By the middle of 1963, the shipyard will be able to repair and check out many of the modules in the sub-systems. Areas in the recently enlarged inside machine shop have been alloted for the repair and check-out of mechanical "modules" in the system. Installation of facilities for the repair and testing of the large launch valves is scheduled to begin in the spring of 1963.

When design changes occur the supply system stock must incorporate the same alterations to equipment as the equipment installed in the operating ships. An approved alteration to equipment under the technical cognizance of the Special Projects office is called a SPALT. As SPALT's are accomplished in the ships, affected modules in the shipyard supply department stock are forwarded to the responsible repair facility for modification and testing. Altered modules are returned to stock under a new federal stock number.

In general, test equipment and documentation required in the repair and testing of modules from the FBM weapon system will not be available in the overhauling shipyards. Therefore, repairs in these shipyards will normally be restricted to module replacements. Replaced modules will be returned by the supply system to the responsible third or fourth level maintenance activity for repair and performance verification.

Command Ship WRIGHT Commissioned

The Navy's second fully-equipped mobile command post, command ship USS *Wright* (CC-2), was commissioned on May 11, 1963 at Puget Sound Naval Shipyard in Bremerton, Washington. The first of the command ship class is *Northampton* (CC-1), currently operating with the Fleet. The auxiliary aircraft transport *Saipan* is being converted to CC-3 at Alabama Drydock and Shipbuilding Company in Mobile, Alabama. *Wright* is also a converted auxiliary transport.

The principal speaker at *Wright's* commissioning was Rear Admiral Allan L. Reed, USN, Assistant Chief of Naval Operations for Fleet Operations and Readiness.

The mission of the command ship class is to provide command and control facilities which will contribute to the defense of the United States through the world-wide communications facilities of the ship. To provide fully-equipped mobile command posts to top echelon commands and staffs, *Wright* will go to sea with the most extensive communication facilities ever placed aboard a U. S. Naval vessel. *Wright's* "voice of Command" can be sent to any ship, aircraft or station anywhere in the world.

Wright's command spaces have facilities for theater-type presentations similar to command posts ashore, including projection equipment and huge motion picture screens. An entire wall is used to display large status boards and maps which are mounted on tracks and can be quickly rolled into view. Overall packaging of the operational control spaces calls for rooms for war operations, plotting, chart and graphics, emergency action, briefings and conferences.

On the ship's antenna deck are mounted the largest and most powerful transmitting antennas ever installed on a U. S. Naval vessel. Over 200 officers and men are assigned to operate and maintain these antennas and the associated radio and communication equipment.

An entire room is given over to the ship's teletype printers, which can each record incoming messages at 100 words a minute. *Wright* can handle as many messages in a day as a major shore based communications station.

More than 1,720 personnel are expected to man *Wright* when the vessel joins the Fleet. This number includes prospective commands and staffs.

The flag was first employed as a signal in 480 B.C. when a Greek commander hoisted an improvised flag – a red cloak on an oar – as a signal for the Greek ships to turn and attack the Persian fleet.

The U.S.S. *Constitution* wouldn't move down the ways on the first two attempts to christen her with water. When a bottle of Madeira was smashed against her bow, she slipped gracefully into the sea.