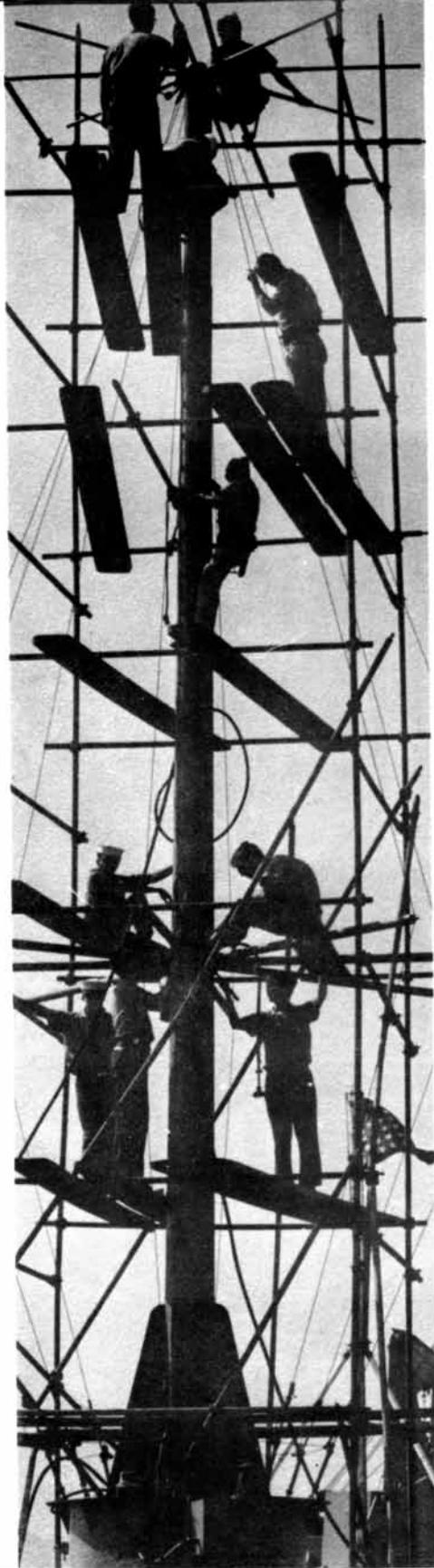


# The Rapidfire

USS Newport News  
(CA-148)

FEBRUARY - APRIL 1968

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**COVER:** Finally, the guns rest...after more than six months on the Gun Line. (Photos: JO3 Dennis R. Cronin; Lithography: LI3 Bob Emrick)

**INSIDE COVER:** Fresh paint for the discone disage---CR Division personnel, from an E-9 to an SN, apply preventive maintenance to the giant antenna located on NEWPORT NEWS' forecandle. (Photo: JO3 Weston S. Evans)



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# Moral Side of the...NEWS

by Chaplain Walter "J" Schwartz, USN

According to "Webster's Unafraid Dictionary" (edited by Leonard L. Levinson), a square is a circle with four corners.

Our reaction may be quite different from our neighbor, but it does raise a good point: it is amazing how certain uses of words and terms seem to change in meaning. Sometimes, this "change" is not very humorous: the change is from a desired quality to one which is not desired at all.

"Being square" is one such term. At one time, and not too long ago, to be square was one of the highest compliments that could be given a man. A square, in geometric terms, is a figure that is perfectly even on all sides and each of its four angles is of exactly ninety degrees. It is not lopsided nor uneven in the slightest degree. From a square corner, it is possible to get all other lines in proper, even relationship to one another.

A square person was once universally thought to be one who was sure, dependable, in right relationship to the rest

of the world around him and to his God. He could be counted on. Others, following him, could use him as a guide in squaring away the rough or uneven edges of their living.

To some people today, "being square" appears to be a matter of ridicule. It is considered out of date, an old-fashioned way of life. These people would have us believe that no real man would want to be a square.

As a result of this sort of superficial thinking, a "real man" is often thought of as one who makes his own rules to live by, without restraint, and only according to his own desires. The Ten Commandments, the Golden Rule, Navy Regulations ---- each of these become merely coincidental or, at best, accidental. They just aren't "with it" today.

But such a way of life never succeeds. We just simply do not live in a vacuum --- either with our fellow man or with God. We might laugh at "a circle with four corners" but it is genuine, dependable, true, and even.

## The Rapidfire

USS Newport News (CA-148)

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# VIEW FROM THE BRIDGE

by CAPT Edwin K. Snyder, USN

Since this will be the last RAPIDFIRE for this WESTPAC deployment I think it is fitting to briefly recap some of the achievements of NEWPORT NEWS during this deployment. Believe it or not there were actually a few skeptics who didn't think this grand old lady could ever make it after languishing for 19 years as a fleet flagship - a "long gray taxi" - as I have heard her called. Little did they realize that deep within old THUNDER was a spirited, dedicated crew led by a great skipper (named McCarty) teamed with the finest, most versatile and powerful gunnery system ever built into a modern warship. The problem was that the system had never been truly tested in battle and there was some doubt as to its true capability. Well, as we all know, any doubts that may have existed have been thoroughly "exploded" by the performance of our magnificent ship. It was a proud day indeed when we fired shot number 50,000 on 2 April - a number unmatched by any other ship in Vietnam. We are departing the Gun Line today for the final time with 59,421 rounds expended. It must be recognized that these numbers merely indicate that the armament is sound and durable. The real proof of our gunnery system has been the tremendous accuracy that has gone with the great volume of fire. Time after time we have met the acid test of precision call fire within mere yards of our own troops and placed our rounds right "in the pickle barrel."

Of course we all recognize that the delivery of a projectile on an enemy position in a far off land is the result of far more than accurate guns and sophisticated fire control equipment. It is the end product of many related and complex interactions between machines and men. The performance of NEWPORT NEWS has been the result of the hard work of every one of our skilled and dedicated men. All one has to do is recall the countless midnight rearmings and refuelings; the thousands of important messages received and sent by our communicators; the pinpoint accuracy of navigation required to reach and remain in our firing areas; the



tasty bill of fare made available around the clock by our cooks and bakers; the hundred thousand odd miles steamed on our engineering plant without a major casualty; the reams of paperwork put out by our office personnel in support of the ship and our embarked staff; and the countless trouble free hours of our electronics gear, so vital to our safe navigation and accurate gunfire. I must pay special tribute to what, in the final analysis has to be our most important attribute, our repair capability - and here I am referring to the entire ship's company. Our ability to fix our own casualties has been magnificent. "Getting well" has been an all hands responsibility. I doubt if there is a man aboard who hasn't had a hand in repairing some part of THUNDER during this cruise. This is the factor that has kept us going through many a tough situation.

