

# Withdrawal/Redaction Sheet

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| 001. paper               | DOB/Birthplace (Partial) (1 page) | ca. 01/1993 | P6/b(6)     |

### COLLECTION:

Clinton Presidential Records  
First Lady's Office  
Speechwriting  
OA/Box Number: 8169

### FOLDER TITLE:

HRC [Hillary Rodham Clinton]/Submarine 9/24/94 [2]

2012-1004-S

ms524

### RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

- P1 National Security Classified Information [(a)(1) of the PRA]
- P2 Relating to the appointment to Federal office [(a)(2) of the PRA]
- P3 Release would violate a Federal statute [(a)(3) of the PRA]
- P4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
- P5 Release would disclose confidential advice between the President and his advisors, or between such advisors [(a)(5) of the PRA]
- P6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).

RR. Document will be reviewed upon request.

Freedom of Information Act - [5 U.S.C. 552(b)]

- b(1) National security classified information [(b)(1) of the FOIA]
- b(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
- b(3) Release would violate a Federal statute [(b)(3) of the FOIA]
- b(4) Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
- b(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
- b(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
- b(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
- b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

To: Lissa Muscatine  
From: Ruby Shamir  
Date: 9/14/94  
Subj: Columbia Ship Christening

## Cities

### Columbia, Illinois

- Predominantly German ancestry
- Mississippi River gushed over Columbia, Illinois levee just south of St. Louis uprooting barn, shed silos and farmhouse.
- Columbia levee protects 14,000 acres of farmland and had been on US Army Corps of Engineers critical list.
- Evac. ordered for areas behind levee and 30 mile strip in Monroe County, Illinois (Glasgow Herald; Aug. 1993)
- Eagle chosen by Columb., Ill. indicates speed and ability to find prey from great distances. (The abilities of this animal, and the others, are analogous to the capabilities of the submarine/ Navy to defend freedom. Interestingly, none of the animals are waterborne.)

### Columbia, South Carolina

- Capital of S.C.
- (INNOVATIVE) Four area hospitals plan to collaborate rather than compete furiously according to plans by Bill Yates, president of the S.C. Hospital Assoc. One hospital is Catholic, another Baptist and the remaining two are public. They each have different structures and management schemes, but they are learning to work together. There was at one time a fierce marketing war to compete over patients that could pay. Now they can cut back on advertising and decrease duplicating services. (American Hospital Publishing Inc. 11/5/93)
- In July 1993 Columbia, S.C. started a program to finance home-buying for police officers. The officers use the funds to renovate and move into once dilapidated buildings in inner city neighborhoods as a crime prevention tool. People feel safer and criminals are less apt to strike if an officer lives near by. (INNOVATIVE)
- August 1993. A Photo Exhibit of Black Women made its national debut in Columbia, S.C. to benefit The National Council of Negro Women (Dorothy Height).
- Columbia chosen as capital because of its geographical centrality and was designed to reconcile regional differences. Origin of city is political compromise; designed to unify antagonistic sections of the state. (Not unlike the ideology behind placing the capital of the nation in the center of the then colonies--possible link to idea of democracy, fairness).
- University of S.C. in Columbia.(brings culture and intellect)
- Fort Jackson became army post in 1940
- Columbia was burnt in Sherman's March during Civil War (devastating to the city)
- The State is the name of the major newspaper.
- New York Times Aug. 1993 wrote of conflict over whether the confederate flag should continue to fly atop Capital Bldg.

-Gamecock chosen to reflect community's courage and spirit to fight to the death.

### Columbia, Missouri

-Primarily a college town; University of Missouri, Christian College and Stephens College.

-Pro-slavery border state during Civil War

-In late 1830s first mayor's widowed wife, Mrs. Gentry, kept the position of postmistress for 30 years. "This is one of the first instances of a woman receiving such an appointment in the US."

-Quaker Oats Company opening a plant in Columbia.

-Tiger chosen to indicate strength in hunting.

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### Cruisers, The Columbia (CL-56) and Submarines

#### Light Cruisers

They are surface ships which engage enemy ships and/or enemy aircraft as part of the carriers' task force. They behave as screens for aircraft carriers. World War II light cruisers were beginning to be equipped with anti-aircraft arsenal, but there was still great concentration on enemy surface ships. Destroyers are somewhat more versatile than cruisers, but a cruiser can serve different functions depending on need.

#### Columbia- CL-56

This WWII ship is the sixth Columbia in American shipping history. Previous ones have included a fur trader, a confederate ship and Navy defense ships. The CL-56 was launched on December 17, 1941 by New York Shipbuilding Corp., Camden, N.J. Sponsored by Miss J.A. Paschal; and commissioned July 29, 1942, Capt. W.A. Heard in command.

According to the description the Columbia was an unrelenting battleship which splashed three enemy planes in one of its first tours. It helped sink a Japanese cruiser and destroyer in a later battle.

In the Battle of Leyte Gulf it sank a Japanese battleship, severely crippled a cruiser and sank a destroyer.

On January 6, 1945 it began to get bombarded with kamikaze attacks killing 13 and wounding 44 members of the crew, and setting the Columbia aflame. Damage control was splendid, however, and the Columbia was able to still support underwater demolition teams.

On Jan. 9, the Columbia was attacked again by kamikazes, killing 24 and wounding 97; although shorthanded. fires were quickly quenched and the Columbia sailed that night guarding transports. The crew's effort in this battle won them the Navy Unit Commendation for this operation.

The Columbia was decommissioned and placed into reserve in 1946 and sold in 1959.

Awards: Navy Unit Commendation

10 Battle Stars for WWII service for the Columbia.

### Submarines

For information on first subs see highlighted enclosure.

During WWII submarines were diesel powered. Now they have progressed. They can elude detection better and applied nuclear power has made them potent strategically. Currently, there are two types of subs: The Ballistic Missile sub and the Attack sub. Ballistic Missile subs carry nuclear missiles aimed for attacking the Soviet Union. Attack subs are intended to protect missile subs. They screen for carrier subs, are used for reconnaissance and scouting, and attack enemy fleets with torpedoes. The Los Angeles Class(which is the class of the Columbia to be christened) is composed of Attack subs.

Most of the ship information was obtained by Kevin Hurst at the Ship's history Dept. of the Naval History Center.

### Appendix III

## SUBMARINES 1893-1958

(Including Submarine Rescue Vessels and Submarine Tenders)

Although this Appendix begins with Plunger, the first submarine formally authorized for the New Navy, there is a long history of submarines both here and abroad prior to 1893. Of the literally scores of underseas craft designed or actually built, several had at least semi-official status in this country. Five of such boats will be described briefly.

It should be noted that all of these submarines lacked the two elements—electric storage batteries and internal combustion engines—the eventual development of which was to make Holland the first truly successful modern submarine.

I. Turtle, the first submarine to make an attack upon an enemy ship, was designed by David Bushnell. She was built with Bushnell's own funds (although later he received some financial support from official sources) at Saybrook, Connecticut, and was completed late in 1775. Turtle was manned by Sergeant Ezra Lee, a volunteer from the Connecticut Militia.

This submarine was described by Bushnell as having "some resemblance to two upper tortoise shells of equal size, joined together; . . ." It was 7½ feet in length, 6 feet in depth, and was driven by a hand-operated screw propeller. Under ideal conditions, a maximum speed of 3 knots could be maintained; the optimum length of submergence was approximately 30 minutes. Armament consisted of an oak casing filled with 150 pounds of explosives. This charge could be attached to the bottom of an enemy ship, where it was intended to remain until detonated by a simple clock work mechanism.

II. Pioneer, a Confederate privateer submarine, was built in New Orleans early in 1862 by John K. Scott, Robert R. Barrow, Baxter Watson, and James R. McClintock. Her owners were granted a letter of marque and reprisal 31 March 1862; H. L. Hunley and H. J. Leovy acted as surety for bond. Scott was the initial commanding officer.

Before Pioneer could see actual service she was scuttled to prevent her capture by Federal forces occupying New Orleans.

Pioneer was 34 feet in length, 4 feet in breadth and had a displacement of 4 tons. Her complement was at least 2 men. Propulsion was supplied by a hand-driven propeller. Armament consisted of a magazine, similar to a mine, loaded with explosives.

III. Alligator, the design of Brutus de Villeroy, was built under government contract by Neafie and Levy Co., Philadelphia, subcontractor for Mr. Martin Thomas. In June 1862, Samuel Eakins, a civilian, took initial command.

Alligator was 46 feet in length, 4½ feet in breadth, and had a complement of 17 men. Originally propelled by folding oars, these were later replaced at the Washington Navy Yard with a single, manually-operated screw propeller. Armament consisted of two explosive charges.

