

Navy Commander Defends Tonkin Aircraft Carrier

USS ENTERPRISE, Tonkin Gulf—There are critics who say maintaining aircraft carriers in the Tonkin Gulf is an overly expensive way to fight the air war as long as land bases are available in Southeast Asia.

But the skipper of the nuclear-powered carrier Enterprise is not one of these.

"It is true that we are an expensive launching pad from which to hit trucks and barges in North Vietnam," said Capt. Kent L. Lee, as his huge ship launched and recovered planes off the hostile coastline of North Vietnam.

"But if interdicting supply lines is what you elect to do, using carrier aircraft is probably the most efficient way to do it."

"When you consider the costs that go into building and supplying air bases in Thailand and South Vietnam—construction, equipment, runways, trucking in jet fuel, building roads and harbors, and all the rest—then on a dollars and cents basis, a bomb delivered from this carrier costs half as much as one from a land airbase."

Capt. Lee is a tall, sandy-haired, 45-year-old pilot who makes his home in Piedmont, Calif. He believes that nuclear-powered ships have been vindicated by their performance in the Vietnam war.

LEE HAS BEEN in command of the Enterprise for 11 months, after a year of nuclear-plant training—and was scheduled to remain skipper for two more years, under a new policy of keeping nuclear ship commanders to their posts longer than the normal one-year tour. But he was recently selected for Rear Admiral, hence he will relinquish command after one more year.

"The era of Secretary McNamara was the era of studies," Capt. Lee explained wryly.

"I'll bet this ship wouldn't hold the number of studies made on nuclear power for carriers. Most of them estimated that nuclear propulsion would work out to be two to 10 per cent more expensive over the life of the ship."

McNamara vetoed more nuclear carriers because of their cost—about \$425 million compared to \$275 million for a conventional carrier.

"After Enterprise, we built the America and the John F. Kennedy with conventional power."

"But now that the Enterprise has proven out so well, the Navy is going to build the next carrier, Nimitz, with nuclear power."

"And because of new developments in nuclear technology, Nimitz will need only two reactors, whereas we carry eight."

THE ENTERPRISE's chief advantage is that she can run at high speeds almost indefinitely without refueling. Ordinary ships burn up black oil fuel at a great rate at high speed and must be frequently refueled in time-consuming, expensive, under way replenishment operations.

Additionally, because she need not carry huge stores of fuel oil, the Enterprise can carry much more jet fuel and bombs for its planes. With nuclear propulsion, the ship is much more maneuverable, responding almost immediately to engine order commands, and damaging corrosion to aircraft skins is cut down markedly because there are no harmful stack gases aboard the stackless vessel.

The Enterprise steamed for three years and 200,000 miles on her first nuclear core, which was replaced in July 1965. The present second core will last four years, and, next summer, the Enterprise is due for an improved model that will last for 10-15 more years—the now-projected effective lifetime of the ship.

The Enterprise is the biggest ship in the world, with a fully displaced weight of nearly 90,000 tons and an overall length of 1,123 feet. She carries a crew of nearly 5,000.

Panels Live Fence

Narrow panels of colored glass or plastic make interesting relief when incorporated into a tall, solid board fence, such as is needed to enclose a swimming pool.

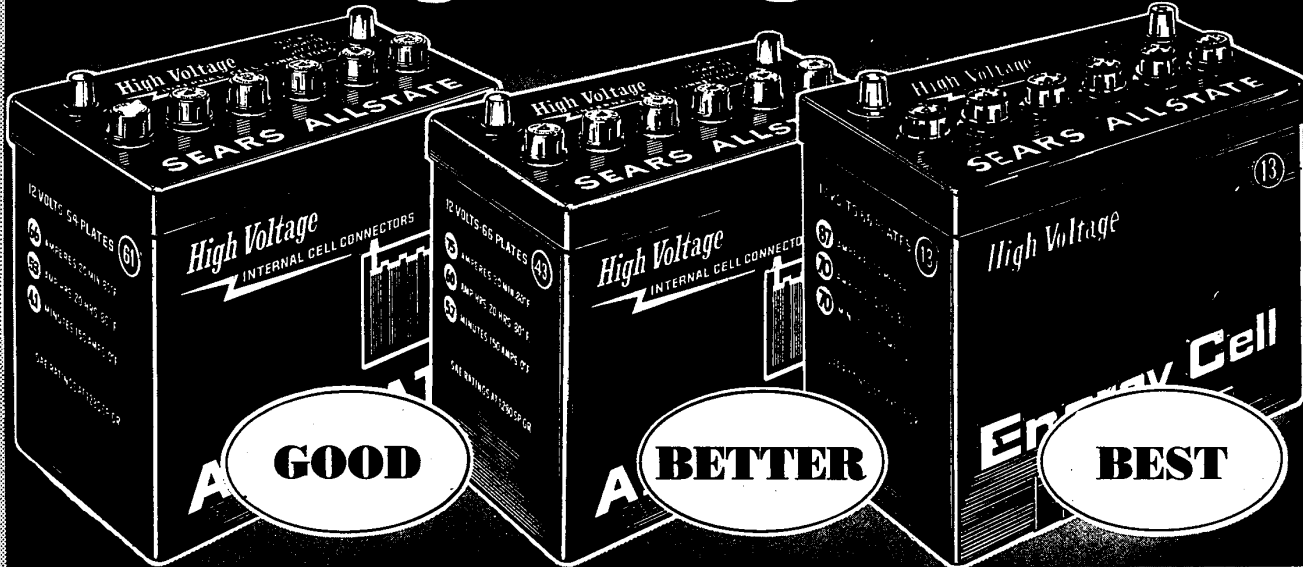
The glass is easy to include when slipped into the grooves of 1x6-inch tongue- and-groove boards. Two boards are needed for each panel of glass, one on either side. Tongues are trimmed off.

To provide adequate strength for a tall wood-glass fence, get Douglas fir 1x4s edge out between each group of boards and glass to act as studs. Also 1x3-inch bracing at both top and bottom rails and another through the center of the fence

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	Most 55-67	15.88	17.88	21.88
Dodge	Many 63-67; Chevy II most 62-67		17.88	21.88
	All Standard models 56-67	15.88	17.88	21.88
Chrysler	Optional heavy-duty models 56-67	15.88	17.88	21.88
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	Optional heavy-duty models 56-67	15.88	17.88	21.88

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	Mustang, Falcon and Fairlane most 60-67		17.88	21.88
Mercury	Most 56-64	15.88	17.88	21.88
	All 65-67 with standard transmission		17.88	21.88
Mercury	Comet and Meteor most 60-67	15.88	17.88	21.88
	Comet and Meteor all 60-63 6-cylinder with standard trans.		17.88	21.88

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