

# The Rapidfire

*USS Newport News  
(CA-148)*

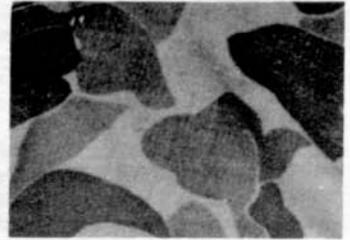


JANUARY 1968



## TABLE OF CONTENTS

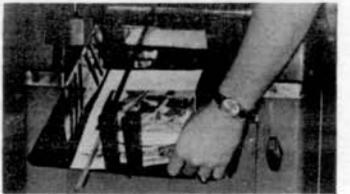
VIEW FROM THE BRIDGE.....	5
MORAL SIDE OF THE...NEWS.....	6
THE SEA DUTY MARINE.....	7
All the Corps' MEN aren't in the jungle.	
"THIS IS THE CAPTAIN SPEAKING...".....	10
Farewell to a "Gentleman of the sea."	
RECENT SCENES ON NEWPORT NEWS.....	18
DIVISION OF THE MONTH.....	20
The 11 faces of Admin.	
PLOTING ROOMS.....	26
Men and computers tackle the mathematics of gunfire.	
REPLENISHMENT A-GO-GO.....	30
Ship's Band "revs-up" unreps.	
THE "ELEMENTS" IN WAR.....	32
"Weather" or not...here we come.	
ONWARD, UPWARD, FAREWELL.....	35



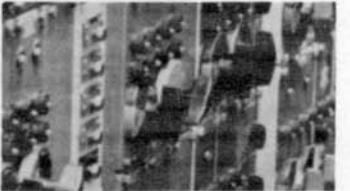
P. 7



P. 10



P. 20



P. 26



P.32

**COVER:-** "The Man" speaks to his men in Sasebo, Japan about the upcoming period on the gunline.  
(Photo: J03 Thomas J. Sprtel)

**INSIDE COVER:** In the early morning over the Gulf of Tonkin, the guns remain quiet. (Photo: ENS Richard M. Stafford)

## EDITORIAL

*"When Crew and Captain understand each other to the core,  
It takes a gale and more than a gale to put their ship ashore."*

**T**he passing of time has not diluted the significance of these words, penned by Rudyard Kipling half a century ago. The complexities of today's Navy notwithstanding, the source of efficiency and accomplishment within a modern warship is still the historic coalition of Captain and Crew. The unwritten bonds of mutual respect, understanding and cooperation between the Commanding Officer and his men are prerequisites to seaborne effectiveness; their absence makes shipboard functioning a burden---an unpleasant condescension to regulations rather than an enthusiastic rapport of personalities. Personal trust is inevitably stronger than legal obligation.

On any ship the size of NEWPORT NEWS, the temperament of the officers and men is a variable. Twelve hundred different personalities are tuned by their environment and experiences. During the past 15 months, and particularly on our present deployment, we have confronted a multitude of exacting situations, many bearing inherent frustrations. Our reaction to these and our ability to overcome obstacles relate partially to the confidence we have in ourselves and our shipmates. But more important, our attitude in meeting these challenges is founded upon our faith in "The Man." "When Captain and Crew understand each other to the core...." it bolsters our determination in "hacking the load."

We are an efficient and deadly weapon in the SEVENTH Fleet arsenal. The past year has seen us transformed from the "showboat" of the Atlantic to a warship of undisputed professionalism. This conversion was not a coincidence. The resolve and diligence of the entire crew has borne us to our present stature; but we can give ourselves only so much credit. On any team, the competence of individuals can be of great value only when synchronized as a unit. The massive responsibility of coordinating all of our specialties and molding us into an efficient combat ship was Captain McCarty's. His unqualified success in this task is most evident.

We have been privileged. Our Captain has given NEWPORT NEWSmen a license for self-esteem. His command has endowed us with pride in ourselves; in our shipmates and in the man-of-war we ride. The respect we share in our performance as a unit is the very respect we hold for "The Man." In his departure he carries with him a portion of all of us; and though he leaves, the proud memory of his service remains a permanent legacy of NEWPORT NEWS and all who ride her.

## The Rapidfire

USS Newport News (CA-148)

COMCRUDESGRUSEVENTHFLT  
COMMANDING OFFICER  
EXECUTIVE OFFICER  
PUBLIC AFFAIRS OFFICER  
EDITOR

STAFF

PHOTOGRAPHERS

LITHOGRAPHERS

REAR ADMIRAL Sheldon H. Kinney, USN  
CAPTAIN Lindsay C. McCarty, USN  
CAPTAIN Robert T. Ruxton, Jr., USN  
ENSIGN Richard M. Stafford, USNR  
JO3 Dennis R. Cronin, USNR

JO3 Robert L. Mallory; JO3 David L. Block; JO3 Thomas J. Sprtel  
PH2 Harry Doyle; AN Charles Casault;  
AN Stanley Elwood; AN Richard Binner  
LIC Sid F. Williams; LI3 Bob Emrick;  
LI3 Wayne Mueller; SN Terry Roan;  
SN Clarence Fowler; SN James Reilly

The RAPIDFIRE is published and printed monthly on board USS NEWPORT NEWS with non-appropriated funds and distributed free of charge to personnel of the USS NEWPORT NEWS in compliance with NAVEXOS P-35. All photographs appearing in this publication are official U. S. Navy photos unless otherwise noted.

The RAPIDFIRE is not an official Navy publication and its contents do not necessarily express the opinions of the Commanding Officer.

# VIEW FROM THE BRIDGE

by CAPT Lindsay C. McCarty, USN

**T**his is the final opportunity for me to express my views to you in the RAPIDFIRE. Orders are on board for me to report for duty in the Office of the Chief of Naval Operations in the Pentagon; indeed, I will be on my way by the time most of you read this. I do want you to know, though, that I will leave command of NEWPORT NEWS with mixed feelings: there is the keen regret that I must relinquish what I believe is the finest naval command afloat; and there is the strong sense of pride that I have had the opportunity and ability to carry the responsibilities of command through the most significant period to date in NEWPORT NEWS' history.

In departing a command, it is often customary for Commanding Officers to review and summarize accomplishments. I will not do this; I do not believe I need to, and besides this would not reflect my true thoughts at this time. For I firmly believe that the officers and men of NEWPORT NEWS, as well as I, must look forward to the tasks that remain to be accomplished. As regards the ship, many of the objectives we established for improving the operational proficiency and administrative performance have not been fully completed. It is vital that the existing programs, or improved versions of them, be carried forward. I charge you to do just this for your Navy and country merit no less from this extensive investment of people and material. Indeed, it is also your responsibility to yourself to always do your best in any task you may face.

As you carry forward, always keep in mind one thing I have emphasized to you



in so many ways in our day-to-day contact---that the person, the individual officer or man, is the key to making a good ship, and that a genuine feeling of mutual respect and consideration must be created and maintained. For only by doing so can the Division, the Department, and ultimately the ship function effectively. Every person in NEWPORT NEWS is important because it is the individual who gives life and character to the inanimate object which is the ship.

Each of you in NEWPORT NEWS has earned my greatest respect and admiration; you have been great! To each of you in NEWPORT NEWS, I wish God's Blessing and a lifetime of following seas.

# Moral Side of the...NEWS

by Chaplain Walter "J" Schwartz, USN

**A**t least for a few moments earlier this month, most of us were probably thinking about the same thing at the same time. The place: Sasebo. The date: 31 December 1967 - 1 January 1968. The subject: time.

With the coming of a new year, time--both past and future--becomes a matter of great interest. Even if for only nostalgic reasons, we reminisce about the events which concerned us most in the previous year; we also speculate a bit how or why our lives might be different in the year ahead.

In the living of 1968, perhaps we would do well to consider the following "reminders" in recalling the past or planning our future.

First reminder: Richard Carrington, in "A Guide to Earth's History," makes this startling observation: "Let us imagine that, by some magic, the whole of earth's history could be compressed into a single year." On this scale, the first eight months of 1967 would have been completely without life. The following two months would have been devoted to the most primitive of creatures. No mammals would have appeared until the second week in December. Using this time scale, man as we know him would not have appeared on the stage until approximately 2345 on 31 December. The age of human history which has expired thus far would occupy only a little more than the last sixty seconds of the year.

A second reminder: for four solid days, it had been pouring rain outside the cave of a prehistoric couple. The cave dweller turned to his wife and said, "Explain it any way you like, but I say that we never had atmospheric disturbances like this until those new scientists started fooling around with bows and arrows."

The third, but not least, reminder: this is still very much God's world. He is its author and creator, the Alpha and Omega, the beginning and the end.

