

LETTERS

**Contractor Cover Story
'Didn't Fit the Forum'**

Given the diminishing stature of our nation's maritime services, I was disappointed with your choice of "Hold Them Accountable," a generalist piece irrelevant to sea service, as worthy of the prestige of a cover story.

In departing Editor-in-Chief Richard C. Barnard's parting comment ("Adios"), he airs a concern that his contemporaries don't ask their reporters the "tough questions" about their material and their sources. It seems to me that Mr. Barnard suffered a momentary lapse when reviewing Ms. Amy Klamper's piece for publication.

Using a rehash of print media circular reporting and little objective substantiation — "Allegations ... are numerous;" "Human Rights groups assert ...;" "Media reports indicate ... hundreds of incidents" — she would have readers infer that abusive acts by private security service operators are rampant, out of control and reminiscent of the Wild West. This certainly seems to contradict your salient bullet at the top of the story, "The unlawful acts of a few go unpunished."

I do recognize that it's much easier to be a critic than an author, and undoubtedly easier than being an editor. But if there was some take-away point for the betterment of our sailors, Marines, Coast Guardsmen or Merchant Mariners

on the five pages of this article, I certainly missed it. This piece just didn't fit the forum.

Robert E. Besal
USN (Ret.)
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**Code of Conduct
For Contractors'**

It seems to me it ought to be a fairly straightforward law to place contractors under control using the precedent of the rules applicable to early 19th century privateers. In order for the private warships to be licensed (i.e., get their letters of marque), they had to agree to come under Navy Regulations, subject to the disciplinary code therein. If they didn't, they were classed as pirates — targets for anyone.

Today, make the Uniform Code of Military Justice the contractors' code of conduct — or be accountable outlaws.

Ty Martin
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Tryon, N.C.

**USCG's Bargain
Interpreter Corps**

I read with interest your snippet in the Washington Report section of the July 2007 issue titled "Pentagon Creates Civilian Language Corps."

The U.S. Coast Guard has had a "Civilian Interpreter Corps" that has operated for the last 10 years. The Corps is part of the Coast Guard Auxiliary's International Affairs and Interpreter Support Directorate.

Some 43 languages are supported by approximately 300 auxiliaries, all volunteers. So far in 2007, more than 30 separate missions have been recorded by auxiliary linguists in support of Coast Guard needs. In 2006, approximately 70 missions were recorded.

What makes this program so unique is the cost to the Coast

Guard. It would be more accurate to say the lack of cost to the Coast Guard. The Coast Guard did not need to spend \$19 million to set up the initial pilot program [which is the potential value of the contract to establish the Pentagon's Language Corps]. In fact, the pilot program was paid for by the members of the auxiliary who participated in the program, sans specific mission costs.

The Coast Guard Auxiliary is composed of uniformed volunteers who assist the Coast Guard in all of its varied missions, except for military and direct law enforcement. These men and women can be found performing a variety of missions — on the nation's waterways, in the air, in classrooms and on the dock, performing Maritime Domain Awareness patrols, safety patrols, vessel safety checks and public education.

The Coast Guard Auxiliary was founded in 1939 by an act of Congress as the U.S. Coast Guard Reserve and redesignated as the auxiliary in 1941.

Aux. Wayne Spivak
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**Sound Waves As
Jellyfish Solution?**

After reading the various methods used to counter the [jellyfish] threat in the June issue of *Seapower*, why hasn't anyone attempted to use sound waves to drive the jellyfish away? I would expect that the right frequency would prove a source of irritation to these creatures and rather than come toward a vessel, they would propel themselves away from the source.

Just a thought.

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CORRECTION

■ The July Historical Perspective, "Great White Fleet Ship Paved Way for Better Radio Communication," incorrectly identified the type of ship of Britain's HMS *Dreadnought*. *Dreadnought* was a battleship.