Welcome TO THE CHRISTENING OF THE

Connecticut (SSN22)

SEPTEMBER 1, 1997

THE SEAWOLF CLASS

The Seawolf Class is the first new top-to-bottom attack-submarine design since the Skipjack Class in the early 1960s.

Seawolf submarines provide the Navy with undersea weapons platforms that can operate in any scenario against any threat, with mission and growth capabilities that far exceed Los Angeles-Class submarines. The robust design of these submarines enables them to perform a variety of crucial assignments from underneath the Arctic icepack to littoral regions anywhere in the world. Their missions include surveillance, intelligence collection, special warfare, covert cruise missile strike, mine warfare, and anti-submarine and anti-surface ship warfare. Seawolf Class ships' stealth characteristics make them the world's quietest submarines. In fact, they will be quieter at tactical speed than a Los Angeles-Class submarine is at pierside. On July 19th of this year the lead Seawolf (SSN21) joined the Navy's fleet in a commissioning ceremony at Electric Boat.

Seawolf Class Facts

Length	353 feet
Beam	40 feet
Displacement	9,137 tons (submerged)
Torpedo tubes	8
Speed	25+ knots
Diving depth	800+ feet

INSETS: SEAWOLF (SSN21) ROLL-OUT, CHRISTENING AND INITIAL SEA TRIALS

ATTAINING NEW LEVELS OF TECHNICAL EXCELLENCE

THE MODULAR DESIGN OF THE NEW ATTACK SUBMARINE

Electric Boat is a proven leader when it comes to designing, engineering and building nuclear submarines like Connecticut (SSN22), the second ship of the Seawolf Class. This leadership has been the norm at Electric Boat since the early 1950s, when the company designed and built Nautilus, the world's first nuclear-powered vessel. Since then, Electric Boat has designed 15 of the 18 classes of nuclear submarines, including all ballistic missile-firing classes. It also co-designed the Seawolf Class, and in 1996 was awarded a $1.4 billion design contract for the New Attack Submarine, the next generation attack submarine. Earlier this year, Electric Boat and Newport News Shipbuilding entered into a teaming agreement to cooperatively build this new class of submarine.

In all, Electric Boat has built more than half of the U.S. Navy's undersea fleet. The company is proud of its record. Its engineering and technical support staff comprises the industry's leading pool of talent in nearly every engineering discipline, the physical sciences, computer technology, and industrial operations and management.

Naval architects. Designers. Marine, acoustic, electrical, mechanical and structural engineers - these specialists and more form part of a team that is unrivaled when building submarines such as Connecticut.

Through its pioneering application of sophisticated electronic visualization techniques, Electric Boat is now engaged in the design and "construction" of the New Attack Submarine on computer. With this approach, design and manufacturing issues can be discovered and resolved before any steel is shaped or any pipe bent, significantly enhancing affordability. This advantage is being leveraged by the formation of design/build teams, which include representatives from all Electric Boat functional areas, as well as from the Navy and suppliers.

Connecticut was built by a highly skilled and experienced work force that does its job in two of the most advanced submarine construction facilities in the world. These facilities, with a replacement value of more than $1 billion, enable faster and more efficient production. The construction sequence begins at Quonset Point, Rhode Island, where Electric Boat's Automated Submarine Frame and Cylinder Manufacturing Facility has revolutionized submarine hull assembly processes. At the Groton, Connecticut, shipyard is the eight-acre Land Level Submarine Construction Facility, where hull sections move about on a grid system of rail tracks and transfer cars as the submarine takes shape.

Using this kind of know-how, teamwork and equipment, Electric Boat is now building the second and third ships of the Seawolf Class - Connecticut (SSN22) and SSN23. The optimum combination of talent and resources gives Electric Boat the capacity and flexibility to remain the industry leader, committed to keeping the Navy at the forefront of submarine technology and capability.