*SN James M. Wood of NAN Division was baptized during recent Protestant Divine Services in the Chapel in Newport News while the ship was operating in the Gulf of Tonkin.*



# The Sea Duty MARINE

by CPL Delmont D. Swan



PFC Jeff Richards and PFC William Morgan clean their Browning automatic rifles as DT3 Ernest McGuire displays the contents of his emergency medical pack to LCPL Richard Nikla.

What does sea duty mean to a Marine? I suppose many adjectives could be written describing what it means to the individual Marine; but after all is said three words stand out: tradition, adventure, travel.

The usual picture of a Marine is the "hard-charger" getting the job done on the beach. Well this is true to a certain extent; but, to the Marine called upon to serve on sea duty it is a new, exciting challenge and one he readily accepts.

Sea duty is in no way new to the Marine Corps. When the Corps was founded over 191 years ago it was with the intention of providing a security force on the ships of the fleet. When boarding a ship became necessary, Marines were utilized in the defense of the ship as "sharp-shooters". Today, they serve in that same proud tradition on Naval ships all over the world. The Marine on sea duty finds his duties basically the same as those of his counterpart of almost two centuries ago. He is there to provide an internal security force and also help in the protection of the ship at times of attack.

Marines are chosen for sea duty in boot camp by their drill instructors. The candidate must meet a high standard of physical fitness and be mentally sharp. One other thing is definitely stressed--he must be "squared away". After boot camp and basic infantry training is completed the sea duty candidate is sent to one of the two sea schools maintained by the Corps. They are located in San Diego, California and in Portsmouth, Virginia.

From the day he enters sea school until the day he graduates, one word constantly rings in the Marine's ears--INSPECTION. Clothing inspection in the morning, wall locker inspection at noon, and personnel inspection in the afternoon.

Sandwiched in between the inspections are numerous hours of instruction by some of the Marine Corps' finest instructors. Subjects covered are Life Aboard Ship, Rendering Honors, Fire-fighting and Damage Control. On graduation day the sea school graduate stands tall and looks sharp in his new dress blues which he is issued for sea duty.



*LCPL Hugh Stapleton fires one of the 50 caliber machine guns during a practice session in the Gulf of Tonkin.*

It may be his first time in blues, but certainly not his last. The full blue uniform and certain variations of it provide the basic uniform for duty aboard ship. The blues will really see use, not only in many hours of duty but also in standing honors and putting on drill team performances.

After the Marine graduates from sea school he goes into what is called Sea Pool. Here he awaits assignment to a ship. Once he receives orders he is transferred to his new "home" for two years and embarks on an adventure which is both exciting and memorable.

Considered to be one of the best duty stations for sea duty is the heavy cruiser. The cruiser is neither too big nor too small--a perfect little city in itself. The USS NEWPORT NEWS, the world's largest heavy cruiser, is said to be the best cruiser for sea duty. Presently she is deployed off the coast of Vietnam providing much needed gunfire support to the ground forces.

The ship's Marine Detachment is made up of 38 enlisted and two officers. Of the enlisted men the detachment is billeted for one gunnery sergeant, one first sergeant, nine corporals, nine lance corporals and sixteen PFC's. A Marine Captain acts as commanding officer of the detachment and a First Lieutenant acts as executive officer.

The Marine on sea duty is highly trained in many different fields to provide the best possible security for the ships of the fleet. Riot control is one

area extensively covered. Should a disturbance arise on or near the ship the detachment must be ready and know their jobs. Classes on riot control and other areas of security make up much of the daily routine aboard. An armed guard of the day is also maintained at all times in port. The guard of the day may be called away at any time in the event a threat is posed to the security of the ship.



*Portrait of a Marine:  
Gunnery Sergeant Thomas T. Isaac*

The guard consists of all the Marines in the duty section and all other Marines who may be aboard at the time. The men are stationed at critical points throughout the ship and issued weapons, including M-1 rifles, Browning automatic rifles and .45 caliber pistols. Speed is stressed and the entire ship can be secured in two minutes.

Other duties in the detachment consist of Corporal and Sergeant of the Guard, the two most important posts in the guard of the day. The Corporal of the Guard, who stands a four hour watch, is responsible for the appearance and performance of the guard on his watch. He also acts as a roving security patrol checking all security spaces throughout the ship. In the event the armed guard of the day is called away, the Corporal of the Guard is responsible for issuing weapons and ammunition to the guard.

The Sergeant of the Guard stands a 24 hour watch and is responsible for the entire guard in a supervisory position. NEWPORT NEWS also maintains a brig, which is run and supervised solely by the Marine Detachment. The detachment also provides four orderlies and three drivers for the Flag and Command.

That pretty well covers the internal guard and the security of the ship; but; what about its defense at times of attack? When the general quarters alarm is sounded no Marine is idle. Marines man GQ stations throughout the ship. They are responsible for a 5" 38 caliber mount, a 3" 50 caliber mount and two 50 caliber machine guns.

The pride of the detachment is the 5" 38 caliber mount which is manned solely by a Marine crew. Mount 51, located in front of the bridge, is a main source of defense for the pilot house and COTP. Providing additional protection is the 3" 50 caliber mount located just aft of mount 51.

On the observation decks port and starboard the Marines have mounted two 50 caliber machine guns. These are to be used solely in defense against small craft.

In addition to the various duties of the guard the detachment is also responsible for organizing and training a landing party composed of the ship's



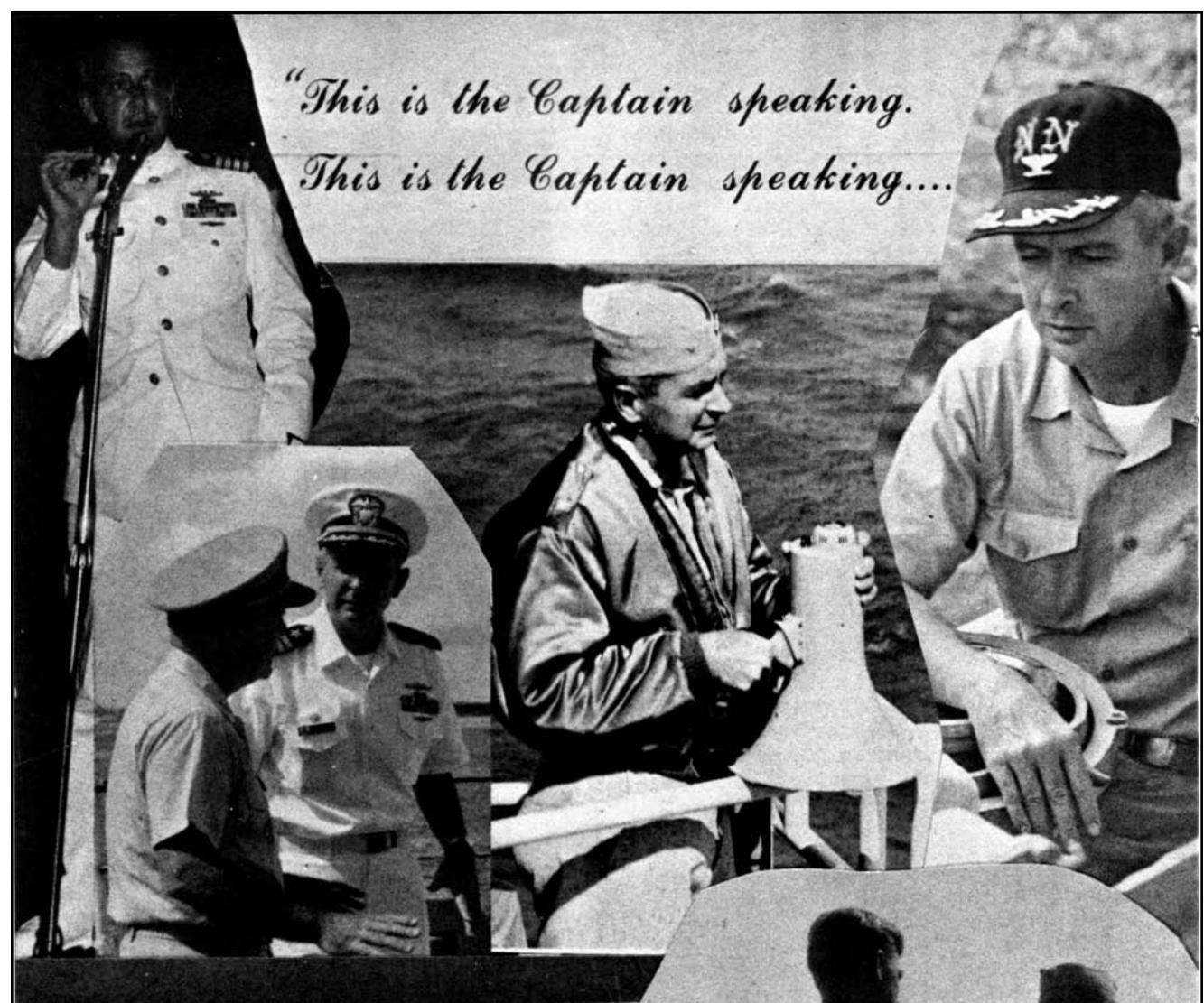
*CPL Delmont D. Swan (right) relieves CPL Ernest Coleman as he assumes the duties of Corporal of the Guard.*

crew. The detachment acts solely in an advisory manner. The landing party is used to assist ground forces in the event help is needed.

