UNITED STATES SHIP

NEWPORT NEWS

(SSN 750)

WELCOME ABOARD

USS NEWPORT NEWS (SSN 750)

KEEL LAID.....March 3, 1984
LAUNCHED.....March 15, 1986
COMMISSIONED.....June 3, 1989
SPONSOR.....MRS. ROSEMARY TRIBLE
SHIP'S COMPLEMENT.....14 OFFICERS
16 CHIEF PETTY OFFICERS
122 ENLISTED
LENGTH.....360 FEET
BEAM.....33 FEET
DRAFT.....32 FEET
MAXIMUM DEPTH.....IN EXCESS OF 800 FEET
MAXIMUM SPEED.....IN EXCESS OF 25 KNOTS
SURFACE DISPLACEMENT.....6,200 TONS
SUBMERGED DISPLACEMENT.....6,900 TONS
BUILT BY.....NEWPORT NEWS SHIPBUILDING
AND DRYDOCK COMPANY,
NEWPORT NEWS, VIRGINIA

COMMANDING OFFICERS

Captain Mark B. Keef, USN
24 May 1986 - 8 July 1989

Captain Marc D. Goldberg, USN
8 July 1989 - 15 February 1992

Captain Michael C. Tracy, USN
15 February 1992 - 16 December 1994

Commander Steve V. Jones, USN
16 December 1994 – 25 July 1997

Commander James D. Huck, USN
25 July 1997 – 14 January 2000

Commander David G. Wegmann
14 January 2000 - Present

COMMANDING OFFICER
USS NEWPORT NEWS (SSN 750)
FPO AE 09579-2406

WELCOME ABOARD!

On behalf of the officers and crew of USS NEWPORT NEWS, I take pleasure in extending to you the hospitality of the Submarine Force of the United States Navy. It is our desire to make your stay with us as pleasant as possible. All members of the ship's crew are ready to assist you in any way possible—you have only to ask.

NEWPORT NEWS is neither spacious nor designed for large numbers of people. We ask that you bear with us in this respect since we share your inconvenience. This pamphlet has been prepared as a memento of your visit. It also provides information necessary to ensure your health and comfort while on board.

As your hosts, all of us on NEWPORT NEWS hope your visit will be informative, interesting, and pleasant.

Sincerely,

D. G. WEGMANN
Commander, U.S.

COMMANDER
DAVID G. WEGMANN
UNITED STATES NAVY

COMMANDER DAVID G. WEGMANN
UNITED STATES NAVY

Commander Wegmann is a native of Northridge, California and attended Iowa State University, graduating in 1982 with a B.S. in Electrical Engineering. He attended Nuclear Power and Submarine training until September 1983.

Commander Wegmann's first assignment was aboard USS NORFOLK (SSN 714) where he served as Main Propulsion Assistant and Damage Control Assistant and deployed to the Mediterranean Sea. From January 1987 to March 1989 he attended Naval Postgraduate School where he earned Master's Degrees in Engineering Acoustics and Systems Technology.

After graduation from the Submarine Officer Advanced Course in September 1989, he served as Engineer Officer of USS TOPEKA (SSN 754). During his tour the ship conducted its post-commissioning shakedown period and began its first Western Pacific Deployment.

Commander Wegmann's next assignment was Submarine Squadron ELEVEN Material Officer where he served from December 1992 to December 1994. In February 1995 Commander Wegmann
reported as Executive Officer of USS ASHEVILLE (SSN 758).
During his tour the ship conducted a Western Pacific Deployment.

From March 1997 to June 1999 Commander Wegmann served as the Submarine Communications Requirements Officer in the
Submarine Warfare Division (N87) of the CNO staff.

Commander Wegmann is entitled to wear the Meritorious Service Medal (two awards), the Navy Commendation Medal (three awards), and the Navy Achievement Medal (three awards).

Commander Wegmann is married to the former Lynn Dorris of Jewell, Iowa. They reside in Chesapeake with their two daughters, Victoria and Katherine.