SPONSOR
PATRICIA L. ROWLAND

Born in Hartford, First Lady Patricia L. (Patty) Rowland was raised and educated through high school in the Greater Waterbury area. Her first exposure to the political arena was as an intern in the Capitol Hill office of U. S. Representative Elizabeth Holtzman. She graduated Magna Cum Laude from Marymount College in Tarrytown, New York, with a degree in English, and then pursued a career in public relations as director of internal communications at Colonial Bancorp in Waterbury and later at Lincoln First Bank in White Plains, New York.

After her two sons were born, Mrs. Rowland devoted her time to family, civic, and volunteer activities. An active member of the Woodbury Junior Woman's Club, she was involved in fund-raising and numerous charitable projects. She also served on the board of directors of the Waterbury Day Nursery Association and as a volunteer for the Woodbury Republican Town Committee.

In her role as First Lady, Mrs. Rowland has embraced the growth of Connecticut's tourism industry as her cause. She serves as Honorary Chairperson of the Connecticut Tourism Council and works with the Office of Tourism to raise awareness of Connecticut's beauty and diversity. She is a member of the Board of Trustees of the Mark Twain House, an elector for the Wadsworth Atheneum and Honorary Chairperson of the Friends of Connecticut State Parks. She also serves as Honorary Chairperson of The Governor's Residence Conservancy, which oversees the restoration and refurbishment of the Governor's Residence in Hartford.

In addition, Mrs. Rowland is a spokeswoman for The American Cancer Society's Breast Cancer Awareness program. She served as Honorary Chairwoman of the 1996 Race for the Cure as well as Honorary Co-Chairwoman of the 1997 Connecticut Race for the Cure. She is also involved with fundraising efforts for many non-profit organizations throughout the state, including her own annual "A Generous Helping of Gingerbread" event that is held during the holiday season to benefit Connecticut's needy.

Mrs. Rowland enjoys antiquing, biking, skiing, playing golf, and spending time at the family's lakeside cottage. Her most rewarding role is being mother to her two sons, Ryan (12) and Scott (10), and spending time with her family which includes her husband's children, Kirsten (13), R.J. (10) and Julianne (9).

SPEAKER
GOVERNOR JOHN G. ROWLAND

On January 4, 1995, John G. Rowland was sworn in as Connecticut's 86th Governor. At 37, he was the youngest person elected to the state's highest office; he is also the youngest governor in the nation.

