A black and white photograph of the USS Newport News (CA-136) at sea. The ship's mast and rigging are visible on the left side. Three large smokestacks are prominent in the center-right, emitting a thick, dark plume of smoke that rises into the sky. The ship is moving through the water, leaving a wake. The overall scene is dramatic, with high contrast between the dark smoke and the lighter sky and water.

Sailor's Guide —
to the World's Largest Heavy Cruiser

USS NEWPORT NEWS

Published April 1968

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The keel of NEWPORT NEWS, 17th cruiser to be constructed by the Newport News Shipbuilding and Dry Dock Company of Newport News, Virginia, was laid on 1 November 1945. Three years later on 6 March 1948 the heavy cruiser, named in honor of the shipbuilding city, was launched. She was commissioned on 29 January 1949.

After commissioning NEWPORT NEWS proceeded to the Norfolk Naval Shipyard; Portsmouth, Virginia, for outfitting and preparation for her shakedown cruise. The ship reported to Commander in Chief, U. S. Atlantic Fleet, On 24 March 1949, and after the shakedown cruise was assigned to Commander Cruiser Force, U. S. Atlantic Fleet for further service.

NEWPORT NEWS operated with the SECOND Fleet in the Atlantic until she joined the Mediterranean Fleet on 6 January 1950. During the following years NEWPORT NEWS spent half of her time in the "Med" and the Atlantic with the SIXTH and SECOND Fleets.

In August and early September of 1957, NEWPORT NEWS was on station in the eastern Mediterranean in order to be ready for any eventuality during the Syrian crisis of that time.

During the first five months of 1958, NEWPORT NEWS took part in the annual competitive gunnery exercises in the Caribbean and in another major amphibious exercise. In this gunnery exercise, NEWPORT NEWS won 18 "E's" including one gold "E", from the Task Force Commander. Later in the year, she received word that she had won the much coveted Green "E" for her performance of her Operations Department.

On January 29, 1959, NEWPORT NEWS celebrated the tenth anniversary of her commissioning. In those ten years, she had visited the countries of Greece, Italy, France, Spain, Germany, Denmark, Turkey, and Portugal, as well as Newfoundland, the Panama Canal Zone and the islands of Sardinia and Sicily. NEWPORT NEWS had served nine tours of duty with the SIXTH Fleet in the Mediterranean during this time.

The time from 1959 through 1962 NEWPORT NEWS sailed in the Atlantic visiting many ports both on the American and European side.

On October 22, 1962, NEWPORT NEWS suddenly left Norfolk on short notice leaving part of her crew behind on leave and liberty. That night the cruisemen listened to the President of the United States declare a quarantine on the island of Cuba. For the next month, acting as Flagship for SECOND Fleet, NEWPORT NEWS operated northeast of Cuba as a roaming back-up for the quarantine.

During 1963, NEWPORT NEWS visited the following countries while operating in the Atlantic: Canada, England, Germany, Sweden, Denmark, Norway and crossed the Arctic Circle in September.

In May 1964 NEWPORT NEWS returned for a short stay in Newport News, Virginia, where she was built and christened. Over 10,000 visitors toured the ship at this time.

In the early evening hours of 28 April 1965, all hands attached to NEWPORT NEWS were suddenly recalled from liberty. All leave cancelled due to the Dominican Republic trouble. NEWPORT NEWS left Norfolk and traveled south where she arrived on station and assumed the role of Flagship for Commander Joint Task Force 122.

NEWPORT NEWS entered the Norfolk Shipyard on 28 June 1965 to undergo a number of alterations designed to augment fighting capabilities.

During the year of 1965 and 1966 NEWPORT NEWS spent her time in the Atlantic visiting the Caribbean and Northern European countries.

Until September 5, 1967, NEWPORT NEWS sailed the Atlantic as SECOND Fleet Flagship. On this date NEWPORT NEWS departed Norfolk, Virginia, for her first leg of the long journey to the Western Pacific waters of Vietnam. Enroute to Vietnam waters, NEWPORT NEWS



transited the Panama Canal while crossing into the Pacific for the first time. Other ports visited were: Pearl Harbor, Hawaii; Guam; and Subic Bay, Philippines. On September 27, 1967 NEWPORT NEWS crossed the International Date Line for the first time and became Golden Dragons.

At 2300 hours on October 9, 1967, NEWPORT NEWS levelled her big guns inland and fired "in anger" for the first time in her 19 years of commissioned service. The ship was firing as a participant in "Operation Sea Dragon," the SEVENTH Fleet's efforts to stem the southerly flow of Communist war goods north of the Demilitarized Zone.

During her operations in the Pacific as part of Operation Sea Dragon, NEWPORT NEWS visited Far Eastern ports for the first time. Those visited by NEWPORT NEWS were: Hong Kong; Yokosuka, Japan; and Sasebo, Japan. After rest and relaxation along with up-keep periods in these foreign ports, NEWPORT NEWS returned to the Gulf of Tonkin for duty in support of the Marines off the DMZ or in the northern waters of the Gulf as Flagship for the Commander of Operation Sea Dragon.

Departing Naval gunfire support off the Demilitarized Zone on 18 April 1968, NEWPORT NEWS completed her tour of duty, amounting to 226 days since departing Norfolk, Virginia.

During her time on the line off the coast of Vietnam NEWPORT NEWS fired over 59,000 rounds of ammunition against the enemy in support of the Marines ashore and against the Communist supply routes in North Vietnam while on Operation Sea Dragon.