So, as I lead into a more detailed recap of our WESTPAC cruise (on the next page) let me say that every accomplishment recounted there has been an ALL HANDS job. THUNDER is a team which the Viet Cong and North Vietnam Army will not soon forget. My pride in her and in you knows no bounds. WELL DONE!!

1  
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# VIETNAM CRUISE

"Your stay has been outstanding. Your shooting was professional and accurate. You will never be forgotten. Smooth sailing. Hurry back. The DMZ is much the worse for wear. The great THUNDER has spoken." Messages like the preceding, received from the Naval Gunfire Liaison Officer, Third Marine Division, Vietnam, have been the source of great personal satisfaction for each man aboard NEWPORT NEWS. In the six long months spent on the Gun Line in the Gulf of Tonkin, every Officer and crewmember played a vital role in earning the trust and thanks of fellow Americans fighting on the beach.

Life aboard ship since first arriving in the waters of the Tonkin Gulf in early October 1967 has been a united effort to get the job done, and to do it well. For the crew, sleepless nights, constant rearmings and refuelings, and the seemingly never ending thunder of the guns firing at enemy targets have been the bitter-sweet facts of life for the past six months. But more important than descriptions of the sacrifices involved and the long hours without rest is an analysis of the results of our efforts--the real proof of our success and worth.

NEWPORT NEWS spent some 50 days patrolling the coast of North Vietnam as



part of Operation Sea Dragon--the Navy's effort to destroy waterborne logistics craft as well as military supply routes ashore in North Vietnam. The ship conducted 156 strikes against enemy targets and in the execution of these strikes 325 North Vietnamese coastal defense sites were taken under fire. All told, 7,411 rounds of high explosive ammunition were expended on Operation Sea Dragon.

According to spotters' reports, NEWPORT NEWS sunk 17 waterborne logistics craft, damaged another 14, and destroyed several enemy bunker and radar sites. In harassment and interdiction strike missions she all but halted the enemy's rebuilding efforts as she damaged bridges, barges, trucks and roads and caused heavy ruin and raging fires in widespread areas. The ship was subjected to hostile fire on several occasions, but each time countered effectively and silenced the enemy batteries.

During the latter part of the deployment NEWPORT NEWS spent most of her time participating in Naval Gunfire Support near the DMZ. In support of Third Marine Division forces on the beach, the ship often fired around the clock for periods lasting several weeks. On station off the DMZ, NEWPORT NEWS was normally in sight of land and crewmembers could frequently see and hear explosions on the beach.

OPPOSITE PAGE: *Enemy counter battery hits close alongside as NEWPORT NEWS patrols the coast of North Vietnam.*

ABOVE: *The Australian destroyer HMAS PERTH fires on enemy targets ashore. The PERTH accompanied NEWPORT NEWS on many Sea Dragon strike missions.*

BELOW: *Turret One fires to port as the lookout reports the action in the Gulf of Tonkin.*





ABOVE: A mass of empty 5" powder casings and their containers literally blanket a port side section of the main deck.

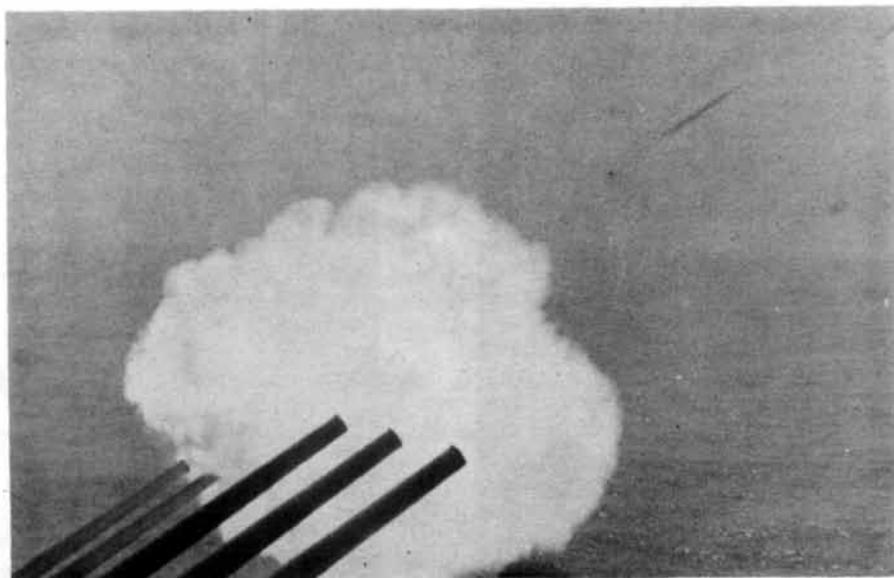
BELOW: Turret One fires a salvo to starboard, and a quick camera lens catches the projectiles in mid-flight.

The ship expended a combined total of 52,010 rounds of 8", 5" and 3" ammunition while on Naval Gunfire Support. The biggest barrage of firepower took place during a ten hour period on 17 and 18 March when 1,777 rounds were hurled toward enemy targets on the beach. Then on 2 April the ship fired her 50,000th round in combat.

The ship participated in 239 observed strikes with spotters and 602 unobserved missions against the enemy. Targets taken under fire and either completely destroyed or damaged included artillery sites, ammunition dumps and depots, trenches, a fortified village and command post, military structures and 1000 meters of infiltration routes. Several fires and 25 secondary explosions were sighted in the target areas.

As a result of accurate and intense fire from NEWPORT NEWS and supporting destroyers, two South Vietnamese soldiers were able to escape capture and four enemy troops surrendered to our forces. During the period 23 February to 18 April 1968 while providing Naval Gunfire Support NEWPORT NEWS was called upon to fire within 600 meters of friendly troops on seven different occasions and once within 100 yards.

During the deployment the ship made several R & R stops including Pearl Harbor, Hawaii, Sasebo and Yokosuka in Japan, two trips to Hong Kong and several stops in Subic Bay, Philippines. Liberty was good, and NEWPORT NEWSmen





*Crewmembers "police brass" on the fantail after a busy night of firing in support of the Third Marine Division.*

took full advantage of the shopping and entertainment facilities available in these foreign ports.