IV. In 1862 three of the men who had a part in building Pioneer—James R. McClintock, Baxter Watson, and H. L. Hunley—built a second submarine. Construction was accomplished at Park and Lyons, Mobile, Alabama, with funds supplied by the Confederate Army. This vessel foundered in Mobile Bay before seeing service.

The length of this craft was about 36 feet and her breadth 3 feet. She was propelled by a hand-turned screw propeller.

V. H. L. Hunley, the first submarine to sink an enemy ship, was built in spring of 1863 in the shops of Park and Lyons, Mobile, Alabama, with the personal funds of H. L. Hunley.

H. L. Hunley was basically a modified cylinder steam boiler. Her length was between 30 and 40 feet and breadth 4 feet. Propulsion was provided by a hand-turned screw propeller which under

ideal conditions insured a maximum speed of 4 knots. Her complement was about 9 men. Armament consisted of an explosive charge, containing 90 pounds of gun powder.

### Submarine Appendix

The first submarine torpedo boat to be authorized by the U. S. Congress was provided for in the Act of 3 March 1892. This was the original *Plunger*, which was contracted for with the Holland Torpedo Boat Co. on 13 March 1895. This boat was never finished and the contract was cancelled in April 1900, the amount previously appropriated toward her construction being credited on a new contract of 19 November 1900. This contract was a result of the Acts of 10 June 1896, and 3 March 1899, and was for a new *Plunger* (A1), payment being made out of the appropriation of 1893,—\$200,000.

#### PLUNGER

Built at Columbian Iron Works,<sup>1</sup> Baltimore, Md.  
Keel laid 6/23/98  
NEVER ACCEPTED BY NAVY

#### PLUNGER

Length Overall: 85'3"  
Extreme Beam: 11'6"  
Normal Displacement: Tons: 149; Mean draft: 11'  
Submerged Displacement: Tons: 168  
Designed Complement: Off.: 1; Enl.: 6  
Designed Depth: 75'  
Armament: Torpedo Tubes: (2) 18"; Secondary: None  
Torpedoes: 5  
Designed Speed: Surfaced: 15; Submerged: 8  
Engines: Manufacturer: Columbian I. W.; Type: Vert. 3-Exp. Recip.; Designed Brake Horsepower: 1500  
Boilers: Manufacturer: Mosher  
Motors: Manufacturer: Elec. Dy.; Designed Electric Horsepower: 70  
Batteries: Manufacturer: Plante-Chloride; Cells: 48  
Fuel (oil): Gallons: 3425

#### Act of 10 June 1896:

"... The Secretary of the Navy is hereby authorized to contract for the building of two submarine torpedo boats of the Holland type, at a cost not exceeding one hundred and seventy-five thousand dollars each; said boats to be constructed and delivered to the Navy Department within four months from the date of contract: *Provided*, That the Holland boat now being built for the Department shall be accepted by the Department as fulfilling all the requirements of the contract, and as being satisfactory to the Secretary of the Navy; but no action shall be taken therein until said Holland boat... shall have been fully tested to the satisfaction of the Secretary of the Navy and thereupon accepted..."

#### Act of 3 March 1899:

"... The act of June tenth, eighteen hundred and ninety-six, authorizing the construction, in the discretion of the Secretary of the Navy, of two submarine boats, is hereby amended so as to permit the Secretary to contract for two submarine boats of the Holland type, similar to the submarine boat Holland..."

#### SS 1 HOLLAND

Built at Crescent Shipyard,<sup>1</sup> Elizabeth, N. J.  
Keel laid 4/11/00, Commissioned 10/12/00  
Lt. H. H. Caldwell commanding

<sup>1</sup> Subcontractor for J. P. Holland Torpedo Boat Co.  
<sup>2</sup> Six-hour rate.  
<sup>3</sup> Date purchased by U. S. Navy.

#### SS 1

Length Overall: 53'10"  
Extreme Beam: 10'3"  
Normal Displacement: Tons: 64; Mean Draft: 8'6"  
Submerged Displacement: Tons: 74  
Designed Complement: Off.: 1; Enl.: 6  
Designed Depth: 100'  
Armament: Torpedo Tubes: (1) 18"; Secondary: (1) 8" pneumatic dynamite gun  
Torpedoes: 3  
Designed Speed: Surfaced: 8; Submerged: 5  
Engines: Manufacturer: Otto; Type: Gasoline Internal Combustion; Designed Brake Horsepower: 45  
Motors: Manufacturer: Elec. Dy.; Designed Brake Horsepower: 50  
Batteries: Manufacturer: Exide; Cells: 60  
Fuel: Gallons: 1050

#### SS 2 A 1 (ex PLUNGER)

Built at Crescent Shipyard,<sup>1</sup> Elizabethport, N. J.  
Keel laid 5/21/01, Commissioned 9/19/03  
Lt. C. P. Nelson commanding

#### SS 2

Length Overall: 63'10"  
Extreme Beam: 11'11"  
Normal Displacement: Tons: 107; Mean Draft: 10'7"  
Submerged Displacement: Tons: 123  
Designed Complement: Off.: 1; Enl.: 6  
Designed Depth: 150'  
Armament: Torpedo Tubes: (1) 18"; Secondary: None  
Torpedoes: 5  
Designed Speed: Surfaced: 8; Submerged: 7  
Engines: Manufacturer: Otto; Type: Gasoline Internal Combustion; Designed Brake Horsepower: 160  
Motors: Manufacturer: Elec. Dy.; Designed Brake Horsepower: 150  
Batteries: Manufacturer: Exide; Cells: 60  
Fuel: Gallons: 767

#### Act of 7 June 1900:

"... The Secretary of the Navy is hereby authorized and directed to contract for five submarine torpedo boats of the Holland type of the most improved design, at a price not to exceed one hundred and seventy thousand dollars each: *Provided*, That such boats shall be similar in dimensions to the proposed new Holland, plans and specifications of which were submitted to the Navy Department by the Holland Torpedo Boat Company November twenty-third, eighteen hundred and ninety-nine..."

#### SS 3 A 2 (ex ADDER)

Built at Crescent Shipyard,<sup>1</sup> Elizabethport, N. J.  
Keel laid 10/3/00, Commissioned 1/12/03  
Ens. F. L. Pinney commanding

#### SS 4 A 3 (ex GRAMPUS)

Built at Union Iron Works,<sup>1</sup> San Francisco, Calif.  
Keel laid 12/10/00, Commissioned 5/28/03  
Lt. A. MacArthur, Jr., commanding

#### SS 5 A 4 (ex MOCCASIN)

Built at Crescent Shipyard,<sup>1</sup> Elizabethport, N. J.  
Keel laid 11/8/00, Commissioned 1/17/03  
Ens. F. L. Pinney commanding

<sup>1</sup> Originally designed for (2).

<sup>2</sup> Two-hour rate.

<sup>3</sup> Contracts granted under this Act referred to Acts of 10 June 1896 and 3 March 1899.

tion between July 1842 and February 1844 and in the Mediterranean from May to December 1844. She returned to the Brazil Station as flagship between November 1845 and October 1847, and was placed in ordinary at Norfolk Navy Yard upon her return home. Except for a cruise as flagship of the Home Squadron from January 1853 to March 1855, she remained at Norfolk until the outbreak of the Civil War. *Columbia* was scuttled and burned by Union forces to avoid her capture by Confederates upon the surrender of Norfolk Navy Yard 21 April 1861. Following the close of the war she was raised and sold at Norfolk 10 October 1867.

## II

(ScStr: t. 503; l. 168'; b. 25'; dph. 14'; cpl. 100; a. 6 24-pdr. sb., 1 80-pdr. r.)

The second *Columbia*, a screw steamer was captured 3 August 1862 by *Santiago de Cuba* while running the blockade off the coast of Florida; purchased by the Navy from the Key West Prize Court 4 November 1862; outfitted at New York Navy Yard; and commissioned sometime in December, Acting Volunteer Lieutenant J. P. Couthouy in command.

While serving with the North Atlantic Blockading Squadron off Wilmington, N.C., *Columbia* ran aground and was wrecked off Mazonboro Inlet 14 January 1863. Forty men of her crew, including her commanding officer, were captured by the Confederates.

## III

### *Columbia*

(IrcRam: l. 216'; b. 51'2"; dr. 13'6")

The third *Columbia*, built in Charleston, S.C., in 1864, for the Confederate States Navy, was seized when Union forces occupied Charleston in February 1865. Aground near Fort Moultrie, she was placed under the command of Lieutenant G. W. Hayward, raised on 26 April 1865, and a month later towed to Norfolk, Va. *Columbia* was drydocked on 5 June and repairs were begun, but on 15 June, she was decommissioned and placed in ordinary. She remained thus at Norfolk until sold on 10 October 1867.

