incident to their evacuation, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That chapter 7 of title 37, United States Code, is amended as follows:

(1) The following new section is inserted after section 405:

“§ 405a. Travel and transportation allowances: evacuation allowances

“(a) Under regulations prescribed by the Secretaries concerned, when dependents of members of the uniformed services are ordered evacuated by competent authority, they may be authorized such allowances as the Secretary concerned determines necessary to offset the expenses incident to the evacuation. Allowances authorized by this section are in addition to those authorized by any other section of this title.

“(b) Under regulations prescribed by the Secretaries concerned, each member whose dependents are ordered evacuated by competent authority is entitled to have one motor vehicle owned by him and for his personal use, or the use of the dependents, transported at the expense of the United States to a designated place for the use of the dependents. When the dependents are permitted to rejoin the member, the vehicle may be transported at the expense of the United States to his permanent duty station.”

(2) The analysis is amended by inserting the following new item:

“405a. Travel and transportation allowances: evacuation allowances.”

(3) Section 407(a) is amended by inserting the words “, or whose dependents are ordered evacuated by competent authority” after the word “station”.

(4) Section 407(b) is amended—

(A) by striking out the word “or” at the end of clause (1);

(B) by striking out the period at the end of clause (2) and inserting the word “; or” in place thereof; and

(C) by adding the following after clause (2):

“(3) the member’s dependents are ordered evacuated by competent authority.”

(5) Section 411(a) is amended by inserting the figure “405a,” after the figure “405.”

(6) Section 1006 is amended—

(A) by adding the following sentence at the end of subsection (c): “The Secretary concerned or his designee may waive any right of recovery of not more than one month’s basic pay advanced under this subsection if he finds that recovery of the advance would be against equity and good conscience or against the public interest.”; and

(B) by adding at the end:

“(g) Under regulations prescribed by the Secretary concerned, the dislocation allowance authorized by section 407 for a member of a uniformed service whose dependents are ordered evacuated may be paid in advance of the evacuation of the dependents and to the dependents designated by the member.”

SEC. 2. This Act becomes effective on February 1, 1965.

Passed the House of Representatives February 10, 1965.

Attest:

RALPH R. ROBERTS,
Clerk.

Senator INOUYE. This bill would provide new legislative authority under which military dependents evacuated from oversea areas to the United States could be paid special expenses incident to their evacuation. In the regulations, the Department of Defense would establish these at \$16 per day for adults and \$8 per day for children under 12 years of age.

In addition, the bill would provide (a) authority for the transportation of an automobile to a place designated by the dependent; (b) 1 month’s dislocation allowance; and (c) the authority to waive the collection of 1 month’s basic pay where it was advanced for the purpose of evacuation.

The bill has a retroactive date of February 1 in order to cover the situation in Vietnam, where about 524 dependents were evacuated.

The witness on this bill will be Brig. Gen. William W. Berg, Deputy Assistant Secretary of Defense for Military Personnel Policy.

General Berg, we welcome you to the committee.

General BERG. Senator, I have a short prepared statement, if I may read it.

Senator INOUE. If you will proceed, sir.

**STATEMENT OF BRIG. GEN. WILLIAM W. BERG, U.S. AIR FORCE
DEPUTY ASSISTANT SECRETARY OF DEFENSE (MILITARY PERSONNEL POLICY)**

General BERG. Mr. Chairman and members of the committee, the bill under consideration today, H.R. 3043, would authorize the payment of special allowances to dependents of members of the uniformed services to offset expenses incident to their ordered evacuation.

The need for this legislation arises from a gap in existing statutes. Under existing statutes, civilian employees stationed outside the United States may be paid special allowances for the extraordinary expenses which occur when their dependents must be evacuated, whether or not the evacuation is to a safe haven outside the United States or back to the United States. Under existing statutes military personnel similarly situated may be paid certain allowances only in those cases in which their dependents are evacuated to a safe haven outside the United States.

In October 1962 as a result of the Cuban crisis, dependents of military personnel, dependents of civilian employees, and other civilian employees were evacuated from Guantanamo Bay to the United States. Subsequently, dependents have been evacuated to the United States from Haiti, Panama, Cyprus, and, as you know, Vietnam. These dependents have been subjected to added unusual expenses causing financial and emotional hardships. Examples of unusual expenses incurred by the dependents are cost of hotel-motel type lodgings and restaurant meals during the period between vacating homes and establishing temporary accommodations in the United States, the cost of new clothing appropriate to the climate of the destination which may vary considerably from the climate at the oversea area, and the rental of furniture and transportation until arrival of personal property and effects from the oversea area.