The Marine Corps has always been renowned for its smart looking, well trained marching units. The Marine Detachment on NEWPORT NEWS forms one of the finest drill teams on the east coast. In the foreign ports visited the Marines on the drill team act as goodwill ambassadors performing before a variety of audiences.

Tradition, adventure, travel...that pretty well tells the story. To the Marines assigned sea duty it is one of the most memorable experiences of his life. The ports visited, the friends made, the experience gained are all well worth the effort.

*"This is the Captain speaking.  
This is the Captain speaking...."*



"This is the Captain.....this is the Captain speaking....."

These words, spoken with a sea-tempered Alabama flair, have come to hold a special significance for NEWPORT NEWS-men. It has been a very rare occasion during these past 16 months that Captain McCarty has let a day at sea go by without making his traditional ship's loud-speaker talk to the crew---giving them, within the bounds of security, all relevant information pertaining to NEWPORT NEWS' operations. Officers and men, whether on the Signal Bridge or in Engine Three, on the mess decks or in a second deck passageway, have paused to listen to the Captain's words. And they have come to absorb his daily message with more than casual interest, for beyond a routine briefing of the ship's undertakings, his words have reflected a warm, but powerful personality that has reached out to every man on board.

A good illustration of this has been his early evening audience in the Crew's Lounge. Seaman William Mercer of EX Division, a curator of the lounge for the past year, commented that an attentive hush pervaded the space whenever the Captain spoke to the crew. "Men who were reading or writing letters would put down what they were doing and drift over to the 1-MC speaker. Others, watching the closed-circuit TV, would turn away from the screen and listen to the Captain. You could tell by watching this scene re-enacted night after night that the men genuinely appreciated the talks, that they believed the Captain was giving them the straight skinny, and that they respected him for it."

Above all other distinctions that have signified the command of Captain Lindsay C. McCarty, his earnest and largely successful effort to communicate with the crew, and his deep, personal concern for the well-being of every man on board, stand out--for they have contributed paramountly in making his 16 months a period of enrichment for both ship and crew.

Taking command of NEWPORT NEWS at her homeport of Norfolk on October 26, 1966, Captain McCarty found himself at the

helm of one of the most prestigious and potent warships in the world. It was also a command that came heavily-laden with responsibilities, challenges and potential problems that could easily bring any man headaches.

As the flagship for Commander SECOND Fleet, the ship had to be in a constant state of readiness for any sudden military venture that might arise in the Atlantic, as evidenced by her participation in the Cuban Blockade and the Dominican Republic incident during the previous few years. Additionally, SECOND Fleet's role as good-will ambassador in the Atlantic and Caribbean demanded that NEWPORT NEWS maintain a maximum level of military smartness and appearance.

These tasks are formidable on any large ship, and with NEWPORT NEWS nearing her eighteenth birthday at the time, Captain McCarty faced the further challenges of modernization and upkeep which would be far less crucial in a newer ship. The constant need to update technical equipment, the necessity of bolstering a physical structure that showed the signs of age and use, and the importance of making NEWPORT NEWS more "habitable" for her crew, all were inherent responsibilities of Captain McCarty's new command.

Embarked on the ship for the first ten months of Captain McCarty's tour, Commander SECOND Fleet and his staff were very vocal in their praise of NEWPORT NEWS' performance and capabilities in the flagship role. When the time came last August for SECOND Fleet to depart NEWPORT NEWS, they expressed their regret in having to leave the flagship that had served them so well.

Captain McCarty's suppression of the ship's "old age" problems, and his firm leadership in maintaining operational readiness and physical smartness were the pivotal reasons for NEWPORT NEWS' success in her last ten months as flagship in the Atlantic.

It was during this period of time that Captain McCarty initiated some of the numerous "habitability" improvements that marked his command. In February

1967, the completion of a "new look" for several ship's service facilities---including a total modernization of the ship's store, the soda fountain area and the crew's barber shop---made them more accessible to the crew and more comfortable to use.

Another effort by Captain McCarty during this period was his starting the ball rolling toward the installation of a closed-circuit television system. This particular program, very rarely implemented in any ship smaller than a carrier, has since endeared itself many times over to the crew. "It has been gestures like these---ones which are not required and which, in theory, are not necessary though they make the ship more livable---that have done so much toward perpetuating the high morale of NEWPORT NEWSmen," Chaplain Walter "J" Schwartz observed.

During the first few months that Captain McCarty commanded the SECOND Fleet flagship, a second major challenge and responsibility evolved that was soon to dwarf all other aspects of NEWPORT NEWS' operations. "Shortly after I took command, I thought there was a possibility we may deploy to the SEVENTH Fleet," the Captain commented in a recent interview, "and it turned out that we did some nine months later. The enroute effort from that day was pointed up to a deployment to the war zone in Southeast Asia."

Much had to be done to ready NEWPORT NEWS for her eight-month voyage to the Western Pacific, and many of these preparations had to begin at a time when the move was only a possibility. "It was a long, drawn-out process," Captain McCarty said. "First we had to be concerned with the material condition of the ship; secondly, with personnel and getting the crew together that would make the wartime deployment; and, thirdly, shaping up the attitudes of the officers and men to a thoroughly professional viewpoint---getting away from the day by day and put-off by put-off efforts that I think some of us had. We had to instill in the people the belief that we work day and night until the equipment was ready, instilling the idea that we were capable of doing any job that we were called upon to do, and attempting to create a confidence in our ability."

Captain McCarty singled out what he considered the turning point in NEWPORT NEWS' readiness preparations, an event that took place well before receiving the WestPac orders. "We were down off Culebra Island in the Caribbean last February to participate in our qualification firing. The first two days were very poor; but we shaped up, and that last night we made a very fine score and qualified for the year. From that point on I knew that the ship could produce---that the people could do the job."

On September 5th, following the departure of Commander SECOND Fleet a few days earlier, NEWPORT NEWS, under the command of Captain McCarty, steamed away from Norfolk and headed toward the first combat deployment in her history. The past five months, enroute and in the service of SEVENTH Fleet, can be considered phase two of Captain McCarty's tour as Commanding Officer. It has been during this period---one marked by the unpleasantness of war and the loneliness of being so far from home---that the Captain's firm leadership blended with personal concern has carried the ship to heights of military accomplishment while providing maximum comforts for the crew.

The hardships of war have only served to increase his "habitability" program. Despite the lack of fresh foodstuffs on the gunline, the Captain's rigid concern in maintaining the tastiest possible meals for the crew, personally insured by his frequent visiting of the mess decks, has done away with the many previous fears of "battle messing."

Among those directly responsible for the superior conditions on the mess decks has been Commissaryman First Class James R. Costello, Leading Petty Officer of S-2 Division, who previously served under Captain McCarty's command aboard the Polaris submarine tender USS PROTEUS. "He's one of the best C.O.'s I've ever run across in the Navy," said Costello. "He'd come down to the mess decks and cruise the area, getting the pulse of the public, and seeing for him-

*RIGHT: "You're tired, I'm tired...we're all tired." Captain McCarty speaks to his crew over the IMC.*





*Captain McCarty discusses flagship operations with Vice Admiral Bernard A. Clarey, Commander SECOND Fleet, during LANTFLEX 66 in early December, 1966. Admiral Clarey has since received his fourth star, and is presently serving as Vice Chief of Naval Operations in Washington, D. C.*

self what's hot and what's cold. He's the kind of man that looks for the facts --not a bunch of bull."

Captain McCarty's deep interest in the crew's well-being was further exemplified by his creation of the ship's band, his enthusiastic support for "smokers" and other recreational and athletic events whenever possible, and his initiation of the group birthday party concept for NEWPORT NEWSmen. Additionally, Captain McCarty's command attention to the ship's religious programs was made most evident by his sponsorship and support for the refurbishing of a space for a shipboard chapel, a rarity among ships of this type.