## IV

(C-12: dp. 7,375; l. 413'1"; b. 58'2"; dr. 24'6"; s. 23 k.; cpl. 475; a. 1 8", 2 6", 8 4", 4 18" tt.; cl. *Columbia*)

The fourth *Columbia* (Cruiser No. 12) was launched 26 July 1892 by William Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; sponsored by Miss H. Morton; and commissioned 23 April 1894, Captain G. W. Sumner in command.

*Columbia* joined the North Atlantic Squadron, and from 30 July 1894 to 5 January 1895 cruised to protect American interests in the Caribbean. She visited Europe in the summer of 1895 and represented the United States at the ceremonial opening of the Kiel Canal in June. Returning to the east coast in August, she operated in the western Atlantic until going in ordinary, in reserve at Philadelphia Navy Yard 13 May 1897.

Recommissioned 15 March 1898 for service in the Spanish-American war *Columbia* patrolled along the Atlantic coast and in the West Indies until 26 August. She convoyed troops to Puerto Rico and aided in its occupation between July and 14 August. *Columbia* was decommissioned and placed in reserve at Philadelphia Navy Yard 31 March 1899.

Following recommissioning on 31 August 1902 *Columbia* served as receiving ship at New York and from 9 November 1903 as a part of the Atlantic Training Squadron. Once more out of commission at Philadelphia 3 May 1907 and 22 June 1915 the cruiser then joined

the Submarine Flotilla as flagship. After cruising between the various Atlantic submarine bases on inspection tours she was detached 19 April 1917.

*Columbia* patrolled off the Delaware Breakwater from 21 April 1917 as flagship of Squadron 5, Patrol Force until July where she joined the Cruiser Force as a convoy escort. Between 1 January and 13 November 1918 she made five Atlantic escort voyages, protecting the passage of men and supplies for the American Expeditionary Force in France. On her detachment 7 January 1919, she became flagship of Squadron 2, Destroyer Force, Atlantic Fleet, operating along the east coast and in the Caribbean. She was relieved as flagship on 29 May but continued cruising until decommissioned at Philadelphia Navy Yard 29 June 1921.

Classified CA-10, 17 July 1920, she was renamed *Old Columbia* 17 November 1921 and sold 26 January 1922.

## V

*Great Northern* (AG-9) (q.v.) was renamed *Columbia* 17 November 1921.

## VI

(CL-50: dp. 10,000; l. 610'1"; b. 66'6"; dr. 20'; s. 33 k.; cpl. 992; a. 12 6", 12 5"; cl. *Cleveland*)

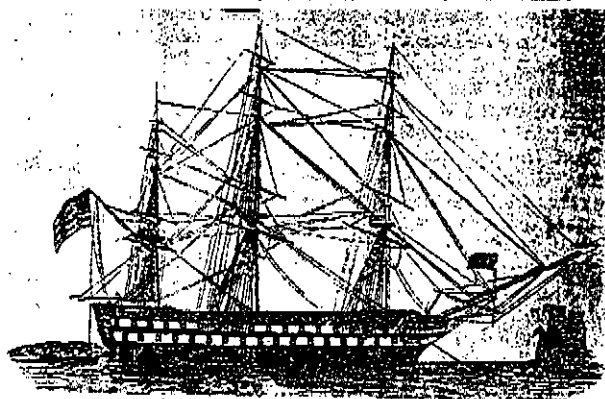
The sixth *Columbia* (CL-58) was launched 17 December 1941 by New York Shipbuilding Corp., Camden, N.J.; sponsored by Miss J. A. Paschal; and commissioned 29 July 1942, Captain W. A. Heard in command.

Sailing from Norfolk 9 November 1942, *Columbia* arrived at Espiritu Santo, New Hebrides, 10 December, and joined in the patrols west of the New Hebrides in support of the continuing struggle for Guadalcanal. On 29 January 1943, while cruising off Rennel Island to cover the movement of transports to Guadalcanal, *Columbia's* group came under heavy air attack, and the 2-day Battle of Rennel Island followed, with land and carrier-based aircraft joining in to protect the American ships. *Columbia* aided in splashing three enemy planes in this battle. Based on Efate from 1 February, *Columbia* continued her patrols in the Solomons, and in June carried out a bombardment and mining mission on the 29th and 30th, coordinated with the New Georgia landings. On 11 and 12 July, she bombarded Munda, and until 5 September, when she sailed for a brief overhaul at Sydney, patrolled southeast of the Solomons.

*Columbia* rejoined her division on 24 September 1943 off Vella LaVella, as patrols to intercept Japanese shipping continued. As Marines stormed ashore on Bougainville 1 November, *Columbia's* guns pounded targets on Buka and Bonis and in the Shortlands. On the night of 2 November, her force intercepted a Japanese group sailing to attack transports lying off Bougainville. In the furious fighting of the Battle of Empress Augusta Bay which resulted, *Columbia* joined in sinking a Japanese cruiser and a destroyer, and turning the attackers back from their goal. She continued to support the Bougainville landings and bombard targets in the Solomons through December.

After training exercises in the New Hebrides in January 1944, *Columbia* helped spearhead the attack and occupation of Nissan, one of the Green Islands, from 13 to 15 February. Early in March her group swept along the line between Truk and Kavieng in search of enemy shipping, then covered the assault and occupation of Emirau Island from 17 to 23 March. On 4 April *Columbia* sailed from Port Purvis for an overhaul at San Francisco, returning to the Solomons 24 August.

*Columbia* sortied from Port Purvis 6 September 1944 with the covering force for the landings in the Palaus, and remained off Peleliu to provide gunfire support to forces ashore and protection to assault shipping until her return to Manus 28 September. She sailed on 6 October, guarding the force which was to seize Dinagat and other islands at the entrance of Leyte Gulf which must be neutralized before the vast Leyte invasion fleet



Ship-of-the-line *Columbia*

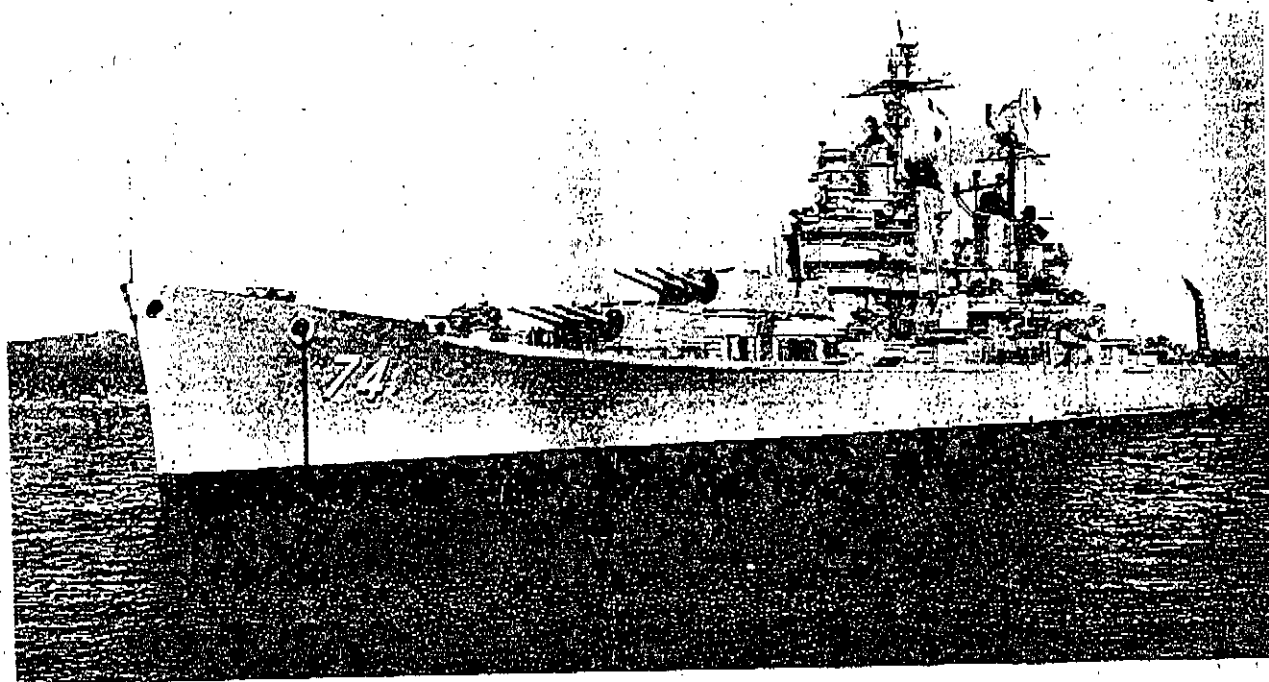
could enter the Gulf. These islands were taken on 17 October, and *Columbia* sailed on to give gunfire cover to the main landings 3 days later. But as the landings proceeded, the Japanese fleet sailed south to give battle, and on the night of 24 October, its southern force entered Leyte Gulf through Surigao Strait. Gallant attacks by motor torpedo boats and destroyers on the Japanese force opened this phase of the decisive Battle for Leyte Gulf. *Columbia* with other cruisers had joined the old BBs and lay in wait. In a classical maneuver, the American ships capped the T of the Japanese column, and opened heavy gunfire which sank the battleship *Yamashiro* and forced the heavily damaged cruiser *Mogami* and other units to retire. Toward dawn, *Columbia* sped to deliver the final blows which sank destroyer *Asagumo* crippled in earlier attacks.