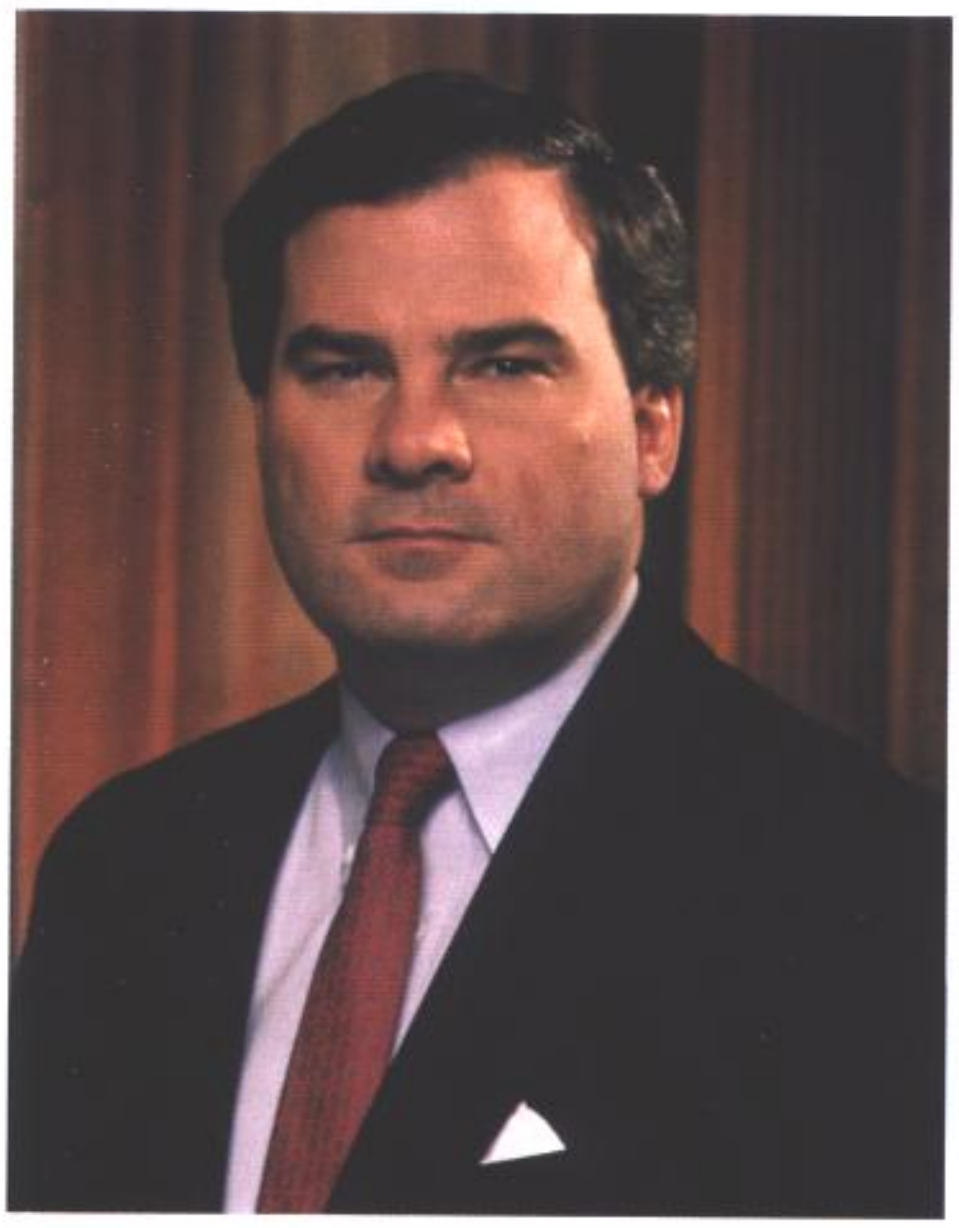
Since taking office, Governor Rowland has made responsible budgeting and fiscal restraint his top priorities. Connecticut's state surpluses have totaled $330 million since 1995, an accomplishment attributable to spending limitations Governor Rowland put in place. Governor Rowland also secured cuts in the state income tax to give Connecticut workers their first real tax cut in years.

To make Connecticut more competitive and improve its economy, Governor Rowland has worked to improve the state's overall business climate. The corporation tax, for example, is being phased down by one third and state government is becoming more efficient and user-friendly. The Governor also leads an aggressive public and private marketing effort that has attracted more than 125 new businesses and 9,000 new jobs to Connecticut since 1995.

Under Governor Rowland's leadership, Connecticut enacted some of the toughest welfare reforms in the nation, including a 21-month time limit on benefits and incentives to move recipients into the workforce. More than 40 percent of welfare recipients are now working.

To make Connecticut safer for its citizens, Governor Rowland worked to secure a more workable death penalty, measures to better protect children from sex offenders, and laws forcing criminals to serve at least 85 percent of their sentences. To help protect abused and neglected children, Governor Rowland has made the state's child protection system more open. He has worked to hire more social workers, move more staff into the field to work directly with at-risk children, and make it easier to remove these children from abusive homes.

Governor Rowland has a long history of public service. In 1980, at age 23, he was elected to the Connecticut State Legislature to represent the 73rd Assembly District. He served until



1984, when he was elected to the U. S. House of Representatives at age 27. He represented the Fifth Congressional District until 1990.

The Governor's family has lived in Connecticut for more than 200 years and has a 50-year tradition of public service. His father and grandfather both served as Comptroller for the City of Waterbury. Since taking office, Governor Rowland has been elected Chairman of the New England Governors' Conference, and The Wall Street Journal has recognized him as "one of the nation's top ten emerging government leaders."

