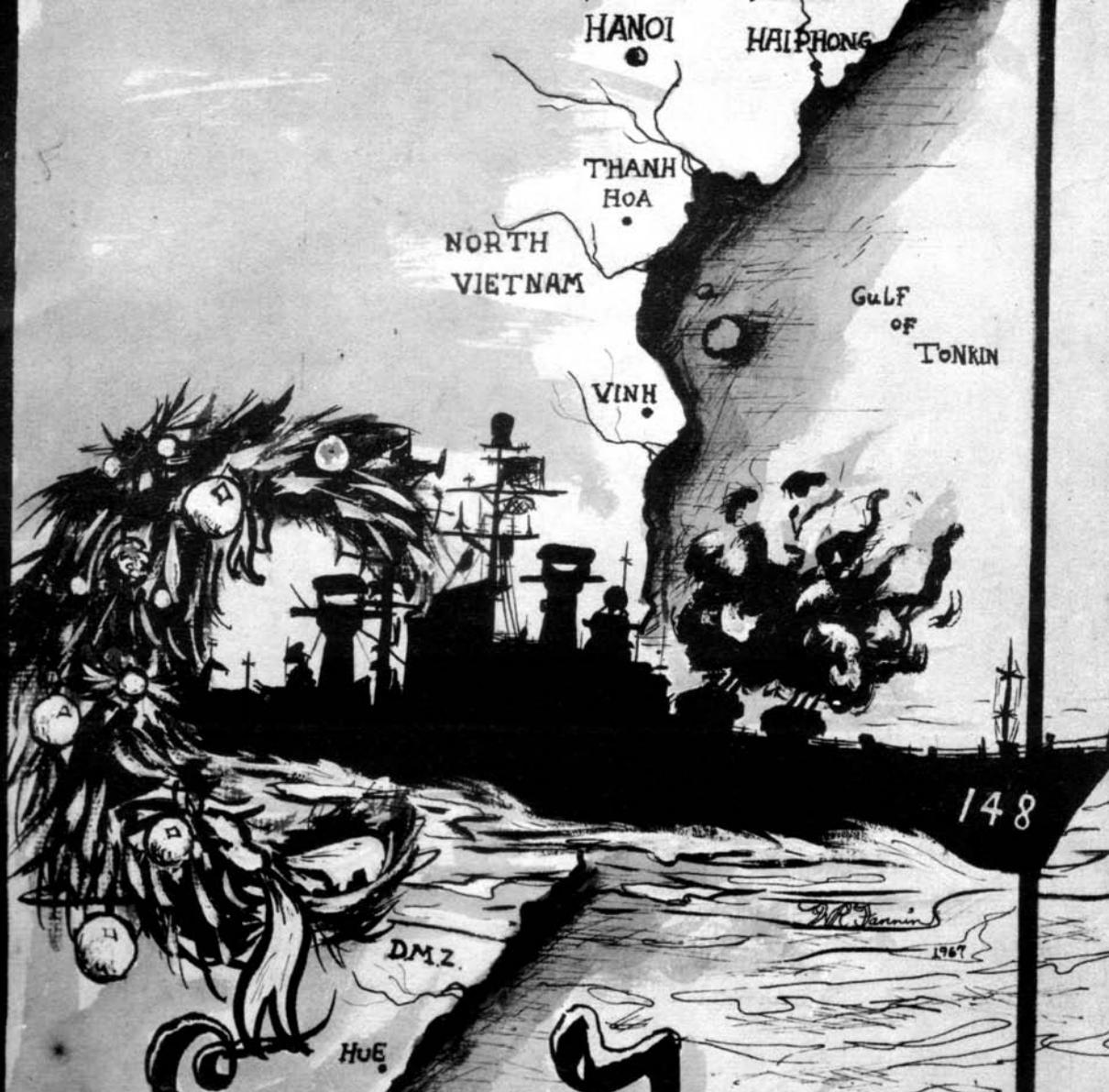


# The Rapidfire

USS Newport News (CA-148)



Seasons Greetings

DECEMBER 1967



*A sailor thinks of home and loved ones during a quiet moment amidst the thunder of war.*

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### ABOUT THE COVER

The RAPIDFIRE Staff wishes to thank SM3 William Fannin of OS Division for his drawing appearing on this month's cover.

## EDITORIAL

**W**ar and Christmas seem strange associates. Nevertheless, half a million American servicemen serving in the combat zone face the near impossible task of bringing the two together, of waging war on earth while extolling peace on earth. The horror of battle, so very contrary to American ideals and aspirations, looms all the more frightening in this season of peace and good will; and the red and green colors of Christmas take on a grotesque tinge when viewed against the backdrop of another red and green, that of bloodshed and hostile jungle.

But, in a deeper sense, the contrast of war and holiday good will is not as momentous as their surface qualities might allude. In fact, for Americans, powerful similarities bridge the two. Our pursuit of the enemy in Vietnam and our outpouring of thousands of lives and billions of dollars yearly directly relate to the United States' founding principles. Moreover, our goal in Vietnam is unwaveringly faithful to the spirit of Christmas--that of peace on earth for all men of good will.

In this season we can abhor the necessity for war; we can grieve the deaths and injuries to men in battle and offer our condolences to their families; we can regret the losses to the people of both South and North Vietnam as the conflict is most personal to them. But, in our determination to pursue victory we remain steadfast; the Christmas holiday, with its message of peace for mankind, heightens our resolve to vanquish those whose actions oppose the spirit of the season and the spirit of freedom. This Christmas let us renew our resolution to fight for peace on earth and peace in Vietnam.

# The Rapidfire

USS Newport News (CA-148)

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# VIEW FROM THE BRIDGE

by CAPT Lindsay C. McCarty, USN

We enter 1968 with the customary feeling that is experienced with the advent of a New Year. We reflect on the past twelve months and we look forward to the forthcoming ones with hope, promise, and renewed determination.