After replenishing at Manus early in November, *Columbia* returned to Leyte Gulf to protect reinforcement convoys from air attack. In December, operating from Kossol Roads in the Palau, she covered Army landings on Mindoro, and on 14 December, lost four of her men when a gun misfired during an air attack.

On 1 January 1945 *Columbia* sailed for the landings in Lingayen Gulf and on 6 January, as preinvasion bombardments were getting underway, desperate Japanese suicide attacks began. *Columbia* was first crashed close aboard by one of the kamikaze planes, then was struck on her port quarter by a second. The plane and its bomb penetrated two decks before exploding with tremendously damaging effect, killing 12 and wounding 44 of the crew, putting her after turrets out of action, and setting the ship afire. Prompt flooding of two magazines prevented further explosions, and impressive damage control measures enabled *Columbia* to complete her bombardment with her two operative turrets, and remain in action to give close support to underwater demolition teams. On the morning of the landings, 9 January, as *Columbia* lay close inshore and so surrounded by landing craft that she was handicapped in maneuver, she was again crashed by a kamikaze, knocking out six gun directors and gun mount. Twenty-four men were killed and 97 wounded, but drastically short-handed as she was, *Columbia* again put out fires, repaired damage, and continued her bombardment and fire support. *Columbia* sailed that night, guarding a group of unloaded transports. Her crew's accomplishments in saving their ship and carrying out their mission without interruption were recognized with the Navy Unit Commendation for this operation.

*Columbia* received emergency repairs at San Pedro Bay, Leyte, and sailed on to an overhaul on the west coast, returning to Leyte 16 June 1945. Three days later she sailed for Balikpapan, Borneo, off which she lay from 28 June, guarding minesweeping which preceded the invasion of the island on 1 July. She covered the landing of Australian troops, and gave them gunfire support through the next day, sailing then to join TF 95 in its repeated sweeps against Japanese shipping in the East China Sea. At the close of the war, she carried inspection parties to Truk, the important Japanese base bypassed during the war, and carried Army passengers between Guam, Saipan, and Iwo Jima until sailing for home 31 October.

After calling on the west coast, *Columbia* arrived at Philadelphia 6 December 1945 for overhaul and service training Naval Reserve men until 1 July 1946. She was



USS *Columbia* (CA-74)

decommissioned and placed in reserve at Philadelphia 30 November 1946, and sold 13 February 1959.

In addition to the Navy Unit Commendation, *Columbine* received 10 battle stars for World War II service.

### *Columbine*

A flowering herb.

#### I

(SwTug: t. 133; l. 117'; b. 36'; dph. 6'2"; cpl. 25; a. 2 20-pdr. r.)

The first *Columbine*, a side wheel tug, was built in New York during 1850 as *A. H. Schultz*; purchased by the Navy 12 December 1862; outfitted by Howe & Copeland, New York; and placed under the command of Acting Master J. S. Dennis.

*Columbine* patrolled with the South Atlantic Blockading Squadron off Port Royal, S.C., from 6 January 1863 until 14 February 1864 when she arrived at Jacksonville, Fla. From 9 to 12 March she participated in an expedition up the St. John's and Ocklawaha Rivers during which she took one prize. On 22 May she again ascended the St. John's River bound for the relief of besieged Army posts but the following day she was captured and burned by the Confederates.

#### II

The second *Columbine*, a lighthouse tender, served in the Navy from 11 April 1917 to 1 July 1919, assigned to the 14th and 5th Naval Districts.

### *Columbus*

Christopher Columbus (1451-1506), the discoverer of America.

The capital city of Ohio.

#### I

(Ship: t. 200; cpl. 220; a. 18 3-pdr., 10 6-pdr.)

The first *Columbus*, a 24-gun armed ship, was built at Philadelphia in 1774 as *Sally*; purchased for the Continental Navy in November 1775; Captain A. Whipple in command.

Between 17 February and 8 April 1776, in company with the other ships of Commodore E. Hopkins' squadron, *Columbus* took part in the expedition to New Providence, Bahamas, where the first Navy-Marine amphibious operation seized essential military supplies. On the return passage, the squadron captured the British schooner, *Hawk*, on 4 April, and brig *Polton* on the 5th. On 6 April the squadron engaged HMS *Glasgow* (20). After 3 hours the action was broken off and *Glasgow* escaped, leaving her tender to be captured. Later in 1776 *Columbus* cruised off the New England coast taking five prizes. Chased ashore on Point Judith, R.I., 27 March 1778 by a British squadron, *Columbus* was stripped of her sails, most of her rigging, and other usable material by her crew before being abandoned. She was burned by the enemy.

#### II

(SL: t. 2,480; l. 191'10"; b. 53'6"; dr. 25'; cpl. 780; a. 68 32-pdr., 24 42-pdr. car.)

The second *Columbus*, rated a 74-gun ship-of-the-line, was launched 1 March 1819 by Washington Navy Yard and commissioned 7 September 1819, Master Commandant J. H. Elton in command.

Clearing Norfolk, Va., 28 April 1820 *Columbus* served as flagship for Commodore W. Bainbridge in the Mediterranean until returning to Boston 28 July 1821. Serving as a receiving ship after 1838, she remained at Boston in ordinary until sailing to the Mediterranean,

29 August 1842, as flagship for Commodore C. W. Morgan. On 24 February 1843, she sailed from Genoa, Italy, and reached Rio de Janeiro, Brazil, 29 July to become flagship of the Brazil Squadron, Commodore D. Turner. She returned to New York 27 May 1844 for repairs.

After embarking Commodore J. Biddle, Commander East Indies Squadron, she sailed 4 June 1845, for Canton, China, where on 31 December, Commodore Biddle exchanged ratified copies of the first American commercial treaty with China. *Columbus* remained there until April 1846 when she sailed for Japan to attempt opening Japan to American commerce. She raised Tokyo Bay 19 July in company with *Vincennes* but achieved no success. Recalled at the outbreak of the Mexican War *Columbus* reached Valparaiso, Chile, in December and arrived off Monterey, Calif., 2 March 1847. Too large to be useful in the California operations the ship sailed from San Francisco 25 July for Norfolk, arriving 3 March 1848.

At Norfolk Navy Yard, *Columbus* lay in ordinary until 20 April 1861 when she was sunk by withdrawing Union forces to prevent her falling into Confederate hands.

#### III

(CA-74: dp. 13,600; l. 674'11"; b. 70'10"; dr. 26'5"; s. 32.6 k.; cpl. 1,902; a. 9 8", 12 5"; cl. *Baltimore*)

The third *Columbus* (CA-74) was launched 30 November 1944 by Bethlehem Steel Co., Quincy, Mass.; sponsored by Mrs. E. G. Meyers; and commissioned 8 June 1945, Captain A. Hobbs in command.

Joining the Pacific Fleet, *Columbus* reached Tsingtao, China, 13 January 1946 for occupation duty. On 1 April she helped to sink 24 Japanese submarines, prizes of war, and next day sailed for San Pedro, Calif. For the remainder of the year, she operated in west coast waters, then made a second Far Eastern cruise from 15 January to 12 June 1947.

After west coast operations and an overhaul at Puget Sound Naval Shipyard, *Columbus* cleared Bremerton 12 April 1948 to join the Atlantic Fleet, arriving at Norfolk, Va., 19 May. *Columbus* made two cruises as flagship of Commander-in-Chief, Naval Forces Eastern Atlantic and Mediterranean, from 13 September 1948 to 15 December 1949 and from 12 June 1950 to 5 October 1951, and one as flagship of Supreme Allied Commander, Atlantic, during parts of NATO Operation "Mainbrace" from 25 August to 29 September 1952. She cruised in the Mediterranean from October 1952 through January 1953, serving part of that time as flagship of the 6th Fleet. Now flagship of Cruiser Division 6, she returned to the Mediterranean from September 1954 to January 1955. Between deployments, *Columbus* received necessary overhauls and carried out training operations along the east coast and in the Caribbean.