Having completed four months of duty in the Gulf of Tonkin, NEWPORT NEWS has demonstrated what her capabilities are on the gunline. In assessing the ship's performance to date, Captain McCarty prefaced his remarks by pointing out that, being so closely involved with the ship, it would be difficult for him to present a purely objective evaluation. "However," he emphasized, "I don't think that anybody can deny that our performance out here has been outstanding. We have met our commitments, we've been timely, we've fired a great deal and we have inflicted a great deal of damage upon the enemy, both in Operation Sea Dragon and in our Naval Gunfire Support

role. And we have managed to keep our equipment going with a truly minimum, very minimum number of material casualties. We have had some---but, when we have them, we get them fixed."

"So I would say the ship has improved a thousand per cent in her operational capability, and I believe that everybody in the ship can be justifiably proud of their participation in the effort of their country in this war."

Speaking on the Vietnam conflict as a whole, Captain McCarty said he doubted if anyone, with the exception of those in the highest levels of the government, could evaluate its progress with authority, indicating that in many ways it is as much a political struggle as it is a military one. He said: "We must keep the pressure on as strongly as we can. Hopefully, the political effort will be made where the war will be successfully terminated to our advantage," and, he added, "I do not for one minute think that we can afford to pull out or accept anything less than a satisfactory conclusion."

Captain McCarty entered the U. S. Naval Academy in August 1938, and was graduated and commissioned Ensign on December 19, 1941, 12 days after the Japanese attack on Pearl Harbor. His ini-

tial assignment was to the battleship USS ARKANSAS engaged in convoy duty in the North Atlantic. In September of 1943 he reported to the Submarine School in New London, Connecticut, graduating in December of that year.

For the next two years, he served in the submarine USS REDFISH, during which time he participated in two war patrols. After the war, Captain McCarty served in the submarine USS BLUEJACK until reporting in 1948 to the U.S. Naval Postgraduate School for two years study of Naval Engineering. Upon completion of the course in 1950, he served as Executive Officer of the submarine USS ARGONAUT.

In 1951, Captain McCarty took command of the submarine USS IREX, following which were successive tours on the staff of the Submarine School, and as a student in the junior course at the Naval War College. By 1956 he had reported to the staff of Commander Submarine Flotilla ONE, and one year later assumed command of Submarine Division THIRTY-TWO. In the summer of 1958 he was ordered back to the Naval War College to attend the senior course in Naval Warfare.

Captain McCarty entered the Polaris program in 1959, and served with the staff of the first Polaris Squadron. Following came three years of duty as Assistant Chief of Staff to the Commander of the Submarine Force Atlantic Fleet, during which time he was promoted to Captain. He took command of USS PROTEUS in Charleston, South Carolina in September 1963; during his tour of command, PROTEUS supported our Polaris submarines at Holy Loch, Scotland; Rota, Spain, and Apra Harbor, Guam.

The Captain has been awarded the Bronze Star and the Secretary of the Navy Commendation, and he wears the Presidential Unit Citation. He is a native of Anniston, Alabama, and is married to the former Miss Beverly Logan of Shelbyville, Kentucky.

From NEWPORT NEWS, Captain McCarty will report for duty in the Office of the Chief of Naval Operations in Washington, D. C., where he will assume the position of Director Special Studies and Presentations Group. In his new billet Captain McCarty will be working closely with a good friend of NEWPORT NEWS, Ad-



*Captain McCarty takes time for a cup of coffee during highline operations in the Gulf of Tonkin.*

miral Bernard A. Clarey, Vice Chief of Naval Operations. Admiral Clarey, in his former position as Commander SECOND Fleet, was embarked in his flagship NEWPORT NEWS from August 1966 to May 1967.

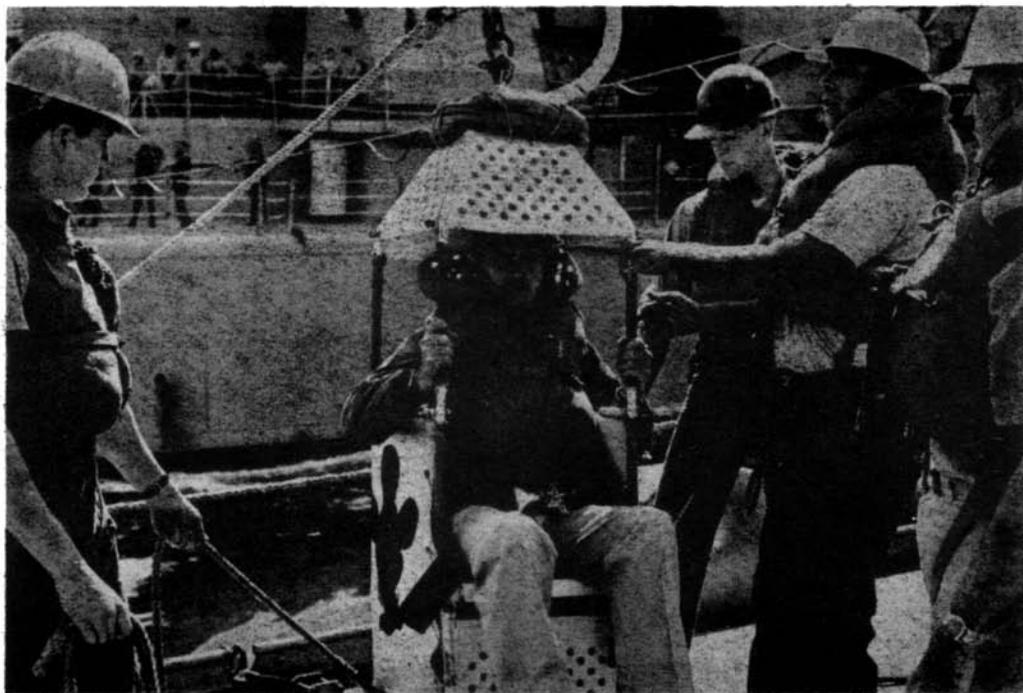
There is no doubt that Captain McCarty has held the respect and admiration of his officers and men. Boatswain's Mate Second Class Joseph J. Yakscoe of Third Division reflects the thoughts of most NEWPORT NEWSmen in saying: "Captain McCarty has been an outstanding Commanding Officer. I admire his ideas and motives, and the way he has gone about things. He has kept the ship's company informed on what he knows---he has been honest with us."

And, to put it all in one capsule, NEWPORT NEWS Supply Officer LCDR Dale R. Mummert has perhaps phrased it best:

"A great Captain and gentleman of the sea---a rare Naval officer."



*LCDR Noel Petri and Captain McCarty view Sea Dragon operations from the bridge wing.*



*Captain McCarty returns to NEWPORT NEWS by highline after a short visit to the USS CANBERRA as the two ships exchanged operational information off the coast of North Vietnam.*



*Captain McCarty looks over the daily message traffic on the open bridge as LCPL Robert Wesby, the Captain's Orderly, looks on.*



Recent Scenes on NEWPORT NEWS

LEFT: Observing Sea Dragon strike mission along with Captain McCarty are a total of "nine stars". (From Left) VADM William F. Bringle, COMSEVENTHFLT; RADM Sheldon H. Kinney, COMCRUDESGRUSEVENTHFLT; and ADM John J. Hyland, CINPACFLT.

LOWER LEFT: Dr. Carmine Calabrese, left, assisted by Dr. John Canal perform emergency appendectomy on Newport News crewmember as the ship provided Naval gunfire support in the Gulf of Tonkin.

RIGHT: Rear Admiral Kinney welcomes aboard for a visit Major General Metzger of the Third Marine Division, Vietnam.

BELOW: Rear Admiral Ward, COMSERVGRUTHREE, is escorted down the main deck by Rear Admiral Kinney and Captain McCarty during his visit in Sasebo, Japan.



# DIVISION EX OF THE MONTH

**I**n any form of government--and, a ship maintains its own miniature government--there must be an executive branch, empowered and required to administer the laws and affairs of its regime. The Executive Division, EX, aboard NEWPORT NEWS works hand-in-hand with the Executive Officer to put into effect what is promulgated by the Commanding Officer. Also referred to as the Admin Department EX Division is composed of eleven offices, each dealing with a specific service or phase of life aboard ship.

The Admin Department Head, LT Robert Scherrer, is directly responsible to the Executive Officer for the performance of each office in the division. Many of the offices, each equipped with a handful of specialists who are well trained in their specific duties, perform services which will directly affect almost every crewmember aboard. The division consists of personnelmen, yeomen, journalists, postal clerks, photographers and lithographers who handle practically all the administrative functions of the ship.