Governor Rowland has received the Malcolm Baldridge and the TIBCO Advocate of the Year awards and is the first Governor to receive the Excellence in State Government award. In addition he received a Yale University Chubb Fellowship, an honorary doctorate of humane letters from Teikyo Post College, and honorary doctor of laws degrees from the University of Hartford and University of New Haven.

The Governor is a graduate of Holy Cross High School in Waterbury and Villanova University. He and his wife, Patricia, reside in the Governor's Residence in Hartford. They have five children between them: Kirsten, Ryan, Robert John, Julianne, and Scott.

STATE HIGHLIGHTS

Found within Connecticut's compact borders are forested hills, urban skylines, shoreline beaches, white-steepled colonial churches and historic village greens. The state offers a thriving mix of business and commerce with an expanding tourism industry in an environment that juxtaposes old New England charm and late 20th-century sophistication.

While Connecticut was first explored by the Dutch, who founded trading posts, the first permanent settlements were made by the English, beginning in 1633.

From its earliest days, Connecticut enjoyed a large measure of political independence, adopting democratic principles of government in 1639 with Fundamental Orders. These Fundamental Orders are said to be the first written constitution of a democratic government and led to the state's nickname of "The Constitution State."

During the American Revolution, Connecticut soldiers were on the battle lines from Quebec to Carolina. It was Connecticut native General Israel Putnam who cried at the Battle of Bunker Hill: "Don't fire until you see the whites of their eyes." Nathan Hale, as he was about to be hanged by the British for spying, made an equally well-known statement: "I regret that I have but one life to lose for my country."

The Connecticut Yankee has long been a symbol of commercial and industrial resourcefulness. Since Colonial times, the

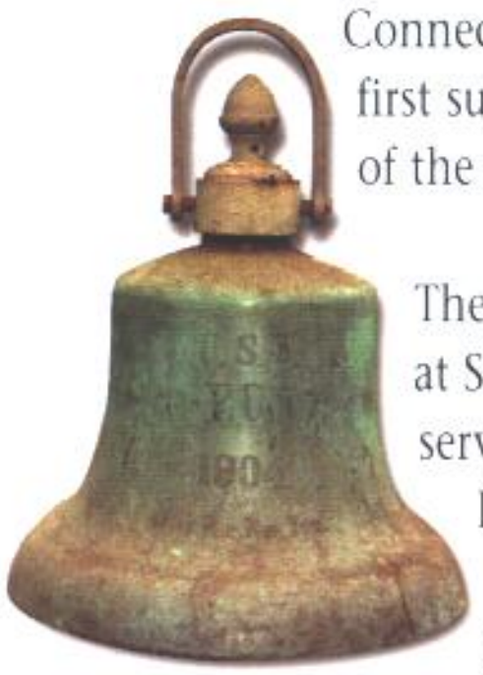
state has been an important manufacturing center and a world leader in industrial development. Connecticut gained its reputation as the "Arsenal of the Nation" during the Revolution. Early in the 19th century Eli Whitney and Simeon North began making firearms with interchangeable parts, a development generally recognized as the beginning of modern mass production.

Over time, Connecticut industrial genius has provided the world with such varied inventions as vulcanized rubber, friction matches, sewing machines, steamboats, lollipops, corkscrews, cylindrical locks and the nuclear submarine. The state's manufacturing industry has continued its tradition of innovation, and now holds global leadership positions in jet engines, helicopters, metal working, electronics and plastics.

Connecticut is home to a number of global corporations but is perhaps best known for its insurance industry. The state began developing its reputation as an insurance center nearly 200 years ago with the establishment of marine insurance for ships and cargoes sailing between Connecticut and the Caribbean. Fire insurance got its start in 1794 and other types - life, accident, casualty and health - emerged over the next century.

With its 250-mile shoreline, rolling Litchfield Hills, unspoiled Connecticut River Valley and numerous other attractions, the state has seen the continuing expansion of a multibillion dollar tourism industry. Connecticut also offers a variety of cultural attractions - theater, opera, ballet and symphonies as well as several nationally ranked museums and art galleries.