Reassigned to the Pacific Fleet, *Columbus* cleared Boston 3 November 1955 for Long Beach, Calif., where she arrived 2 December. Just a month later, on 5 January 1956, she sailed for Yokosuka, Japan, and operated with the 7th Fleet until she returned to Long Beach 8 July. *Columbus* made two more cruises to the Far East in 1957 and 1958. During the late summer of 1958, her presence was a reminder of American strength and interest as she patrolled the Taiwan Straits during the crisis brought on by the renewed shelling of the offshore islands by the Chinese Communists. On 8 May 1959, *Columbus* went out of commission at Puget Sound Naval Shipyard to begin her conversion to a guided missile cruiser, and she was reclassified CG-12, 30 September 1959.

### *Colusa*

A county in California.

(APA-74: dp. 4,247; l. 426'; b. 58'; dr. 16'; s. 16.9 k.; cpl. 370; a. 1 5"; cl. *Gilliam*)

The Associated Press

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July 21, 1990, Saturday, AM cycle

SECTION: Domestic News

LENGTH: 498 words

HEADLINE: President and Mrs. Bush Christen Nation's Newest Aircraft Carrier

BYLINE: By D.W. PAGE, Associated Press Writer

DATELINE: NEWPORT NEWS, Va.

BODY:

President Bush reminisced about his days as a naval aviator at Saturday's christening of the nuclear-powered aircraft carrier George Washington.

"Things were quite different then," said Bush, who flew as a carrier pilot in World War II. "The planes were slower, the ships were smaller.

"And as I looked around at these admirals and some of the enlisted men and women I had the privilege to meet with, they all seem younger today," Bush told a crowd of about 15,000 at Newport News Shipbuilding.

The \$3.57 billion George Washington is the sixth Nimitz-class carrier built at the only shipyard in the nation capable of building the huge warships.

The last ship named the George Washington was the country's first submarine capable of firing Polaris missiles.

"That was in 1960. We faced the dangers and uncertainties of a new kind of threat then - the nuclear Cold War," Defense Secretary Dick Cheney said in introducing Bush. " ... The submarine George Washington helped provide the deterrence our freedom required."

Calling the aircraft carriers the nation's "designated hitters," Cheney said the carrier George Washington would help provide the same strength and security to maintain peace.

Bush said the carriers are "an indispensable element of our nation's defense, projecting power and preserving peace. ... So today, we must maintain a policy of

peacetime engagement and armed forces sufficient to sustain our national interest."

"We will not shrink from this responsibility," Bush said. "And let the George Washington proclaim America's commitment to remain forever free."

The crowd cheered and waved flags as first lady Barbara Bush christened the ship with the traditional bottle of champagne. As the bottle broke on the ship's

bow, the ship's sirens and horns sounded and four Navy jets flew overhead.

Construction of the 91,487-ton ship began in 1986. Refinements in construction techniques have speeded the building of the Nimitz carriers, and the George Washington was completed nearly two years faster than the first of its class.

Two other Nimitz carriers are under construction at the yard.

When the Washington is commissioned in late 1991, the ship will be home to 2,800 officers and sailors. Another 2,700 will be aboard when the ship adds its air wing of 85 aircraft.

The carrier measures 1,040 feet from bow to stern and 1,092 feet on its flight deck. From its keel to the top of its mast the ship is 244 feet high - the equivalent of a 24-story building.

The galley will serve 18,150 meals a day. The ship can travel more than 45 mph at full speed, and its air-conditioning plant can cool the equivalent of 2,000 homes. The ship has more than 900 miles of electrical cable, more than 1 million tubes, transistors and diodes, and more than 2,000 telephones in its 3,000 compartments.

The ship will be able to travel 800,000 miles to 1 million miles before its nuclear reactors need refueling.

The Washington is the 26th carrier built at the yard.

GRAPHIC: LaserPhoto NEW2,5

LANGUAGE: ENGLISH

Proprietary to the United Press International 1990

July 21, 1990, Saturday, BC cycle

SECTION: Regional News

DISTRIBUTION: Virginia

LENGTH: 476 words

HEADLINE: Bush, first lady to christen carrier

DATELINE: NEWPORT NEWS, Va.

BODY:

A crowd of 25,000 to 30,000 was expected Saturday at Newport News Shipbuilding, where President Bush and the first lady were to help christen the aircraft carrier USS George Washington.

The traditional honor of breaking a bottle of champagne across the bow of the latest Nimitz-class carrier was to fall to Barbara Bush after remarks by her husband. Also participating in the event was to be their daughter, Dorothy LeBlond.

In his address, the President was expected to criticize congressional Democrats who are seeking additional cuts in defense spending.

House Armed Services Committee leaders said Thursday they would reduce by \$6 billion the \$289 billion military spending plan approved by the Senate Armed Services Committee last week. The Senate plan was \$18 billion below what Bush had sought.

The spending plan calls for a 5 percent cut in the military budget next year. The Bush administration had endorsed cuts of 2 percent.

The Bushes were to make the round trip aboard Air Force One, arriving and departing at Langley Air Force Base.

Two years worth of work remain to finish the George Washington. The ship, its keel laid in August 1986, is scheduled to be completed in July 1992.

Saturday night, following the ceremony, the ship will be moved to an outfitting pier where workers will continue to add equipment and test the vessel.

After the ship is moved, work will accelerate on the next aircraft carrier under contract at the shipyard, Virginia's largest private employer. The keel for the John C.

Stennis is scheduled to be laid in December, and work will begin on the United States in August 1992.

After the United States, slated for delivery in 1998, the future of the shipyard's carrier work is in doubt.

The Navy plans to ask for long-lead funding in fiscal year 1994 for another Nimitz-class carrier, but those plans could be jeopardized by a Senate directive to study the future of aircraft carrier technology.

The yard is negotiating with the Navy for a \$2 billion overhaul and refueling of the USS Enterprise, the Navy's oldest nuclear-powered carrier. The company expects to follow up with similar contracts for Nimitz-class carriers.

Newport News Shipbuilding employs about 28,000 and has an annual payroll of about \$947 million.

Between 8,000 and 10,000 workers contribute in some way to building a carrier at Newport News, and the company says each job generates another four outside the yard.

The Bushes visited the yard in 1981 when he was vice president to christen the Los Angeles-class submarine USS Houston.

Saturday's visit is the third trip Bush has made to Hampton Roads as President.

He spoke to the crew aboard the aircraft carrier USS America in January 1989 and returned in April for a memorial service for 47 sailors killed in an explosion aboard the battleship USS Iowa.

LANGUAGE: ENGLISH

Proprietary to the United Press International 1981

May 16, 1981, Saturday, PM cycle

SECTION: Domestic News

LENGTH: 304 words

BYLINE: By DIANE CURTIS

DATELINE: PASCAGOULA, Miss.

BODY:

First lady Nancy Reagan struck a clean blow with a bottle of champagne today to christen the USS Ticonderoga, a computer-age cruiser which Defense Secretary Caspar Weinberger said could defeat any threat on the high seas.

The ceremonies at Ingalls Shipyard on the Mississippi gulf coast were attended by about 5,000 people.

"President Reagan and I remain convinced that the U.S. Navy must, and will, reign supreme on the seas," Weinberger said.

He said the Ticonderoga, with a new and sophisticated computer system, "can today defeat any threat to naval forces known or projected." He described the new class of cruiser as "the most capable anti-airwarfare system ever put to sea" and said the ceremonies symbolize President Reagan's "determination to restore America's strength.

The Ticonderoga is among five such vessels being built by Ingalls.

They are the first guided missile cruisers with the Aegis air defense and radar missile system, which is designed to detect, classify and track targets in the air, on the surface and under the sea.

The ships are to protect the Navy's aircraft carrier battle groups from air attack, particularly from the threat of cruise missiles.

The Ticonderoga class, considered the nation's most important non-nuclear shipbuilding program, is armed with surface-to-surface missiles, two five-inch guns, torpedoes and anti-submarine rockets.

It will have 23 officers and a crew of 323.

Ingalls Shipyard is scheduled to deliver the Ticonderoga to the Navy in early 1983.

He noted that Reagan is proposing a \$32.6 billion increase in the defense budget, pay raises for the military, construction of more ships and re-activation of two battle ships and one carrier.

The christening ceremony, Weinberger said, symbolizes Reagan's "determination to restore America's strength."

Lehman called the christening "a great symbolic occasion — an occasion that marks the end of one era and the beginning of another."

He said the United States had gone through a "period of self-doubt as to whether we could cope with problems at home and abroad."

The Ticonderoga and at least five more of the new class of \$1 billion cruisers being built at Ingalls have been 10 years in the planning.

The ships are the first surface combat guided missile cruisers with the Aegis weapons system, a sophisticated air defense and radar missile system designed to quickly detect, classify and track targets in the air, on the surface and under the sea.