The old year was indeed good to NEWPORT NEWS. It presented a challenge which was met most successfully: the ship became of age, so to speak, and the gap was closed between peacetime operations and employment in war. Our officers and men stabilized into an efficient team and proved, chiefly to ourselves, that we could perform well in combat. Personal sacrifices were made for the call to duty. Pride in accomplishment became an every day occurrence.

The year 1968 will be more demanding, however, and we must prepare for that--both as a ship and as individuals. Our Western Pacific deployment is essentially half completed, and this second half will present additional stress upon both our material readiness and our personal stamina. Fatigue will have a tendency to set in and must be guarded against. The feeling that we will soon reach the home stretch simply cannot let us stop our forward motion, our day-by-day improvement. A ship can never reach a peak in performance; it must always be on the upward slope of the curve, or it will find itself on a downward trend. In the dangerous game we play, that can be disastrous.

Also 1968 will see many changes. Essentially, our present team will break up on the ship's return to the East Coast. This, however, will not mean



that the new team will be one which is less competent. Indeed, with the nucleus remaining, I predict the replacements will add new ideas, new skills, and that the ensuing combination will be a superior one. I am certain of the fact that if we take a positive attitude, such will be the case.

Let us then look to the New Year with confidence. Let us vow to do our best in our individual way to contribute to the continuing effort to make NEWPORT NEWS a valuable factor in our country's quest for peace in the world. Let us take pride that we have the opportunity to apply our mental and physical capabilities to a just and, I believe, a vital world cause.

# FLOT ELEVEN---

Rear Admiral Sheldon H. Kinney, and the 16 officers and 54 enlisted men that comprise his Cruiser Destroyer Flotilla ELEVEN staff, came aboard NEWPORT NEWS in Yokosuka, Japan, and in doing so took charge of the SEVENTH Fleet Cruiser Destroyer Group and the command of Operation Sea Dragon.

The Flotilla, coming from its former station in San Diego, relieved Rear Admiral Walter V. Combs and his Flot THREE staff of their gunline responsibilities, which include the planning and executing of all surface Naval warfare against the North Vietnamese coast.

Serving as Flot ELEVEN's Chief of Staff is Captain Robert H. Robeson. Other senior officers on the staff are Commander Terrill F. Becker, Plans and Sea Dragon Officer; Commander Lee R. Boles, Intelligence and Strike Warfare Officer; and Commander Donald M. Switzer, Operations Officer.

Admiral Kinney took command of Flot ELEVEN in October, three months after being promoted to the rank of Rear Admiral. Prior to his present command he served three-and-one-half years as Commandant of Midshipmen at the U. S. Naval Academy.

Admiral Kinney entered the Navy as an enlisted man and served almost two years as a "white hat" before entering the Naval Academy in July 1937. Commissioned as Ensign on February 7, 1941, he saw extensive combat in the "destroyer Navy" during the Second World War.

The Admiral had his own command by the age of 25, and the performance of USS BRONSTEIN under his leadership drew

widespread praise, including that of the Chief of Naval Operations who called it "the most concentrated and successful anti-submarine action by a U. S. Navy ship during World War II." During the war he was awarded the Navy and Marine Corps Medal, the Navy Cross and the Legion of Merit with combat "V".

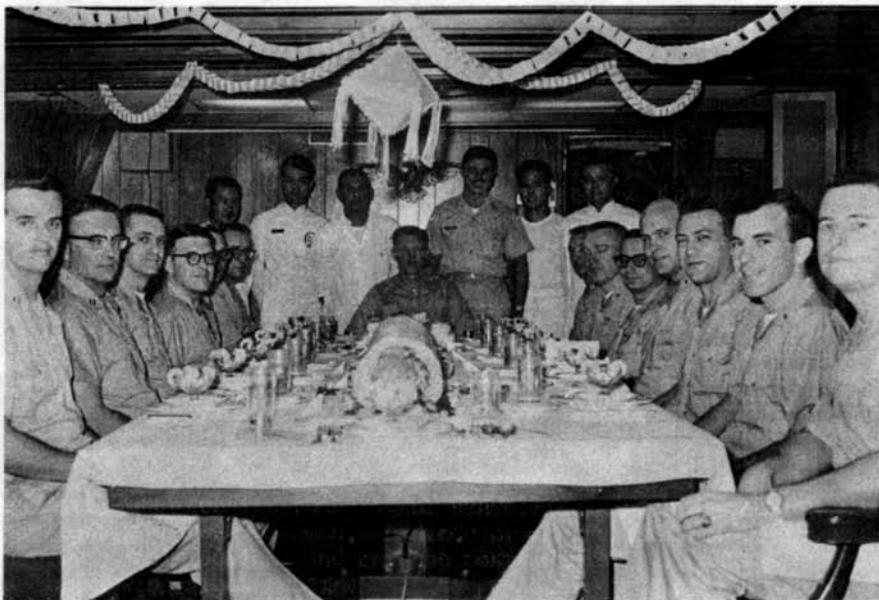
Following the war, Admiral Kinney saw duty on the staffs of various shore commands before joining USS COLUMBUS in June 1950 as Navigator. He fitted out and commissioned the destroyer USS TAYLOR in November 1951 and commanded her until December 1952 in Korean operations. He was awarded the Bronze Star Medal with combat "V", the Order of Military Merit Ulchi, by the government of Korea for services to that government, and the Presidential Unit Citation.

Returning to staff duty in December 1952, he served at various shore commands before assuming command of the frigate USS MITSCHER in August 1956. After January 1958 he returned to the shore Navy and spent the next four years serving under different staff and school commands.

In July 1952 he took command of the oiler USS MISSISSINEWA, and in August 1963 was appointed Commander Amphibious Forces, SIXTH Fleet, where he served before being appointed to the Naval Academy post in January 1964.

Admiral Kinney is married to the former Elizabeth Douglas of New Canaan, Connecticut, and has two sons, Douglas Sheldon and Bruce Harold. He is originally from Pasadena, California, and presently resides in Coronado, California.