A few facts stand out and are most noteworthy. NEWPORT NEWS never took a direct hit. She faced danger and enemy counter battery on many occasions, but under the leadership of two responsible skippers and with a well trained Operations staff she was able to flee from trouble and avoid any casualties. Indeed, accidents and personnel casualties were kept to a bare minimum throughout the cruise.

In shooting a combined total of 59,421 rounds of ammunition, she broke all existing Naval records for firepower to date in the Vietnam war. Her guns, accurate and dependable, were manned by men who met all challenges placed before them.

NEWPORT NEWS did the job--every man, every minute, every piece of equipment was put to the best use. NEWPORT NEWS will be remembered as a true warship... she has earned the title, THUNDER.



*A log helo makes its landing approach on an ammunition ship as a cargo of projectiles swings toward NEWPORT NEWS.*



In the South China Sea a...

## *CHANGE OF COMMAND*

**T**wo friends of many years read their orders, saluted, shook hands and in doing so exchanged command of the Seventh Fleet's fastest firing and most powerful warship. The shipboard ceremony taking place while underway in the South China Sea on February 7, remained basically simple and uninvolved with details. A minimum of ship's personnel attended the ceremony on the open bridge; however, the entire crew stopped and listened to the LMC as the new Commanding Officer, Captain Edwin K. Snyder, USN, proudly accepted the responsibility of leading over 1000 men into combat in the Gulf of Tonkin.

The conversion of NEWPORT NEWS into

a powerful and efficient warship was accomplished under the direction of Captain Lindsay C. McCarty who held command for a period of sixteen months. Captain McCarty has since reported for duty in the Office of the Chief of Naval Operations in Washington, D.C. In several of his final talks to the crew, he spoke of the new Captain and assured his men that "a fine man will be coming aboard to lead you."

Captain Snyder reported aboard by helicopter several days prior to the actual change of command. Within minutes after his arrival, NEWPORT NEWS returned to her station off the DMZ and immediately continued her gunfire support for

the Third Marine Division on the beach. The new Commanding Officer heard his ship sound fury around the clock those first few days as he observed the heavy action along the coast. In reporting for duty early he devoted his time to learn about NEWPORT NEWS' mission, armament, officers and men.

Captain Snyder pulled the ship into Subic Bay, Philippines with every confidence that after two weeks of necessary repair and upkeep he would successfully lead NEWPORT NEWS through her "fourth quarter" on the gunline.

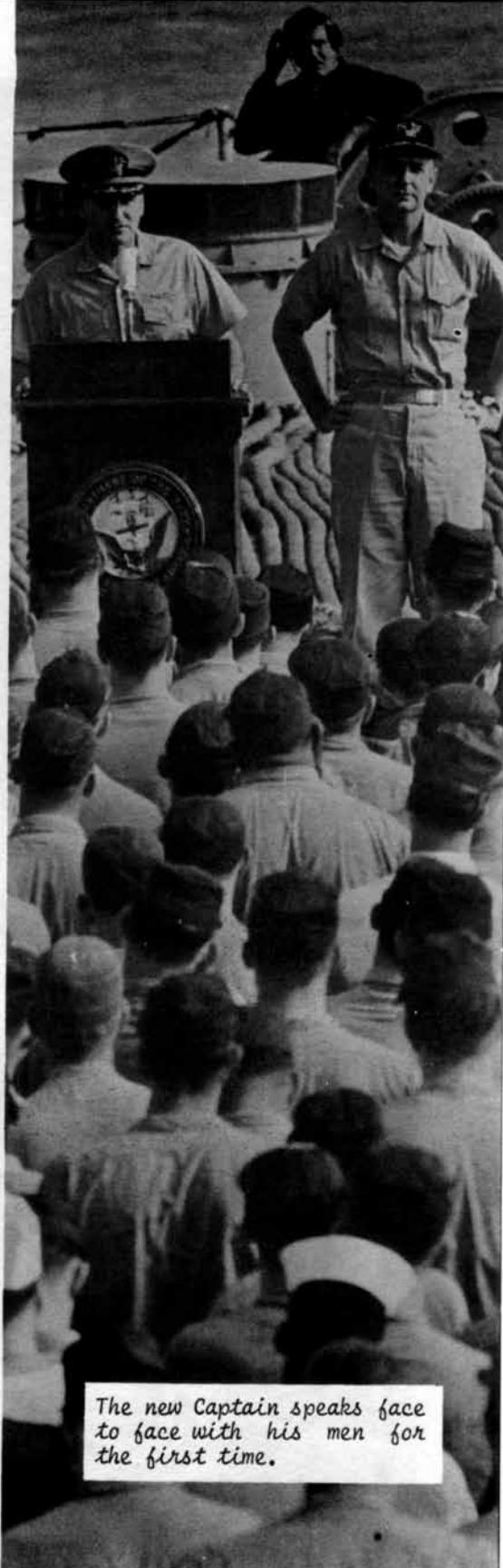
A 1943 graduate of the U.S. Naval Academy, Captain Snyder reported to NEWPORT NEWS from duty in the Pentagon where he directed the Congressional, Joint/Inter - Service Special Matters Branch, Office of the Chief of Naval Operations. He is an experienced submariner and has attended the Deep Sea Divers School in Washington and the Industrial College of the Armed Forces.

He also holds a Master of Arts degree in personnel administration and training from Stanford University in California. Prior to NEWPORT NEWS he held command of the submarine, USS Irex, Submarine Division EIGHTY-ONE, and the fleet oiler, USS Allagash.

Captain Snyder is a native of Detroit and presently lives in Birmingham, Michigan.



*Captain Snyder brings the ship into Subic Bay, Philippines. The Officer of the Deck is LT Frederick Phillippi, Jr.*



*The new Captain speaks face to face with his men for the first time.*



REAR ADMIRAL Sheldon H. Kinney

On board NEWPORT NEWS countless, strategic, military decisions concerning the Seventh Fleet's efforts in the Vietnam war were carefully weighed and put into effect by an outstanding Naval leader, Rear Admiral Sheldon H. Kinney. During the past five months this tall, slender gentleman, as Commander Cruiser-Destroyer Group Seventh Fleet, has directed Sea Dragon operations and Naval Gunfire Support activities from his flagship. However, on April 6 in Subic Bay, Admiral Kinney broke his flag, and he and the entire Staff transferred to their new home aboard the USS Saint Paul.