They are designed to protect the Navy's aircraft carrier battle group from air attack, particularly from the threat of cruise missiles.

The Ticonderoga class, considered the most important non-nuclear shipbuilding program in the United States, is armed with surface-to-surface missiles, two five-inch guns, torpedoes, anti-submarine rockets. It has a complement of 23 officers and 323 enlisted men.

Adm. Thomas Hayward, chief of naval operations, said that despite the fact the Soviets have placed in their fleet a 25,000-ton nuclear powered battle cruiser with one of the best weapons systems in the world "ours is a generation ahead of it." He said the long range missiles on the ship number four times as many as the Soviets have and can go four times as far.

He also said the Russians spent more than double on their latest cruiser than the U.S.

At a reception for the first lady after the christening, Mrs. Reagan told Navy personnel and Ingalls officials they have allowed her to "redeem myself and I am very grateful to you.

She recalled that she had tried to christen a ship a few years ago "and I couldn't make the bottle break,"

She said she still has the bottle at home and was afraid that she would go down in history, like Bess Truman before her, for failing to smash the champagne bottle at a ship's christening. "I christened a ship properly," she proudly told the crowd.

LANGUAGE: ENGLISH

# Facsimile Cover Sheet

Date: 9/16

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Fax Number: 456 5709

\* \* \* \* \*

From: John Gibson

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Speechwriters

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Fax Number: (703) 693-7566

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- P5 Release would disclose confidential advice between the President and his advisors, or between such advisors [(a)(5) of the PRA]
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- b(4) Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
- b(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
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- b(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
- b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

**GENERAL DYNAMICS**

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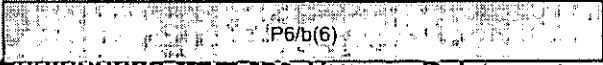
[001]

**JAMES E. TURNER, JR.****Biographical Sketch \***

James E. Turner, Jr. was appointed executive vice president-marine, land systems and services for General Dynamics Corporation in February 1991.

Mr. Turner was named corporate vice president and general manager - Electric Boat Division in 1988 after serving for 25 years with Newport News Shipbuilding Company of the Tenneco Corporation and six years with the Westinghouse Corp. He joined Newport News in 1957 and advanced through several positions including design engineer; operations supervisor; superintendent-machine shops; manager-Steel Hull Division; and manager of manufacturing.

He moved to Westinghouse Corp. in 1975 as vice president-operations of Offshore Power Systems and in 1978 was named general manager-Nuclear Components Division. He rejoined Newport News in 1981 as vice president - technical and was named vice president-marketing and contracts in 1984; senior vice president-overhaul and repair in 1986; and executive vice president in 1987.

 he received his bachelor's degree in engineering from the Virginia Polytechnic Institute in 1956. He also attended advanced management programs at the University of Virginia in 1968 and at Harvard University in 1982.

He and his wife, Elizabeth, have two sons.

# # #

January 1993

\* In March of 1993, J. E. Turner returned to Groton as President of Electric Boat, also retaining his Corporate Executive Vice President title.

# A History of Electric Boat

Founded in order to bring to completion the construction of *Holland*, a 54-foot submersible vessel that was powered on the surface by a 50-horse-power gasoline engine and by electric batteries when submerged, Electric Boat produced the world's first practical submarine. Invented by John Philip Holland, known as the "father" of the modern submarine, *Holland* was his sixth prototype submarine. It was accepted by the U.S. Navy April 11, 1900, marking the beginning of the U.S. Submarine Force.

Subsequently, Electric Boat Company has held a reputation for more than 90 years as the free world's pioneer designer and builder of submarines. The cornerstone for that reputation was laid February 7, 1899, when lawyer and financier Isaac Rice merged four separate entities — Electric Storage Battery Co., Electric Vehicle Co., Electro Dynamic and Electric Launch Co. — into the Electric Boat Company.

Rice moved the company forward, acquiring the New London Ship and Engine Company in Groton, Connecticut, on May 15, 1911. This new subsidiary built diesel engines to power submarines and commercial surface ships. In 1913, Groton-built diesels supplied the power for the first *Seawolf* (H-1) and *Nautilus* (H-2).

During the first World War, Electric Boat Company proved itself through extensive contracts. Besides delivering 85 submarines to the Navy and overhauling another 30, the Electric Launch Company in Bayonne, New Jersey (renamed ELCO), constructed 550 submarine chasers for

England. Another subsidiary, the Submarine Boat Company in Port Newark, New Jersey, received contracts for 150 cargo ships, prefabricated vessels made of structural steel and a precursor of the famous Liberty ships of the 1940s. Meanwhile, the Groton plant was busy building diesel engines, high-pressure air compressors, torpedo tubes, conning towers and periscopes for submarines under construction elsewhere.

Before 1924, Electric Boat had no shipyard of its own. Although the company designed its submarines, it contracted the construction to shipyards in New Jersey, Massachusetts, California and Washington. Receiving an order in 1924 and 1926 for four submarines from the Republic of Peru, the company decided to expand its diesel engine plant at Groton and establish a building yard on the Thames River. These four submarines were the first to be built in Groton.

The first submarine for the U.S. Navy built at Groton was *Cuttlefish*, launched in November of 1933. The ship was partially welded rather than entirely riveted. Thereafter, all submarines were completely welded — an important Electric Boat contribution to submarine technology. *Cuttlefish* was also the prototype for the famed World War II "fleet-type" submarines.

During the early 1940s, as the nation again prepared for war, work at the Groton plant intensified. From a work force of 2,300, the population at Electric Boat grew to over 12,400 people during peak wartime production. The company boasted 21 building ways, with a subma-

rine launched every two weeks. To accommodate this activity, the company expanded an area south of the main yard, patriotically dubbed the Victory Yard, which became operational July 22, 1942, with the keel-laying of the submarine *Dace*. In total, 74 submarines were delivered to the Navy from the Groton Plant, more than any other government or private shipyard in the country.

Besides vessels at Groton, the company supervised construction of 28 submarines at Manitowoc Shipbuilding Company in Wisconsin. At Bayonne, the ELCO Division turned out 398 motor patrol (PT) boats, the world's fastest combat vessels. Electro Dynamic produced thousands of auxiliary electric motors for submarines, tankers and battleships. For wartime production, the Navy awarded Electric Boat its maximum citation — an "E" with four stars. This accomplishment was matched by the battle exploits of company-built submarines and PT boats. Electric Boat submarines accounted for 39 percent of all Japanese ships sunk (1,178 merchant vessels and 214 warships). Among the submarines, *Flasher* holds the record for tonnage sunk (100,231), while *Tautog* sank the greatest number of enemy ships (26). The scrappy action of the PT boats in the Pacific helped turn the tide of battle.

Following the war, Electric Boat continued to pioneer submarine construction. In 1952, the company secured the contract to build the world's first nuclear-powered submarine, *Nautilus*. As it prepared for this technological turning point, the company was named the founding division of the new General Dynamics Corporation. Under the aegis of Captain Hyman G. Rickover, head of the newly established Naval Reactors Branch of the Atomic Energy Commission, Electric Boat moved

ahead with the development of hulls with nuclear systems and components. *Nautilus* was christened by First Lady Mamie Eisenhower and launched on January 21, 1954, an event to be exceeded in importance only by the first sea trial of the submarine on January 17, 1955. Leaving the pier, *Nautilus* signaled to shore the now-classic message: "Underway on nuclear power." An era was born.

*Nautilus* was followed by successively more advanced types of nuclear-powered submarines — *Seawolf*, *Skate*, *Skipjack*, *Triton*, *Tullibee*, and subsequently *George Washington* and *Patrick Henry*, vessels capable of launching nuclear-armed missiles from beneath the surface to targets hundreds of miles away. Each armed with 16 Polaris missiles, these were the first two Fleet Ballistic Missile (FBM) submarines.

Electric Boat also built *Ethan Allen* and *Thomas A. Edison*, first ships of an advanced class of Polaris submarine, and the lead ship and 12 others of the *Lafayette* Class, a more advanced type of FBM submarine designed to fire the A-3 Polaris missile. In 1970, the division completed the first conversion of a Polaris submarine (*James Madison*) to Poseidon missile capability, to be followed by nine more. The shipyard also built eight deep-sea research submarines, including NR-1, the first nuclear-powered research vessel, for exploring the ocean floor.

In the early 1970s, the division was challenged with building a newly approved attack submarine, which would become the SSN688 Class. Measuring 360 feet and weighing 6,900 tons, these new boats were designed to be faster and better armed than their predecessors. Following more than a dozen years of steady production and having delivered 22 attack submarines, Electric Boat delivered *San Juan*, the first improved 668-class submarine, in

1988. Incorporating significant enhancements, these boats feature the new BYS-1 combat system, retractable bow planes, and a hardened sail to break through ice when surfacing during Arctic operations. Including *San Juan*, Electric Boat has delivered seven submarines of the I-688 Class, with four still under construction.

