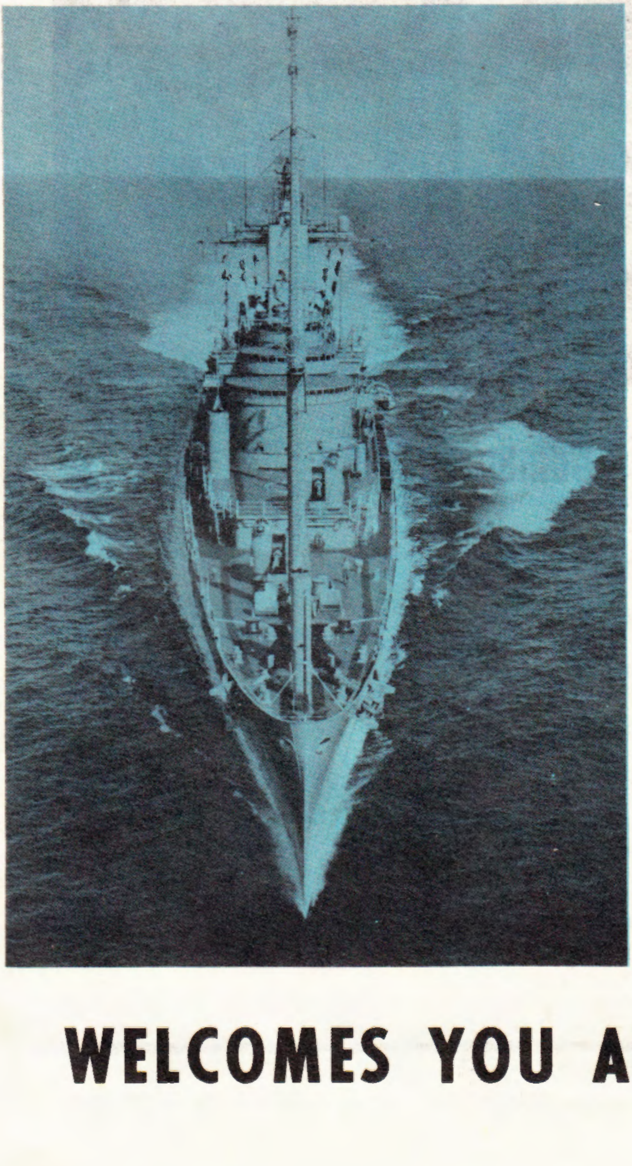
UNITED STATES SHIP

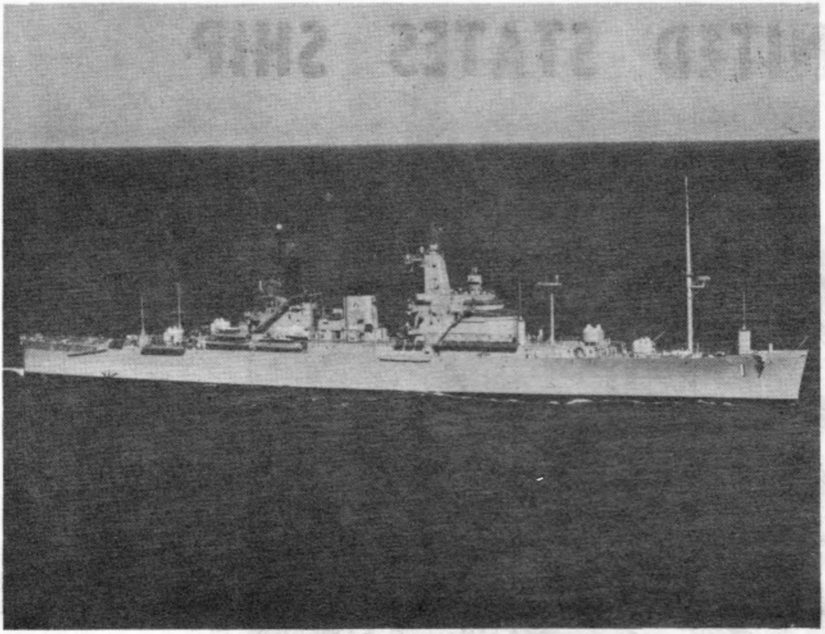
NORTHAMPTON CC-1



CAPTAIN
EUGENE A.
HEMLEY,
USN

COMMANDING

WELCOMES YOU ABOARD



Command Ship

U.S.S. NORTHAMPTON CC-1
THE COMMANDING OFFICER

Dear visitors and friends,

Welcome aboard Northampton. We who serve aboard are proud of our ship and want to show you its unique qualities.

As you look around, feel free to ask questions. We will tell you what we can, in hopes that your visit will be interesting and worthwhile.

C A Hanley

PROFILE OF A C

her history

United States Ship Northampton, named to honor the city of Northampton, Mass., is the second ship of the fleet to bear that name. The first was the *CA-26,* a heavy cruiser which battled valiantly at Midway, Wake Island, and in the Marshalls, before being sunk during night action in the Battle of Cape Esperance, December 1, 1942.

The keel of the present *Northampton* was laid down at the Bethlehem Yards in Quincy, Mass., on August 31, 1944. At the time, it was intended that the ship be a heavy cruiser, but construction was halted when the peace was won in the next year. After extensive changes in design were made, construction was resumed in 1948. The ship was then planned as a flagship, and for the first time, due consideration was given to communications problems as a major factor in the configuration of a flagship.

It was not until March 7, 1953, that commissioning ceremonies finally took place in the Boston Navy Yard. *Northampton's* new designation: Tactical command ship *(CLC-1).* After twenty months of exhaustive evaluation of her capabilities, she sailed for the Mediterranean to become flagship of the Sixth Fleet. In 1955, *Northampton* carried the flag for the Commander, Second Fleet. Two years later, she became his permanent flagship.