The Personnel Office will normally be the first stop for a new man checking aboard as his orders and service record must be verified there. Under the direction of the Personnel Officer, CWO2 Forest Nester, and the supervision of PNI Richard Ross, the service records of over 1100 enlisted men are maintained and kept up to date by the six office workers. ID and liberty cards are issued in this office as are transfers, separations and special clearances for the entire crew. The Executive Officer's Of-

fice, as it could be called, also maintains an individual file on each crewmember during his tour of duty aboard NEWPORT NEWS.

The Ship's Secretary, SHIPCLK Clyde David, and YNCS Paul Kolasci, Jr. are responsible for the operations of the extremely busy Captain's Office. Under the supervision of YN1 Ralph Sepulveda,



LEGAL OFFICE: VN3 Robert Manning,  
ENS Robert Goff, SN Richard Stone

EX Division's leading petty officer, records of all instructions and notices pertaining to every phase of the ship's activities are maintained here. In addition, changes in all official documents promulgated by NEWPORT NEWS are effected in this office. Besides coordinating the work of all the various departments throughout the ship and presenting the reports to the Commanding Officer, the Captain's Office also routes all official notices and memorandums to the departments and people concerned, handles incoming and outgoing correspondence for the Commanding Officer, maintains the service records of all Officers aboard and type up and distributes the plan of the day as part of their regular routine. The amount of typing and paper work handled in this office is fantastic but their complete, accurate filing system and efficient personnel are keeping things running smoothly.

The Navy offers many educational opportunities in the form of USAFI courses, Naval training courses, Navy schools and other advanced programs. A talk with PN3 Mike Sadowitz or Ensign David Plumb, the Training Officer, in the Training and Education Office will gain each interested crewmember sound advice and careful consideration on his own eligibility for any of the educational ad-



ABOVE: PERSONNEL OFFICE  
PN1 Philip Jewell; PN3 Derek Charne; SN Eugene Reisfield

BELOW: CAPTAIN'S OFFICE  
SHIPCLK Clyde David; PN1 Ralph Sepulveda; SN Ira Marx; VNCS Paul Kolasci, Jr.

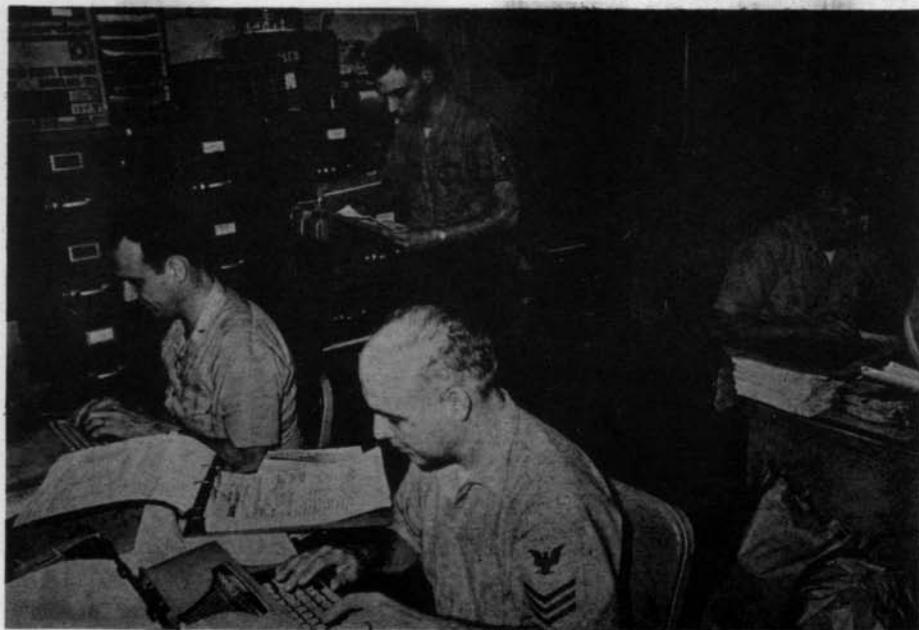




PHOTO LAB: AN Charles Casault; AN Richard Binner; PH2 Harry Doyle

vancement programs. The office also orders the tests and records the results of all Navy-wide military leadership and professional exams given several times each year. In addition, the Training Office personnel administer, score, type up authority for advancement and enter results in the service record of each man going up for seaman. The test is given twelve times a year.

The ship's Legal Office has two primary functions. One is the preparation and processing of the necessary papers and documents relating to disciplinary matters, certain types of administrative discharges, accident and injury investigations, and claims investigations. If the new crewmember abides by the rules, however, and has no unpleasant "run-ins" with any of the masters-at-arms, who form the law enforcement branch of EX Division, he needn't fear a visit to the Legal Office to sign paper work under any of these undesirable conditions. However, the other and perhaps more important primary function of the office lies in the area of legal assistance. The Legal Officer and Division Officer, Ensign Robert M. Goff is a member of the Bar of the State of New York, and with

the assistance of his staff, offers crewmembers advice and assistance in a wide variety of legal matters. Available also is accurate information concerning the preparation of wills and powers of attorney, filing income tax returns, completing necessary customs declarations, and the proper action required concerning numerous other legal problems.

Wherever and whenever there's an opportunity for a good picture, you can be sure that a photographer will be there. They can be seen anywhere throughout the ship capturing the excitement of gunfire, unreps and highline operations on film as well as photographing visiting VIP's, reenlistments, fantail smokers and parties. Since our departure in September, PH2 Harry Doyle and his staff of three airmen have used about 2000 rolls of film in taking over 9000 pictures in recording all the events of importance. They normally provide the front page picture for the daily newspaper, and many of their photos on file will appear in the cruisebook at the end of the deployment. Good talent combined with a well-equipped, modern dark room has produced some outstanding photos.

Several offices in EX Division are designed specifically to cater to the morale of the crew. Included among these is the Post Office which handles the



CAREER COUNSELOR: RD1 Timothy Kriebel

THE ART OF PRINTING INVOLVES MANY DIFFERENT JOBS...HERE ARE FOUR.

SHOOTING: LT3 Wayne Mueller



STRIPPING: SN Terry Roan



PLATE-MAKING: LT3 Bob Emrick



PRINTING: SN Clarence Fowler

tremendous bulk of official and personal correspondence to and from the ship. The mail deliveries made by helo keep the six postal clerks quite busy in sorting and distributing the mail to the various divisions. However, the time would certainly go by slowly for most crewmembers if it weren't for the daily mail and letters from loved ones back home.

The Special Services Office, one of the smallest in the division, contributes a great deal for the satisfaction and enjoyment of the crew during these long months on the line. Special Services yeoman, SN Bill Kinkel, runs and maintains WABC, NEWPORT NEWS' closed circuit radio station which plays a wide variety of music for the crew's listening pleasure. The other member of the

office is SN Dave Grapshi who handles the athletic gear locker and issues equipment to men wishing to use it on the beach. He also arranges for permission to use athletic facilities in the foreign ports visited as well as organizing the entertainment for the fantail smokers.

The primary aim of the Public Affairs Office is to keep the crew and the public abreast of what's going on while the ship is deployed off the coast of Vietnam. Within the ship this is accomplished through the newspaper distributed daily to the crew and the monthly RAPIDFIRE which we hope better informs the men of our operations. However, it's just as important to keep the people back home informed of our activities and progress as it is to do a good job while



PUBLIC AFFAIRS OFFICE:  
*J03 Dennis R. Cronin*  
*J03 David L. Block*  
*J03 Robert L. Mallory*  
*J03 Thomas J. Sprtel*

we are here. Consequently, the office writes up press releases on the operations and strike missions, and then radios them to Saigon for clearance and immediate release to papers all over the world.

A few of the other collateral duties assigned the four J03's and Ensign Richard M. Stafford, the Public Affairs Officer, include writing feature and roster stories on crewmembers to be sent to Fleet Home Town News Center for publication in the man's hometown newspaper, writing port brochures for distribution whenever the ship visits a foreign port, and typing up about 1600 envelopes each month to mail out the Commanding Officer's familygram to the crewmember's families and wives.

The task of getting the written word on paper for distribution is a massive job considering that the print shop personnel are doing work for the entire ship and also for the Flag offices. The constant workload keeps the shop in operation continuously, and the daily printing consists of the newspaper, the plan of the day, and various other jobs such as OPORDS, business forms, routing slips, memorandum pads and THE RAPID-FIRE. Under the direction of LIC Sid Williams, the print shop personnel have become well trained and experienced in the art of printing, and have kept up

with the busy pace to keep the entire crew happy. LI3 Bob Emrick commented, "I don't have any idea of how many sheets of paper we've used since leaving Norfolk...it seems like millions."

