

# *The Rapidfire*

USS NEWPORT NEWS

ATLANTIC FLEET MIDSHIPMAN TRAINING



USS NEWPORT NEWS SUMMER 1967

JULY 1967

## Moral Side of the . . . NEWS

by Chaplain Walter "J" Schwartz, USN

"When I was a young man," George Bernard Shaw once said, "I observed that nine out of every ten things I did were failures. I didn't want to be a failure. So I did ten times more work."

All of us, at least occasionally, are deeply dissatisfied with what we have done...or left undone. It seems to be a truth of history. Paul, the Christian, told his readers in the young church at Rome that he had constant struggle with the forces of good and evil. That which he wanted to do, he didn't do; and that which he did not want to do, he did. We can have a bit of sympathy with Paul: the same is true of us.

Two men fought in the same war, for the same cause, and with the same passion. They were Edmund Ruffin, who proudly fired the first shot against Sumpter, and Robert E. Lee, who led so nobly the armies of the Gray. Both were defeated, but their response to defeat was entire-

ly different, Edmund Ruffin, in despair, destroyed himself: Lee made peace with dignity and became one of the most revered figures in American history.

The big question is this: how are we responding to the forces that are antagonistic to beauty, goodness, and strength within us? What do we say, importantly, to greed, cowardice, bitterness, racial hate, lust, loneliness, sorrow, self-pity, and "self-excusing"? We are free personalities with the ability to choose right and wrong; is our response worthy of a son of God?

Our own future----and the future of those whom we love---depends a great deal on our choices. We are living at a time when we must stand up and be counted. The life of every man is a log in which he means to write one story and succeeds more often in writing another---the humblest hour for each of us will be when we compare the log as it is with the entries we had planned to make.

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# VIEW FROM THE BRIDGE

by CAPT Lindsay C. McCarty, USN

As our Midshipmen Cruise comes to a close, I would like to make a few observations that, I hope, are pertinent to the occasion. In general, it was a very successful eight-week period--and a fast eight weeks it seemed to me, though some of our midshipmen may disagree. We have had an interesting cruise, with Halifax and San Juan more than meeting expectations; and in the operational area, the exercise Lash Out, with excellent midshipmen participation, addressed the latest problems in air-sea warfare.

To the midshipmen, let me say that we have enjoyed having you aboard, I know you learned much in the ways of the seamen and the sea. For the first class midshipmen, this included the mechanics of doing the job of a junior officer; for the third class midshipmen, this almost wholly consisted of the work performed daily by our seaman and fireman. I do hope, though, that each of you, regardless of your class, has been able to gain a "good bit more". More specifically, I would like for you to now believe, as I do, that the Navy is a tremendously challenging profession. You should appreciate that so much needs to be accomplished in the operational, maintenance, and management areas, and that there is a place and need for imaginative and positive thinking that is both sound and practical. Additionally, I would like for you to have gained a strong appreciation of the importance of each individual man in the Navy. If you have truly recognized this, and are able to lead your men with consideration and trust, you will help create an atmosphere of mutual respect. Under such conditions, your chances of success will be greatly enhanced.



To my officers and crew, I want to say that I am pleased with your effort to give the midshipmen an effective training period at sea. You planned in detail, and you carried out the programs with enthusiasm: you were flexible, too, and frequently changed your programs to incorporate lessons learned as the cruise progressed. However, you did more than meet the requirements. You helped to establish in the minds of the midshipmen, an appreciation of the standards of Navy professionalism. This will remain with them for years to come, and you can be proud of your part in it.

On behalf of the officers and crew of Newport News, I extend a wish for smooth sailing to each midshipman and the hope that your forthcoming leave and year of study ahead will be successful.

Vice Admiral C. K. Duncan, Commander Second Fleet, right, welcomed Rear Admiral D. L. Kauffman, Superintendent of the Naval Academy, on board the Flagship. Rear Admiral Kauffman got a first hand look at LantMidTraRon while on board Newport News.



Commander Ruxton on the bridge during General Quarters drill.

