

NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND  
02840

4

9 DECEMBER 1977

MEMORANDUM

From: Director, School of Naval Command and Staff  
To: Assistant Director, Naval Command Course

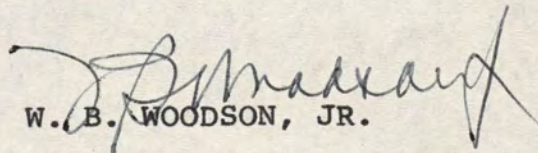
Subj: Seapower Symposium; evaluation of some of the administrative details

Encl: (1) - (7) Informal replies from Command and Staff  
Faculty Participants

1. Enclosures (1) through (7) are forwarded herewith for such use as you may desire.

2. Where appropriate, I have made comments in handwriting with black ink.

Respectfully,

  
W.B. WOODSON, JR.



From: Lieutenant Commander S. D. Heyward, USN

To: Director, School of Naval Command and Staff

via: Assistant Director, School of Naval Command and Staff

Subj: Opinions of Seapower Symposium

Ref: (a) Ens Sachs memo of 1 Dec 1969

1. I was assigned duties as Airport Watch at Logan Airport and assistant recorder in a seminar, during the subject symposium.
2. The airport watch was extremely well organized and the objectives were achieved without difficulty.  

CDR R.E. Smith made a good analysis of Logan Airport problems
3. Although the seminars progressed smoothly through the first two periods, the fact that



some of the members felt uncomfortable with English, they did not fully participate. However, when Cdr Hernandez offered to translate, [agree. Especially with Latin American countries is another language warhead] all members participated and far improved the value of the subsequent seminars. This, perhaps, should be remembered for future symposiums where non-english speaking members predominate in group meetings.

4. Recorders and moderators spent a significant amount of time (2-3 hrs) summarizing what they felt were the salient points of each seminar. In order to ensure that the points noted are, in fact, those of the seminar



members and not U.S. planted, it is recommended that 10 minutes of each seminar be devoted to a summarization and agreement of those points which had a general consensus in the committee. Thus, rapid and correct results of seminars could be rapidly produced.

very respectfully  
Hannu Heyman

Agree in concept. We did try, prior to the 2nd plenary session, to get a sort of "caucus" for the our plenary participants. This was difficult.



UNITED STATES GOVERNMENT

DEPARTMENT OF THE NAVY

# Memorandum

DATE: 1 Dec. 69

FROM : ENS Sachs  
TO : CAPT Boniface  
SUBJECT : Seapower Symposium; opinions of

1. As a whole, I believe the symposium was a splendid success, and I personally feel it should become an annual event. The few comments I heard from the guests were extremely favorable. The camaraderie appeared to be excellent.

2. By way of improvement I would make the following concrete suggestions:

- a. Use any other accommodations except the Viking Hotel.  
(Perhaps the new Hilton on Goat's Island will be ready by next year.)

*Idea worth trying. We do not know the local milieu as well as Americans.*  
Escort officers did not fully understand the pervasive nature of their duties. This may have resulted from the fact that the NCC students' language problem may have hampered their understanding of CAPSS Terry and McGrath at the briefing. Many were asking the duty officer to respond to questions and to assume duties which should have been well within the competence of the escort himself.

- c. Arrivals were not covered in all cases. Some delegates arrived on their own; others missed their escort officer, etc.

*Didn't realize this happened. Good for admin section.*  
d. Buy some postage stamps for overseas cards & letters. Many delegates were asking the Viking duty officers to mail letters, packages, etc., for them. Such mailings were done at random.

- e. Give the Hotel Duty Officer a passkey to all rooms.

- Good, if feasible*  
f. Have a JAMTO representative at the hotel on the last two days of the symposium, to take care of the details for the delegates' departures. They purchase tickets with open dates of return, so all departure times must be made after they arrive.

Very respectfully,

*J Sachs*



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

ENCLOSURE (2)



# Memorandum

DATE: 1 Dec 69

FROM LTC JEWETT

MON.

TO ENS SACHS

SUBJ SEAPOWEL SYMPOSIUM OPINIONS

1. AS I WAS ONLY INVOLVED IN Administrative support (DUTY OFFICER for one evening shift), I WAS NOT IN A position to observe from a more direct standpoint.
2. I encountered NO significant problem areas, the main reasons being a) administrative support was extremely well organized due (I feel) mainly to the efforts of Capt Mc Heath b) Transportation which I felt was the most significant aspect of Admin. support was very ably handled by Mr. Edwards, the Chief Dispatcher.
3. In my personal opinion, these two individuals deserve a very BIG note of "Thanks".