Browsing through a wide variety of magazines or reading one of the 1500 books in the ship's library is a pastime enjoyed by most crewmembers. During Condition Three the crew's lounge is kept



CHAPLAIN'S YEOMAN: SN *William Mercer*



TRAINING & EDUCATION OFFICE:  
 PN3 Michael Sadowitz  
 PN3 Lawrence Putty

open on a 24 hour basis, and its maintenance and cleanliness is the responsibility of SN William Mercer and SN Robert Fahy who stand port and star-board watches. In addition they also serve as the Chaplain's right hand in helping him with the maintenance of the newly formed Chapel in NEWPORT NEWS.

The final office in EX Division and for many the first stop before making the decision to take the reenlistment

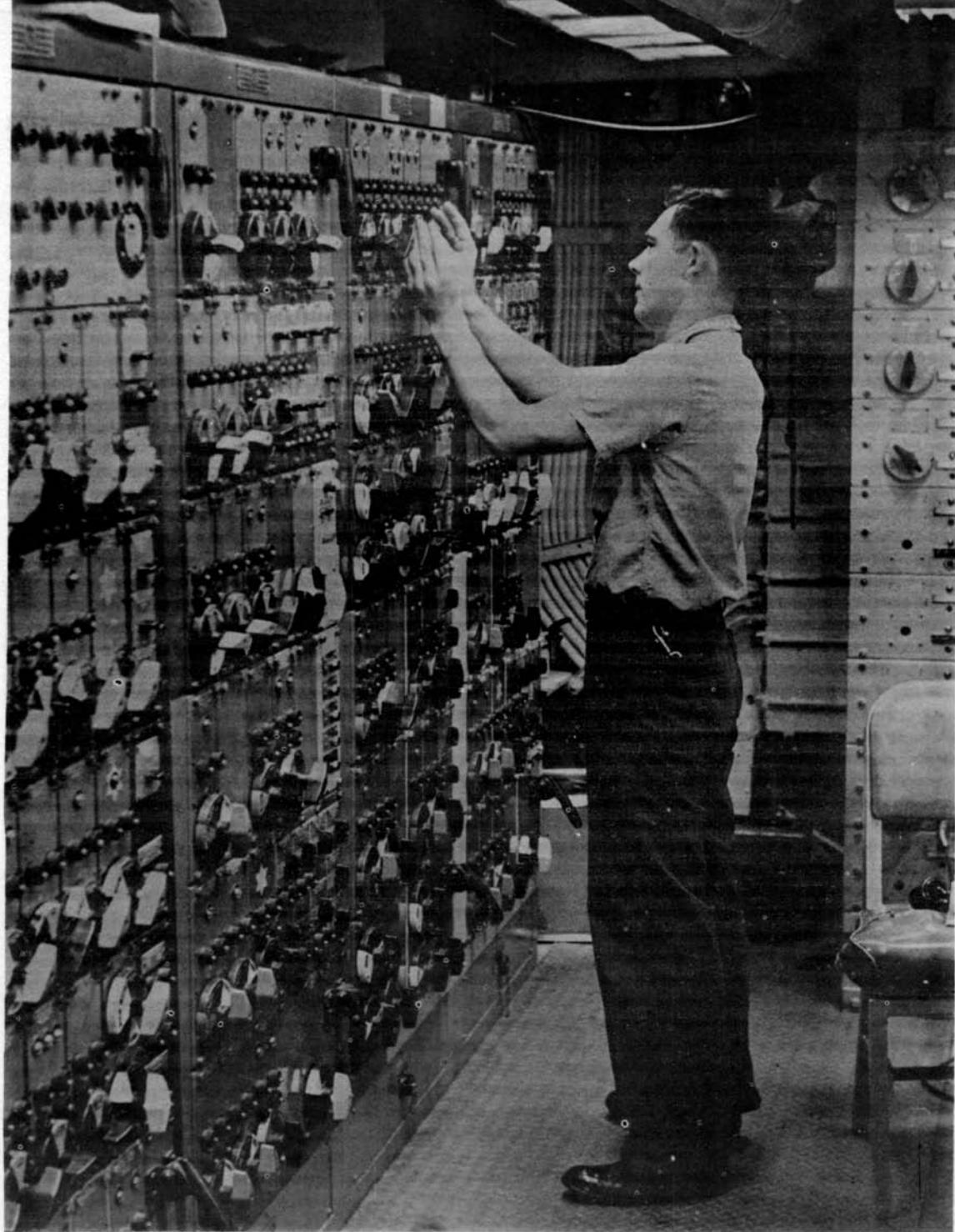
oath is the Career Counseling Office. RD1 Timothy Kriebel, the Career Counselor, has been kept quite busy explaining the benefits and advantages of a career in the Navy to many prospective reenlistees. Several men have taken his advice and in shipping over while the ship was on the line received a large bonus.

As varied a division as you'll find aboard ship...this is EX Division, where the personnel are always "in the know" concerning all the latest developments, and eager to provide information and help to you--the crewmember--whenever you need it.



SPECIAL SERVICES OFFICE:  
 SN William Kinkel





# PLOTTING ROOMS

## *centers of activity during strike missions*

**I**n a plotting room five decks below the Gulf of Tonkin's cold monsoon mist a second class fire-control technician looks up from his computer: "plot set."

"Plot set. Gun target line 131," the plotting room officer informs Gun Control over his sound-powered phones. "Request batteries release."

A brief pause accentuates the motion as the ship's Weapons Officer in COTP checks the fire-control solution. "Plot one, Control: batteries release!"

*LEFT: FTG2 Richard Compton turns the switches to activate all circuits, as he sets up the secondary battery switchboard.*

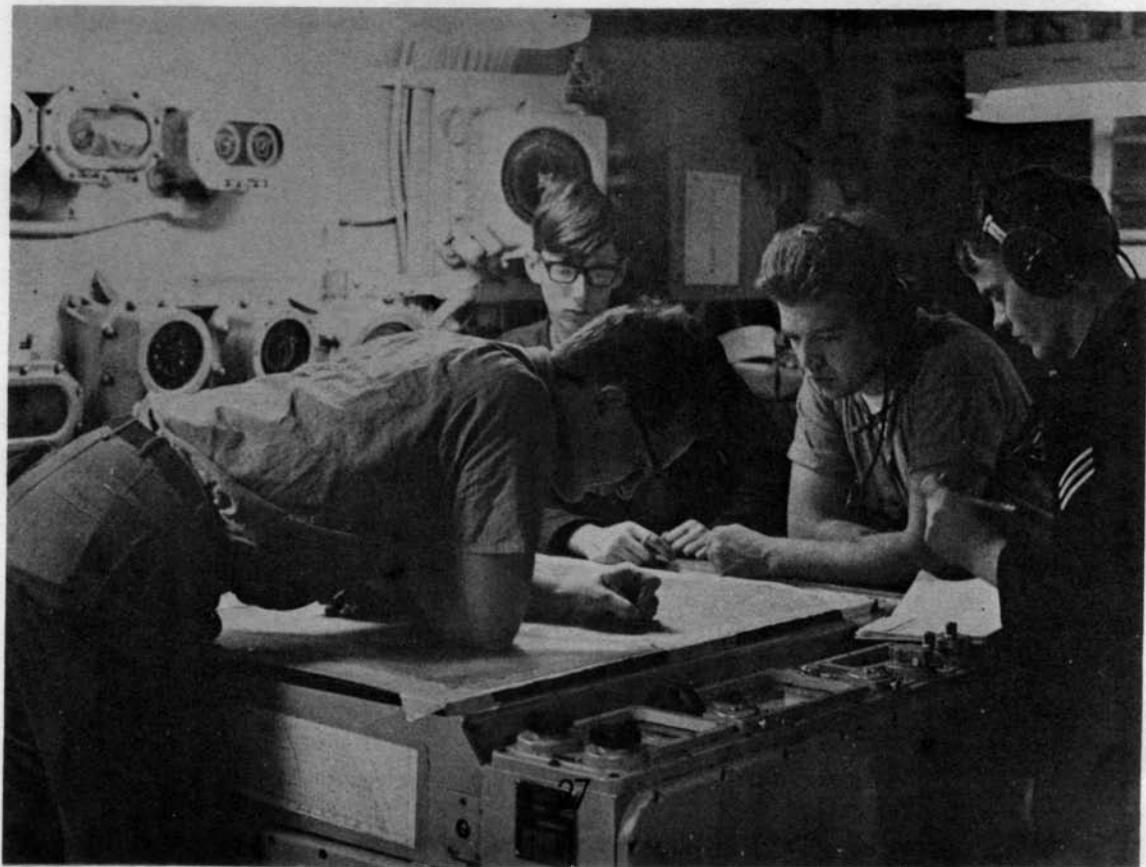
*BELOW: RD3 Paul Spring plots the ship's position on the Mark 48 computer before the guns commence shore bombardment.*

A slim third class stands before the computer's stable vertical, tensing his hold on the two brass pistol grip firing keys. Staring across the computer, he shifts his weight while waiting for the order to fire.