Eight months since departing, NEWPORT NEWS returned to the familiar waters of the Atlantic and her home port of Norfolk, Virginia, on May 12, 1968.



NEWPORT NEWS FACTS AND FIGURES

DISPLACEMENT: Newport News' displacement (weight) is 20,950 tons without stores or fuel.

LENGTH: 717 feet long.

WIDTH: 75 feet at its widest point.

POWER: 120,000 horsepower for speeds over 30 knots.

DRAFT: 25 feet. (Her waterline is 25 feet above bottom of ship.)

PROPULSION: Newport News is powered by four Class 'M' Type Babcock and Wilcox boilers driving four propeller shafts through steam turbine reduction gear main engine installations.

ARMAMENT: The ship's main battery consists of nine 8-inch 55 caliber rapid fire guns in three turrets, two forward and one aft. The secondary and antiaircraft batteries are made up of 12 dual-purpose 5-inch 38-caliber guns in six mounts and 8 rapid fire 3-inch 50-caliber guns in four mounts.

ACCOMODATIONS: Enough for 1500 enlisted men and officers.

HELICOPTER: Helos may land on the fantail.

ELECTRICITY: The ship generates enough electricity to light a city of 40,000 people daily.

FACILITIES: The ship, virtually a city in itself, is completely air-conditioned, publishes a daily newspaper when at sea, has it's own radio and television stations for your enjoyment, has a print shop, barber shops, machine shop, carpentry shop, metalsmith and tailor shops, a library, dental clinic, hospital, soda fountain, laundry, bakery, clothing store, meat plant and sculleries with mechanical dishwashers. Her chill rooms make a half ton of ice daily.

HOUSEKEEPING: Daily the ship uses 1000 pounds of meat, 1500 pounds of fresh and canned vegetables, 100 gallons of ice cream. The laundry washes over 10 tons of clothing weekly. The bakery shop can turn out 200 loaves of bread daily.



CONDITIONS OF READINESS

There are several conditions of battle and material readiness aboard NEWPORT NEWS. The most important of these are listed below. When the time comes, know your station, duties and watch section so that when the word is passed to set a condition you can get to your station on the double and without any confusion. And since everyone else is moving as well as yourself, remember this:

"It's forward and up on the starboard side...
Aft and down on the port side..."

CONDITION I--(GENERAL QUARTERS), all hands man their battle stations.

CONDITION II--(WARTIME CRUISING), watches are stood four hours on, four hours off.

CONDITION III--(WARTIME UNDERWAY STEAMING), watches are stood four hours on, eight hours off.

CONDITION IV--(REGULAR UNDERWAY STEAMING), watches are stood four hours on, 12 hours off.

DAMAGE CONTROL

The purpose of damage control is simple: to maintain the ship and its equipment at its maximum fighting efficiency, and to minimize the effects of damage under any conditions. KNOW YOUR SHIP! It may someday save your life if you learn your way about Newport News as perfectly and as quickly as possible. Know where the fire fighting and repair equipment is located, especially in your part of the ship. But even more important, know how to use that equipment, for the best of equipment is useless unless you know how to use it!

Damage Control seems serious only when it is needed but because it is so vital, it must be considered important at all times. You can help, even without being an authority, by obeying the few and simple labels on nearly every fitting aboard the ship. Each hatch and water-tight door is labeled as to when it must be closed according to its MATERIAL CONDITION. The three main Material Conditions are: X-RAY, YOKE, and ZEBRA.

Under X-RAY, all fittings marked X-RAY are closed; the rest are open.

Under YOKE, all fittings marked X-RAY and YOKE are closed while those marked ZEBRA are open.

Under ZEBRA, all fittings marked X-RAY, YOKE, and ZEBRA are closed.

You will find that there are also special conditions of each of the above. You should study the charts posted about the ship concerning these special conditions.

Once a condition is set, it may not be broken without proper authority. During GENERAL QUARTERS for instance, if you are sent on an errand and a hatch is closed, YOU MUST CALL DAMAGE CONTROL CENTRAL for permission before you may break the material setting.

Under day-to-day routine, Damage Control is important for anything can happen at anytime. What can you do? Here are just a few worthwhile tips:



- A) Obey the material conditions.
- B) Obey the smoking regulations in the back of this booklet. There are not many but where a sign or regulation says NO SMOKING, there is always a reason---a source of possible danger.
- C) Handle all equipment properly at all times; if a fire extinguisher or other cylinders are accidentally dropped or hit for instance, see that no gasses are accidentally discharged or mechanisms harmed.
- D) If you do find damaged equipment---whether a fire extinguisher that is upset or a first-aid kit with a broken seal ---report it to someone who can do something about it.
- E) If you smell gasoline or other fumes in any part of the ship where you don't think they are normal, report them to the OOD. If you notice water leakage in your living or working spaces, let your Division Petty Officer or some other person with authority know about it.
- F) After going through a closed hatch or door, reclose it. And remember that watertight doors should be dogged down by dogging the dogs AWAY from the hinges first; when undogged the dogs NEAREST the hinges are undogged first. This will keep such doors from being sprung.
- G) Always remember that Damage Control is an all hands evolution and the easiest way to control damage and fires is to prevent them.

" NBC " DEFENSE

In modern warfare, there is always the possibility of attack using nuclear, bacteriological or chemical weapons. NEWPORT NEWS was redesigned with this in mind and thus she has some defense against such attacks. For instance, she can be rigged as a "closed envelope." Her contours, simple superstructure and steel decks make decontamination much easier. NEWPORT NEWS can prevent much fallout from sticking to the exposed surfaces by activating her water wash-down system during nuclear attacks. The following information will give you an idea of the procedure used during drills for expectent NBC attacks.