At the present time statutory authority exists to provide transportation in kind for military dependents and for the eventual return of the privately owned vehicle to the applicable port of entry in the United States. However, no authority exists to reimburse the military member or his dependents for the direct unavoidable additional expenses incurred by these dependents in their ordered relocation to a designated location in the United States.

The proposed legislation would authorize a travel per diem at the applicable rate for the area concerned while in transit and a special per diem allowance at the existing statutory rate upon arrival at the designated location of temporary residence. This special allowance would be payable during the period of time required for the dependents to settle at the place selected. Generally such period would not exceed 30 days. Duration would be contingent upon individual

factors related to the directed evacuation: distance, mode of transportation, and weather. The full special per diem amount would be payable for each dependent 11 years of age or over while one-half of the rate would be payable for each dependent under 11 years of age. At the current rate this would be \$16 per day for the full rate and \$8 per day for one-half of the full rate.

Under present law, advances in pay of up to 2 months' basic pay may be made to the dependents of members of the uniformed services who are ordered evacuated. These advances are in the nature of a loan and must be repaid. Occasionally the required repayment may cause a service member or his family to suffer grossly thereby, especially those members in the junior officer and lower enlisted pay grades. To alleviate this hardship the proposed legislation would authorize a waiver of recovery of not more than 1 month's basic pay in all proper cases where the recovery of the advances would be against equity and good conscience or against the public interest.

The proposed legislation would also authorize the payment of a dislocation allowance when dependents are ordered evacuated. Under present law a member of the uniformed services is entitled to a dislocation allowance only when his dependents make an authorized move in connection with a permanent change of station. The dislocation allowance, you will recall, is the equivalent of 1 month's payment of the basic allowance for quarters. The extension of this additional allowance is justified since the expenses of setting up a temporary residence after evacuation can be as great if not greater than the expenses involved in completing a normal move to a new station.

Finally, the proposed legislation would also permit the shipment of a privately owned vehicle to the temporary residence selected as a result of the evacuation. Under the proposed legislation transportation of the vehicle would be authorized at Government expense from the place of evacuation, through a port of entry to the place selected as a temporary residence.

The Department of Defense is convinced that there is an urgent need for this legislation. The existing authority for the dependents of civilian employees has proven adequate in the recent evacuations from Cuba, Haiti, Panama, Cyprus, and Vietnam. The proposed legislation would establish similar authority for the dependents of members of the uniformed services.

The Department of Defense strongly recommends the enactment of H.R. 3043.

I might say, Mr. Chairman, before I finish, that after this bill was passed by the House, and we began our staffing of the bill to prepare regulations which would implement it within these services, we discovered an area that was not properly covered, and we have prepared an amendment and furnished it to counsel, which would cover this area. This is the situation that concerned the definition of dependents.

We have found that there are two categories of dependents, who are not physically at the particular location that is ordered evacuated. For example, in the case of Vietnam, these dependents fall into two categories, one would be a dependent who has arrived there, has been living there, and who is away, for example, in the Philippines for some sort of surgical, hospital treatment which is not available at Vietnam,

so when the evacuation is ordered, they can't, obviously, go back there, so they have to be evacuated from the Philippines.

As now written the bill would not cover them.

The second category of people are those people who have received orders to join their sponsor in the new location, and who are in transit at the time the evacuation is ordered. In connection with the evacuation from Vietnam, for example, we had 10 people who were in this category. One person had stopped in Hawaii, eight other people were on the west coast awaiting their air transportation, and I can't recall right offhand where the other person was. But what we have suggested is an amendment which describes the dependent to include these two categories of people.

Senator INOUE. Thank you, General, for your testimony.

Senator SMITH?

Senator SMITH. Have you prepared that amendment and presented it to the committee?

General BERG. Yes, Senator.

Senator SMITH. I have no questions, thank you.

Senator INOUE. General Berg, if this bill should become law how much would be involved in the Vietnam situation for the 524 dependents?

General BERG. Well, in direct cash outlays it will amount to about \$220,000, as near as we can estimate, based on how long it took the average person, and the size of the family and so forth.

Senator INOUE. My final question, General, how did you arrive at this \$16 per day per diem?