The close working relationship between the Seventh Fleet Staff and ship's personnel was most apparent throughout their stay. Although Admiral Kinney spoke to the crew over the ship's intercom only a few times, his words and remarks were directed to each individual crewmember. He was also very precise in what he said.

Before crossing the gangway the final time, Admiral Kinney gave a farewell message to the entire crew. His feelings can perhaps best be understood by his comment, "Nobody could have a greater privilege than to fly his flag on the NEWPORT NEWS; she can return proven as a true warship."

## Combat Flag Departs



Staff Officers and enlisted men made several trips across the gangway in transferring their belongings to the Saint Paul.

# \$ H. K.

A SAILOR GOES ASHORE WITH \$500.00,

ONE HOUR LATER HE HAS \$3000.00.

HE DOES NOT STEAL ANYTHING:

NO MONEY IS  
FOUND

LENT

GIVEN

COUNTERFIETED.

WHERE IS HE ?

HE IS IN HONG KONG,

WHERE ONE DOLLAR U.S. IS WORTH SIX DOLLARS H.K., AND

WHERE EVEN AN UNWEALTHY SAILOR FEELS LIKE A MILLIONAIRE

WHEN HE WALKS OUT OF THE MONEY EXCHANGE.

BUT

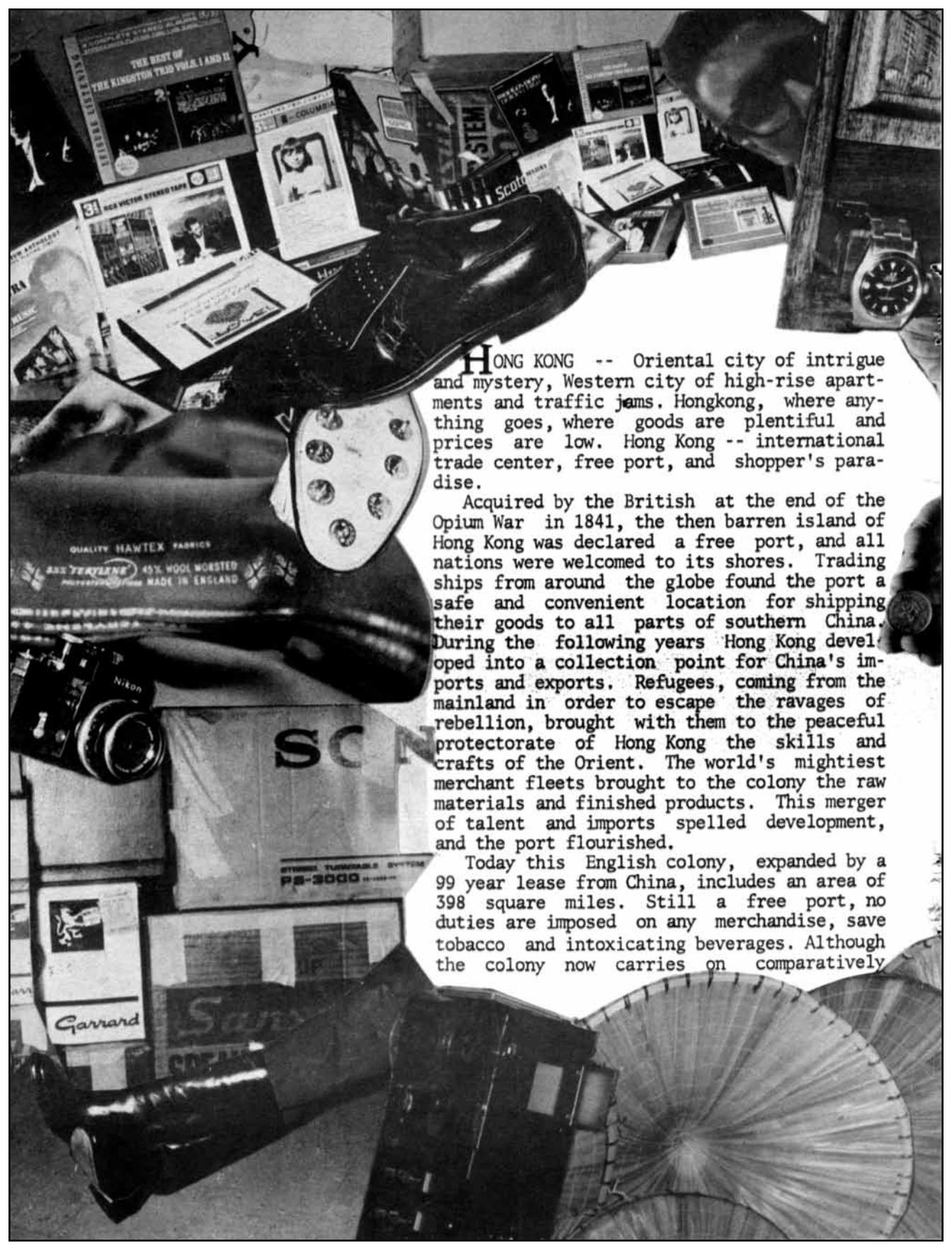
THAT IS ONLY THE BEGINNING,

FOR THE FUN

OF SPENDING

HIS MONEY

LIES AHEAD. . .

A collage of various items including books, a watch, a camera, and a fan, with a central text block. The items are arranged in a somewhat chaotic but organized manner, suggesting a collection of goods or a display. The text block is the central focus, providing information about Hong Kong.

**H**ONG KONG -- Oriental city of intrigue and mystery, Western city of high-rise apartments and traffic jams. Hongkong, where anything goes, where goods are plentiful and prices are low. Hong Kong -- international trade center, free port, and shopper's paradise.

Acquired by the British at the end of the Opium War in 1841, the then barren island of Hong Kong was declared a free port, and all nations were welcomed to its shores. Trading ships from around the globe found the port a safe and convenient location for shipping their goods to all parts of southern China. During the following years Hong Kong developed into a collection point for China's imports and exports. Refugees, coming from the mainland in order to escape the ravages of rebellion, brought with them to the peaceful protectorate of Hong Kong the skills and crafts of the Orient. The world's mightiest merchant fleets brought to the colony the raw materials and finished products. This merger of talent and imports spelled development, and the port flourished.