- A) First warning of an NBC attack will come from CIC or from outside the ship stating probability of attack. Word will be relayed immediately to the bridge. If we are not at General Quarters, we will immediately man GQ stations on word from the bridge. The word will be passed "Nuclear Attack Probable".

B) The Engineering Department will immediately gear itself for high speed operations, making preparations to have maximum speed available. Gun crews and exposed deck personnel will check their battle dress and cover all exposed skin. Repair parties will set Condition ZEBRA, and familiarize themselves with all "CIRCLE WILLIAM" ventilations. Monitors and decontamination team personnel will don protective socks, shoes and trousers. Have jumpers, gas masks and gloves available nearby. Radiac equipment will be turned on and checked. Repair parties will prepare for water washdown of the ship. All hands will wear a casualty dosimeter.



E) Let's hope that this procedure will not have to be followed except during drills. But if and when the "real thing" comes, it's comfortable to know that we aboard this ship have an excellent chance of coming through unharmed and still steaming.

C) When considered appropriate the Bridge will pass the word over the IMC "Atomic Attack Imminent". This time the gastight envelope will be set in all but machinery spaces by securing all CIRCLE WILLIAM ventilation. Repair parties begin water washdown. Monitor and decontamination teams will complete dressing. Gun crews topside will take cover within the gastight envelope of the ship. Medical corpsmen will take stations at decontamination lockers.



D) As soon as a "mushroom" or other evidence of the blast is discovered the word will be passed from the Bridge, "Atomic Attack Air / Underwater burst bearing----yards". This will be followed by the chemical alarm for 30 seconds continuously. All hands immediately drop down on the deck for 90 seconds, lying on your stomach, face in hands, with your back slightly hunched to keep your genitals off the deck. Get behind shielding if possible. Word from the Bridge will then be passed to secure the engineering ventilation. Course of the ship will immediately be changed to put the stern towards the blast and flank speed will be run on the engine order telegraph system.



HOW TO GET ABOUT NEWPORT NEWS

NEWPORT NEWS has a compartmental numbering system which can enable you to find any space aboard ship quickly and easily. A compartment number is made up of three basic parts: The area designator; the numeral; and the usage designator. The area designators are: "A"--forward of frame 72; "B"--between frames 72 and 119; "C"--aft of frame 119. The numeral consists of three digits: The first indicates the deck; the next two digits indicate the numerical sequence beginning at the forward part of the section and increasing progressively aft. Also, the last numeral digit will indicate the side of the ship that the compartment is on, i.e. even to port and odd to starboard.

The decks are numbered in relation to the main deck. Any compartment on the main deck will have the deck number "1" such as A-105-E. Decks below the main deck are numbered progressively downward such as "2nd" and "3rd." The superstructure decks are called levels; the first level above the main deck is the "01" level and so on up to the "05" level.

Compartment usage designators will be one or more of the following symbols:

- A= stowage spaces (storerooms, issue rooms).
- B= vital ship and fire control operating spaces such as plotting rooms, CIC, communications and radio rooms.
- E= engineering spaces.
- L= living spaces.
- M= ammunition spaces including magazines, handling rooms, mounts and turrets.
- Q= all spaces not otherwise covered by special categories, this includes shops, offices, laundry, galley, pantries, and other spaces not normally manned.

EXAMPLE: Compartment B-203-4Q, the Personnel Office, is within the "B" section of the ship, on the second deck and is the fourth subdivision of the third major compartment aft of frame 72. A compartment numbered 203, being odd, suggests that it is located on the starboard side; but this compartment encompasses the entire area of the second deck from frame 93 to frame 108. It is subdivided by jointer bulkheads, i.e. partitions of light construction that are not watertight. The key to the location of compartment B-203-4Q is the number 4. This number indicates it is the fourth section of the compartment and being an even number, it also indicates the port side.

THE SHIP'S CHAPLAIN

Sailors from the time immemorial have a deep respect for the things of the spirit. Religion is part of a seafaring man's personal equipment. The Chaplain today nurtures this necessary part of a man-in-blue's life. The frequent jokes about the ship's "poop deck" actually refer to sailing days before Christ when religious figures, called "poupe" were carried in the after-part of the ship.

The Chaplain strives to assist each man to continue strong in the religion of his own choice. Every shipmate is the concern of the Chaplain in the way of understanding, advise, assistance and just plain friendship.

For whatever reason, the Chaplain is always ready to help, listen, advise and pray for all hands. Part of his effort is to assist the Command in maintaining and establishing the highest moral and spiritual conditions possible aboard Newport News.

If difficulties arrive, don't hesitate to discuss them with the Chaplain before they really get fouled up. Remember, he is a clergyman in uniform whom you can trust and whose service to God is service through his fellow man.

THE CHAPEL IN NEWPORT NEWS

On board NEWPORT NEWS is the ship's Chapel which is in the superstructure on the O-1 level starboard side. The chapel is open to all-hands 24-hours-per-day. Sunday services and special religious services are conducted in the ship's chapel regularly.



LIBRARY AND CREW'S LOUNGE

Every effort is made to keep the NEWPORT NEWS library stocked with a well rounded selection of books and the latest magazines. It serves all hands aboard as a library and as a lounge with a closed circuit television for viewing of the CCTV evening movie. The location is aft of number three mess deck on the starboard side.