General BERG. Well, the maximum per diem rate payable is a matter of law, and \$16 is the existing maximum rate today within the United States, with one-half authorization for those people 11 years and under.

Senator INOUE. And would this amount be adequate, sir?

General BERG. Yes; as far as we are concerned it is, yes.

Senator INOUE. Senator Smith, do you have any questions?

Senator SMITH. No, I have no questions.

Senator INOUE. Thank you very much, General.

(Subsequently, in executive session on April 29, 1965, the committee, voted to report H.R. 3043, with an amendment as covered by S. Rept. 173. This bill passed the Senate with committee amendment on April 30, 1965.)

H.R. 3044

AUTHORIZING INCENTIVE HAZARDOUS DUTY PAY FOR FLIGHT DECK AIRCRAFT CARRIER DUTY

Senator INOUE. The next bill for consideration is H.R. 3044, a bill authorizing incentive hazardous duty pay for flight deck aircraft carrier duty.

(H.R. 3044 follows:)

[H.R. 3044, 89th Cong., 1st sess.]

AN ACT To authorize payment of incentive pay for the performance of hazardous duty on the flight deck of an aircraft carrier

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 301(a) of title 37, United States Code, is amended--

(1) by striking out the word "or" at the end of clause (10);

(2) by striking out the period at the end of clause (11) and inserting a semicolon and the word "or" in place thereof; and

(3) by adding the following new clause at the end thereof:

"(12) involving frequent and regular participation in flight operations on the flight deck of an aircraft carrier."

SEC. 2. Section 301(c) of title 37, United States Code, is amended by striking out the words "or (11)" and inserting the words "(11), or (12)" in place thereof.

SEC. 3. Section 301(f) of title 37, United States Code, is amended by striking out the words "subsection (a) (1)-(11)" and inserting the words "subsection (a) (1)-(12)" in place thereof.

Passed the House of Representatives March 29, 1965.

Attest:

RALPH R. ROBERTS,
Clerk.

Senator INOUE. This bill would authorize incentive pay for personnel to perform hazardous duty on the flight decks of aircraft carriers. This pay, known as noncrew hazardous pay and fixed by law at \$110 per month for officers and \$55 per month for enlisted men, would be awarded to the personnel who are actually involved in the flight operations on the flight deck of aircraft carriers.

The Chair understands that the Navy's position is that this group of individuals is subjected to a considerable physical hazard, as evidenced by numerous injuries, and that the reenlistment rate for this group as a whole is among the lowest in the Navy, being only about 8.3 percent for fiscal year 1964.

It is understood that about 9,226 personnel would be affected, consisting of about 250 officers and 8,975 enlisted men, with an additional annual cost of \$5,326,200.

The witness on this bill will be Rear Adm. W. I. Martin, Assistant Chief of Naval Operations (Air).

Admiral, welcome to the committee, sir.

Admiral MARTIN. Thank you, sir. I have a short statement. Would you like for me to read it?

Senator INOUE. If you wish to summarize your statement and place the prepared statement in the record it would be all right with the committee.

Admiral MARTIN. It would be very difficult to summarize it, it is quite short now, sir. It will take about 8 minutes.

Senator INOUE. Will you please proceed.

**STATEMENT OF REAR ADM. WILLIAM I. MARTIN, U.S. NAVY,
ACTING DEPUTY CHIEF OF NAVAL OPERATIONS (AIR)**

Admiral MARTIN. Mr. Chairman and members of the committee, I am appearing before you today on behalf of the Department of the Navy, which has been designated as the representative of the Department of Defense for this proposed legislation.

This measure is directed to the recognition of, and compensation for, the hazards encountered by personnel whose duties require their presence on the flight decks of attack and antisubmarine aircraft carriers during flight operations.

Many of the Members of Congress are acquainted, through personal observation, with the functions performed on the flight deck of an aircraft carrier and the hazards to which the men on duty there are exposed. The performance of a flight deck crew requires the integration and blending of numerous skills into a group evolution which

must be executed with speed, precision, and sound judgment in the face of multiple dangers. Inasmuch as the effectiveness of the sea-based strike forces, and the carrier-based antisubmarine forces depends on the numbers of aircraft which can be launched, serviced, rearmed and relaunched, it can be said that the effectiveness of these forces is directly dependent on the efficiency of the personnel who work on the flight deck.