Richard E. Jewett  
LTC, U.S. Army

↓ Agree. I also heard many favorable comments

ENCLOSURE (3)



# COMMENTS ON SEAPOWER SYMPOSIUM BY CDR J.E. GOVE, SC, USN

MY PRIMARY INVOLVEMENT IN THE SYMPOSIUM WAS AS ONE OF THE DUTY OFFICERS ASSIGNED TO THE VIRING MOTOR INN DURING THE PERIOD 14-21 DECEMBER 1969.

THE FOLLOWING OBSERVATIONS AND COMMENTS ARE SUBMITTED:

① MY OVERALL IMPRESSION, AS GLEANED FROM COMMENTS DROPPED BY THE PARTICIPANTS, WAS THAT THEY CONSIDERED THE <sup>SYMPOSIUM</sup> EXTREMELY WELL ORGANIZED AND RUN, AND WERE PLEASED TO HAVE BEEN ABLE TO PARTICIPATE. (WHETHER THIS ATTITUDE WOULD HAVE PERVAILED IF THE US NAVY HAD NOT BEEN PICKING UP THE TAB IS SUBJECT TO SPECULATION.)

② SOME DIFFICULTY WAS ENCOUNTERED BECAUSE OF THE NCC STUDENTS BEING ASSIGNED AS SOLE ESCORTS FOR THE



*The general  
comment also  
made by another.*

COUNTRIES REPRESENTATIVES. ALTHOUGH EACH NCC STUDENT WAS EXTREMELY WILLING, IN SOME CASES THEIR LIMITED KNOWLEDGE OF THE LOCAL AREA CAUSED COMPLICATIONS. IF NUMERICALLY FEASIBLE, IT IS RECOMMENDED THAT A U.S. OFFICER BE ASSIGNED TO EACH GUEST TO ASSIST THE NCC ESCORT.

③ TRANSPORTATION GENERALLY WAS ADEQUATE AND FILLED THE MULTIPLICITY OF REQUIREMENTS GENERATED THROUGHOUT THE WORK. A MINIMUM OF 2 AUTOS SHOULD BE STATIONED AT THE VIKING MOTOR INN THROUGHOUT THE SYMPOSIUM TO SATISFY UNANTICIPATED REQUIREMENTS.

④ IT IS RECOMMENDED THAT AN ASSISTANT VIKING DUTY OFFICER BE PROVIDED ON ARRIVAL AND DEPARTURE DAYS TO PROVIDE BACK UP AND PERFORM ROOM ESCORT DUTIES.

*Another  
also  
commented  
like this*  
⑤ ON ONLY ONE EVENING WAS THE BAR IN THE "HOSPITALITY ROOM" UTILIZED AFTER 2400. IT IS RECOMMENDED THAT IN THE



FUTURE SUCH A BAR BE SECURED AT 2400  
VICE 0200.

- ⑥ APPROXIMATELY 6 HOTEL ROOMS WERE BOOKED BY THE NWC THAT WENT UNOCCUPIED THROUGHOUT THE WEEK. AN ADDITIONAL 2 OR 3 ROOMS HELD THROUGHOUT THE WEEK WERE USED FOR ONLY 1 OR 2 NIGHTS. SINCE INTEGRITY OF THE SPACES PROVIDED IN THE HOTEL COULD NOT BE MAINTAINED (IE OTHER GUESTS RESTRICTED FROM THE AREA) THE PAYMENT FOR THESE ROOMS CONSTITUTED AN UNNECESSARY EXPENSE.

THE SYMPOSIUM AS A WHOLE, I FEEL, CAME OFF EXCEPTIONALLY WELL FOR A FIRST EFFORT AND WAS WELL RECEIVED BY THE PARTICIPANTS.

VERY RESPECTFULLY,

*AS*  
COR, SC, USA



# Memorandum

DATE: 12/1

FROM CDR R.E. SMITH  
TO ENS SACHS  
SUBJ SEAPOWER SYMPOSIUM

1. ATTACHED IS A COPY OF MY COMMENTS  
AS REQUESTED BY YOUR MEMO OF THIS DATE.

RES  
RES  
RES

This is a  
good report  
to what  
Halt



COPY

Am 242

# Memorandum

DATE:  
25 November 1969

FROM Seapower Symposium Logan Airport Duty Officer

TO Seapower Symposium Senior Watch Officer

SUBJ Logan Airport Watch; comments concerning

1. The following comments and observations are forwarded with the hope that they may be useful to future airport duty officers:

a. The practice of sending the escort officers to the airport to meet arriving dignitaries should be continued. It is essential, however, that the escort officer check in with the airport duty officer, so as not to short circuit the system. Escort officers are not required at the airport for departing dignitaries unless there should happen to be multiple simultaneous departures via different airlines.

b. It is advisable for the Logan duty officer to make a "dry run" several days in advance in order to:

(1) select appropriate highway landmarks for driver briefings at Newport.