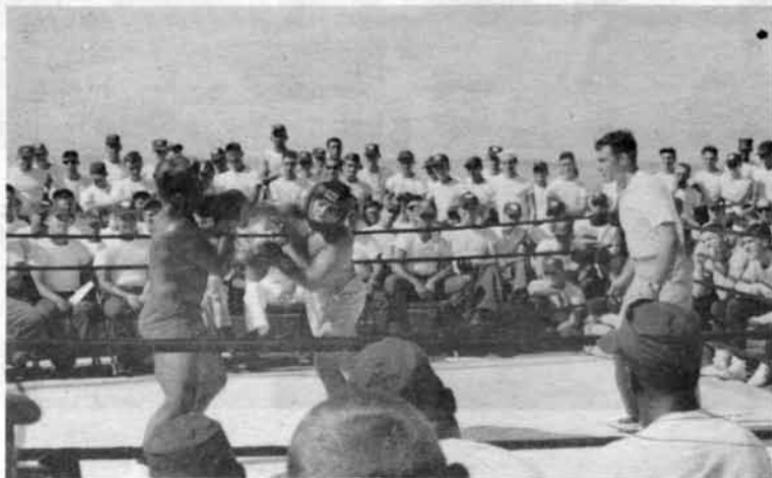
RECREATION ABOARD NEWPORT NEWS

You will find that there are more than enough relaxing, interesting and exciting things to do aboard NEWPORT NEWS during your off hours. No matter what your interests are, there is a place for you in the ship's recreational program.

There are movies each evening both on the mess decks and over the ship's closed circuit television system. Television sets are available in the messing spaces and throughout shops and offices as well as the crew's lounge. Movies are shown on number three mess deck. The Plan of the Day has the listing of the day's movies and times according to operational schedules are called over the IMC.

If you are interested in athletics, you should take advantage of NEWPORT NEWS' sports program. NEWSteamers meet other ships for seasonal sports and intra-divisional sports including bowling, softball and volleyball. When sufficient interest is shown, or when the ship will be at sea for a long period, boxing "smokers" are set up.

If you like to do things on your own, there are a number of choices. For fishing equipment and recreation gear for tennis, softball, boxing, swimming gear and more, stop in at the Special Services Office. This gear may be checked out on a day-to-day basis at scheduled times after working hours.





The Plan of the Day is distributed each day to all departments and offices; portions of it will be called to your attention at morning quarters. It contains the normal daily routine plus any additional information or orders of interest. All hands are responsible for knowledge of all information published in the "POD."

SICK BAY

Let's hope your visits to Sick Bay and the Dental Office won't have to be for anything more than routine checkups, shots and checking in. Just in case, you should know that NEWPORT NEWS has a fully equipped hospital operating room and trained personnel to look after you in the event you become ill or are injured. Regular sick call is held daily at 0800 and 1300; these are the times you should report when "just not feeling well" or for routine services such as cough medicines and aspirin.

Sick Bay is open at all times for emergencies. Ship's Regulations say; "all injured or sick personnel will report to Sick Bay immediately." The location of Sick Bay is on the second deck at frame 78.

If you require dental work that needs prompt attention, report to the Dental Office at sick call. The Dental Office is on the second deck, port passageway, A-218-1AL, right across from the wardroom.

MESS CALL

Messlines aboard NEWPORT NEWS form on both sides of the main deck when mess call is sounded. When foul weather parade is sounded the messlines form on the port and starboard passageways. The oncoming watch will eat at early mess call or at the head of the line by means of mess-passes.

Smoking is prohibited in the messing areas during meals for the comfort of everyone; food and mess gear are not to be removed from the mess decks. The scheduled times of meals are noted in the Plan of the Day and are normally as follows: Breakfast at 0630, Dinner at 1130 and Supper at 1645. Brunch is served Sundays depending on the operational schedule of the ship, and usually at 0700 to 1100



WATER, WATER EVERYWHERE

NEWPORT NEWS is excellently provided for comfortable living, so far as is possible aboard a fighting ship. This ship, unlike many others, has rarely had "water hours"---the ship has a large capacity to produce fresh water for all uses. At all times and especially at sea, the amount of water available depends on some conservation. Making fresh water from salt water is no easy job and the process is expensive in both fuel and effort. When you realize the average daily usage of water on one of our cruises---about 25 gallons per man per day---you can imagine the tremendous quantities that must be produced. NEWPORT NEWS is capable of producing 60,000 gallons daily; 30,000-gallons of this becomes boiler feed water.

You can do your part by not wasting fresh water supplies, not allowing water to run needlessly and by taking a Navy Shower. This is done in the following manner: (1) turn on the shower, wet down and turn off the water; (2) soap down and scrub clean; and (3) turn the shower back on for rinsing off. BE CLEAN....TAKE A SHOWER DAILY...but CONSERVE FRESH WATER...it's valuable at sea.



SHIP'S STORES AND SERVICES

Aboard NEWPORT NEWS are a number of stores and services which will help make your daily routine run a bit more smoothly and pleasantly. Following is a description of what facilities are available, where they are located and the business hours.

Ship's Store

Located on the centerline, second deck, frame 119 the Ship's Store carries a complete line of toilet articles, film jewelry, radios, batteries, cards, pocket books and small appliances at considerable discount. In foreign ports, the Ship's Store usually carries a number of foreign made items which cost below that which you will find on the beach.