Flight deck duties consist of the handling of aircraft and equipment during the launching, landing, and refueling of the embarked aircraft. The equipment used to accomplish these tasks includes catapults, arresting gear, barricades, bomb hoists, tractors, high-speed elevators, mobile generators, and maintenance and fueling equipment. The physical environment on the flight deck is invariably one of cramped space, high winds, continuous movement, and noise.

These factors are constant, but the variables introduced by darkness, roll and pitch, weather accidents, and emergencies, severely increase the already hazardous conditions. The configuration of the flight deck is such that it can offer little protection to the crewman. His working environment is characterized by exposure to wind, weather, extremes of temperature, noise, propellers, jet blast, heat, motion, and the consequences of an unguarded moment when senses are not peaked to caution.

The hazards are not confined to being struck by a whirling propeller or blown overboard by a jet exhaust. Because of the variety of equipment and activity on the flight deck, many other pitfalls exist. These include such dangers as flying objects detached from aircraft in faulty landings, aircraft crashes and fires, and accidents caused by breakage or faulty operation of components of the catapult or arresting gear. In addition, the constant high noise level not only can produce physiological damage but has the effect of reducing the ability to communicate on the flight deck with attendant loss of warnings or instructions so vital to aircraft operations.

Carrier operations routinely involve a 16 to 18-hour working day for the majority of the flight deck crew, thus adding the element of fatigue to the hazards.

Comparisons of fatality and injury statistics with other types of duty show that duty on the flight deck of an attack or antisubmarine carrier is one of the most hazardous types of duty in the Navy. In fatalities, it ranks next after duty involving flying. As to work loss injuries, it ranks first by a factor of three. The comparisons were made with flight crews, air stations, destroyers, other parts of carriers, and other ships.

Further statistical evidence indicates that in terms of the more severe injuries, the flight deck is 7.5 times more hazardous than the other comparisons.

For example, from March 1, 1963, to September 30, 1964, the flight deck incurred 50 percent of all serious, critical, and fatal injuries reported on 24 carriers, but had only about 12 percent of the population. In other words, about one-eighth of the people are taking one-half of the beating.

Some of the casualties which occur as a result of aircraft crashes or equipment failure are beyond the control of the flight deck crewmen, while others can be avoided by alertness, training, and experience. In the first category are arresting wire failures which have caused 3

fatalities and 59 injuries, including several leg amputations since 1961. In the second category are injuries sustained by walking into propellers. In 21 instances of propeller casualties, 1958-63, 11 flight deck crewmen were fatally injured.

As previously stated the flight deck crew must work with speed, precision, and sound judgment. The aircraft and equipment which they handle represents a multimillion-dollar investment. Errors caused by faulty judgment or lack of experience of any member of the flight deck crew can cost lives and very expensive equipment.

Errors of the catapult crew have cost lives of pilots and loss of aircraft. Errors caused by tractor drivers, plane-handling crewmen, directors, and plane captains have resulted in aircraft rolling into the catwalks or over the side. Sixteen fatalities from this type of mishap alone have occurred in the past 8 years—cost of aircraft losses, \$29.5 million.

Flight deck "crunches"—mishaps in which aircraft are towed, pushed, or taxied into other aircraft or objects—are costing us over \$8 million a year. Errors on the part of flight deck crewmen are responsible for most of these mishaps.

We believe that differential pay for flight deck crews will improve retention problems, thus reducing the high turnover rate, increasing the quality and experience level of these personnel, thereby saving costs of lives, injuries, aircraft, and equipment.

Flight deck crew reenlistment rates are among the lowest in the Navy. As an example, among personnel of the predominant rating on the flight deck, that of aviation boatswains mate, the first term reenlistment rate was 6.2 percent in fiscal year 1964 and has dropped to 5.8 percent during the first half of fiscal year 1965. These figures include E-2 and E-3 personnel who should be qualifying for the aviation boatswains mate rating.

With all ratings included, the first term reenlistment rate of flight deck personnel is approximately one-third of the all-Navy rate and the overall reenlistment rate is less than one-half the all-Navy rate.

In addition to low reenlistments, other retention problems exist which have created high flight deck personnel turnover. In fiscal year 1964 this turnover averaged over 55 percent. Although statistical evidence is not available, discussions with flight deck officers and air officers indicate that many flight deck crewmen try to qualify for ratings which will get them off the flight deck. Others leave the carriers at the end of their term and reenlist ashore.