The shipyard's most complex design contract was awarded in 1971 for the successor to the Polaris and Poseidon strategic submarines, a vessel designed to fire Trident ballistic missiles and able to carry 50 percent more missiles than previous submarines (24 compared to 16). The construction contract for the lead ship *Ohio* followed in 1974. Trident submarines, at 560 feet long and displacing 18,750 tons, are the nation's first line of defense into the next century and serve as undersea intercontinental missile-launching platforms that are virtually undetectable.

To build these massive submarines, Electric Boat invested hundreds of millions of dollars in developing construction facilities that rank among the most modern and sophisticated in the free world. One is a \$120 million Automated Frame and Cylinder Manufacturing Facility at the company's plant in Quonset Point, Rhode Island, where hull cylinder shells and frames are fabricated and installed. The other is the \$150 million, eight-acre Land Level Submarine Construction Facility at the Groton shipyard, where a modular assembly process is employed through the movement of hull cylinders on a grid system of rail tracks and transfer cars as the submarine takes shape.

Because of its many advantages, including greater missile capacity, fully integrated command and control system and larger and more sensitive sonar gear, Trident has been consistently praised for

being the most cost-effective and least vulnerable leg of the strategic triad. The Trident Class numbers 18 submarines: 13 have been delivered with five more under construction. Beginning with the ninth Trident (*Tennessee*), all carry the longer range Trident II missile.

Electric Boat's current challenge is to position itself for the 21st century with *Seawolf*, the next generation attack submarine, and later in the decade, *Centurion*, the successor submarine expected to join the Submarine Force after the year 2000. Electric Boat was awarded the lead ship contract for *Seawolf* (SSN21) in January of 1989, a victory that was followed on May 3, 1991, with the contract for the second submarine, *Connecticut* (SSN22), after a lengthy competitive process. Despite an attempt to curtail the *Seawolf* program after just one boat, Electric Boat has embarked on the construction of SSN22 and is working to secure the contract for SSN23.

In the meantime, as the company adjusts to changing U.S. defense requirements, Electric Boat's top business priority is to become the sole submarine supplier to the U.S. Navy. Becoming the lead design agent for *Centurion* and securing the lead ship contract are anticipated milestones in the future story of Electric Boat.

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GRAPHIC: LaserPhoto NEW2,5

LANGUAGE: ENGLISH

Proprietary to the United Press International 1990

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DISTRIBUTION: Virginia

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LANGUAGE: ENGLISH

The Associated Press

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July 6, 1985, Saturday, AM cycle

SECTION: Domestic News

LENGTH: 630 words

BYLINE: By JOYCE A. VENEZIA, Associated Press Writer

DATELINE: GROTON, Conn.

BODY:

The world's first nuclear-powered submarine, the Nautilus, with its pioneering atomic engines forever stilled, was towed home Saturday to become part of a national museum near the place where it was built.

Welcome-home festivities were open to thousands of spectators on both sides of the Thames River, the location of the U.S. Naval Submarine Base and the Electric Boat shipyard in Groton.

About 300 small boats decked out in signal flags and blowing fog horns welcomed the Nautilus and its two tugboats into the Thames, and it was preceded by the tall ship Providence, a replica of the first Navy ship commanded by Revolutionary War hero John Paul Jones.

A Navy band on a pier at the submarine base struck up the John Philip Sousa march "Washington Post" as the Nautilus, showing some signs of rust, neared the end of its last voyage, and cannons were fired from the deck of the Providence.

Rear Adm. J.D. Williams, commander of the Navy's Sub Group Two, told a large crowd that when the Nautilus was first christened it "represented a triumph of American technology."

"Today that picture has changed some," Williams said. "We no longer hold a clear lead" in nuclear warfare because of advances by the Soviet Union.

"We cannot afford to compromise the present unless we mortgage the future," he said. "The Nautilus is more than just a tourist attraction. She serves as a reminder of our future."

The vessel will be prepared for a berth as the centerpiece of an \$8 million museum

and library, opening in April 1986, dedicated to the history and development of submarines. It also returns home as Connecticut's official state ship.

The Nautilus, its atomic core removed in 1980 at decommissioning, left the Mare Island Naval Shipyard near San Francisco under tow in May, lacking a crew and power, for the 6,000-mile voyage to Groton via the Panama Canal.

The Nautilus was christened here on a chilly Jan. 21, 1954, by first lady Mamie Eisenhower, the first president's wife to christen a submarine.

On that overcast day, the sun broke through as the first lady prepared to break a bottle of champagne over the ship's bow. On Saturday, gray skies again opened up to sun as the submarine pulled near the dock.

"We always said after that first time, 'The sun always shines on Nautilus,' " said Vice Admiral Lando W. Zech Jr., the Nautilus' third commanding officer. "And, ladies and gentlemen, look: The sun is again shining through."

Electric Boat, a subsidiary of General Dynamics Corp. of St. Louis, built the Nautilus for \$63 million, compared to the more than \$1 billion spent on today's top-of-the-line Trident submarines, which are nearly twice as big and carry missiles.

With its revolutionary atomic fission propulsion system built by Westinghouse Electric Corp., the Nautilus' first cruise in 1955 broke records for distance traveled, time submerged and speed.

Unlike conventional ships that require frequent refills of fuel oil, the Nautilus didn't need its first refueling of radioactive uranium until February 1957, when it returned to Groton after traveling 62,562 miles.

At the time, President Dwight D. Eisenhower hailed the performance of the "gallant ship which has paced a revolution in naval tactics and construction."

In 1958, the 319-foot sub became the first ocean-going vessel to reach the North Pole during a 1,830-mile voyage beneath the Arctic ice.

After its decommissioning in 1980, after sailing 500,000 miles in 25 years, the Nautilus had been destined for a final resting spot first at the Naval Academy at Annapolis, Md., then at the Washington Navy Yard.

But President Jimmy Carter agreed in 1980 that it could return to Groton after Gov. Ella T. Grasso agreed to guarantee \$5 million in loans and grants for a museum.

GRAPHIC: Laserphoto NY18

LANGUAGE: ENGLISH

Proprietary to the United Press International 1981

May 16, 1981, Saturday, AM cycle

SECTION: Regional News

DISTRIBUTION: Mississippi, Alabama

LENGTH: 662 words

BYLINE: By DIANE CURTIS

DATELINE: PASCAGOULA, Miss.

BODY:

With one sharp blow of a champagne bottle, First Lady Nancy Reagan Saturday christened the Ticonderoga, a new combat ship described by Defense Secretary Caspar Weinberger as "the most capable anti-airwarfare system ever put to sea."

The new class of guided missile cruiser, Weinberger said, "can today defeat any threat to naval forces known or projected."

In ceremonies complete with a 19-gun salute, red, white and blue balloons, and bunting, the Navy Glee Club and Band, and a fife and drum corps, Mrs. Reagan, aided by her niece, Anne Davis, smacked the ceremonial bottle across the bow of the Ticonderoga.

"President Reagan and I remain convinced that the United States Navy must -- and will -- reign supreme on the seas," Weinberger told a wind-blown crowd of about 5,000, including Navy Secretary John Lehman, Sen. John Stennis D-Miss., and Rep. Trent Lott D-Miss. at the Ingalls shipbuilding facilities.

Asked by reporters whether the United States trailed the Soviets in naval strength, Weinberger said "not totally...I'm not able to give an exact measure,"

But he said the Soviets have been building up their submarine capabilities and out-spending the United States in several naval areas.

Without naming the Carter administration, Weinberger said the United States has "gone through a period" in which we have "neglected our defenses...compromised...and shamefully underpaid our uniformed personnel.

"This risk-taking approach to keeping sufficient military strength meant the United States was not able to assert the leadership expected of us by our allies," he said.

He noted that Reagan is proposing a \$32.6 billion increase in the defense budget, pay raises for the military, construction of more ships and re-activation of two battle ships and one carrier.

The christening ceremony, Weinberger said, symbolizes Reagan's "determination to restore America's strength."

Lehman called the christening "a great symbolic occasion -- an occasion that marks the end of one era and the beginning of another."

He said the United States had gone through a "period of self-doubt as to whether we could cope with problems at home and abroad."

The Ticonderoga and at least five more of the new class of \$1 billion cruisers being built at Ingalls have been 10 years in the planning.

The ships are the first surface combat guided missile cruisers with the Aegis weapons system, a sophisticated air defense and radar missile system designed to quickly detect, classify and track targets in the air, on the surface and under the sea.