Ship's Soda Fountain

When you would like something to take the edge off your appetite or thirst, you will be looking for the "gedunk stand", located on the port side, frame 101. Most likely you've already seen the brick fronted stand and vending machines outside. Here you can purchase ice cream, cookies, nuts, candy and popcorn. Hours are posted outside and are subject to change again depending on operational schedules. Soft drink and candy machines are located at frame 112 in the starboard passageway and frame 101 in the port passageway.

GETTING TO KNOW SOMETHING

Those of you who don't immediately jump over this section because you "left school to join the Navy" will find one office aboard Newport News that, in terms of making something out of either a Navy or civilian career, can be the most valuable place on the ship for you. This is the Training and Education Office, located in the ship's classroom amid-ships.

For advancement in rate, for a more specific knowledge of your rate or any naval subject, you can take out a Navy Correspondence Course. At least one of these is necessary for advancement; more than one can help you even more to insure your passing exams in rate.

The United States Armed Forces Institute, better known to servicemen as USAFI, has all types of courses. Grade school courses or high school and college courses may be taken out and credit given toward graduation.

With the spare time ahead, stop in at the Training and Education office and prepare for any career you wish. Office hours are posted outside the office.

FOR THE STRAIGHT SCOOP

The Public Affairs Office aboard Newport News has two main purposes. First, its job is to keep your folks back home "in the know" about you and Newport News cruises, and about your advancement in rate.

The other side of PAO work is to keep YOU "in the know" while aboard ship. Through publications like the RAPIDFIRE, the ship's monthly magazine, you will have what may be termed the "quickie" cruise book. Within its pages are the happenings of the ship on recent cruises, ports of call, and things that took place. Photos are plentiful and it's about the best thing to mail home to show friends and family what is happening on YOUR ship. The other main publication of Newport News is the evening THUNDERBOLT. This is the ship's evening newspaper. Within its pages are the latest world news, sports and humor to keep you informed what is happening in the world.

On visits to ports, the PAO office publishes the latest information of that port. Things to see, places to go, complete with maps and reference material will be passed out to you before the ship arrives. These little booklets have proven themselves most invaluable and their for YOUR use in the future months ahead as you see part of the world.

FOR THE RECORD

If by chance you would like to check over your service record the Personnel Office will be at your service. Here your complete military history will be kept on file, along with leave records.

Personnelmen will gladly answer any questions you may have, concerning your service record, according to the hours posted outside the office. The office is located amid-ships in the port passageway.

Clothing and Small Stores

As you need to replace items in your seabag, you can purchase from a wide selection of clothing and other small stores at the Issue Room on the third deck, C-316-AL (aft). Make sure you have a complete outfit of clothing at all times.

Barber Shops

For enlisted men, the ship's Barber Shop is on the second deck starboard passageway at frame 112. First Class and CPO's have their own barber shop located forward on the starboard side.

Tailor Shop

Located on the second deck, port side at frame 94, the Tailor Shop handles minor clothing repairs, pressing and alterations. Regular hours are posted on the door of the Tailor Shop.

Post Office

Located on the second deck, starboard side across from the soda fountain, the ship's Post Office is where you may mail things home. Current regulations pertaining to Stateside laws in effect will be as well as current Stateside rates for postage. Hours of operation are posted outside the Post Office's main window.

THE QUARTERDECK

The Quarterdeck has been the honored ceremonial part of ships everywhere since the earliest sailors placed statues of their gods upon it in order to pay their respects when passing. Today, it is the place where the most important Naval ceremonies are held and certain forms of respect are expected of all hands in quarterdeck areas.

Aboard NEWPORT NEWS the Quarterdeck is off-limits unless in the course of duty. When in the vicinity of the forward gangway, you should always be covered and should not smoke.

SHIP'S EQUIPMENT

NEWPORT NEWS contains many millions of dollars worth of valuable gear; her original cost alone was well over \$40,000,000! So do not handle or try to operate equipment unless you know how and are authorized to do so. In addition to damaging the equipment, much of it involves extremely high voltage. Improper handling might significantly shorten your Navy career. Don't try to teach yourself everything...ask questions and learn from someone who knows.

We in NEWPORT NEWS are fortunate in that the ship has air conditioning facilities recently installed for berthing, offices and some working spaces. This is not only for your comfort but it enables the crew and ship to perform their duties more efficiently to make a better fighting ship.

SECURITY

You men who read this booklet are members of the United States Armed Forces. You should remember, perhaps above all else, that the U.S. Navy, in either peace or war, is a military organization. And if there is any one thing of prime importance to the military at all times, it is SECURITY.

SECURITY is broken not so much by intricate "cloak and dagger" methods of spy stories but by the gathering of small bits of information from many seemingly unimportant sources---such as you. Would you like a potential enemy to know as much about NEWPORT NEWS ---her armament, her radar and the location of her vital spaces---as you will know after being aboard for only a short while?

That is why a certain amount of caution is necessary on your part. While it is encouraged for you to tell civilians about your work and your ship, you should always be careful of talking too freely of technical details of equipment, especially if you deal specifically with classified material or equipment. You should not discuss with others the future movements of your ship until such information has been cleared for public release.



SHIPBOARD ETIQUETTE

Doing things the right and proper way is called etiquette; etiquette that means something and lasts long enough becomes tradition and custom. Such gestures of respect and greeting as the salute have been a part of Naval etiquette since ages past. Naval etiquette is taken seriously and a breach of it shows disrespect and impoliteness. Following are a few tips that may help you:

When coming aboard at any time, salute the national ensign, then salute the OOD or his representative. When leaving the ship, salute the OOD first and then the flag after. The flag is the first and also the last object of your respect.