# WELCOME ABOARD!



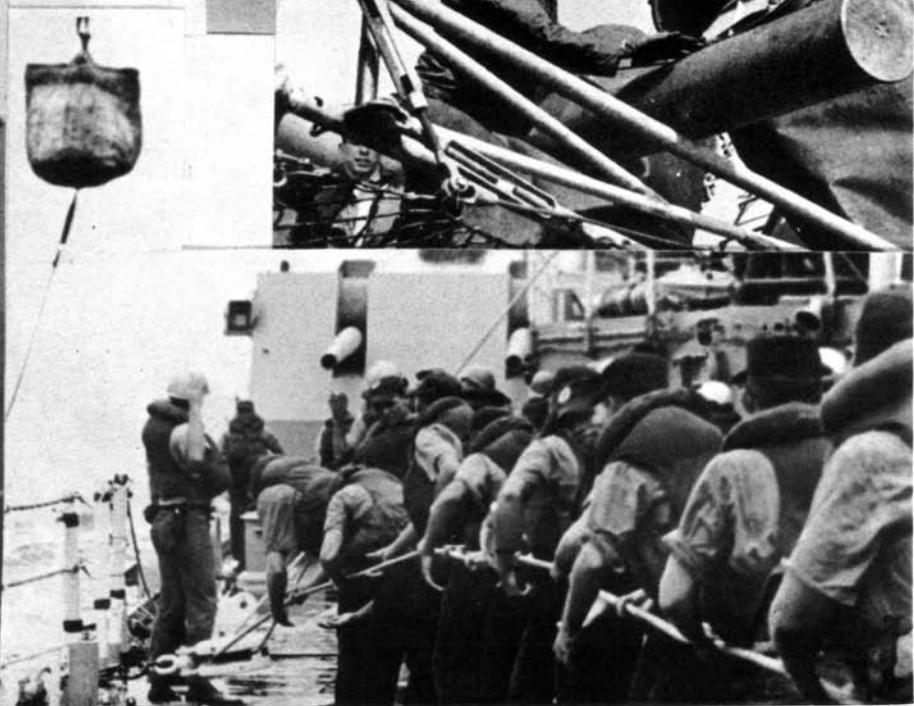
*The Flot ELEVEN staff officers prepare to enjoy a Christmas dinner at sea in the Flag Mess aboard their flagship NEWPORT NEWS.*



*Admiral Kinney observes Operation Sea Dragon underway replenishment from the Flag Bridge.*



**UNREPS**



A ship is a city in itself. Crewmembers eat, sleep, work and relax in somewhat strained yet sufficient comfort for long periods at sea without ever extending over 1000 feet from all their possessions. They have regular laundry service, enjoy the recent motion pictures and even read the latest news in their own paper. Aboard NEWPORT NEWS some 1200 men enjoy these facilities and fight a war at the same time. How? Through an evolution known as "UNREPS".

UNREPS or underway replenishments periodically provide the ship with her three basic necessities during long stretches in the combat zone: food, fuel and ammunition. UNREPS, as a vital operational requirement, have almost become second nature to NEWPORT NEWSmen during the past few months on the line. "Set the rearming detail" has normally appeared in the plan of the day every third day for many consecutive weeks. As one of the Navy's most potent striking forces in the Gulf of Tonkin, NEWPORT NEWS must maintain a full complement of shells and powder for her eight-inch and five-inch batteries.

In keeping with the Navy's tradition of readiness at sea, NEWPORT NEWS rendezvous with oilers and ammunition ships approximately every three days, and transfer of food stores from refrigeration ships takes place about every thirty days. The transfer of our needs from these supply ships is accomplished by use of the "highline". The highline is a five-inch manila line rigged from ship to ship which permits over-water transfer of supplies through use of pulleys. It's an impressive and awesome sight to see two large ships steam side by side "keeping station" at 12 knots while one replenishes the other.

Long before the approach to the first supply ship is made, the men of the deck divisions aboard NEWPORT NEWS are top-side rigging the UNREP gear. Often before dawn, the boatswain's mates and deck seamen are checking the rigs and making final preparations for the long day ahead. UNREPS are basically simple evolutions, but they require good seamanship and the co-operation of all hands for their safe and successful completion.

## ... A VITAL OPERATION

*BM2 Bobby Cordle and SN Leonard Murdoch hook up a load of empty powder shells for transfer back to the ammunition ship.*



Under the supervision of First Lieutenant Phillip Macauley, the men of the deck divisions man all the lines and basically run the show topside. First Division's BM3 Bob Paris, one of the petty officers in charge of station one, commented, "I enjoy UNREPS because they give me a real chance to use my training and skills."

UNREPS are most demanding on all NEWPORT NEWSmen. Normally scheduled between strike missions, the hours are long and arduous and often drag deep into the night. Some nights see little or no sleep at all for many men from all divisions working together to complete the necessary tasks. Each officer and crewmember has an important assignment during these periods that entails either direct loading or keeping the ship on a steady course.

*(Right) The main deck stirs with activity as crewmembers make final preparations for a long day of UNREPS.*

*(Below) Fuel lines strung from oiler enable NEWPORT NEWS to refuel at sea.*





As NEWPORT NEWS cut silently through the cold, morning haze, crewmembers on deck were taking pictures of their first glimpse of Japan--Mount Fujiyama. Acclaimed to be the most enchanting mountain in the world, Mount Fuji--as it is more commonly known--stood stately in the distance as NEWPORT NEWS pulled into Yokosuka harbor on November 13.

Japan, boasting one of the world's oldest civilizations, today is a modern, prosperous and highly industrialized nation. In recent years Western influence has guided much of her economic development. A leader in many fields, Japan excels in the area of ship-building and repair; consequently, the major Naval Repair Facility at Yokosuka was selected the site of NEWPORT NEWS' recent six-day repair and upkeep period.

Much needed work and repair on the ship's internal systems was accomplished during the stay in Yokosuka. In addition, many crewmembers attended damage control and fire-fighting classes as the opportunity for valuable training was available there. However, the opportunity to "hit the beach" and see part of this colorful nation highlighted the visit for most NEWPORT NEWSmen.