## The Executive Officer Portrait of a Busy Man

In any organization, both civilian and military, there are certain positions which seem to continually remain in the limelight and receive all of the "glory", while others, actually no less important, are all-too-frequently overlooked or minimized. The reason for this is oftentimes because we do not take time to explore the functions and duties of certain positions.

One such job aboard USS Newport News, the magnitude of which many of us may be unaware, is that of the Executive Officer, Commander Robert T. Ruxton, Jr. Therefore, in the next few paragraphs let's examine this all-important cog in the wheel that keeps our ship "turning".

First, let's follow Commander Ruxton on a typical day in port. This day normally begins quite early--never later than 7:00 a.m. By 7:40 he is addressing the department heads at quarters

and passing on the "word" of the day. Immediately following quarters, usually around 8 a.m., he meets with Captain McCarty. It is at this meeting that the plans of the day and of future events and activities are discussed, re-hashed, and finalized. After this meeting with the Commanding Officer, Commander Ruxton goes to his cabin--which also serves as his office. If you should pass by his door between the hours of 8:30 to 10:30 a.m. you are apt to see a long line of officers and enlisted men waiting to see the XO. Problems of every nature--whether they be personal or of a business nature--are brought to Commander Ruxton, who always seem to make time to lend advice and render decisions.

Then, at 10 a.m., the XO sets aside a minimum of one-half hour to tour a particular section of the ship, ever-seeking ways to improve that section's appear-

ance, function, and organization. Again he is confronted with problems and decisions involving the section he happens to be inspecting.

At lunch, when most of us try to relax and get our mind off our work, Commander Ruxton continues to make himself available to those whose only time to see him is during lunchtime.

At 1:00 p.m., with the passing over the ship's intercom of "continue ship's work", the XO is already in his office handling important correspondence, preparing schedules which will affect the future operations of the ship, and countless other functions of the position of the man who, second only to the Captain, is responsible for the success or failure of our ship's performance and effectiveness. Again the line of persons seeking Commander Ruxton's advice forms outside his door. When liberty is called at the end of the working day, you will find the Commander still hard at work and very apt to remain so for several hours after most of the officers and men have departed the ship for the day.

In the preceding paragraphs we have examined a "typical" day in port. We have not accounted for the numerous meetings and planning sessions, both aboard ship and ashore, at which the XO represents the ship and which consume a considerable amount of time and effort on his part. We also might mention that it is Commander Ruxton who is responsible for the planning and publishing of the daily Plan of the Day, and that he serves as president of the Wardroom Mess and as senior member of the Planning Board for Training--all vital jobs in themselves.

At sea, the job of the XO is the same

as it is in port--except that countless additional tasks and requirements are laid on him. He can no longer set aside 10:00 a.m. as a definite time for an inspection tour. Instead, he must work that in with the operating schedule of the ship, the General Quarters drills (during which he has Secondary Control), and the navigational problems which confront the ship. At sea, it is the rule rather than the exception to find Commander Ruxton up well past midnight. He rotates his "office" between his cabin, the bridge, and the skipper's side. It would be interesting to note how many daily trips the XO makes up and down the ladders each day!

Now that we have looked at Commander Ruxton, the Executive Officer, let's take a brief look at Commander Ruxton, the man. Commissioned in 1945, Commander Ruxton first served on the USS LSMR 406 in the Pacific Fleet. His duties have included serving as a Communications Officer on destroyers, destroyer staffs and on the staffs of Commander First Fleet and Commander Middle East Force. He has also attended Navy schools, including the Post Graduate School at Monterey, Calif., the General Line School at Newport, R.I., and the Armed Forces Staff College in Norfolk. He has served as Executive Officer of the destroyer USS Saufley, Commanding Officer of the ocean minesweeper USS Salute and the destroyer USS Manley. Before coming to the Newport News in July of 1966, he was a project officer on the Ship Characteristics Board in the Office of the Chief of Naval Operations in Washington, D.C.

Commander Ruxton and his charming wife, Eloise, have two children, Nancy Ann and Robert Thomas, III.



## An Engineer's Farewell LCDR Spann Retires

As of August, 1967, the Navy in general and the Newport News in particular, will miss the superior engineering know-how of a true professional in Lieutenant Commander Homer R. Spann. Lieutenant Commander Spann has filled many and varied billets since his indoctrination into the Navy as a seaman recruit in 1943.