Others, because they are poor risks on the flight deck, due to lack of motivation, are transferred to other duties on the carrier by their supervising officers. A survey of carrier personnel in 1963 revealed that over one-third of the flight deck crew desired to transfer from the flight deck.

There are men of several different occupations working on the flight deck. Some are members of the carrier's crew and some are attached to aircraft squadrons operating from the carrier. Examples of duty assignments include officer supervisors, plane directors and handlers, phone talkers, catapult and arresting gear men, plane captains, elevator operators, aircraft troubleshooters, and crash crews. The number of personnel engaged in each of the various flight deck duties and thus the number of personnel comprising the total flight deck crew, varies with the type of carrier.

For example, the size of the flight deck crew for launch and recovery of a *Forrestal* class carrier is 481 personnel and on an antisubmarine carrier it is 270. With 15 CVA's and 9 CVS's normally operating, the number of personnel affected by this proposal is 9,226 of which less than 3 percent are officers (251). I wish to emphasize that the basis for the proposed entitlement to this pay does not devolve from the work itself, but from the hazardous environment in which the personnel must work.

For example, comparisons of flight deck fatalities and injuries with those incurred by personnel performing the same functions at air stations ashore show that the flight deck is over four times as hazardous in terms of fatalities and 2½ times as hazardous in terms of work loss injuries. The numbers of personnel to be entitled to flight deck hazardous duty pay were derived from a comprehensive examination of the job billets required on the flight deck during actual launch and recovery of aircraft.

Personnel required on the flight deck solely during the deck respot and aircraft rearming cycle are not included. Thus the number of personnel recommended for the differential pay comprise about 70 percent of the total personnel whose duties require their presence on the flight deck during an operating day.

The proposed legislation would authorize the payment of incentive pay for hazardous duty on the flight deck at the rate of \$110 a month for officers and \$55 a month for enlisted men. Only those personnel not otherwise in receipt of incentive pay for the performance of hazardous duty would be eligible.

The yearly cost is estimated at \$5,113,287. Personnel would receive the pay each month that they are assigned to a designated flight deck billet and have performed duties in that billet during a period of flight operations as specified by the Secretary of the Navy.

In summary, payment of incentive pay is considered amply justified by the extrahazardous environment in which these personnel must work. In addition, it is expected to improve the quality and experience level of the flight deck crew, thereby:

- (1) Improving safety.
- (2) Reducing personnel casualties.
- (3) Affecting savings by reducing costly accidents.

These factors will improve the readiness and effectiveness of our sea-based striking forces and carrier-based antisubmarine forces.

This concludes my statement.

Senator INOUYE. Thank you very much for your testimony.

Senator Smith, do you have any questions?

Senator SMITH. No, the admiral has answered my questions in his statement.

Senator INOUYE. Admiral, what information do you have to show that the reenlistment rates would go up if this bill providing for pay increases should be passed?

Admiral MARTIN. We have nothing to document what these men would do, Mr. Chairman. But we have made informal inquiries that lead us to believe that we would considerably improve the retention on the flight deck, would reduce the numbers that voluntarily try to get off, would use a number of means trying to get off the flight deck, changing their ratings and so forth. It remains to be seen what this effect will have. But our inquiries, and we have done

a great deal of sampling, indicates that we would improve this a great deal.

We think also that it will set them aside and give them a position of pride and that they would be set aside through this means, and would improve retention as well.

Senator INOUE. Counsel would like to ask a question.

Mr. BRASWELL. Admiral Martin, are any other measures being taken to increase the experience factor such as reducing the working hours or increasing the number of personnel or any other measures to improve this flight deck problem?

Admiral MARTIN. Yes, sir. We have exhausted every idea that we can think of. We have had observers from aviation industry look the situation over, and I think we have exhausted every possible avenue for improving their conditions, and for attempting to retain them to get this experience level that we are seeking.

Mr. BRASWELL. There is nothing specifically underway at the moment, such as faster promotions for these rates who are on the flight deck or anything like that?

Admiral MARTIN. Right now, if he can pass the examination he is almost certain to be promoted. There is no clogging of the promotion lines. Anyone who can pass the aviation bosuns mate examination and who has the eligibility by time will make his rating.

Mr. BRASWELL. But these people don't get an accelerated promotion over any other bosuns mate elsewhere in the Navy on shore duty or elsewhere?