As this was the ship's first visit to Japan, feelings of excitement and anticipation filled the minds of most crewmembers. A close relationship of goodwill and friendship exists between Japan and the United States today. NEWPORT NEWSmen in maintaining this goodwill gave their sincere effort to understand

the Japanese point of view, their problems and their customs during the stay.

One thing which initially surprised most of the crew was the cold weather, requiring them to wear winter blues. However, the lower temperatures here provided a refreshing change.



*Brilliant displays of neon lights illuminate Tokyo's famed Ginza area at night.*

# JAPAN



*Japan's beautiful and beloved Mt. Fuji is located about sixty miles southwest of Tokyo. In early Japanese history the people regarded Fujiyama as a sacred mountain.*



Yokosuka has much to offer the sailor in search of rest and relaxation. The well-equipped Navy Base provides many services he could want or need. The Fleet Exchange in Yokosuka is recognized as one of the finest in the Orient. Available here are the best items in Japanese handicraft, stereo equipment and camera accessories.

Many crewmembers took the opportunity to make overseas telephone calls at the base facility. Also, within easy reach were several establishments for military personnel including the Club Alliance, the largest enlisted man's club in the

world. Located just outside the main gate were many restaurants, night clubs and souvenir shops.

However, for the more adventurous NEWPORT NEWSman, Tokyo was the place to go. About 75 minutes from Yokosuka by train, the trip to the hub of the nation's activities was well-worth the effort. Tokyo, the world's largest metropolis, is a fascinating, "live" city with much to see and do.

Here, NEWPORT NEWSmen dined in fine restaurants and shopped in Tokyo's famed Ginza area--one of the most modern and extensive shopping meccas in the East. Some men choose to browse and shop in the tiny, intriguing shops on the many side streets.

Others decided to tour the city by taxi--there are over 60,000 of them in Tokyo. The country's boisterous present and tranquil past are very much in evidence here in its capital. Some men visited Tokyo Tower to view the entire city, while others got off the "tourist tract" and visited a Japanese steam bath to enjoy this age old custom of leisurely relaxation.

In downtown Tokyo, they saw the kimono-clad girls walking side by side with the Western-dressed secretaries. The Japanese people, although steeped in Oriental traditions, are "Americanized" in many ways. This fact was the cause of disappointment to some NEWPORT NEWSmen who visited Tokyo's immediate downtown area and expected to see more Japanese customs in evidence.

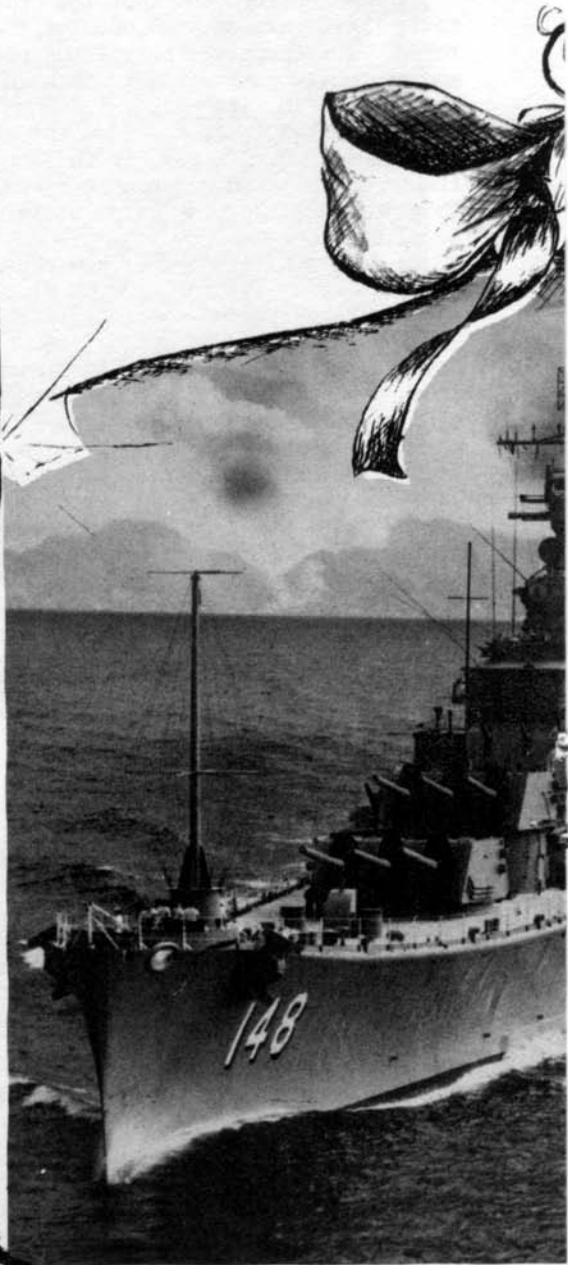
The short stay, unfortunately, prevented NEWPORT NEWSmen from seeing all that Yokosuka and Tokyo had to offer. However, most officers and crewmembers were nevertheless thankful for the opportunity to visit Japan. Many would agree that the people were genuinely friendly and the culture truly fascinating.