HISTORY OF SHIPS NAMED NEWPORT NEWS

The submarine USS NEWPORT NEWS (SSN 750) is the eighth vessel to bear the name of the Virginia shipbuilding city. Three previous ships, including the heavy cruiser NEWPORT NEWS, have seen Naval service. Two of the ships, however, were brought into the military for only short periods to provide transportation for troops and carry supplies overseas. The remaining four ships plied commercial water, carrying either passengers or freight.

A bay steamer named NEWPORT NEWS was built at Newport News Shipbuilding in 1895. The 274 foot vessel served as passenger transport for the Norfolk and Washington Steamboat Company. The smallest boat to bear the city's name was a wooden-hull freight barge built at Staten Island in 1899. The barge remained in service until 1941. A collier built in 1903 and originally named the Odenwald became a prize of war during World War I and was assigned to the U.S. Navy's Overseas transportation Service until 1924 when it was retired.

Another ship called SS NEWPORT NEWS was built by the Furness Withy Line in West Hartlepool, England in 1907. The ship was changed to Belgian registry during World War I and was sunk by a German submarine in 1916. An iron side-wheeled steamer ferryboat originally called the Kingston was bought by the Chesapeake Ferry Company in 1917 and remained NEWPORT NEWS. It was brought to Norfolk where it became the fastest boat servicing Hampton Roads. A second ferry boat to bear the city's name was initially called the Philadelphia when it was built in 1926 in Delaware. In 1938 the vessel was purchased by the riverside and Fort Lee Ferry Co. and renamed the Thomas N. Carter. The Chesapeake Ferry Co. bought the ship in 1943 and renamed it NEWPORT NEWS. The ferryboat operated between Sewells Point in Norfolk and the Small Boat Harbor in Newport News. The Chesapeake company was dissolved in June 1948, but the ferry was operated by the Virginia Highway Department during the last two years of its service. The SS City of NEWPORT NEWS was a steel passenger steamship originally named Archer, which made trans-Atlantic runs. It was purchased by the Navy in 1940 and rebuilt as an attack transport. The steamship was resold for civilian trade in 1946.

The cruiser NEWPORT NEWS was built at Newport News Shipbuilding in 1949. She featured the fastest firing major caliber guns in the world. The first combatant to bear the name, she was retired in 1975 following service in Korea and three combat tours in Vietnam.

NEWPORT NEWS
"SSN 750"

Since commissioning in June of 1989, NEWPORT NEWS has steamed over 230,557 nautical miles in support of our nation's defense. From its maiden deployment during DESERT STORM, to its latest battlegroup deployment to the Mediterranean Sea and Arabian Gulf, NEWPORT NEWS has provided the stealth, readiness, endurance, flexibility and mission capability of the 688 Class nuclear fast attack submarine.

NEWPORT NEWS has provided services for five major multinational battle groups during NATO exercises, conducted an emergent WESTLANT deployment, participated in commemorations of Allied landings at Normandy, Operation Sharp Guard and Flexible Anvil in the Adriatic Sea, Operation Southern Watch in the Red Sea, and Operation Desert Viper in the Arabian Gulf. It has shown the flag during 31 foreign port visits.

NEWPORT NEWS has provided several firsts in the submarine force. It conducted the highly successful first launches of the most recent upgrade of the Tomahawk Cruise Missile during both horizontally and vertically launched live-firing missile tests. It provided the first submarine exercise launch of ADCAP torpedoes employing the most updated operational software. It is the first Battle Group SSN to transit the Suez Canal for emergent tasking.

NEWPORT NEWS will be entering Norfolk Naval Shipyard in March 2000 for a Depot Modernization Period where she will receive extensive Combat System, Communication Systems, and Propulsion System upgrades.

NEWPORT NEWS has been awarded the Meritorious Unit Commendation with two bronze stars, the Navy Expeditionary Medal with three bronze stars, Arctic Service Ribbon with one bronze star, the Armed Forces Expeditionary Medal, the Southwest Asia Service Medal with two bronze stars, the Armed Forces Service Medal, and the Sea Service Deployment Ribbon with five bronze stars.