"Turret one, load," the officer commands and the stable element operator echoes the order into the phones linking him to the turret. "Loaded," the third class returns.

On the bulkhead a yellow "ready" light flashes, and the officer nods his finger at the operator: "Shoot!" Closing his fingers around the keys, the sailor sounds two warning buzzes then closes the firing circuit. A deep rumble is felt throughout the ship as three 260 pound projectiles are hurled towards another Sea Dragon target off North Vietnam.

Aboard NEWPORT NEWS this is a familiar scene to the men who man her main and secondary battery plotting rooms.



The names, faces, and plotting rooms change with the watch aboard the 717 foot, 21,000 ton cruiser, but the fire control sequence of events remains essentially the same.

The key element of a fire control solution is knowing the ship's geographical position. Knowing this and the targets location, computing the bearing and range to it becomes relatively simple. Other factors--such as the ship's own course and speed; set and drift; ballistic wind and bore erosion--enter into the computer solution, but these elements are more easily obtained and

RIGHT: SN Dennis Brown operates the gun elevation in forward secondary plot. In background is WO Charles Mitchell.

BELOW: Plotting Room Officer LT Jack Coats gives signal to stable vertical operator to fire after getting "batteries release" from the Commanding Officer in COTP.



most only need be entered into the solution once for a given target.

To meet the problem of the ship's location, fire-control technicians in NEWPORT NEWS' two secondary, five inch plotting rooms rely upon the Mark 1-A computers and the basic techniques of radar navigation. Passed down to the plotting rooms over sound-powered phones, intersecting range arcs from prominent points of land mark the ship's position. This information is then manually entered into the computer until it programs the ship's movement accurately.

Although somewhat cumbersome and subject to human error, experience and proficiency helps ameliorate these problems. Well trained personnel make the Mark 1-A a reliable, accurate and versatile fire-control computer.

In NEWPORT NEWS' two main battery, eight-inch plotting rooms the Mark 48 computer, representing a significant improvement over manual plotting techniques, is used to determine fire-control solutions. Faster than the manual method, the main battery Mark 48 computer up-dates the ship's position instantaneously.

This is accomplished by a radar director locking onto a known geographical point. The range and bearing to that point is then fed continuously and directly into the computer, providing it with the information necessary to keep abreast of the ship's movement. Through a process of triangulation, the Mark 48 then computes the gun target line, i.e., the bearing and range to the target.

It is this instantaneous up-dating of the ship's position that represents the significant improvement of the Mark 48 over the manual plotting system. It is also this property that allows NEWPORT NEWS' main battery plotting rooms to fire upon and shift targets in a matter of seconds.

Arriving in the Gulf of Tonkin on October 9th, the heavy cruiser's nine eight-inch and twelve five-inch guns have proven to be a potent addition to the Seventh Fleet's Sea Dragon and Naval Gunfire Support missions. The technological improvements found in NEWPORT NEWS' gun system plays no small part in this. But more important are the men behind the guns--the professionals who know and work the complex machinery daily. They

make NEWPORT NEWS the awesome striking power she is.



*FTGSN Justin Digiaco operates the main battery Mark 13 radar computer to get the range and bearing on the reference point.*



*DK3 Robert Blair, gripping the main battery firing keys, anxiously awaits the signal to shoot.*

# Replenishment A-Go-Go

**L**oading ammunition with the strains of the latest rock tune or a popular Tijuana Brass selection in the background may sound funny. Don't laugh--it's happening today in the waters off Vietnam.

Realizing the various benefits of a shipboard band, especially on a long deployment, Captain McCarty initiated the first steps in organizing the NEWPORT NEWS Band just prior to the Western Pacific deployment. Today, it is one of the finest bands in the SEVENTH Fleet.

The band evolved from the bygone days when NEWPORT NEWS was flagship for Commander SECOND Fleet and enjoyed the advantages of the Admiral's band. It was a genuine asset to the flagship in her former role as roving ambassador. The group delighted audiences in many foreign countries, often combining performances with the Marine drill team. In addition, the crew often relaxed at sea by listening to a "jam session" on the mess decks or on the fantail in good

weather.

Today, the role of NEWPORT NEWS' band is altered slightly from that of the peacetime duties of the SECOND Fleet Band. There are still the occasional concerts in ports of call, but now the band's primary mission is to brighten up the long periods on the gunline for crewmembers of NEWPORT NEWS, fellow Sea Dragon ships and, most of all, the hard-working crews of the SEVENTH Fleet Service Force ships. The ammunition ships, oilers and refrigeration ships of the Service Force provide underway replenishment for the carriers, cruisers and destroyers operating in the Tonkin Gulf.

All one has to do to realize the band's worth is to watch the tired faces of the replenishment ship's crew break into smiles as the band strikes up a familiar tune. During the holiday season, the spirit of the times was brought a little closer by the band's rendition of several Christmas favorites. The crew of the Australian guided missile de-



*Not the best acoustics! The Chart House roof--six levels above the main deck--serves as a bandstand during replenishments and highline operations. Here the band plays a little "Waltzing Matilda" as the Australian destroyer HMAS PERTH comes alongside.*



*Down on the main deck for a change, the band plays during highline operations.*

stroyer HMAS PERTH, an old Sea Dragon companion of NEWPORT NEWS, became big fans when the band learned "Waltzing Matilda" and "Tie Me Kangaroo Down, Sport."

The job of collecting talent, buying the instruments and molding them into a unit in the short time available was placed on the capable shoulders of Marine First Lieutenant Tom Edwards, Marine Detachment Executive Officer. Captain McCarty noted LT Edward's musical prowess when the Marine sang and played the guitar as a member of a rock combo performing at a fantail smoker during a Caribbean cruise last summer. Accordingly, the Commanding Officer decided the Lieutenant was a natural to head the band. LT Edwards and his crew practiced long hours, many men with rather worn-looking, second-hand instruments purchased by the ship's recreation fund and developed a first-rate sound by the time the ship reached the Western Pacific. LT Edwards has since departed the

ship for duty with Marine forces ashore and, in so doing, turned over the band to Ensign Robert Thurlow.

Presently the band consists of five trumpets, two tenor saxaphones, an alto sax, one clarinet, two trombones, a baritone horn, drums, tuba, electric guitar and bass. A number of the instruments are privately owned. The music for many of the band's arrangements is written by band members themselves, primarily Seaman Chris Allan of Fox Division.

The band's most rewarding gig to date was aboard the hospital ship USS REPOSE in Hong Kong where they entertained hundreds of wounded troops. They played several engagements in Hawaii, drawing large audiences in the famous International Market Place and teamed with the Marine drill team to entertain in Guam. The rock version of the band played in Subic Bay, Hong Kong, Sasebo and Tokyo. The crew of the USS FIREDRAKE enjoyed the music so much that they recently requested a tape recording be sent over to them for play over their ship's intercom.

The advantages of the band are obvious. The group plans to stay together when the ship returns to Norfolk and, hopefully, has started a permanent tradition aboard NEWPORT NEWS.



*High winds in the superstructure fail to mute the sound of Seaman Robert Fahy's trumpet.*

# The "Elements" In War

*"There's a ring around the moon,"* you say. So what? "Well," you continue, "that means it will rain tomorrow." Oh? Next morning it is indeed raining.

Sound familiar? Weather predictions such as this, based on superstition and experience, have existed perhaps as long as man himself. Through the years, as man advanced his scientific understanding of the world around him, he became better able to understand the weather that so affected his life. The invention of the thermometer, the anemometer, the barometer, the psychrometer, and other instruments, enabled man to record and measure the weather in a scientific manner. Today, weather measurement and prediction has advanced into a precise and interesting science.

To the Navy, the science of weather prediction, or forecasting, is a very important one. During times of peace, a ship must know the locations of storms and other inclement weather conditions in order to avoid, if possible, such areas. In times of war weather forecast becomes even more important, for weather may endanger operations or possibly be used to advantage. Indeed, the history of all Navies has written into it many battles both won and lost because one side took advantage of strong winds, cloud cover, and even storms to defeat the enemy.