(2) obtain a quantity of airport detail maps (Avis has an excellent one for Logan).

(3) get acquainted with the natives.

(4) double-check available lines of communications--both within the airport complex ("ADS" system) and to/from the Newport command post.

(5) become generally familiar with the airport layout.

c. It is essential for the Logan duty officer to have at his disposal a duty sedan (preferably with driver). Even the most minor arrival/departure evolution will normally require several circuits of the one-way Logan loop.

d. Customs officers at Logan are extremely helpful and cooperative. Early liaison with them pays dividends.



e. Some of the airlines (TWA & BOAC, for instance) have "private club" lounges for VIP's--no cheap booze, all on the house. These can prove especially handy for departing dignitaries. Advance liaison with the ~~manager of the~~ line's office manager is, of course, required.

f. It would have been nice to have had a small contingency fund for such as drivers' meals. Commuted rations don't go far at airport restaurant prices.

g. Another genteel touch (and one which might help the airport duty officer to seem less like a sponge) would have been to provide some small, token gratuity (cig lighter, ball point pen, NWC plastic brief case--or some such) which the duty officer could distribute to a few especially helpful individuals. On this occasion, for instance, I would have so honored:

(1) Mr. Roy Hood, Mgr., AVIS

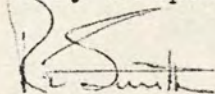
(2) Messrs. Tilton & Flavin, U.S. Customs

(3) Sgt. Logan, Mass. State Police

(4) Mr. Thomas King, Mgr., BOAC (who, by the way, very graciously entertained and escorted two departing admirals--neither of which was ticketed on his airline!)

A small memento properly placed can be good for our image and act as an investment for future requirements.

Very respectfully,



R. E. SMITH  
CDR, USN

COPY



SCHOOL OF NAVAL COMMAND AND STAFF  
NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND  
02840

43P/HBK:msa  
2 December 1969

MEMORANDUM

From: LCDR H. B. Kuykendall, USN  
To: ENS J. Sachs

Subj: Seapower Symposium; opinion sheet

1. My association with the Seapower Symposium was restricted to the duties of Providence Airport Duty Officer. In this capacity, I was required to meet the incoming guests and to be present at the airport at the time of their departure.
2. Except for several lost baggage problems during the incoming period, the entire operation proceeded without incident. These baggage problems were beyond the control of the War College.
3. In general, the system functioned exceptionally well. This system is recommended for future similar operation.

*H. B. Kuykendall*  
H. B. KUYKENDALL

→ Don't know how many were "lost".  
Perhaps attaché could brief participants  
on US baggage systems and  
what to look out for.

*FD/4*

ENCLOSURE *161*



SCHOOL OF NAVAL COMMAND AND STAFF  
NAVAL WAR COLLEGE  
NEWPORT, RHODE ISLAND  
02840

43L/RJO'S:msa  
2 December 1969

MEMORANDUM

From: CDR R. J. O'Shaughnessy, USN  
To: CAPT J. G. Boniface, USN

Subj: Seapower Symposium; opinions concerning

1. Overall, the guests seemed very pleased with their accommodations at the Viking Motel. All rooms were inspected prior to their arrival and minor discrepancies (such as dirty bathtubs) were corrected prior to their arrival.
2. The duty office at the hotel functioned very well and requests by the guests were handled expeditiously thereby avoiding the small inconveniences usually associated with any temporary lodging.
3. All transportation left the same exit at the hotel and consequently, after the first day, the guests knew where to go for transportation. This arrangement facilitated convenient, prompt departure of the guests from the hotel.
4. No major problems were encountered with the hospitality room. However, two bartenders were not needed and the room had few guests after midnight. *2nd comment like this*
5. While no complaints were received or overheard, it appears that their schedule in the evening was crowded as it did not really provide for a free evening.
6. *Note* One potential incident was avoided when four civilians were rented an empty room next to the guests. It appeared that these civilians were geared for an all night party. However, the manager was notified and these guests were moved to another part of the hotel.
7. No reports were received from guests about missing personal items from their rooms.
8. Transportation at various times for the guests was not a problem as two cars and drivers were made available to the duty officer at the hotel.

ENCLOSURE (7)



9. Many compliments from the guests were received concerning the overall arrangements and expeditious treatment of their requests.

Very respectfully,

*R J O'Shaughnessy*

R. J. O'SHAUGHNESSY