Admiral MARTIN. No, sir. They compete fleetwide. As you know, it's fleetwide competition.

Mr. BRASWELL. That is all I have.

Senator INOUE. Thank you very much, Admiral.

S. 1856

AUTHORIZING MEMBERS OF THE NAVAL SEA CADET CORPS TO PURCHASE NAVAL UNIFORMS AT NO EXPENSE TO THE GOVERNMENT

The next bill is an original bill requested by the Navy Department authorizing members of the Naval Sea Cadet Corps to purchase naval uniforms at no expense to the Government.

(The bill referred to follows:)

[S. 1856, 89th Cong., 1st sess.]

A BILL To authorize the Secretary of the Navy to sell uniform clothing to the Naval Sea Cadet Corps

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That chapter 647 of title 10, United States Code is amended—

(1) by inserting the following new section after section 7541:

“§ 7541a. Uniform clothing: sale to Naval Sea Cadet Corps

“Subject to regulations under section 486 of title 40, the Secretary of the Navy, under regulations prescribed by him, may sell any item of enlisted naval uniform clothing that may be spared, at a price representing its fair value, to the Naval Sea Cadet Corps for the sea cadets. The cost of transportation and delivery of items sold under this section shall be charged to the Naval Sea Cadet Corps.”;

and

(2) by inserting the following new item in the analysis:

“7541a. Uniform clothing: sale to Naval Sea Cadet Corps.”

Senator INOUE. This legislative proposal would authorize the Secretary of the Navy to sell uniform clothing to the Naval Sea Cadet Corps at no expense to the U.S. Government.

The Naval Sea Cadet Corps received its Federal charter in 1962 and has as its mission the encouragement of American boys to develop an interest and skill in seamanship.

The Chair understands that selective groups of the corps are taken on summer cruises in connection with their overall training program. The authority contained in this proposal is similar to that already applicable to the Boy Scouts who may purchase naval uniforms.

The witness on this bill will be Rear Adm. W. C. Hughes, Assistant Chief of Naval Personnel for Naval Reserve and Naval District Affairs.

Admiral Hughes welcome to the committee.

STATEMENT OF REAR ADM. W. C. HUGHES, ASSISTANT CHIEF OF NAVAL PERSONNEL FOR NAVAL RESERVE AND NAVAL DISTRICT AFFAIRS

Admiral HUGHES. Thank you very much, Mr. Chairman and members of the committee.

Mr. Chairman, I have a prepared statement here if you would like for me to read it.

Senator INOUE. If you wish to present your prepared statement, you may do so. If you would like to summarize it and place your prepared statement in the record, you may do so.

Admiral HUGHES. Mr. Chairman, you have already given a very good summary of the purpose of this bill. I would be delighted to have this statement submitted for the record.

Senator INOUE. Without objection it will be so done.

Admiral HUGHES. And to simply add that the whole purpose of this bill is to put the Navy in a position of accommodating this very fine naval sea cadet organization in the same way as we are now authorized to accommodate the Sea Scouts of the Boy Scout movement.

(Admiral Hughes' statement follows:)

STATEMENT OF REAR ADM. W. C. HUGHES, U.S. NAVAL RESERVE, BUREAU OF NAVAL PERSONNEL

Mr. Chairman and members of the committee, the Department of Defense welcomes the opportunity to present its views on the proposed legislation to make it possible for the Naval Sea Cadet Corps to purchase items of enlisted naval uniform clothing through the Navy's retail clothing store system.

The Naval Sea Cadet Corps is a corporation that was incorporated by the act of September 10, 1962, Public Law 87-655 (36 U.S.C. 1041-1059). As stated in section 2 of the act, the objects and purposes of the corporation are "through organization and cooperation with the Department of the Navy, to encourage and aid American boys to develop an interest and skill in basic seamanship and in its naval adaptations, to train them in seagoing skills and to teach them patriotism, courage, self-reliance, and kindred virtues."

The corps is a voluntary youth organization that provides sea, air, and other training to young men 14 through 17 years of age, helps develop in them those qualities that make for good citizenship, and acquaints them with the educational and career opportunities that the Navy offers. The corps is supported by the Navy League. The average unit of the corps consists of about 40 cadets and 7 officers. Most of the officers are inactive duty Reserve or retired personnel of the Navy or Coast Guard.