OTHER SHIPS NAMED CONNECTICUT



Connecticut (SSN22) is the fifth ship and the first submarine to be named for the fifth state of the union.

The first Connecticut, a gondola, was built at Skenesborough, New York, in 1776 for service with the Continental Army on Lake Champlain. Commanded by Army Captain Grant, the vessel joined General Benedict Arnold's fleet and participated in the Battle of Valcour Island from October 11 through 13, 1776. Threatened with capture on the last day of the battle, Connecticut was burned on Arnold's order to prevent its capture by the British. This fleet action on Lake Champlain delayed the British advance from Canada, providing the Americans with time to strengthen their forces and contributing to their victory at Saratoga a year later.

The second ship named Connecticut was a sloop-of-war launched June 6, 1799 at Middletown, Connecticut. Sailing under the command of Capt. M. Tryon in October, 1799, Connecticut cruised the West Indies for a year during the quasi-war with France, protecting American commerce from French privateers. The ship's successful career was highlighted by the capture of four privateers and the recapture of seven American merchantmen. Arriving in New London in October, 1800, Connecticut was sold the following year in New York City.

The third Connecticut, a sidewheel steamer, was built in 1861 by William Webb in New York and commissioned by the Navy August 23 of that year.

Connecticut sailed on its first voyage August 25, delivering men and supplies to ships on the Union blockade along the Atlantic and Gulf coasts. The ship made five similar voyages between January and November, 1862, capturing four schooners with valuable cargo in the process.

During its next cruise, from August 10, 1863 to July 25, 1864, Connecticut operated successfully with the North Atlantic Blockading Squadron off Virginia and North Carolina. The ship captured five vessels and drove a sixth ashore where it was abandoned and burned by its crew. One of the captured ships was the English steamer, Minnis, which carried a cargo of cotton, tobacco, turpentine and gold - one of the most valuable prizes taken during the war.

USS CONNECTICUT
(BB-18)

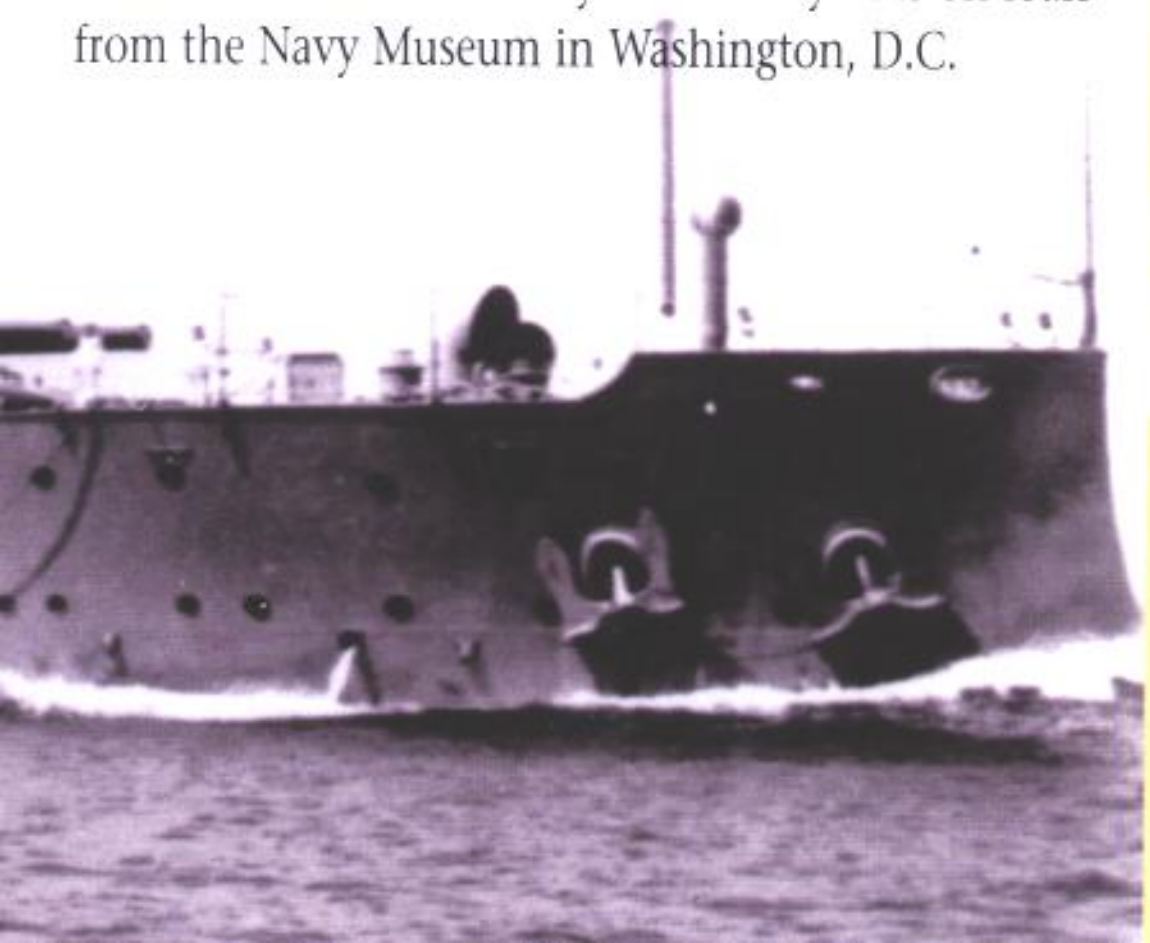
Connecticut made its last cruise between February 21 and August 3, 1865, searching for Confederate privateers in the West Indies and off the east coast, and towing monitors from Port Royal to Philadelphia. The ship was decommissioned August 11, 1865 at Philadelphia Navy Yard and sold the following month.