Today this English colony, expanded by a 99 year lease from China, includes an area of 398 square miles. Still a free port, no duties are imposed on any merchandise, save tobacco and intoxicating beverages. Although the colony now carries on comparatively



little trade with the Chinese mainland, Hong Kong has become the Oriental meeting ground of thousands of merchants who bring from all corners of the world an all-inclusive assortment of products.

There are wools from Scotland, cameras and lenses from Japan and Germany, ivory from India, Persian tapestries, china, electronic equipment, Swiss watches, Russian caviar, teakwood from Polynesia, and so the list goes on and on. Surely, if any product exists at all, it may be found in Hong Kong. And the absence of duties makes these items less expensive than they are in the countries from which they originate.

For the lady with everything, there is perhaps an Afghan zebra custom tailored cape. For the eccentric -- an exquisitely carved jade and pearl snuff decanter.

Inside a small shop a Chief is buying a brooch for his wife back home. The diamonds came from South Africa, the gold from France, the fine engraving was done in Hong Kong. The Chief might even have money left to buy that stereo he has always wanted. Next door a young seaman is choosing a gift for his kid sister. Making his decision, he flips two dollars (H.K.) on the counter and walks out with his prize -- a set of handsomely carved wooden chop-sticks from Japan.



CHINA FLEET CLUB



DOWNTOWN HONG KONG



OCEAN TERMINAL

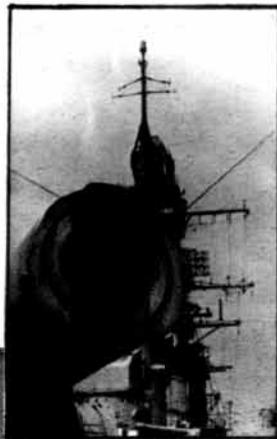
items, those who satiated the spending urge in the purchase of less expensive souvenirs. Prizes large and small, new and old, complex and simple, common and unique were captured. Where one NEWPORT NEWSman wore a new jade ring, another brought back a used abacus, another an ancient Chinese scale, and someone else an electric guitar. There seemed to be no end to the variety of goods bought in the colony.

From the NEWPORT NEWS came over 1000 anxious shoppers to seek out the unique, the beautiful, the things which, long having been unattainable, were now within their grasp. They had been there before and knew where to go. Nathan Road, the Ocean Terminal, the hotel arcades, the China Fleet Club, Thieve's Market, the Wanchai District -- each man knew where to find that special gift, that long sought turntable, those outstanding tailored suits and shirts. There were those who found good buys on expensive

But just as all good things have a beginning, so do they come to an end. It was a rainy morning when NEWPORT NEWS weighed anchor and left Hong Kong behind her. Yet on the faces of the men were smiles. They had come to Hong Kong, paid the city's prices, and turned the visit into a shopping miracle. Perhaps the merchandise itself will not last forever, but the memories of HONG KONG -- fond memories of a time when a man felt rich indeed -- will last a lifetime.



# New Teeth for the Eight-Inch



*Once out of the turret, the old lining is lifted off the ship by a giant crane.*

**N**ine of the most active major caliber naval guns in the Vietnam war--USS NEWPORT NEWS' main battery of eight-inch 55's--recently underwent a unique re-lining operation at the Subic Bay Naval Base. In addition, the secondary battery of five-inch 38's received new barrels.

From February 7th to the 16th, technicians at the Naval Base and crewmembers on NEWPORT NEWS removed the well-worn eight-inch barrel linings and installed new ones, marking the first time that such a process has ever been accomplished on major warship guns.

The rarity of the operation is linked directly to the uniqueness of NEWPORT NEWS' main battery--the world's only rapid-firing, large bore guns in commissioned service. Aside from the devastating firepower capabilities of the guns--each can expend a 260-pound projectile every six seconds--their construction offers economical and time-saving upkeep, a quality vital to a man-of-war engaged in combat.

Most conventionally armed naval vessels must replace their entire barrels when the linings are eroded by periods of heavy fire. On NEWPORT NEWS' sophis-

ticated rapid-fire guns, however, only the linings must be replaced, a considerably more efficient operation. To illustrate this difference, NEWPORT NEWS' barrels, complete with linings, weigh 16 tons apiece, whereas the liners alone weigh only two and a half tons, making them easier to maneuver and install.

"Preparations for the relining in Subic Bay began seven months ago while we were still in Norfolk," Lieutenant Robert E. Foxwell, the ship's main battery officer explained. At that time, anticipating the heavy wear the gun linings would see in Vietnam, LT Foxwell journeyed to the Naval Weapons Laboratory at Dahlgren, Virginia. The NWL proving grounds had done much test firing of the eight-inch/55 caliber guns, and had conducted experimental relining operations. "At NWL we consulted with engineers on the complexities of the undertaking and obtained nine new gun linings from their exclusive stock which we subsequently shipped to Subic Bay," he added.

Before leaving Norfolk, the ship also checked out from the Navy's supply network the only existing set of tools and equipment for implementing the relining.

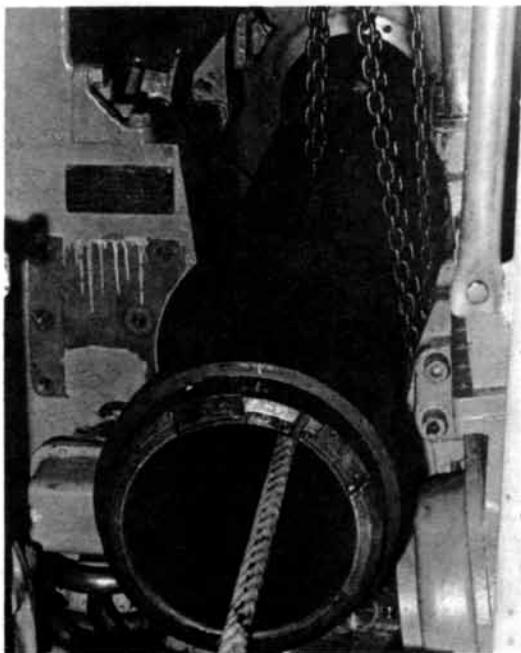
NEWPORT NEWS stopped briefly at Subic Bay last October to make last minute preparations for the forthcoming tour on the gunline in the Tonkin Gulf. "At that time we laid more groundwork for the relining project by consulting with personnel at the Ship Repair Facility who would be taking part in the operation," LT Foxwell said.