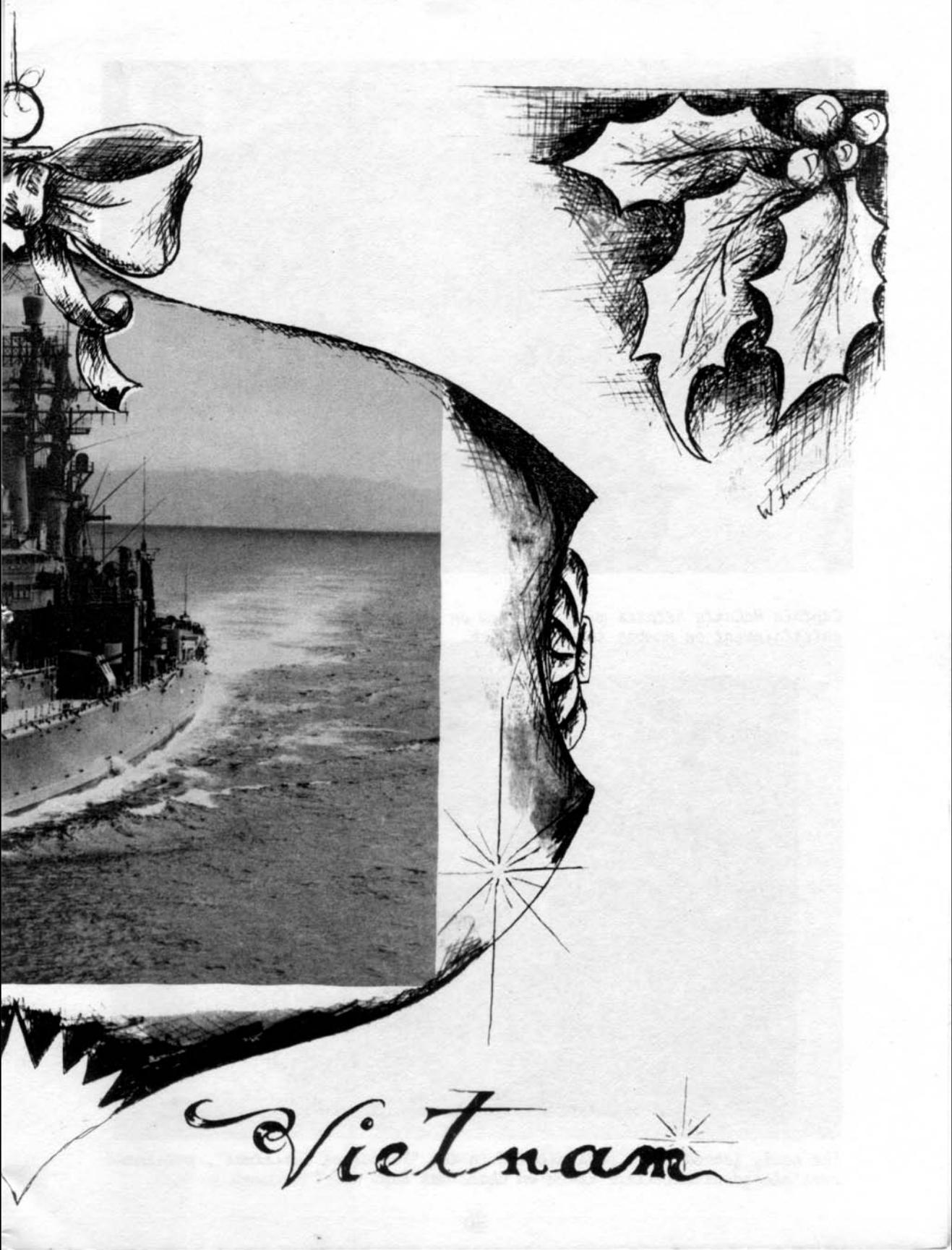
FABULOUS TOKYO ...



*View of downtown Tokyo with the Tokyo Tower rising in the background.*



Christmas



Vietnam



*Captain McCarty relaxes with the crew on Christmas Eve as the band provides entertainment on number three messdeck.*

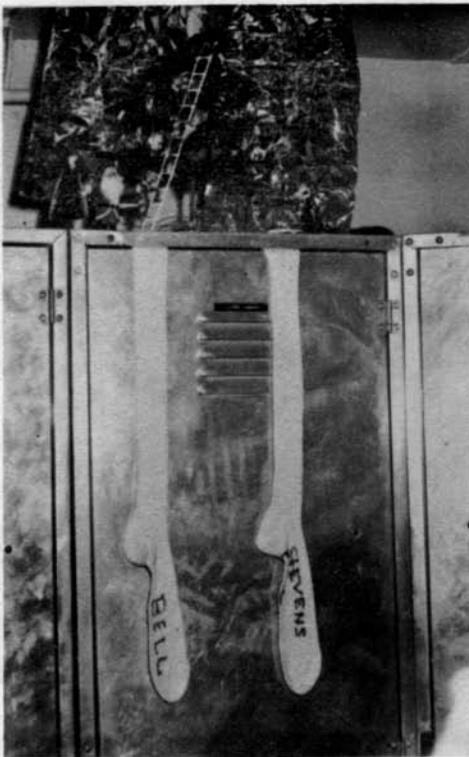
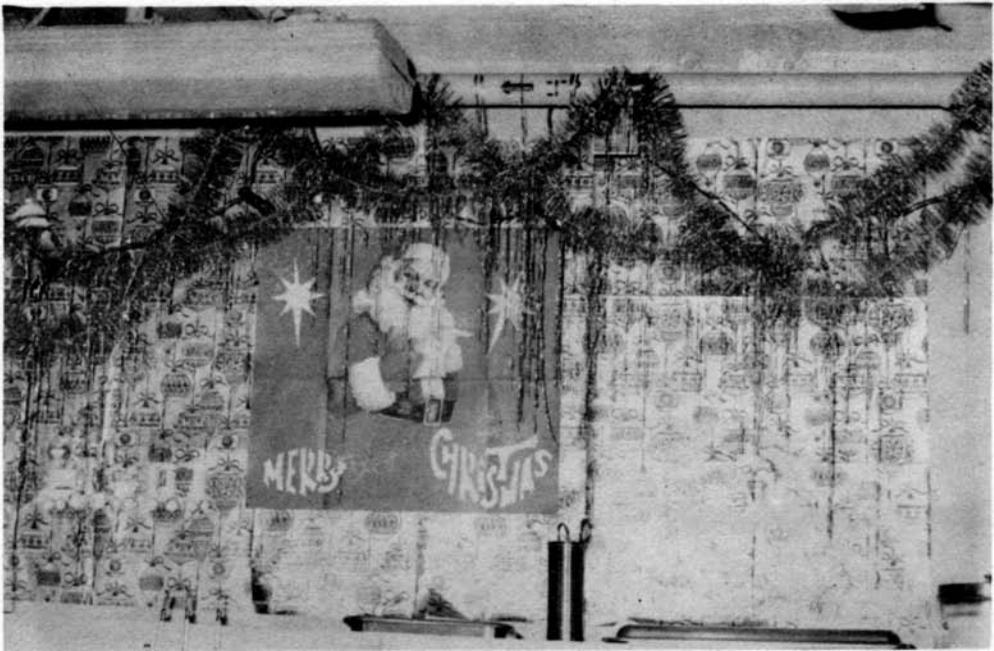


*The newly formed choir participated in the "Sounds of Christmas", presented over closed circuit television on Christmas Day.*

*CS2 Gerald Sohn begins to carve one of the many delicious turkeys served to the crew on Christmas Day.*



*Rear Admiral Sheldon H. Kinney passes by galley before the crewmembers enjoyed their Christmas meal.*



CHRISTMAS

DECORATIONS

AROUND

THE

SHIP....