The fourth Connecticut (BB-18) was launched September 29, 1904 at New York Navy Yard and commissioned two years later. As flagship of the Atlantic Fleet, Connecticut sailed from Hampton Roads, Virginia on December 16, 1907, as part of the Great White Fleet's cruise round the world. The ship served as flagship of the combined Atlantic and Pacific fleets as they continued their cruise, and returned to Hampton Roads on February 22, 1909.

After repairs in the Philadelphia Navy Yard, Connecticut returned to full commission on October 3, 1916, as flagship of the Fifth Division, Battleship Force, Atlantic Fleet. The ship operated along the east coast and in the Caribbean until the U. S. entered World War I. Based in York River, Virginia, during the war, Connecticut exercised in Chesapeake Bay, training midshipmen and gun crews for merchant ships. At war's end, the ship was fitted out for transport duty and made four voyages to return troops from France.

On August 21, 1921, Connecticut was assigned as Flagship Train, Pacific Fleet and over the next year cruised along the west coast, taking part in exercises and commemorations. Entering Puget Sound Navy Yard December 16, 1922, Connecticut was decommissioned March 1, 1923. The ship was sold for scrap later that year in accordance with the Washington Treaty for naval armament limitations.

USS Connecticut's bell is on display between the submarine brows for today's ceremony. It is on loan from the Navy Museum in Washington, D.C.



Program

NATIONAL ANTHEM
U. S. Coast Guard Band
Director - Commander Lewis Buckley

WELCOME
John K. Welch
Vice President
General Dynamics Corporation
President
Electric Boat Corporation

REMARKS
The Honorable Sam Gejdenson
United States Representative - Connecticut

The Honorable Daniel K. Inouye
United States Senator - Hawaii

The Honorable Christopher J. Dodd
United States Senator - Connecticut

The Honorable Joseph I. Lieberman
United States Senator - Connecticut

INTRODUCTION OF THE PRINCIPAL SPEAKER
The Honorable John H. Dalton
Secretary of the Navy

ADDRESS
The Honorable John G. Rowland
Governor
State of Connecticut

INTRODUCTION OF SPONSOR
John K. Welch

BLESSING OF SHIP
The Rev. William Charbonneau

CHRISTENING
Patricia L. Rowland
Matron of Honor: Mrs. Mollie Falvey

FLOWER GIRL
Nicole Marie Kiely

SHIPS OF THE OHIO CLASS

The 18 Ohio-Class (Trident) ballistic-missile submarines must be considered among the most effective warships ever built.