AWARDS

Battle Efficiency "E"	1993, 1994
Tactical White "T"	1996
Engineering Red "E"	1992
Damage Control "DC"	1995
Deck Seamanship "D"	1992
Medical "M"	1991, 1996

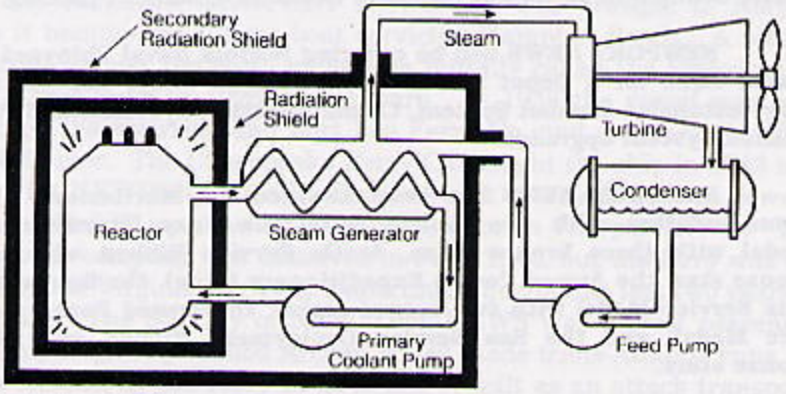
THE NUCLEAR POWER PLANT

The propulsion plant of a nuclear powered ship is based on the use of a nuclear reactor to provide heat. This comes from the fissioning of a nuclear fuel contained within the reactor. Since the fissioning process also contains radiation, shields are placed around the reactor so that the crew is protected.

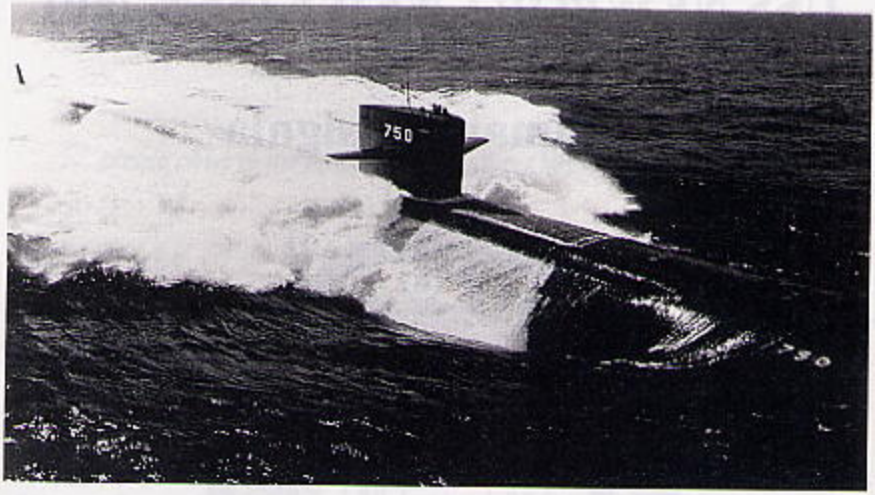
The nuclear propulsion plant in this ship uses a pressurized water reactor design which has two basic systems: the primary system and the secondary system. The primary system circulates ordinary water and consists of the reactor, piping loops, pumps, and steam generators. The heat produced in the reactor is transferred to the water under high pressure so it does not boil. This water is pumped through the steam generators and back into the reactor for reheating.

In the steam generators, the heat from the water in the primary system is transferred to the secondary system to create. The secondary system is isolated from the primary system so that the water in the two systems do not intermix.

In the secondary system, the steam flows from the steam generators to drive the turbine generators, which supply the ship with electricity, and to the main propulsion turbines, which drive the propeller. After passing through the turbines, the steam is condensed into water which is fed back to the steam generators by the feed pumps. Thus, both the primary and the secondary systems are closed system where water is recirculated and reused.



There is no step in the generation of this power which requires the presence of air or oxygen. This allows the ship to operate completely independent from the earth's atmosphere for extended periods of time.