Always request permission from the OOD to leave the ship; he is the final authority for your leaving the ship.

When morning or evening "Colors" is sounded, and you are above decks, on or off the ship, stands at attention and salute the flag nearest you or the direction from which colors is sounded.

In small boats; the basic rule for boat etiquette is simple and always followed; the junior enters first and leaves last, whether

officer or enlisted man. You should always stand and salute when an officer enters or leaves a boat unless the officer or petty officer in charge renders the salute. Do not smoke in the boats or stand while they are in motion.

When the ship renders honors to a passing vessel, the word is piped "Attention to port/starboard". All hands topside stand at attention and render the hand salute at appropriate calls.

OFFICER'S COUNTRY

Officer's Country aboard NEWPORT NEWS is marked as such and should not be used as a passageway. You should enter only when duties require it or if you have permission to see an officer. At all times in Officer's Country and the Captain's Lobby, you should remove your hat and not smoke.

RULES OF THE GAME

The regulations aboard NEWPORT NEWS are based on common sense. They are for your good and for your safety, whether at the moment or in the long run. Shipboard safety regulations are more important than just precautions; they have the full force of law and their violation is punishable. There can be no leeway when lives or the safety of the ship is at stake. It will be to your advantage to read the following rules which are taken from the ship's Organization Manual.

Alcoholic liquors

U.S. Navy Regulations state that "The introduction, possession or use of alcoholic liquors for beverage purposes on board any ship, craft or aircraft of the Navy is prohibited."

Uniform of the Day

When the ship is entering or leaving port, or when honors are being rendered, all hands on the weather decks will be in the uniform of the day as announced in the Plan of the Day.

Clothing

No person shall possess any articles of clothing which are not an authorized part of the uniform.

No person shall have in his possession any clothing not marked with his name or have any clothing with another man's name unless it has been marked by the Chief Master-At-Arms or one of his staff with the letters "DC".

Gambling

No person shall gamble for money with playing cards, dice or apparatus on board this ship at anytime.

Life Lines

All hands shall not lean, sit or stand on lifelines. Lifelines are constructed to take normal strains. They are for your protection---do not abuse them, for they could save your life during heavy seas.

Gun Mounts

Gun Mounts train very rapidly and can be very dangerous. For personal protection, observe the safety warning bell when the mount is energized and training. Don't depend on the mount captain to see you, for he can't always.

Trash

No trash will be dumped over the fantail without permission of the Officer of the Deck when at sea. The word will be passed when you may dump trash and when it will secure. NO ONE will dump trash during flight quarters.

Weapons

Only those weapons issued to an individual for the normal performance of his duty will be permitted aboard ship. Navy-type jackknives with blades shorter than four inches may be carried. To purchase fire arms in foreign ports permission must first be granted by your Division Officer and the Executive Officer by means of a special request chit. NO ONE will store fire-arms in working spaces or living compartments. They may be stored only in the Armory after receiving permission from the Executive Officer.

Life Jackets

Life jackets will be worn at all times by personnel when working over the side on stages, boatswain's chairs or in boats and punts; also, on weather decks during heavy weather and for stores loading and rearming stations near the side of the ship. This is for your own safety and you won't regret it should you fall over the side.

Flak Jackets

While in hostile waters all watch standers above the second deck will wear flak jackets. This goes for Condition III watches and during General Quarters. These jackets are for your personal protection against shrapnel and have been proved to save many lives.

Pets

No pets shall be kept on board except as authorized by the Commanding Officer.

Quarters for Muster

Quarters for Muster is held each morning at 0745 at places designated for each division. "Foul weather parade" is held in areas designated by divisions during heavy weather or cold weather. Every man must be present for morning Quarters for Muster, unless on watch or with special permission from your department head. At this time, the Plan of the Day and other information you need to know will be passed on to you. This information, like information in the POD, you will be held responsible for knowing.

Master-At-Arms

The Chief Master-At-Arms is charged with the enforcement of directives issued by proper authority. The Master-At-Arms force is the police organization of the ship. It enforces regulations, preserves order, insures cleanliness, proper uniform and the like. A Master-At-Arms is a direct representative of the Executive Officer and has the authority over all enlisted men on the ship.

Restricted Areas

No person shall enter any spaces on board this vessel which are marked LIMITED or RESTRICTED AREA or which is known by him to be such an area, except as may be necessary to perform his duty.

Sleeping on Weatherdecks

Sleeping on all weatherdecks and in boats is prohibited by the ship's Organization and Regulations Manual.

Liberty and Leave

NEWPORT NEWS is considered a good ship for liberty. During working hours, do your job well and be prepared to enjoy your free time ashore in many of the ports you'll visit.

When you get ashore, have a good time...one that leaves no regrets. Restriction, either for reasons of health or a punishment, is a very dull thing.

When liberty is over, get back to the ship on time. That's very important: GET BACK TO THE SHIP ON TIME. DON'T BE LATE FROM LIBERTY OR LEAVE! If you can't get back to the ship on time (and there are only a few good reasons why you couldn't), NOTIFY THE SHIP IN TIME. If your train or plane was late, get a statement from the firm operating the mode of transportation. This can possibly keep you out of serious trouble.



Liberty and leave are granted to you as often as is possible. You don't need to be told to take pride in your appearance, ashore as aboard ship. YOU REPRESENT THE NAVY, and how people you meet react towards both you and your outfit depend on you. Ashore in a foreign port it is even more important, for then YOU REPRESENT THE UNITED STATES, as well as YOURSELF, YOUR SHIP and YOUR OUTFIT.