Designed and built by Electric Boat, these submarines are without question the most powerful ships ever put to sea.

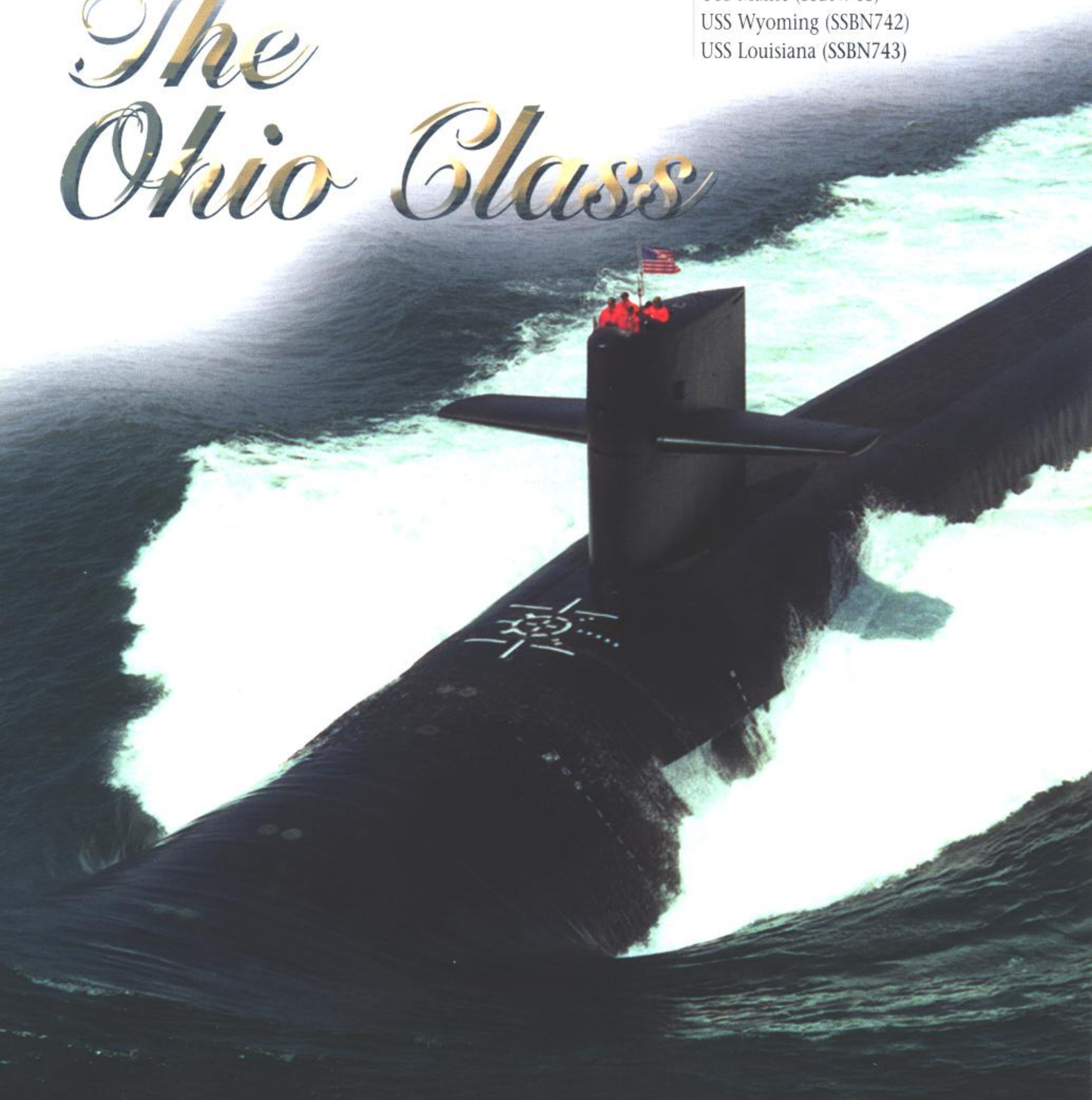
With a length of 560 feet, a submerged displacement of 18,750 tons and a payload of 24 multiple-warhead, long-range Trident ballistic missiles, each of these vessels provides the Navy with an unparalleled combination of stealth, strategic capability and superior operating performance.