After four months of activity against Communist military targets, the ship left the combat zone on February 5 and headed for Subic Bay. During the two-day cruise across the South China Sea, the gunner's mates prepared the main battery turrets for the operation by removing the breeches, rammers and the breech block guideways from the nine guns. The process cleared the turrets of all apparatus that would obstruct clean removal of the worn-down barrel linings.

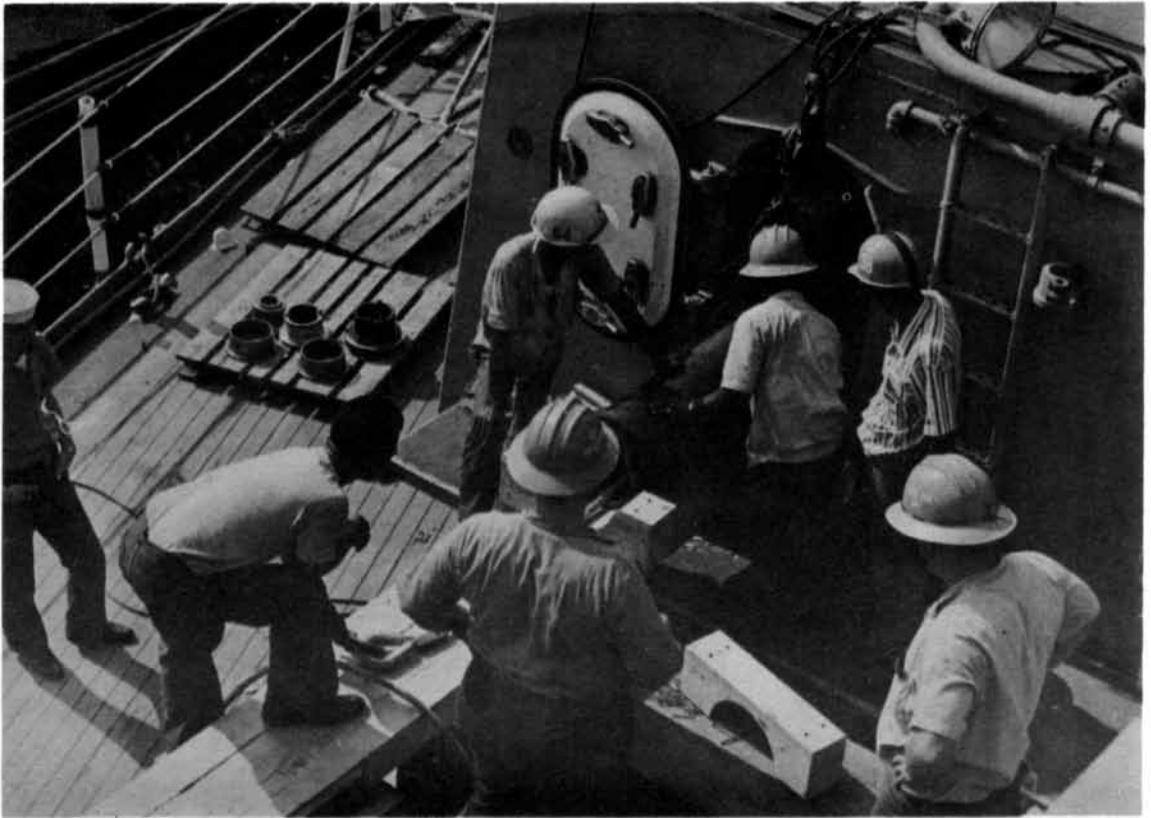
Thus, when the ship moored in Subic Bay on February 7 to commence the relining operation, all preliminaries had been completed. Shortly after the ship's



*Industrious Filipino workers direct the crane operator as a new lining is pulled into one of Turret Three's barrels.*



*A taut cable pulls out the old lining through the gun's breech end inside the turret.*



*Subic Bay Naval Base personnel slide a worn-out lining out of the turret along a specially rigged cribbing.*

arrival the crews were able to begin pulling the old linings.

"The actual process of removing and installing new linings was, in itself, simple," said LT Foxwell. "After releasing an inner locking ring on each barrel, the linings were loosened by means of a jack screw apparatus placed on the muzzle end of the barrel. Once broken free, the old linings were pulled out through the gun turret. By reversing this pattern, the new linings were installed, being pulled into the barrels through the gun turret and then locked into place," he explained.

The need for the operation was most apparent. During their service off Vietnam prior to the relining, NEWPORT NEWS' main battery fired nearly 12,000 rounds in combat, an average of better than 1,300 per gun.

After spending a month on the gunline following the eight-inch relining, NEWPORT NEWS returned to Subic Bay March 19 to replace the worn-out barrels of the five-inch, 38 caliber guns.

The five-inch guns required complete new barrels. In order to remove the old barrels and replace them, the guns had to be elevated 90 degrees. Since the maximum elevation of the five-inch guns is 85 degrees, the engineers put a five degree list on the ship by shifting the fuel oil load to bring the guns to a vertical position. A tall crane on the pier then pulled the guns out from overhead.

The men from the tender USS PIEDMONT, aided by NEWPORT NEWS' gunner's mates completed replacing the 12 barrels in two days.

**T**wo exhilarating weeks in the sun-drenched Philippines allowed each NEWPORT NEWS crewmember a perfect opportunity to capture a few moments of that ever so individual something called R & R. Liberty call each day in Subic Bay set the anxious men loose to wander freely in Olongapo--a city to be remembered for its hundreds of colorful "jeepnies", unusual "monkey meat" stands, and seemingly endless stretches of inviting and entertaining night spots. The relaxing hours of pleasure that awaited every crewmember who passed through the main gate and then over the bridge into downtown Olongapo will certainly not be recalled in terms of pesos spent. But rather, most men will retain memories of the exciting entertainment and thorough enjoyment that only a night on the town can bring.

The less adventurous and possibly more athletic minded NEWPORT NEWSman who didn't care to venture out into fun-filled, neon-lit, bustling Olongapo found his satisfaction within the confines of the naval base. Among the facilities at his disposal was a large, well-equipped gymnasium complete with weight-lifting room, basketball court and steam room.