His career has been marked by a rapid rate of advancement. He was promoted to Warrant Officer eight years after his enlistment, and Ensign Limited Duty Officer five years later. From seaman recruit to his present rank of Lieutenant Commander, Mr. Spann has proven to be a perfect example of the caliber of men who have made the U.S. Navy the powerful force it is today.

In regard to the Engineering Department aboard the Newport News, Lieutenant Commander Spann noted, "It is, without a doubt, the finest group of officers and men that I've had the pleasure to work with during my naval service. Their outstanding performance will be shown shortly when the red E is displayed on the Newport News' stack."

When asked for an opinion of his tour

of duty aboard the world's largest heavy cruiser, Lieutenant Commander Spann replied, "It has been an enjoyable and rewarding experience. I feel proud to have served as Engineering Officer of the Second Fleet Flagship. I know of no better way to finish a naval career."

Lieutenant Commander Spann's most recent billet prior to the Newport News involved a tour of duty in Vietnam, where he reported to Commander United States Military Assistance Command Vietnam. At this duty station, he was Senior Maintenance Advisor Coastal Security Group. It was during this tour of duty in Vietnam that Lieutenant Commander Spann won the Vietnam Medal of Honor (First Class) and the Vietnamese Presidential Unit Citation.

As H. R. Spann, Lieutenant Commander, USN (Ret), he will reside on a farm in Bumpass, Virginia, with his wife Betty. There he will assume duties as State Game Warden within the area. The Rapid-fire staff and, I'm sure, everyone on board Newport News, wish Lieutenant Commander Spann and his wife the best of luck in the future and express appreciation for a job well done.

# S-3 --

## Division

## of the Month

S-3 Division, one of five supply divisions aboard Newport News, is in charge of many of the ship's sales and service activities. These include: the ship's store, small stores, the soda fountain, all vending machines, the ship's laundry, three barber shops, the tailor and dry cleaning shops, and the ship's store office. Four storerooms located below the S-3 compartment are also under their supervision.

S-3 activities are among the most diversified of any division on the ship. Each provides an important service to officers and crew-members of the world's largest heavy cruiser.

At present, the division is composed of 59 men, 12 of whom are rated in their service specialty.

Lieutenant (junior grade) Lawrence A. DeLong, supervisor of the division, is assisted by SHC Harry L. Lanning, SH1 Joel E. Johnson and SH1 Frank Boroughs in controlling the service and movement of supplies to the patrons of the ship's services.

The newly renovated ship's store furnished the crew with all kinds of luxury and necessity items at the most reasonable prices. Just recently, many new articles were added to the stock to provide the crew with a wider variety. Swimming suits, paper back books, many new records and pre-recorded tapes are among some new additions to the inventory.

Items which are not carried in stock, due to inventory regulations set by the Supply Systems Command, may be ordered at a five to ten per cent mark up and are ordered through the ship's store office.

The ship's soda fountain is operated

by four men. It supplies the crew with cigarettes, and candies, popcorn, and drinks, ice cream and other confections.

A big problem handled by SN Frank Panezich, and his soda fountain men, is checking to see that the vending machines are adequately stocked.

The ship's uniform shop, also known as clothing and small stores, is operated by SN Larry Hutchinson, and provides clothing at cost prices to the crew. Government clothes are available to officers and enlisted men. Ribbons, insignia, medals, undershirts, shoes, trousers, and hats are just a few of the many items carried.

The ship's laundry, under normal summer underway operations, processes 11 1/2 tons of gear weekly. The crew's whites are pressed, while dungarees and other rough work are returned washed and dried. In addition to the crew, the laundry provides special handling for officers, chief petty officers, first class petty officers, and wardroom linens, all of which are individually processed.

Operating three 100-pound automatic washers, three driers, various presses and shirt folders presents a big work load for the 24 men who work in the laundry. Supervision is handled by SH1 Frank Boroughs, and watch captains, SH3 Robert Duncan, SN Dave Camara, and SN James Lvnn.

