



CROWDED, drab messing compartments are 'on way out.' Right: CPOs' mess is in line for a face-lifting, too.

ful rocket-firing amphibious ship, the Inshore Fire Support Ship *Carronade* (IFS 1). The job of this ship will be similar to that now done by the LSMRs—to steam in close to shore, say, during an amphibious invasion and let fly with a barrage of power-packed rockets to wipe clear the beach area.

In the new rocket ship, special attention was given to installing functional living and messing areas. Berthing areas in the IFS-1 are roomy and modern. Crewmen will sleep in ordinary tiered bunks, but each tier will be separated from the next one by a perforated metal separator along the long dimension of the berths, designed to give the occupants a little privacy yet still allow a good circulation of air through the compartment.

The compartment will be brightly colored and several of the new-style four-man tables with chairs have been spotted around to provide space for writing a letter or knocking off a correspondence course.

Down in Pascagoula, Miss., on the Gulf Coast, the Navy has under construction the first in a new class of icebreaker that will also take advantage of several new wrinkles in livability.

The design of the new breaker illustrates a point emphasized by BuShips that livability features, like everything else that goes into a ship, must be tailored to meet the special characteristics of that ship.

In fast rolling ships such as icebreakers, destroyers, etc., functional arrangement of furniture and fixtures depends on the way a man stands to use a particular item. The wash basins and mirrors, for example, are much more easily used if the man faces forward or aft. Standing this way, he is in a more natural position to shift his weight with the roll of the ship and it is possible to keep both hands free. Another advantage in having a man stand either forward or aft of wash basin is that if water overflows, there is a better chance that it will not wet the man.

In general, this idea has been in practice a long time but with the emphasis on habitability it is being stressed even more.

BuShips has now developed a sort of "shelf-full" of livability features which a designer can make use of, or reject, for his particular type of ship. Here are some of the items now on the shelf with examples of how they are being used in ships now under construction.

Lighting—Fluorescent fixtures are coming into their own. Although the initial cost of installing fluorescent fixtures is somewhat higher, they should pay for themselves in lower power consumption (up to 50 per cent lower according to lighting experts). *Carronade*, (IFS-1), for instance, will be only the second surface ship to have fluorescent lighting in all her living spaces (*Meredith* was the first).

Messing—"Traffic control" is the big problem here, how to direct the flow of men through the mess line and to the tables in the most efficient

NEW color scheme, more room, mark modernized crew's mess. Right: CPOs now can enjoy real 'clublike atmosphere.'