They are designed to protect the Navy's aircraft carrier battle group from air attack, particularly from the threat of cruise missiles.

The Ticonderoga class, considered the most important non-nuclear shipbuilding program in the United States, is armed with surface-to-surface missiles, two five-inch guns, torpedoes, anti-submarine rockets. It has a complement of 23 officers and 323 enlisted men.

Adm. Thomas Hayward, chief of naval operations, said that despite the fact the Soviets have placed in their fleet a 25,000-ton nuclear powered battle cruiser with one of the best weapons systems in the world "ours is a generation ahead of it." He said the long range missiles on the ship number four times as many as the Soviets have and can go four times as far.

He also said the Russians spent more than double on their latest cruiser than the U.S.

At a reception for the first lady after the christening, Mrs. Reagan told Navy personnel and Ingalls officials they have allowed her to "redeem myself and I am very grateful to you.

She recalled that she had tried to christen a ship a few years ago "and I couldn't make the bottle break,"

She said she still has the bottle at home and was afraid that she would go down in history, like Bess Truman before her, for failing to smash the champagne bottle at a ship's christening. "I christened a ship properly," she proudly told the crowd.

LANGUAGE: ENGLISH

Proprietary to the United Press International 1981

May 16, 1981, Saturday, PM cycle

SECTION: Domestic News

LENGTH: 304 words

BYLINE: By DIANE CURTIS

DATELINE: PASCAGOULA, Miss.

BODY:

First lady Nancy Reagan struck a clean blow with a bottle of champagne today to christen the USS Ticonderoga, a computer-age cruiser which Defense Secretary Caspar Weinberger said could defeat any threat on the high seas.

The ceremonies at Ingalls Shipyard on the Mississippi gulf coast were attended by about 5,000 people.

"President Reagan and I remain convinced that the U.S. Navy must, and will, reign supreme on the seas," Weinberger said.

He said the Ticonderoga, with a new and sophisticated computer system, "can today defeat any threat to naval forces known or projected." He described the new class of cruiser as "the most capable anti-airwarfare system ever put to sea" and said the ceremonies symbolize President Reagan's "determination to restore America's strength.

The Ticonderoga is among five such vessels being built by Ingalls.

They are the first guided missile cruisers with the Aegis air defense and radar missile system, which is designed to detect, classify and track targets in the air, on the surface and under the sea.

The ships are to protect the Navy's aircraft carrier battle groups from air attack, particularly from the threat of cruise missiles.

The Ticonderoga class, considered the nation's most important non-nuclear shipbuilding program, is armed with surface-to-surface missiles, two five-inch guns, torpedoes and anti-submarine rockets.

It will have 23 officers and a crew of 323.

Ingalls Shipyard is scheduled to deliver the Ticonderoga to the Navy in early 1983.

The Ticonderoga takes its name from Fort Ticonderoga in New York, commemorating the capture of the fort from the British in May, 1775.

It is the fourth ship to carry the name.

The last was the aircraft carrier USS Ticonderoga, which was commissioned in May, 1944, and decommissioned in 1973.

LANGUAGE: ENGLISH

Neil Runzel at Electric Boat 203-433-8586

Kevin Hurst Ship's History Department -

Naval History Center (Kudry may have #)

1m draft 11 a.m. 9/23

FIRST LADY HILLARY RODHAM CLINTON  
REMARKS AT THE CHRISTENING OF THE COLUMBIA SUBMARINE  
GROTON, CONNECTICUT  
SEPTEMBER 24, 1994

[Acknowledgments: Secretary of the Navy John Dalton; James Turner, President of Electric Boat???)

It's an honor and a privilege to be here on what is truly an historic day for Electric Boat, for the Navy, and for all Americans.

I have to confess that I'm a bit nervous about my role. Back in April, I was invited to throw out the first ball at Wrigley Field. Throwing a ball was something I could practice beforehand. But I couldn't figure out any way to practice breaking a champagne bottle on the bow of a submarine.

This day is historic because it represents the end of an era in shipbuilding. The COLUMBIA is the last submarine that will be launched this way and, of course, it's the last Los Angeles class submarine being built here at Electric Boat.

But that's not all bad news. It's a sign of how far we have come in making the world safer and more secure. It's a reflection of the masterful work that will continue in this shipyard as you build the SEAWOLF -- a ship that the President believes is vital to preserving our submarine industrial base -- and the next generation of submarines.

And it's a reminder that we live in a time of new challenges, new hopes, and new opportunities. Overseas, we have discovered that in the post-Cold War era we have new enemies who can spring up unexpected in any corner of the globe. We have discovered that we are being tested from one continent to another on our capacity to preserve peace and strengthen democracy. And here at home, we are adjusting to new economic and political demands that require us to downsize our defenses without sacrificing our technological superiority or the security of our nation.

Given these new realities, the launching of the COLUMBIA takes on even greater historic significance. This submarine, along with the rest of our naval fleet, not only offer us a hope of peace in a turbulent world, but also a tradition of excellence and technological superiority that we never want to lose.

In learning a little about the history of the six [ck]

launching of submarine  
— but more time to build  
emphasis on builders

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Pres. — gave speech  
Maine (shipyard)

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NR of

Columbias previously commissioned by the Navy, I found out that one was a fur trader [ck], one was a xxxxx, and the last Columbia was the famous light cruiser [ck], the CL-56, that performed heroically in the Pacific in World War II, even after being bombarded during a kamikaze attack in early 1945.

So this newest Columbia not only carries with it the spirit of three great cities [in Missouri, South Carolina, and Illinois] but also the spirit of some very noble and courageous ancestors.

NR

Today, we celebrate the skilled and dedicated men and women who are building this ~~ship~~ <sup>boats</sup> ~~can we call it ship?~~ -- and the crew that is training to sail it. In many ways, we are celebrating tradition, values, and a culture that still prizes those basic human ideals of dedication, precision, and cooperation.

The President speaks often about our obligations as citizens to work hard, be responsible, try to make something of our lives. He speaks often about our need as Americans to come together with a sense of common purpose -- even if we have different backgrounds, different skills, different experiences.

The building of the Columbia is a perfect example of the values the President is talking about. Because when you think about it, the building of a good ~~ship~~ requires the same values as the building of a strong society -- particularly a pluralistic, democratic society such as ours.

Secretary Dalton was a submariner so he knows far more about submarine building than I do. But while I can't really explain to you much about turbines or ballast tanks, I do know that an extraordinary amount of care, integrity, responsibility, and teamwork is required to build this submarine.

NR

The welders who work on the hull must make joints as close to perfect as a joint can be. The machinists who make torpedo tubes or sea water valves must meet specifications by millimeters. And the same precision is required of carpenters building the cradle and the launch ways, pipefitters, shipfitters, electricians, electronics technicians, recessers, plumbers, riggers, sheet metal workers, and engineers.

Your work cannot be sloppy. It can't be rushed. It can't be done in a vacuum.

Someone was talking about the submarines built here and he said: "We don't have any recalls."

UW/  
NR

You have to get it right. Because, if after leaving its homeport in Pearl Harbor a few years from now, this submarine is submerged at xxxx ~~bores~~ [ck] in hostile waters, it's too late to find out that a joint was welded improperly, or a pipe was fitted

Asst 1 Runzel  
at Electric Boat  
203-433-  
8556

- 2
- ① how deep can they go? depth, speed classified
  - ② how many workers involved in building Columbia? ~~As 7000~~ <sup>General</sup> ~~thousands of~~ <sup>highly</sup> ~~tradespeople~~ <sup>skilled</sup>

90 in for  
months  
w/ anything

no margin for  
error  
most exacting  
standards  
pursuit of  
quality is  
relentless

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7491

Excess of  
1000 ft  
Captain Hill  
Pearl Harbor  
This App.

inaccurately, or the sonar equipment doesn't work.

There are important lessons for the rest of ~~society~~<sup>US</sup> in the work you do as submarine builders -- and in the exhaustive, grueling training that crew members undergo before being assigned to this ship.

One lesson is that it's important to set high standards. It's important to take pride in one's work. And it's important to take time and care to ensure that the final product is nothing short of excellent.

But the most important lesson is this one: That the glory doesn't come just from the battle. The glory also comes from the planning and preparation beforehand.

*That goes on for years*

That is why all Americans are so grateful for your skill, your patience, your perseverance, and your dedication to this vital national industry.

On behalf of the President and all Americans, I salute all of you who work here for contributing to the security of your fellow citizens by building this extraordinary vessel. I salute all of you on the crew for your courage and fortitude in taking on one of the most challenging assignments in our armed forces. And I salute all of you for offering such a brilliant example of what can be accomplished when we work hard, work together, and work for a common purpose.

Thank you.

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