Also newly refurnished is the crew's barber shop. In the five-chair shop, under the direction of SH2 John Taylor, the barbers give 600 or more haircuts in an average week while underway. Four of the ship's seven barbers have had pro-



## Service to the Men of Newport News

fessional experience and three are graduates of civilian barber schools. All haircuts are given on an appointment basis. The chief petty officers barber is SN Dwight J. Poole, and the officers barber is SH3 "Red" Koch.

The ship's tailor shop handles any repairs or alteration needs, except for major jobs beyond shipboard capacity. The dry cleaners process and press officers' uniforms, the crew's blues and meet special needs as they arise.

The ship's tailor and dry cleaning shops are supervised by SH2 Henry Stevenson. There are two additional tailors and two dry cleaners assigned to this facility during normal operations. Senior men are SN Gary Rice, and SN John O'Brien.

Stocking of the previously-listed

shops and stores is handled through SH3 Larry Johnson and SN Robert Drummond who have custody of the S-3 storerooms. Inventory runs close to \$125,000 and includes all material handled by stores and shops in S-3 division. Here everything from candy to records is stored.

The ship's store office and retail activities are the responsibility of SH3 Don Sovia who is also the records keeper. All stock records, purchase orders, invoices, inventories, price lists and other required records are prepared and processed daily in the ship's store office. Records assistants include SN Steve Petit and SN Mike Matteson.

As much of the business handled by S-3 division concerns the sale of retail goods, there are fortunately, profits



being made. The ship's store activities make a profit of over \$10,000 in a quarter, and sales from the fountain and vending machines average 35% to 60% profit.

None of this money leaves the ship, for it is used to support the laundry, barber, tailor, and dry cleaning services in obtaining necessary supplies. All of these services are free to the crew, and their supplies must be purchased out of the profits.

Profits are also used in many other ways. Some of it is re-invested in the form of a new popcorn machine, a new vending machine, displays, or similar items. What remains after the services are paid for and new equipment purchased is turned over to the Commanding Officer, who sets it aside for the crew's recreation fund. Here the money is used for the tours the crew goes on in foreign ports, athletic gear, special ser-

vices, the library, and other entertainment such as divisional party refreshments. Hopefully, future profits may result in the creation of a ship's hobby shop.

S-3 Division is unlike most divisions as far as ratings go. The ship's servicemen may strike for one of several specialities within their rating, such as: laundryman, barber, tailor, cobbler, or records keeper. Advancement prospects and professional requirements are different in each of these specialities, and an SH striker has his choice of whatever speciality he might prefer.

S-3 Division is the Sales and Service Division of Newport News. Personnel in this division are the Ship's Servicemen who provide all the personal services the crew receives, and support the entire ship's recreational fund. In short, "Service" is these men's middle name.



Third class midshipmen Daisley, Blyth and Ahern,  
"learn the ropes" in Engine One.

## *LantMidTraRon*

Newport News was one of 20 ships of the U. S. Second Fleet that took part in Atlantic Fleet Midshipmen Training Exercises this summer. Both first class (seniors) and third class (sophomores) midshipmen were on board for two months of extensive training.

Over 1000 students, representing both the Naval Academy and the Naval Reserve Officer Training Corps (NROTC) from colleges and universities, participated in the midshipmen summer program. Newport News trained 155 middies, all but 4 of whom were from the Naval Academy. Their training, coordinated by Vice Admiral Charles K. Duncan with the Chief of Naval Personnel and the Superintendent of the Naval Academy, covered a wide spectrum to expose the midshipmen to all aspects of naval warfare.

The mission of the program was to enhance the readiness of units assigned

and to provide the embarked midshipmen with a practical knowledge of the Navy and of the ships to which they are assigned. The major purpose of these summer on-the-job training periods is to produce, upon graduation, experienced and capable naval officers to maintain fleet readiness.