"**T**hey report everything but plain water." This description by Ensign Paul D. Morte, OL Division Officer, points out the demanding job assigned the lookouts aboard NEWPORT NEWS. This is their job, and it's being done well off the coast of North Vietnam.

The war in Vietnam has placed new emphasis on the qualifications and duties of the lookouts aboard Navy ships. They must be vigilant, highly trained

and responsible. They must be proficient in recognizing and identifying new types of aircraft and water vessels quickly. In carrying out these duties, lookouts help protect the ship from potential danger.

Foreseeing the need for an alert, qualified group of men meeting these strict prerequisites during NEWPORT NEWS' deployment in the ever dangerous stretches of the Tonkin Gulf, the ship's



*Ed Rice, one of the forward air-defense lookouts during strike missions, reports the action as Turret 1 fires a two-gun salvo toward enemy targets off the coast of North Vietnam.*

# OL

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# OF THE MONTH



*Port lookout, Alan Miller, sights contact on the horizon as the phone-talker, Mike Casey, reports the relative bearing and approximate range to the bridge.*

Commanding Officer, Captain Lindsay C. McCarty, decided to create a new division of "specialists". Each man has the same job and responsibility--to help protect the ship. Off the coast of North Vietnam, this is a demanding and important job.

The combat zone in the Tonkin Gulf presents many threats and poses constant danger to the ship and her crew. High-speed enemy PT-boats could possibly escape detection by radar and approach the ship unnoticed to cause considerable damage in a short time. Hopefully, alert detection by the lookouts will prevent this. It is a must.

OL Division is believed to be unique among deployed WESTPAC ships. In choosing this select group of men, CWO2 Forrest Nester and the personnel office staff carefully screened each man. Only after scoring highly on the specially prepared lookout examination and meeting special physical requirements, were the men accepted into the division. Before being placed on the watch, however, each man received exacting and intensive training in the fundamentals of his new job from Mr. Morte and RD1 Ronald Kissel, the division's only petty officer. Periodic examinations and briefings keep the men abreast of the latest developments in their responsibilities and objectives.

In OL Division there are always at least five men on watch...around the clock. Two lookouts and one phone-talker are forward on the flying bridge, and one lookout with a phone-talker remains aft at secondary con. Each man averages about ten hours of watch daily. Throughout the day and night in clear weather or rain, lookouts scan the horizon with high-power binoculars. Continual close surveillance of the entire area around the ship is necessary to evaluate all types of potential danger.

Lookouts can visually pick up large contacts at eighteen miles in clear weather. In addition, they report all weather changes, floating objects and even schools of large fish. The emphasis placed on them to report everything is demanding. Day to day watches become tedious and exhausting, but the safety of the ship depends on their accuracy. Their performance to date has been exemplary.

During general quarters and all strike missions, two men from OL Division don the familiar battle dress of "flak jacket" and steel helmet to take their station above the bridge. These men, SN Edward Rice and SN Durward Decker, are the only personnel required to be topside when the ship fires her guns in battle. They help serve as the Captain's eyes while the ship fires at the

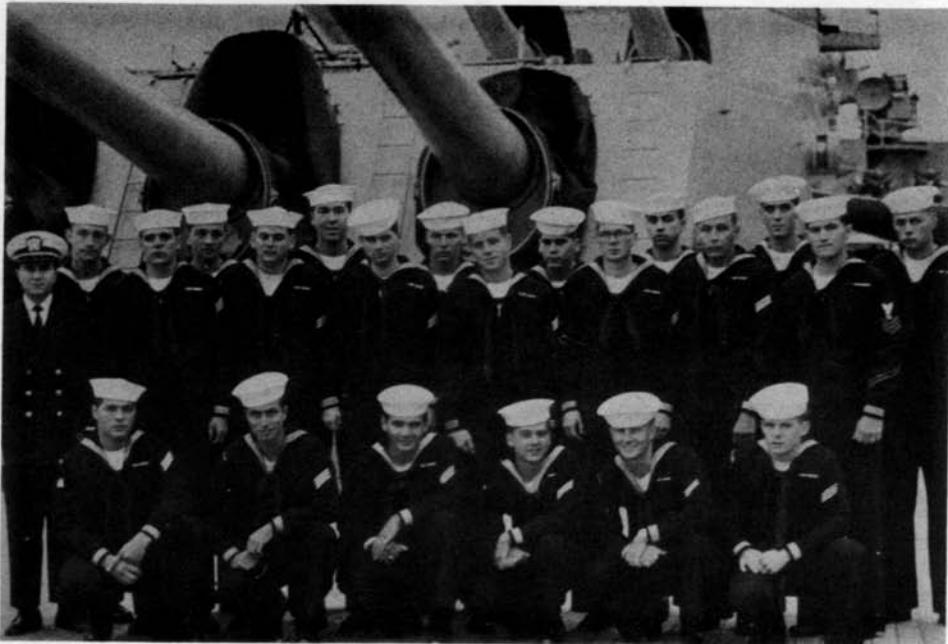
enemy. Remaining on deck is dangerous, but to report star shells, explosions on the beach and counter battery is most important for the ship's welfare. Lookouts see all the action, and they do a commendable job in reporting it.