A new and uniquely important mission was assigned to *Northampton* on September 15, 1961, when she was redesignated *CC-1,* our first national command ship.

her design

Northampton is not likely to be mistaken for any other ship of the fleet. As her mission is unique, so is her appearance. The great mast on the main deck forward, rising 156 feet above the waterline, is the tallest in the world not

A COMMAND SHIP

supported by shrouds or stays. A second dominant feature is the ship's hull, which is one deck higher than on standard cruisers, allowing an extra ten feet of freeboard. Two solid sided towers reach from the superstructure in place of the more normal mast arrangement on most ships of the fleet.

In modern warfare the chance exists that the ship could be exposed to nuclear, bacteriological, or chemical weapons. With this possibility in mind, she was designed to be rigged as a "closed envelope." while a salt water wash-down system could continuously flush all exterior surfaces. The ship's decks and unusually smooth contours aid in the effectiveness of the wash-down system.

Northampton displaces 17,200 tons, measures 677 feet in length and 70 feet across the beam. She draws 25 feet of water. Four M-type, single up-take Babcock and Wilcox boilers with integral superheaters provide steam to four main engines, each of which delivers 30,000 shaft horsepower through reduction gears to separate propellers.

Firepower is furnished by four 5-inch, 54 caliber, all purpose, single barrel gun mounts. These are fully automatic weapons, capable of an extremely high rate of fire against either surface or air targets.

All living spaces and, with the exception of engineering spaces, nearly all working spaces are fully air conditioned. 400 tons of cooling capacity assures a constant below decks temperature, whether the ship be cruising the Arctic or crossing the equator.

her facilities

A prerequisite of command is communications. To insure that a potentially high volume of voice and teletypewriter traffic can flow to and from the flagship, *Northampton* is

equipped with a communications system which is among the most sophisiticated afloat. A key feature of the system is the inclusion of tropospheric scatter transmitting and receiving equipment which utilizes a highly concentrated and powerful signal directed toward the troposphere, where part of the energy is reflected back to earth to be received and amplified by surface facilities. Tropospheric scatter represents an extremely directional and reliable means of achieving multi-channel, telephone quality, voice and teletypewriter communications between ship and shore.

Under normal cruising conditions, a helicopter is carried aboard for general use. An elevator platform on the fantail lowers into a hanger bay capable of stowing two helicopters.

The photographic laboratory and print shop are among the most versatile afloat, more completely equipped than many ashore. At sea, an eight page mimeographed newspaper is published daily for all hands. The ship's monthly magazine, "The Scanner," is produced entirely on board, and has received many awards for excellence.

Comfort and convenience for the crew are provided through various facilities including two barber shops, a lounge and library, hobby shop, cobbler and tailor shops, two stores, and a soda fountain. Feature movies are shown every night of the year, in port and at sea.

her men

The ability and readiness of the remarkably diverse and complex equipment aboard the ship is entirely dependent on the men who run it. *Northampton's* officers and men, numbering about 900, include many highly skilled technicians to insure that all systems are in a state of readiness.

Through schools ashore and constant readiness exercises at sea, the men of *Northampton* work to increase their knowledge and sharpen their skills to perform their mission of command at sea.

Captain Eugene A. Hemley

Captain Eugene Adams Hemley, USN, was born in Brooklyn, New York. He attended high school there, and entered the United States Naval Academy, Annapolis, Md., after a year at Columbia University.

Commissioned in June, 1940, he reported to the *USS Nashville* and served there as electrical officer and junior gunnery officer through the winter of 1943. During this period, *Nashville* operated with the first *Northampton (CA-26)* in support of the carriers from which the Doolittle Raids were launched for Tokyo.

Following service to the *Nashville* in the Solomons and the Aleutians, Captain Hemley went to submarine school, and then to the *USS Seadragon (SS-194).* He participated in four successful war patrols in *Seadragon,* for which he was awarded the Submarine Combat Insignia with three stars, and the Silver Star Medal for "conspicuous gallantry and intrepidity in action in Japanese waters".

Late in 1944, he became executive officer of the *USS Greenling (SS-213).* He returned to Annapolis in June, 1945, to complete the naval design engineering course at Naval Postgraduate School. In June, 1948, he went to Pearl Harbor to become engineer on the staff of Commander Submarine Squadron One, then served for a year as executive officer of the *USS Becuna (SS-319).*

Following a tour as ordnance officer at the Submarine Base, New London, Conn., Captain Hemley took command of the *USS Bang (SS-385)* in February, 1951. Ten months later he became commanding officer of the *USS Volador (SS-490).* In January, 1953, he reported to the Surface Anti-Submarine Development Detachment at Key West, Fla. Captain Hemley took his first surface command in January, 1956, as captain of the *USS Bristol (DD-857).* Three years of duty followed in the office of the Chief of Naval Operations, where in May, 1959, he became the director of the Fleet Communications Division.

In May of 1961, Captain Hemley reported to the Amphibious Force, Atlantic Fleet, for duty as commanding officer of the *USS Taconic (AGC-17).* During his period as her CO, *Taconic* deployed to the Caribbean and then to the Mediterranean as Commander in Chief, U.S. Naval Forces, Eastern Atlantic and Mediterranean flagship. Detached in July, 1962, Captain Hemley then proceeded to Japan for duty as Commanding Officer, U.S. Naval Communication Station, Japan, and Assistant Chief of Staff for Communications for Commander U.S. Naval Forces, Japan.

Captain Hemley is married to the former Charlotte McClure of Huntington, Ind. They have two sons and two daughters.