Smoking Lamp

The smoking lamp will normally be lighted at all times and in all places not prohibited by the following regulations, except for restrictive measures within each department. The smoking lamp is out during all emergencies and all emergency drills. When it is necessary to put out the smoking lamp during other evolutions such as fueling or loading ammunition the word will be passed over the LMC "The smoking lamp is out." This remains in effect until the word "The smoking lamp is lighted" is passed.

No person shall smoke in any of the following spaces at any time:

- 1) Holds, storerooms, gasoline tank compartments, gasoline pump rooms, voids, or trunks; in any shop or space where flammable liquids are being used or handled; in the ship's boats; in bunks and berths; in magazines, handling rooms, ready rooms, gunmounts, or turrets; in gasoline control stations, oil relay tank rooms, and battery and charging rooms.
- 2) In any area of the ship where ammunition is being handled.
- 3) Smoking is prohibited throughout the ship when transferring fuel of all kinds.
- 4) At or in the vicinity of church services.
- 5) During General Quarters and other drills.
- 6) In messing spaces during meal hours.
- 7) Berthing spaces between taps and reveille.
- 8) Open spaces when the ship is darkened.

Cigarettes and cigars will not be thrown on deck, extinguished on paintwork, or tossed out of air ports. They may be thrown overboard on the lee side from the Main Deck only, when care is taken that they cannot land in boats, fenders and aircraft. Matches, stubs and ashes will be deposited in suitable receptacles. Stubs should not be extinguished by grinding them into the decks---they should be snuffed out on the sole of your shoe before discarding. Butt-kits are in the passageways shop and officers and are for this use.



THE MISSION OF NEWPORT NEWS

" TO BE PREPARED FOR WAR IS ONE OF THE MOST EFFECTUAL MEANS OF PRESERVING PEACE."

George Washington

NEWPORT NEWS, being a fighting ship of the U. S. Navy, fulfills many missions--no matter what ocean she may sail, in combat or in peacetime.

At anytime she may be called upon to direct her eight and five inch guns at inland hostile targets, provide gunfire support for Marines ashore, or back-up task force groups and other ships in fleet operations.

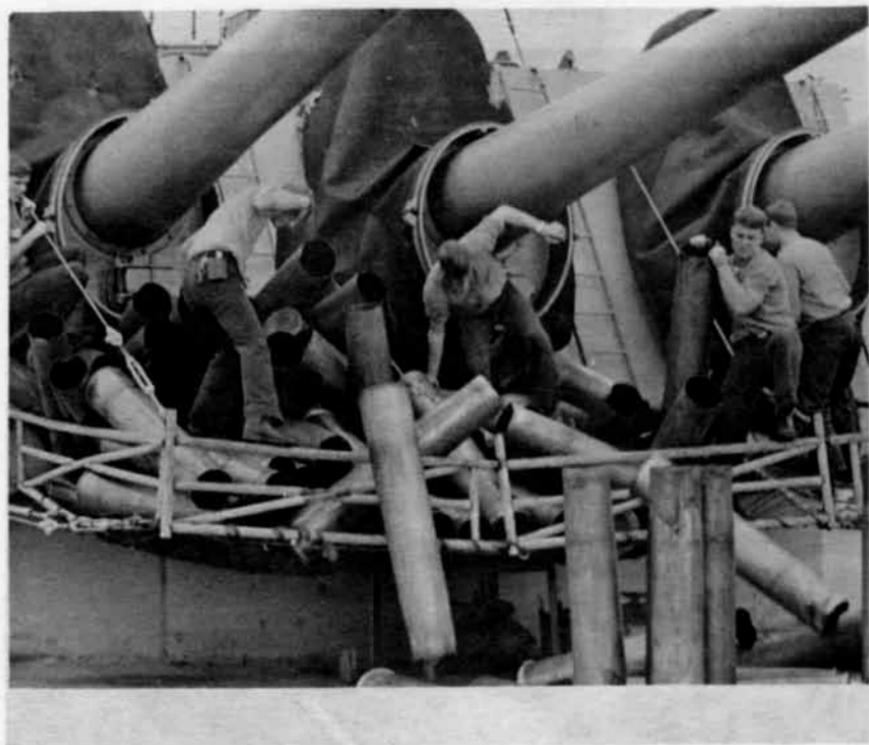
While deployed to the western waters of the Pacific as part of SEVENTH Fleet, NEWPORT NEWS proved the capability of her guns. While off Vietnam she became most valuable to the Third Marine Division along the Demilitarized Zone providing gunfire support extensively and accurately. While on Operation Sea Dragon, she patrolled the northern waters of the Tonkin Gulf in search of enemy logistics craft ferrying supplies south.

Another mission of NEWPORT NEWS, is being a flagship. Since her commissioning she has carried command flags in both peacetime and war-zones. Due to the demanding communications required the job is no small one by any means. It is a demanding job that must be carried out most efficiently, but a satisfying job all the same.

NEWPORT NEWS then is a proud, fighting heavy cruiser with a proud historic naval record. Ready to defend our nation, she sails the seas a mighty cruiser, swiftly carrying the American flag of our country to the far reaches of the globe with PEACE as her ultimate and true goal.







Fill in the blanks on this page---and you'll find it worthwhile to keep for future reference, or until you have the information well in mind.