The Trident program has been cited by the General Accounting Office as a model of cost-effective military procurement.

Ohio Class Facts

USS Ohio (SSBN726)
USS Michigan (SSBN727)
USS Florida (SSBN728)
USS Georgia (SSBN729)
USS Henry M. Jackson (SSBN730)
USS Alabama (SSBN731)
USS Alaska (SSBN732)
USS Nevada (SSBN733)
USS Tennessee (SSBN734)
USS Pennsylvania (SSBN735)
USS West Virginia (SSBN736)
USS Kentucky (SSBN737)
USS Maryland (SSBN738)
USS Nebraska (SSBN739)
USS Rhode Island (SSBN740)
USS Maine (SSBN741)
USS Wyoming (SSBN742)
USS Louisiana (SSBN743)

The Ohio Class



NEW ATTACK SUBMARINE

Representing a revolution in advanced design and construction techniques and mission flexibility, the New Attack Submarine (NSSN) will provide the U.S. Navy with the capabilities it requires to maintain the nation's undersea supremacy well into the 21st century.

The NSSN will satisfy the full spectrum of regional and near-land mission needs in the post-Cold War era. Equipped to wage multidimensional warfare, these submarines will be key to America's sea power and national defense with their stealth, lethality and unlimited endurance.

Now under design at Electric Boat and scheduled for a 1998 construction start, the NSSN is being optimized for maximum technological and operational flexibility. When the lead ship of the class joins the Navy's fleet in 2004, it will reflect the uncompromising quest to engineer the proper balance between advanced technologies and affordability.

New Attack Submarine Missions

Covert intelligence, surveillance and reconnaissance: The NSSN's advanced electronic sensors will collect critical intelligence - locating radars, missile batteries and command sites; monitoring communications and tracking ship movements. Minefields will be detected, while other threats and targets are monitored to ensure that mission objectives are met.

Special Warfare Operations: The NSSN will support the spectrum of special warfare requirements - search and rescue, reconnaissance, sabotage and diversionary attacks, directing fire support and strikes, and other clandestine assignments. The submarine's integral nine-man lock-out chamber can host the Advanced SEAL Delivery System mini-sub or a dry deck shelter for special forces vehicles and equipment. In addition, the NSSN's torpedo room can be reconfigured to accommodate larger numbers of special operations troops.

Anti-Submarine and Anti-Surface Warfare: With its advanced combat systems and flexible payload of advanced torpedoes, anti-ship cruise missiles and naval mines, the NSSN is equipped to counter hostile ships and submarines.

Covert Precision Strike and Direct Support of Forces Ashore: Launching land-attack missiles from its vertical launchers and torpedo tubes, the NSSN's strike effectiveness is multiplied by its ability to attack with complete surprise from coastal waters. Initially, the NSSN will employ the war-proven Tomahawk Land Attack Missile. A submerged-launch variant of the highly effective Army Tactical Missile System - a precision weapon with a 160-mile range - is being evaluated for future direct support of ground forces.

New Attack Submarine Class Facts

Length	377 feet
Beam	34 feet
Displacement	7,550 tons (submerged)
Speed	25+ knots
Diving Depth	800+ Feet
Weapons	

- Tomahawk land-attack missiles
- Mk 48 advanced capability torpedoes
- Mk 60 CAPTOR mines
- Advanced mobile mines
- Unmanned underwater vehicles