THE LOS ANGELES CLASS

Submarines of the LOS ANGELES Class are the most advanced undersea vessels of their type in the world. Their mission: to hunt down and destroy enemy surface ships and submarines. With the advent of the Tomahawk cruise missile they have an additional role – a tactical strike mission against land based targets.

The 360 foot, 6,900 ton ships are well equipped to accomplish the that task. Faster that their predecessors and equipped with highly accurate sensors and weapon control systems, they are armed with Mark 48 anti-submarine torpedoes, Harpoon guided missiles, and Tomahawk cruise missiles in vertical launch tubes forward. Each vessel carries a crew of 138, 13 officers, and 125 enlisted men, all of whom are specialists in their related fields.

Approval to proceed with this class resulted from a review of the U.S. Submarine Program conducted by the House and Senate Armed Services and Joint Committee on Atomic Energy. USS LOS ANGELES (SSN 688), for which the class is named, was commissioned on November 13th 1976.

USS NEWPORT NEWS (SSN 750)

Command Insignia

The overall shape of the seal is an ellipse which is the same geometrical shape as the Newport News Shipbuilding logo. This shows graphically the relationship of this submarine to the place of its construction. The principal identifying monument in the city of Newport News, symbolizing Victory in two World Wars, is the Victory Arch. This structure is shown looming as a phantom-like image in the background. The submarine USS NEWPORT NEWS is the focal point in the seal, seen cruising in any waters where Victory at Sea is to be maintained. The national colors are symbolically formed by the coverging of sky, horizon and sea. A traditional naval rope or mooring line encompasses the overall design.

The motto "MAGNI NOMINIS UMBRA" (in the shadow of a great name) relates the ship's name to the well established shipbuilding and naval traditions of the City of Newport News and the distinguished careers of previous naval ships that have proudly carried this name.

GENERAL INFORMATION

please observe the following procedures while you are aboard.

WARNING SIGNS

Please observe all warning signs. Consult members of this ship's force for assistance in any manner.

EMERGENCIES

Should any emergency situation arise, alarms will be sounded and the appropriate word passed. You are requested to STAND FAST BUT CLEAR of all passageways and operating areas. Do not obstruct ladders, hatches, or the watertight door. Allow ship's personnel to perform required action without interference. The member of the ship's company in charge at the scene will explain the situation as soon as he is able. Please follow the instruction of the man in charge at the scene without hesitation.

OPERATION OF SHIP'S EQUIPMENT

Do not operate any equipment or switches, position any valves or enter any posted areas without prior approval from the ship's force to do so. Observe posted precautions and procedures in all operations.

SECURITY

Certain aspects of the ship's operational characteristics and certain areas of the ship are classified. The Radio Room, Sonar Room, Combat Systems Electronics Space and Engineroom are classified areas.

MEDICAL FACILITIES

The ship has a Hospital Corpsman available at all times and should be consulted for any illness or injury that may occur during the cruise. It is recommended that persons susceptible to motion sickness obtain medication prior to getting underway. The Hospital Corpsman may be contacted through the Chief of the Watch in Control. Dosimeters may be issued to those personnel whose work onboard involves radiation. If issued, please return your dosimeter to the Hospital Corpsman prior to your departure.

THE SUBMARINER

Only a submariner realizes to what a great extent an entire ship depends on him as an individual. To a landsman this is not understandable and sometimes it is even difficult for us to comprehend, but it is so!

A submarine at sea is a different world in herself, and in consideration of the protracted and distant operations of submarines, the Navy must place responsibility and trust in the hands of those who take such ships to sea.

In each submarine there are men who, in the hour of emergency or peril at sea, can turn to each other. These men are ultimately responsible to themselves and each to the other for all aspects of operation on their submarine. They are the crew. They are the ship.

This is perhaps the most difficult and demanding assignment in the Navy. There is not an instant during his tour as a submariner that he can escape the grasp of responsibility. His privileges in view of his obligations are almost ludicrously small, nevertheless, it is the spur which has given the Navy its greatest mariners – the men of the Submarine Service.

It is a duty which most richly deserves the proud and time honored title of – "Submariner."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