*A Perth soccer player flies away with the ball.*

# SUBIC BAY

A huge athletic field and softball diamond, both located only a short walk from the gym, seemed made to order for the men who wished to run and stretch their legs.

The action was fast, frantic and furious one hot Friday afternoon when some two dozen NEWPORT NEWS "hopefuls" accepted a defiant challenge of the HMAS PERTH for a game of soccer. The afternoon witnessed NEWPORT NEWSmen running circles around the friendly but serious Australians. Unfortunately, however, the main idea was to run in a straight line toward the goal and kick the ball past the goalie. When the referee blew the whistle to end the colorful contest, the dust cleared and NEWPORT NEWS was handed her first defeat to the tune of 6 to 2. However, spirits were quickly lifted as a bit of liquid refreshment was thoughtfully provided for both players and



# R & R

in the Philippines



*Grande Island--a secluded retreat for sailors in Subic.*

spectators alike. In effect, the game was a huge success; and afterward friendship was the byword as NEWPORT NEWSmen and their fellow Australians relaxed side by side on the rich green grass and talked together about their homes and their country.

Also on the base were facilities for horse back riding, skin diving and skeet shooting. But most of the NEWPORT NEWS golfing "aces" preferred to direct their energy to practicing for the ship's golf tournament at the Binictican Valley Golf Course. About thirty crewmembers participated in the tourney with the eventual winner being LTJG Robert DeGroote, R Division Officer, who shot a low of 77 over the short but challenging course. After all the scores were totalled many of the participants relaxed over a drink in the clubhouse and reminisced about the birdies they almost made.

Divisional parties highlighted the stay for many crewmembers as beautiful Grande Island, located only a short boat ride from the base piers, set the stage for a full day of some strenuous fun in the sun. A miniature nine-hole, par three golf course, open fields for softball and football games, and an inviting beach provided everyone with an adequate chance to strain those muscles which had still been left idle after so many months of work aboard ship.



*A group of pleasant hostesses on their way to work at the EM club.*



LEFT: The jeepnies transport thousands of sailors daily around the Naval Base.

BELOW: Home away from home in Manila.

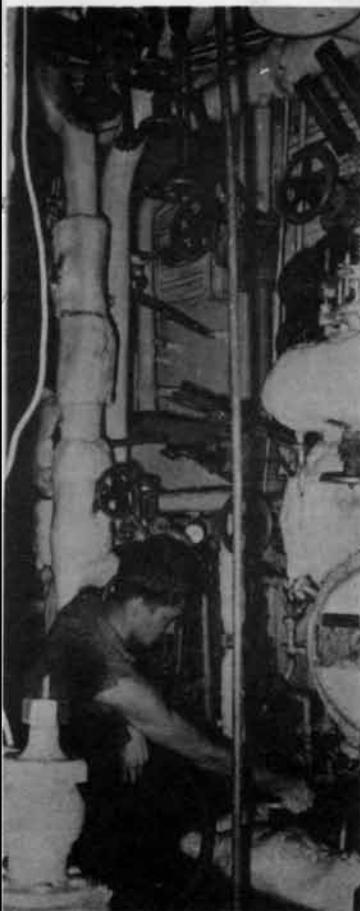
Several clubs for Navy personnel served reasonable food at excellent prices to satisfy the hunger of those men who preferred to eat ashore rather than wait for "pipedown". The combination restaurant/night-clubs were newly decorated, modern, clean and air-conditioned. They offered good entertainment, a fine selection of imported and domestic beverages, and even female companionship if anyone desired someone to talk and dance with.

A handful of enterprising men from each duty section will remember their overnight trip to Manila, the capital of the Philippines, as a somewhat bumpy one. The three hour bus trip took them over mountains, past water buffalo and rice paddies, through small rural villages, and across some of the roughest stretches of dirt and paved roads in the Philippines. Yet, the inconveniences encountered in certain areas did not lessen the gratification brought about by a brief look at this modern city, the center of the nation's commerce and industry. Whatever each man did in Manila is not known, as the city offered a wide variety of entertainment for the curious and interested tourist. Suffice it to say that the two day excursion was rewarding, and it was a more than content group of men who rode the bus back to Subic.

Good times, pleasant weather, friendly people, and never to be forgotten Olongapo helped make R & R a way of life for many men during the ship's visit in Subic Bay.



# Division of the Month



"All engines ahead full", the Officer of the Deck commanded as the ship swung into a sudden turn to starboard after expending some 300 rounds of high explosive eight-inch projectiles at enemy targets on the beach. Immediately, his words were chain-reacted eight decks below where the men in the boiler rooms took instant action to meet the demand. The feed pumps worked feverishly as the valves were readjusted, all burners lit-off, and the throttle thrown wide open. As all four shafts turned faster and faster, the boiler rooms vibrated as the ship attained her maximum speed. NEWPORT NEWS disappeared into the night and out of danger, leaving behind a tremendous wake churned up by over 60,000 shaft horsepower.

Split second communication and immediate action is most paramount during all strike missions and maneuvers in the Tonkin Gulf. The men of B Division have constantly met the challenge in providing the ship with the necessary steam to get in and out of danger areas at the fastest possible speed. Under the supervision of Ensign F. Otus, B Division Officer, BTCS Leonard Munson, and BTC Eddie Schleeper, 65 boilermen maintain the four boiler rooms which provide the main propulsion of the 717-foot man-of-war.