YOUR PERSONAL ASSIGNMENTS

Division assigned _____ Department _____ Compartment _____

Compartment phone number _____ Bunk number _____

Locker number _____ Fire station _____

General quarters station _____ Abandon ship station _____

In-port watch station _____ Underway watch _____

Condition III watch _____ Condition II watch _____

Your department head _____ Division Officer _____

Jr. Division Officer _____ Division L.P.O. _____

ROSTER OF SHIP'S OFFICERS

Captain _____ Executive Officer _____

Operations Officer _____ Chaplain _____

Navigator _____ Supply Officer _____

Engineering Officer _____ Weapons Officer _____

Communications Officer _____ Medical Officer _____

Dental Officer _____ First Lieutenant _____

Marine C.O. _____ Personnel Officer _____

Get to know each of these men by name, rank and job---and give them the chance to help you whenever you need help or advice.

For all of you the time spent aboard NEWPORT NEWS represents even more than patriotic service--- and don't kid yourselves; the Navy is just that. As a military organization, the Navy has always distinguished itself. While aboard NEWPORT NEWS, you should do all you can, in the use of your time and efforts, to further your naval training. You will be instructed by means of drills, watches and lectures. There is more you can do on your own part, by keeping your eyes and ears open and by remembering that nothing beats asking questions to clear up those questions you may have about your job, the ship or the Navy.

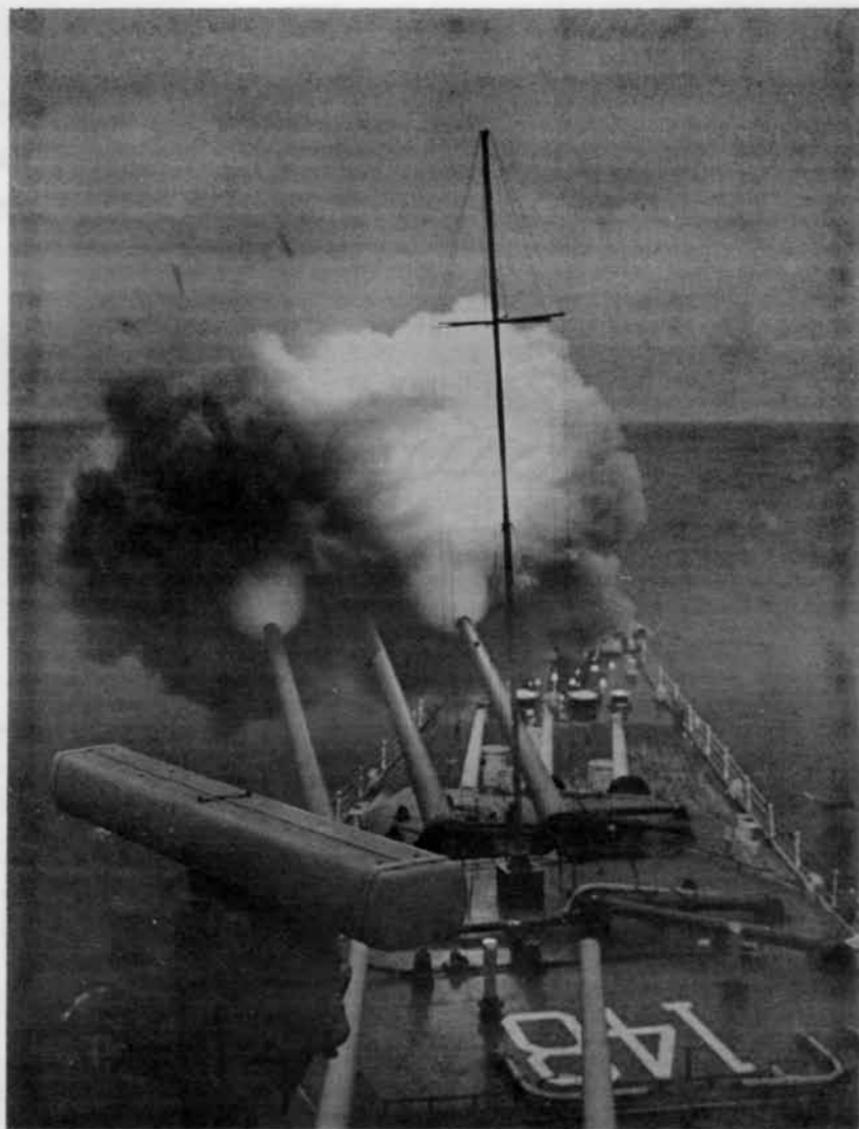
You don't have to be shy about questions. No one was born with a



knowledge of the Navy...but the men always found out. Even with all her advanced equipment, electronic gear and such, there is one thing true of NEWPORT NEWS as of every naval vessel: "Men are still the best thing we have to man ships!"

The present day Navy is an opportunity to make something of yourself; to learn a valuable useful trade; to learn the ways of getting along.

You have some of the best opportunities that will ever be available to you. There are a possible 1400 friends to make aboard; there are countless ways in which you can make yourself a bigger, better person. NEWPORT NEWS has had an interesting, adventurous and useful career since her commissioning---you can have the same aboard her in the coming months. Welcome aboard sailor!



SAILOR'S GUIDE is a publication of USS NEWPORT NEWS (CA-148). Prepared by the PUBLIC AFFAIRS OFFICE and the PRINT SHOP. All photographs herein are U.S. Navy photographs unless otherwise stated, taken by: Ph2 Harry Doyle, JO3 Tom Sprtel, JO3 Bob Mallory, AN Dick Binmer, AN Charles Casault, and AN Stanley Ellwood.

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U.S.S. NEWPORT NEWS
REGINA MARIS
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