Since its recognition by Federal charter, the Naval Sea Cadet Corps has grown at a rapid rate. It is the ambition of the Navy League to have units of the corps near each of the Naval Reserve training activities in the United States.

The Department of the Navy regards the Naval Sea Cadet Corps as an organization of special interest and concern to the Navy. As intended by the Congress in enacting the incorporating statute, the Navy cooperates with the Naval Sea Cadet Corps as fully as it can without interfering with its own operations. Naval Reserve training activities permit the corps to use their drill spaces, training aids, and training curriculums when not needed for training the Naval Reserve. The standard Navy examinations for advancement to pay grades E-2 and E-3 are administered to the sea cadets by naval personnel. In the summer, selected senior cadets, accompanied by officers of the Naval Sea Cadet Corps, are taken on short cruises on Naval Reserve training ships or on ships of the fleet, where this will not interfere with operational commitments, in order that the cadets may qualify in practical factors identical to those required of Navy men for advancement to the grade of seaman (E-3).

The assistance furnished by the Navy is at no cost to the Government and does not in any way impede the Navy's accomplishment of its mission. On the other hand, the Naval Sea Cadet Corps is performing a function that is useful to the Navy in that, through membership in the corps, many young men are motivated toward a naval career and, upon completing their training either enlist in the Navy or apply for admission to the Naval Academy or the Naval Reserve Officers' Training Corps program.

In its first annual report as a Federal corporation, the Naval Sea Cadet Corps stated that it was in need of only one minor legislative change to continue its mission and program; namely, legislation authorizing it to purchase clothing and small stores items of the Navy enlisted uniform from the Navy.

The Boy Scouts of America may purchase naval uniforms for the Sea Scouts from the Navy pursuant to clause (2) of section 7541 of title 10, United States Code. The proposed legislation would provide similar authority for sales to the Naval Sea Cadet Corps.

Regulations governing sales of uniform items to the Sea Scouts (Manual of the Bureau of Supplies and Accounts, article 42002, par. 8) provide that sales will be (1) limited to clothing that can be spared without detriment to the naval services; (2) made at standard prices; (3) made to the Sea Scout Department of the Boy Scouts of America, and not to individuals; (4) made, ordinarily, only by activities carrying bulk stock for transfer; and (5) limited to caps, hats, jerseys, jumpers, trousers, and undershirts.

It is contemplated that these regulations will be made applicable to sales to the Naval Sea Cadet Corps if the proposed legislation is enacted.

Senator INOUE. Senator Smith, do you have any questions?

Senator SMITH. I have no questions.

Senator INOUE. Admiral, will this uniform be the official uniform of the Navy?

Admiral HUGHES. The items of uniform are items of the official uniform. The Sea Cadet Corps, however, has distinguishing insignia that they place on the basic uniform, on the jacket, to distinguish them, and on their cap, to distinguish them from members of the naval service.

Senator INOUE. When will the members of the Cadet Corps be authorized to wear this uniform?

Admiral HUGHES. They are authorized to wear it at their regular training periods, which are normally 1 day a week or one-half a day a week and during their 2 weeks of training that they take, usually on a naval station or aboard a naval ship when we can accommodate them as extra numbers during a 2-week training period.

Senator INOUE. Have you found this program to be successful with the Boy Scouts?

Admiral HUGHES. Yes, sir; we have found this program to be very successful. It is a relatively new organization, it has only been in existence a few years, and in that period, although it was controlled to

a limited number of units for the first 3 or 4 years, in the last year or two it has grown to where we have more than a hundred units presently in existence, and doing real well. The numbers are increasing rapidly under the guidance and sponsorship and direction of the Navy League working with some of our Reserve officers and enlisted men in the communities on a voluntary basis.

Senator INOUE. Thank you very much, Admiral.

This is a nonpay volunteer organization, is it?

Admiral HUGHES. Entirely; yes, sir.

Senator INOUE. Thank you very much.

Admiral HUGHES. There is no Government money that goes into this one.

Senator INOUE. Thank you, sir.

The meeting is adjourned subject to the call of the Chair.

(Whereupon, at 11:55 a.m., the committee recessed, subject to call of the Chair.)

(Subsequently, in executive session on April 29, 1965, the committee voted to report an original bill as proposed by the Navy Department, which was assigned the number S. 1856, and is covered by S. Rept. 171. This bill passed the Senate April 30, 1965.)

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