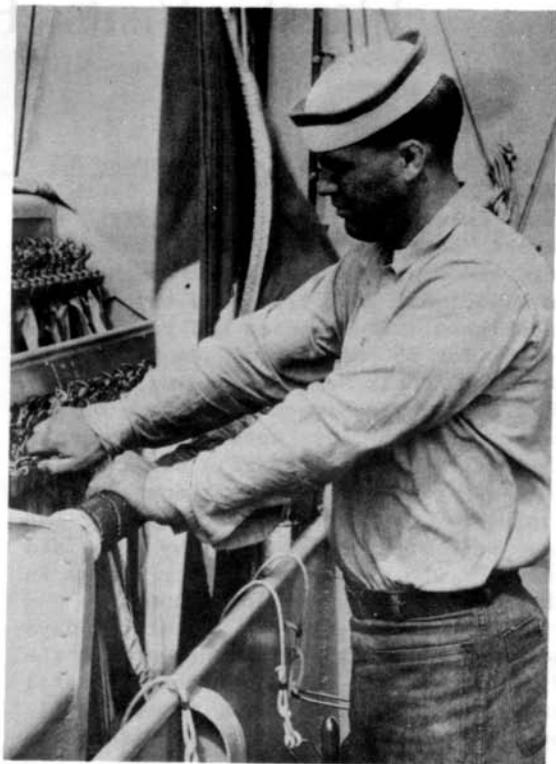
Aboard the Flagship, the midshipmen (both first and third class) trained in three departments--Operations, Engineering and Weapons. First class midshipmen served as assistant division officers, while the third class midshipmen worked alongside the seamen on the deck and the firemen in the engineering spaces.

The cruise was not "all work and no play." There were many recreational and social activities on tap for the midshipmen in both Halifax and San Juan. The middies obviously enjoyed themselves.

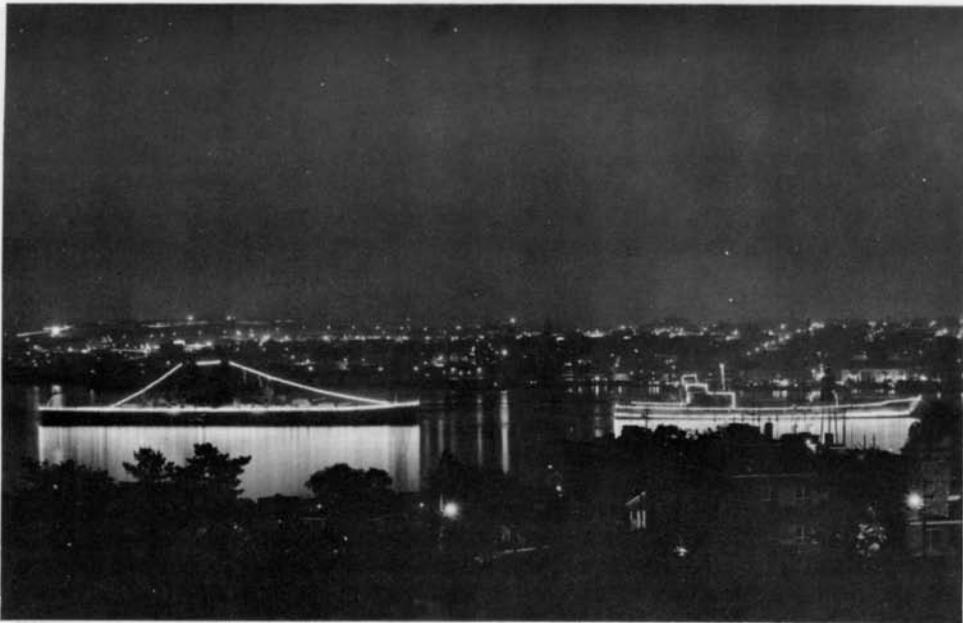


First Class Midshipman Gallery, along with Midshipmen Third Class Baucom and Hutchins, observes replenishing exercise.

## Midshipmen Learn by Doing



Third Class Midshipman W.G. Smith breaks out a flag on the Signal Bridge.



Newport News rigged her "friendship lights" in Halifax.

## Flagship Visits Halifax & San Juan

By YN3 John King

On June 12, 1967, USS Newport News once again glided away from her berth at Pier Seven, Norfolk. Along with her normal complement of nearly 1400 officers and men, the News was steaming with an additional 150 first and third class midshipmen. The middies had reported aboard for 35 days of at-sea training--part of their summer training program. Most of the midshipmen and some of the newer crew members were about to make their first cruise aboard a naval vessel as was evidenced by an atmosphere of curiosity, anxiety and excitement. The new men were contrasted by the "old salts," who performed their tasks in their proficient, routine manner.