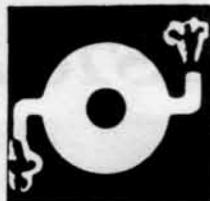
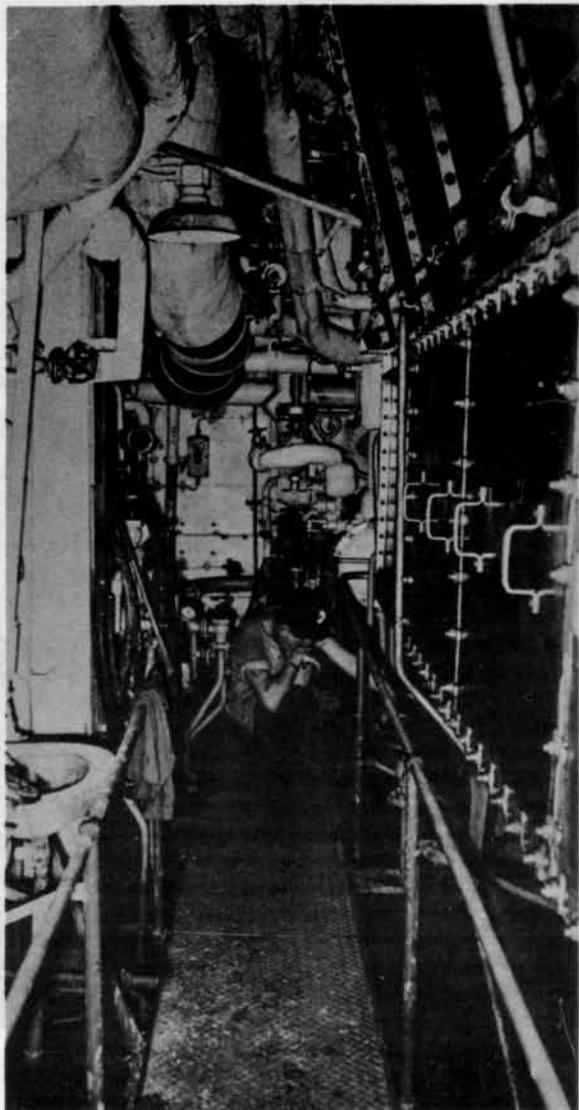


## B DIVISION

For normal steaming only two boilers are required to provide steam for the four steam driven turbine engines, as one boiler can provide power to turn one or even two shafts when necessary. However, for speeds of over 30 knots, all four boilers must be lit-off to attain full power. The boilermen must maintain 850 degrees superheat at maximum speeds as a pressure of 625 psi (pounds per square inch) remains constant inside each boiler. The nine burners on each

furnace must be vigilantly watched and the valves judiciously regulated by the two burner-men to insure correct steam pressure and maximum safety at all times.

The furnaces burn Navy Special fuel oil, but require an exact mixture of fuel and air to burn properly. The oil lab personnel line up the fuel oil and the feed water system to see that each boiler has a sufficient amount of both to last for sustained hours of opera-



tion. They also run chemical tests on the oil and distilled water to insure close tolerances with all purity specifications set up by BUSHIPS. BT2 Dennis M. Wolfenbarger -- the "oil king" in charge-- normally assigns the work to be done by oil lab personnel, figures out the refueling statistics and is responsible for accurate fuel transfers within the ship and all refuelings at sea.

Besides the daily maintenance and cleaning up in the always hot boiler rooms, there are two periodic "big jobs" performed by B Division personnel. They are the mechanical cleaning of the feed water tubes...the watersides after every 1800 hours of use and the firesides after every 600 hours. These jobs consist of scraping away scale buildups on the tubes to prevent any possible loss of efficiency or future casualties of equipment. Fuel consumption is kept to a minimum when machinery and equipment is clean and operating properly. Constant efforts are taken to keep each boiler room as spotless as possible.

LEFT: FN John Vallone repairs one of the vital steam boiler valves.

BELOW: A tired group after a dirty job-- firesides cleaning.



Besides supplying the power used in the four engine rooms, the boilers also provide steam for the huge generators which provide the electricity used throughout the ship. Each man in the boiler room watch team has a particular responsibility to insure that the amount of fuel and air in the furnace is correct, that the steam pressure and superheat temperature are precise, and that the thermometer and gauge readings are in accordance with exacting measurements. The men must know their job and know it well to keep the ship running smoothly at all times.

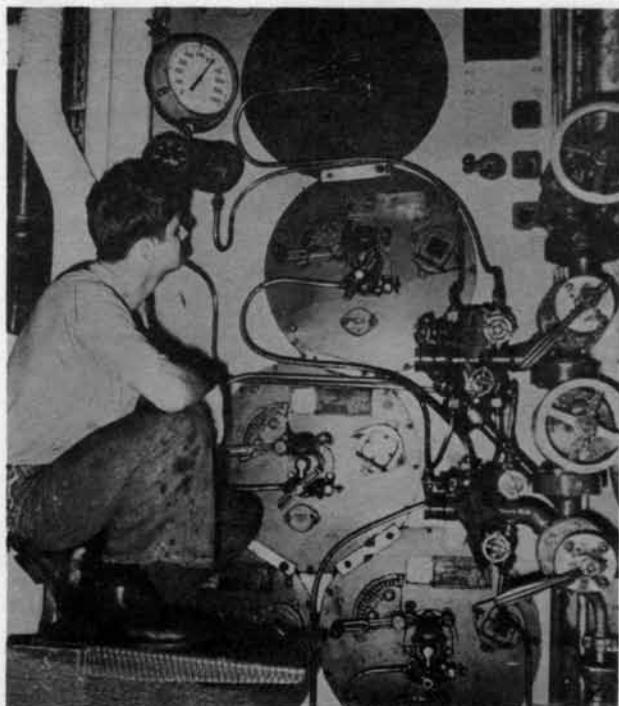
Unexpected calls for more steam and maximum speed have become a routine operation in the war zone. But when the demand comes down for 252 rpm's there can be no second guessing...it must be right now. All the boilermen have been alert and on their toes, and their quick response to all demands have helped make NEWPORT NEWS become known as one of the fastest ships in the fleet.



TOP: FN's Nagel, Long and Wirth bear down on the firesides with paint scrapers.

LOWER LEFT: FN Nolan Arabie, standing burner watch in Boiler 2, regulates boiler steam pressure to maintain a constant 625 psi.

LOWER RIGHT: BT2 Warren Webster cuts steam into zellers ejector which mixes steam and water for firesides cleaning purposes.



*Onward*

*Upward*

*Farewell*

Recently promoted, LT Lawrence DeLong receives his new gold bar from Captain Snyder.

In recent months several men took the oath and re-enlisted as the ship remained on the gunline.



GMGCM Harold McQueen



SDC Roger Obtera



*CS3 Bobby Sullivan*



*FTG3 John Norgard*



*ETN3 Nelson Cooper*



*EM2 Booker T. Combest*



*CS2 Elbert Ouzts, Jr.*



*ETN2 Robert Davy*



Members of NEWPORT NEWS' Marine Detachment observe Turret Colors as the ship pulls into Subic Bay, Philippines.

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*USS Newport News (CA-148)*

c/o F.P.O. New York, N.Y.

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