During the First World War it became apparent that weather was important enough to Naval Operations to warrant the establishment of some sort of weather service. In December, 1917, due largely to the persistence of Admiral Willeam Sims, Commander of Naval Operations, Europe, Franklin D. Roosevelt, then Assistant Secretary of the Navy, approached Dr. Alexander Aldie, director



*AG3 Frank Reagoso uses a hand anemometer to measure the relative speed and direction of the wind.*

of Harvard University's Blue Hill Observatory and asked him to organize a wartime weather service. Sworn into the US Naval Reserve on December 17, 1917, at the rank of LCDR, he became the first Naval Meteorologist, and immediately began setting up the service. His organization consisted of some 200 men of various ratings, each given specific meteorological training, and designated aerologists. In June, 1918, LCDR Aldie, his mission completed with the founding of the Wartime Weather Service, was released to civilian life.

After the end of the war, in 1919, weather duties fell on the shoulders of a branch of quartermasters designated quartermaster - aerologists. In 1923, however, the forerunner of the present-day rate was formed in the establishment of the aerographer, designated AERG. Finally, in 1948, the rate was changed to aerographer's mate, (AG), and assigned under the group IX ratings, to which it belongs today.

The field of aerographer's mate is a broad one encompassing meteorology,

oceanography, operation of computers, operation of satellites, and basic electronics.

Today there are some 3000 men assigned to the Naval Weather Service, serving in 238 weather units throughout the fleet. These units vary in size from one-man Beach Jumper Units to 60-man Fleet Weather Centrals. The Office of Naval Weather Service, which coordinates all weather units, is directly under the Chief of Naval Operations. Presently Captain E. T. Harding, USN, is the Director of Naval Weather Service.

Here on board the NEWPORT NEWS there is a unit of the Naval Weather Service staffed by four men whose primary job is to supply current and future weather information. They are, of course, responsible for keeping the Commanding Officer and, when embarked, the Admiral and his staff, advised of all current and pending weather conditions.

If this sounds like a simple job, it certainly isn't. In doing their work, these men must at all times be aware of, study, and predict the weather over an area covering virtually every point from Guam in the Pacific to inland Vietnam, as far north as Japan, and as far south as Australia. Not only must they be aware of the over-all weather picture in this vast area, but also must be able

to interpret the effect of this weather on the specific areas in which the fleet under this command may be operating.

Since weather is continually changing the men of the weather office work night and day, seven days a week, in port and starboard duty sections. It is necessary that the Captain and the Operations Officer be briefed on current and pending situations in order to plan operations of the NEWPORT NEWS and all ships under her command. Similarly, the Admiral and his staff must be aware of weather conditions in planning the operations of the many ships under his command. This includes ships operating in Sea Dragon Operations, the DMZ, and Market-time Operations as well.

Responsible for preparing and delivering briefings to the Commanding Officer at 0700, the Operations Officer at 0830, and the Admiral at 1030 at sea and in port, is AG1 Leo F. Surprenant, senior aerographer on board. Ballistic winds are also supplied to the fire control personnel. In addition to these duties for the ship, the aerographers furnish a 24-hour weather report to the NEWPORT NEWS' escort destroyer, and are required to make a synoptic weather observation once every three hours, which is sent to Sangley Point, Philippines for further compilation.



*SN Bolling and SN Stevens plot the weather data received from the various weather stations on charts to determine the forecast.*



FROM LEFT: AG1 Leo Surprenant, AG3 Frank Reagoso, SN Mike Bolling and SN Leonard Stevens.

In doing their work, the aerographers on board NEWPORT NEWS have, of course, various instruments. At their disposal are communication nets, including fleet broadcast, radio teletype, and radio facsimile, over which forecasts, and weather charts are received. These aid our aerologists in understanding the current overall weather picture. In addition to these radio networks, the aerographers have thermometers, an electric psychrometer for determining the relative humidity, an aneroid barometer that measures the weight of air, and the ship's anemometer which measures the speed and direction of the wind. To these "tools of the trade" must certainly be added visual observations, for much is determined from the type of cloud, the height of waves, the movement of the ocean swell.

But these are only data producing agents. In order to be an aerographer one must be able to interpret the information correctly. It is here that experience plays such a great part. Expe-

rience is the most important factor in making accurate weather predictions. An aerographer needs from four to seven years of experience in the field in order to be able to make accurate forecasts.

The men of the Weather Service Unit on board NEWPORT NEWS are an experienced team. AG1 Leo Surprenant has worked in the rate for over 11 years, has attended the 17 week Class "A" and the six month Class "B" schools. AG3 Frank Reagoso has attended Class "A" school and has been working as an aerographer for over two years. SN Mike Bolling, Sr., who likewise is a graduate of Class "A" school, and SN Leonard Stevens have been working in the weather office since last April and do much of the work while learning the rate. Working as a team these men, led by Ensign James O. Barney, the Meteorological Officer, handle all of the weather information demanded of them, and they handle it well.

*Onward*

*Upward*

*Farewell*



FROM LEFT: ETN3 Floyd O. Ricks Jr.; FTG3 David L. Bain; FTG3 Jose Mata Jr.; and BM2 Harold J. Young pose with Captain McCarty after their recent reenlistments.

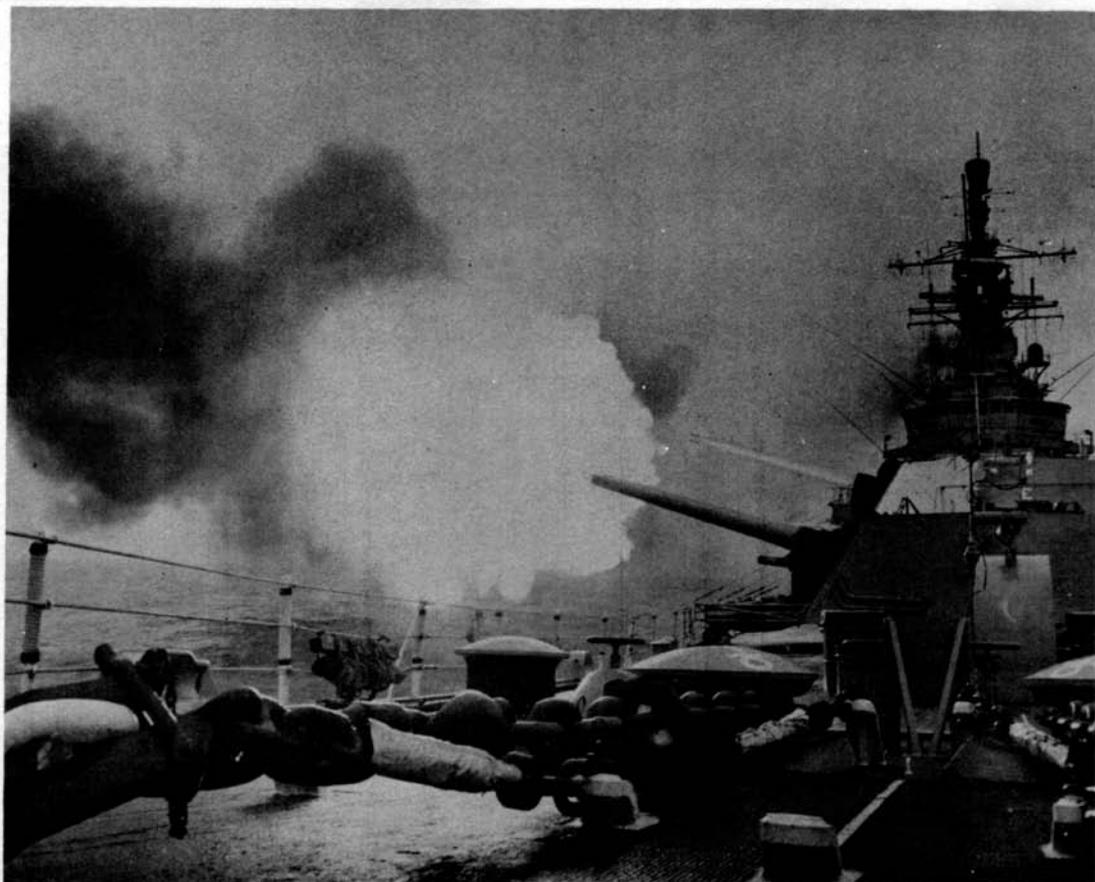


UPPER LEFT: LCDR Gerald F. Horna receives congratulations from Captain McCarty on his recent advancement.

LEFT: EM1 Teofilo W. Sgnisaban receives a hearty handshake and congratulations from the Captain following his reenlistment.

ABOVE: CDR Ladimir J. Zvanovic receives a farewell handshake and a well-done from Captain McCarty and Captain Ruxton before his departure earlier this month.





NEWPORT NEWS' forward main battery turrets fire salvos to starboard during recent Sea Dragon strike mission. (Photo: PH2 Harry Doyle)

---

---

**U.S.S. NEWPORT NEWS**

**CA-148**

c/o F.P.O. San Francisco, Calif. 96601

**TO** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_