At present all the lookouts are non-rated personnel. However, they are allowed-encouraged to strike for third class petty officer in any rate desired. In conjunction with their training in operational procedures, several men choose radar. Some men are already qualified to receive the speciality lookout badge in accordance with the Navy Bupers Manual. Seven men, through much hard work, have earned the privilege of taking the advancement in rate examination in February. Crewmembers from other divisions who are trying to get into OL Division will replace the men who make rate.

Here in the war zone, the safety of the ship and the peace of mind of the crew depends on the reliability of the lookouts to a great degree. The men in OL Division are dedicated in doing their best job. In the middle of the night, when the day's strike missions are complete, the crew can feel safe and sleep soundly because the lookouts are there.



*Edward Beard scans the horizon with high-power binoculars.*



# mail



**I**n what does Christmas consist to a sailor in Vietnam? Most NEWPORT NEWSmen would agree that the satisfaction and peace of mind in knowing that their friends and loved ones back home are safe and well would be all they could possibly need this holiday season. Six dedicated postal clerks are working many long-drawn-out hours to see that each man aboard receives his "gift" this Christmas.

The Christmas rush aboard NEWPORT NEWS began several weeks ago about November 1, as hundreds of parcel post packages and thousands of letters started pouring in for appreciative crewmembers. Since then, the miniature post office on the second deck has been flooded with correspondence. Just before mail call each day, packages piled several feet high have become a familiar sight in the passageway outside the office. Authorized mail orderlies from each division anxiously wait in line to pick up letters and presents for their men and hopefully for themselves as well.

Daily mail deliveries are made to the ship by the helicopters operating from the various Navy carriers in the combat area. However, most of the parcel post mail is received on a weekly basis from the oilers and ammunition ships which highline it to us. Mail service to the ship is surprisingly good, as incoming correspondence from the states takes

from one to two weeks to get to us. Outgoing mail takes even less time to reach its destination. Lately, the ship has been receiving about two tons of official and personal correspondence each week. It's no surprise to receive over 100 bags of mail at a time.

Of course, the amount of outgoing mail is also tremendous. NEWPORT NEWSmen have been sending hundreds of gifts home which they've purchased in the various ports visited. Each day the line is quite long as the men wait to get their gifts homeward-bound. Then the job of cancelling, packing and routing each piece of correspondence begins. One of the postal clerks is always in the office working to see that this is ac-



*Packages of all shapes and sizes are carefully sorted by PC3 Virgil Simpson.*

# call

completed.

While in the combat zone NEWPORT NEWSmen are fortunate in being able to utilize the "free mail" service available to military personnel in Vietnam. Free mail consists of all personal correspondence including letters, post cards and small recording tapes. All these items are sent via air mail and receive the same care as paid postage.

Under the supervision of SHIPCLK Clyde David and PC1 Gerald Rice, the postal clerks are putting in many overtime hours handling the mail in addition to standing their Condition Three watches. At sea the post office remains open to accept packages and sell stamps from 0830-1500 daily. They are also respon-



*In addition to delivering the mail, the helicopters occasionally "drop off" an unexpected guest.*



*PC1 Gerald Rice finds a letter for himself among the thousands delivered daily to the ship.*

sible for selling money orders to crewmembers desiring to purchase them.

Whenever the ship pulls into a new port, the influx of mail is fantastic. PC3 Gerald Zentz, who recently reported aboard NEWPORT NEWS because he wanted a tour of duty in Vietnam, commented, "I wish we had more liberty than we do." He added, however, "...but we don't mind doing the work, because we know that the crew appreciates getting their mail quickly."

Indeed, each crewmember is thankful and appreciates the work that the postal clerks are doing. Whether it be a letter from his wife or girl, or a box of homemade Christmas cookies from "Mom" he feels great receiving it. If it were not for the mail, it certainly would be a lonely Christmas for many this year.

# CCTV & WA BC

A handful of talented NEWPORT NEWSmen are devoting their time and efforts to providing the entire crew with refreshing, daily entertainment. The staff of the ship's two entertainment facilities, closed circuit television and radio, may well be some of the most popular men aboard. And, they deserve it!

The familiar nightly movies in the Wardroom, Chief's Mess and on number three messdeck are still shown, but the accommodations are limited and only a small percentage of the men actually get to see these feature length films at any given time. The problem has been solved, and nowadays there is no further need for the entire crew to crowd into an area made for a few hundred. Closed circuit television (CCTV) is here.

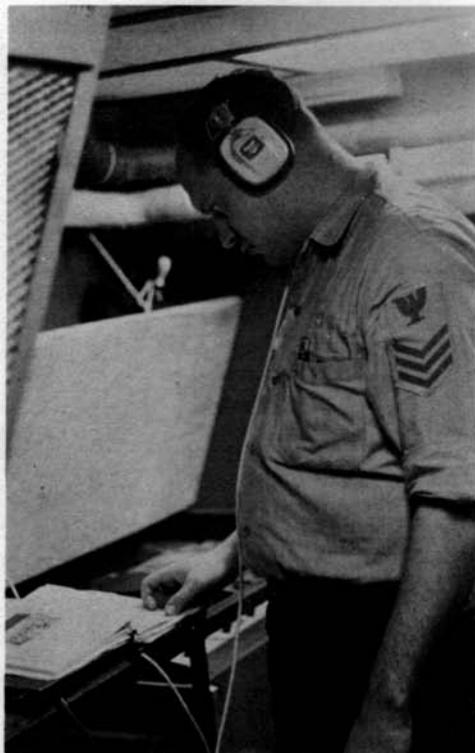
Newly formed and still operated on a limited basis, CCTV is slowly gaining recognition as the most popular and best enjoyed facility in the ship's entertainment system. Because of considerable planning and careful installation, thirty different areas throughout the ship are now equipped with a CCTV. Located mainly in large offices and shops, the sets are placed so that the crew can watch them with ease and comfort.

The variety of entertainment now possible is unlimited. In addition to the nightly "flick", several "live" shows have been presented for the crew's enjoyment. The purpose of CCTV is to please the tastes of the crew by showing productions of both an informative and entertaining nature. New innovations in programming and production techniques have become a working challenge for the CCTV staff.