The News spent the first ten days performing operational maneuvers in the Virginia Capes and southeast coastal areas. During this time, the new sailors and middies became very familiar

with the noisy "bong-bong" that calls all hands to General Quarters. New men blended with the old hands and, in a very short time, were able to perform as a team in displaying their capabilities as fighting unit.

After training at sea, the Newport Newsmen were looking forward to the ship's arrival in Halifax on Wednesday, June 21st. Unfortunately, the worst ordeal was yet to come! As CA-148 entered the Halifax Harbor early in the morning to take her position among the some forty ships to be anchored there, adverse weather conditions and a faulty anchorage buoy held the anchor detail at their stations for over twelve hours. It was not until about 9:30 p.m. that the crew was able to relax and prepare to go on liberty. However, by the time liberty was called away early on Thursday the crew seemed to have recovered from an

exceptionally tiring previous day, and the usual long lines formed at the forward and after ladders as liberty boats were being prepared for scheduled runs.

During the next five days everyone seemed to participate in many of the events that had been arranged for the 10,000 sailors of 17 different nations present in Halifax to help celebrate Canada's Centennial. Several thousand men crowded into the Halifax Forum to attend a rock dance hosted by the young ladies of Halifax, and sponsored by a local radio station. Others attended several smokers that had been arranged by the city and, by general consensus, with plenty of food, drink, and good entertainment. The "in-crowd" made their way to a folk concert on Sunday night, featuring the famous Oscar Brand and some sure-fire local talent. Even the shutter-bugs had no complaints as they could be seen donning their photographic equipment and heading for the Canadian countryside to capture remembrances of some of the picturesque landscape.

After three days at anchorage, Newport News tied up alongside the pier and prepared for general visiting. Numerous residents of Halifax and surrounding areas accepted the News' hospitality by coming aboard for a tour of the ship. In turn, a large number of the crew were invited to visit Canadian homes and, in many areas, were fed and entertained by the families. Needless to say, very favorable comments were overheard from the crew regarding their visit to Halifax. The Newport News turned seaward once again on Tuesday morning, July 27th, manned by a crew with fond memories of the truly considerate and hospitable Nova Scotian people.

Several days passed at sea as the flagship made high speed to arrive in San Juan, Puerto Rico, on July 1st. The

only major incident on the way south occurred when the ship crossed the path of a seemingly innocent young whale. This cumbersome mammal somehow managed to wrap itself around the bow, and only after some careful maneuvering by Captain McCarty and the Engineering Department were we able to proceed on our course. After some refueling and gunnery exercises were performed, the ship arrived in San Juan on July 1st.

San Juan is not exactly an unfamiliar sight for most of the Newport News' crew. In fact, it has been rumored that San Juan is the true home port of CA-148. Regardless, none of the crew wasted time making use of their liberty hours. Many divisions took advantage of the fine tropical weather and beach facilities by scheduling their annual picnics. Some of the crew tested their luck in the casinos of the many luxurious hotels for which San Juan is famous. Others headed for the beaches and, taking advantage of some good prices, rented sailboats and other aquatic gear. Several tours were arranged for Newsmen and the one to the rain forest was quite popular. Golfing and horse racing were also available to those who found time.

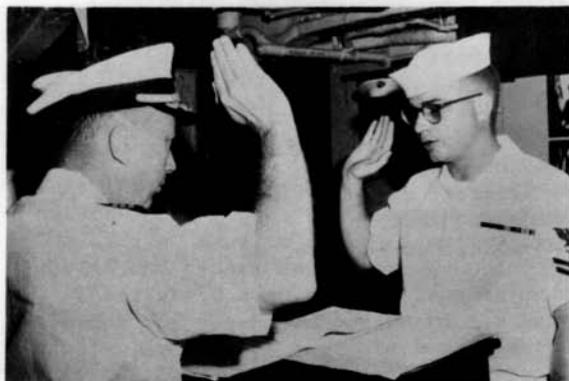
The Newport News left San Juan on July 5th and, after a short firing session off the island of Culebra, arrived in Norfolk on the 7th. As the big cruiser eased its way up the Chesapeake Channel and into Pier Seven again, smiles broke on the faces of the crew and humorous glances were being exchanged by those who could see a certain crowd of wives on the pier. It seems that the kind ladies had decided to make a welcoming sign. The sign jokingly read, "Welcome Home Whalers." Besides that of a warship, the News had made another name for herself.