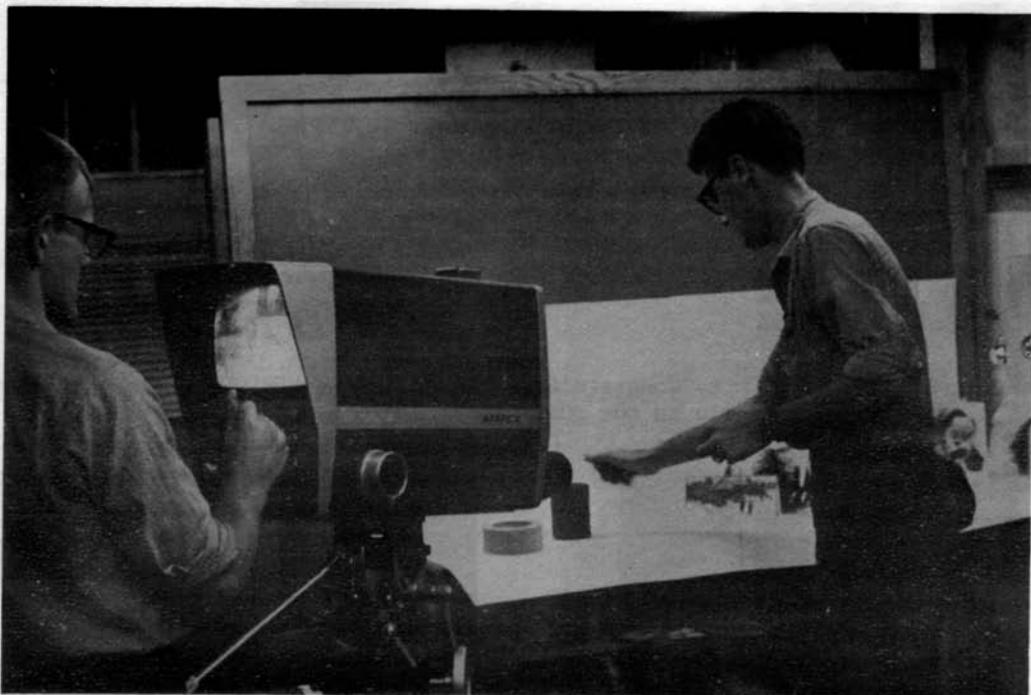
The first live program aired over the new system was an address last September by the Commanding Officer to the crew on the upcoming deployment in WESTPAC. Since then, eight other live productions have been broadcasted including the special Thanksgiving Day and Christmas programs. At present, CCTV headquarters is located in the old ship's classroom on the third deck.

Experienced broadcasters, AN Stanley Elwood and SN Thomas Sprtel, are the men behind the scene in the creation and direction of all new shows. ICI Alfred Yocca handles the production of all programs and the technical maintenance of the equipment. Also offering his services is Ensign Ferret Otis, CCTV's new advising officer. These men intend to make the most of the system. Future plans include daily live presentation of news, sports and weather, production of series specials and airing of network features from the states.

Closed circuit radio aboard NEWPORT NEWS is nothing new, however, the exciting sound of "All American" radio has



ICI Alfred Yocca monitors video tape in control room.



*CCTV staff's AN Stanley Elwood and SN Thomas Sprtel make final preparations for Christmas Day Program.*

the entire crew listening. Under the direction of SN Bill Kinkel, special services yeoman, and RMSN Jerry Price, a new sound and format has arisen, as NEWPORT NEWS is now an official satellite station of WABC in New York City. The bright new format and professional sound is complemented by an experienced and personable staff.

Operating on a daily basis at sea, the "All American" lineup includes the continuing sounds of the Bill Kinkel Show, Jim Davis' "Open Highway Program", and the newer additions of the Jerry Price Show and Peter Brown's morning show. These men operate the system very similar to their namesake commercial station in New York. The system is most complete as the announcers utilize identification jingles, give reminders from the plan of the day and promote sales in the ship's store.

The staff's efforts in the production of "Operation Yuletide" contributed greatly to the crew's enjoyment of

Christmas this year away from home. Aired on Christmas Day, the five-hour show contained the best and latest tasteful musical selections from the states, a message from the Chaplain and an individual contribution from each member of the All American staff. The show gave real meaning to the spirit of Christmas.

Operation Yuletide was made for all the men in the Seventh Fleet. Tapes of the entire show were sent to the three Navy carriers in the Yankee Station area. According to Kinkel, the purpose of the show was to bring the men a little closer to home. "These guys haven't heard anything like this in a long time," he added.

CCTV and WABC are operated entirely for the crew's benefit. Together they make up one of the finest entertainment systems aboard any ship in WESTPAC. And improvements are being made all the time.

*Onward*

*Upward*

*Farewell*

Captain Lindsay C. McCarty congratulates the following NEWPORT NEWSmen on their recent reenlistments while on the gunline.



**BM3 Bruce A. Russell**



**ETN3 Donald E. Milling and SD3 Arthur L. Mayes**



**DCCS Henry B. Hammonds**

Fifteen NEWPORT NEWSmen have reenlisted since the ship arrived off Vietnam last October. There are several advantages to reenlisting in a combat zone, the greatest being the tax-free benefit.

Under normal circumstances, outside the zone, a flat 20 per cent of the reenlistment bonus goes for taxes. However, this money is not deducted when a man reenlists aboard a ship on the gunline.

To cite a recent example, one NEWPORT NEWS' crewmember recently received a bonus of over \$7000. Had he reenlisted outside the zone, \$1400 of that would have gone for taxes.

In addition, there is the possibility that the reenlistee will get a Navy school or orders of his choice. A Navyman may reenlist up to one year earlier than his expiration of active service in order to take advantage of these benefits.



BM3 Gary L. Peterson



RD3 Joseph P. Lambert



From left, new Lieutenant Junior Grades Tom H. Reynolds, Bruce R. Watts, William H. Spadafora and Andre J. Chagnon receive their new silver bars and Captain McCarty's congratulations.



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**U.S.S. NEWPORT NEWS**  
**CA-148**

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