WO2 F. R. Nester, being congratulated by  
Captain McCarty following his advancement.



BT1 J. J. Carr, takes oath for his reen-  
listment from Captain McCarty.

YN2 Anthony Grieco, takes reenlistment  
oath from Executive Officer Robert T.  
Ruxton.



Onward,  
Upward



ENC R. F. Kern Jr., receives  
congratulations from Captain  
McCarty after his reenlistment.

## & Farewell

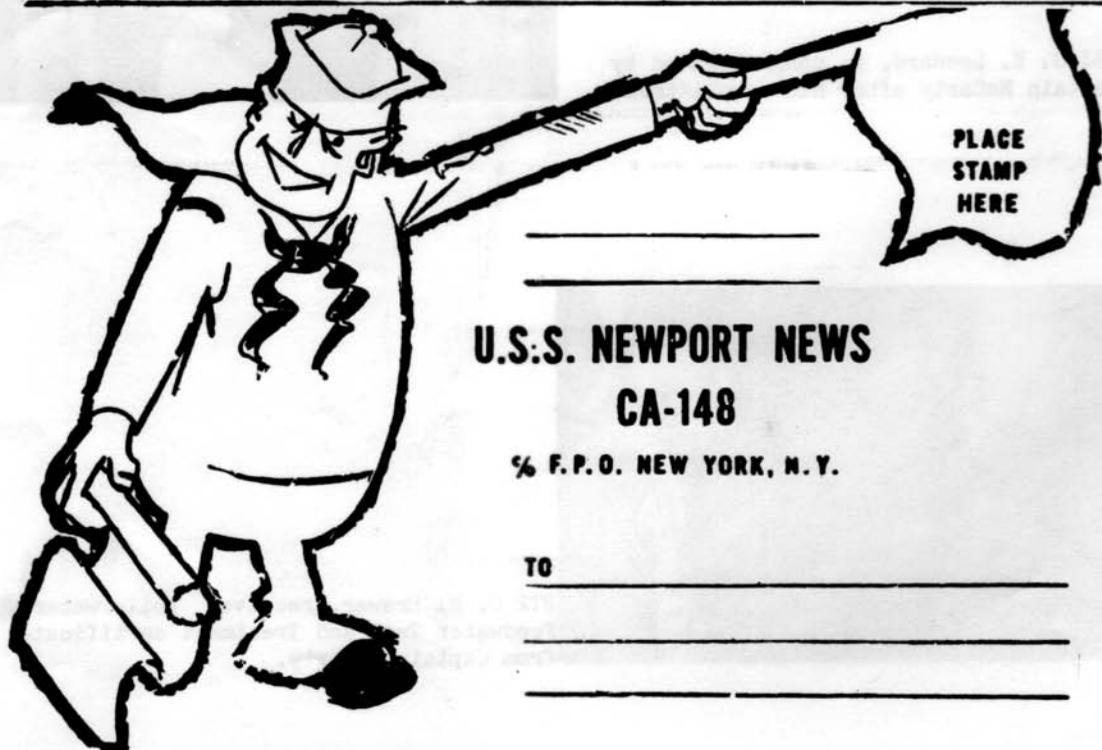
CS1 G. K. Leonard, is congratulated by  
Captain McCarty after his reenlistment.



ET2 C. R. Brewer, receives Boilerwater-  
Feedwater Test and Treatment certificate  
from Captain McCarty.



Captain Lindsay C. McCarty, left, welcomes Rear Admiral James F. Calvert, Commander Cruiser-Destroyer Flotilla Eight, and Rear Admiral Draper L. Kauffman, Naval Academy Superintendent, on board the Newport News.



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