THE OBSERVER

Vol. 6 No. 35 8 September 1983

A Tribute to Admiral Hyman G. Rickover, USN (Ret.) On the Occasion of the Launching of SSN-709

HYMAN G. RICKOVER (SSN-709) Launched on 27 Aug.

The nuclear-powered submarine, HYMAN G. RICKOVER (SSN-709), was launched at 12:30 p.m., Saturday, 27 August 1983, at Electric Boat Division, General Dynamics Corp., Groton, Connecticut.

Admiral James D. Watkins, USN, Chief of Naval Operations, gave the principal remarks.

Mrs. Hyman G. Rickover served as the ship's sponsor.

The ship was named for Admiral Hyman George Rickover, USN (Ret.), often referred to as the "Father of the Nuclear Navy." Admiral Rickover retired on 1 February 1982, as Deputy Assistant Secretary for Naval Reactors, Department of Energy, and Deputy Commander, Nuclear Propulsion Directorate, Naval Sea Systems Command.

This is the third Navy ship to be named for a living person. The others are the aircraft carrier, USS CARL VINSON (CVN-70), named for the former Georgia congressman (now deceased), and the guided-missile destroyer, ARLEIGH BURKE (DDG-51), named for the former Chief of Naval Operations. The ARLEIGH BURKE is scheduled for commissioning in the latter part of this decade.

Admiral Hyman G. Rickover, USN (Ret.)

"Through Vice Admiral Rickover's skillful technical direction, unusual foresight, and unswerving perseverance, the United States has attained a pre-eminence in the field of naval nuclear propulsion."

Such accolades, like this one from the Distinguished Service Medal presented to him in 1961, followed Admiral Hyman George Rickover throughout his colorful and distinguished 64-year naval career.

That career began in 1918, when, as a young lad from Chicago, he entered the U.S. Naval Academy. It went on to span two world wars and the nation's progression into the nuclear era, earning him the title "Father of the Nuclear Navy."

For 15 years after his graduation from the Naval Academy in 1922, he served mainly on board battleships and submarines and also commanded a minesweeper. During this time, he also received the degree of Master of Science in Electrical Engineering from Columbia University.

In October, 1937, he was selected as an Engineering Duty Only officer and transferred to the Navy Yard at Cavite, Philippine Islands.

In August, 1939, he reported for duty at the Bureau of Ships in Washington, D.C., where he remained throughout the greater part of World War II. He was awarded the Legion of Merit "for exceptionally meritorious conduct" as head of the Bureau's electrical section.

Other duties during the war included a temporary assignment on the staff of the Commander, Service Force, Pacific Fleet. He also served as industrial manager at Okinawa and as commander of the Naval Repair Base there.

In December, 1945, he was assigned as inspector general of the U.S. Nineteenth Fleet, engaged in mothballing vessels of the Pacific Fleet.

While later assigned to the Manhattan Project at Oak Ridge, Tennessee, he received a Letter of Commendation from the War Department "for outstanding service in connection with the development of the atomic bomb as assistant director of operations, Manhattan District."

In 1947, he was assigned to duty in connection with nuclear ship propulsion in the Bureau of Ships. From there he moved to the division of reactor development of the U.S. Atomic Energy Commission in Washington, D.C.

Those assignments set the stage for the admiral's historic involvement with the NAUTILUS, the world's first nuclear-powered vessel.

Rickover, then a captain, was chosen to direct work on the land-based prototype (STR Mark 1) for the NAUTILUS at the AEC's National Reactor Testing Station near Idaho Falls, Idaho. For his work with that project, he received a Gold Star in lieu of a second Legion of Merit.

NAUTILUS was built in Electric Boat's south yard and was christened on January 21, 1954 by Mrs. Dwight D. Eisenhower. On January 17, 1955, she put to sea for the first time, signaling her historic message - "Underway on nuclear power."

Rickover went on to champion and develop the nuclear Navy for another 28 years - through several generations of nuclear submarines and nuclear surface ships. In fact, today's entire United States submarine fleet and nuclear surface fleet bear the Rickover imprint.

In addition to his contributions to the development of the nuclear Navy, Rickover also lead the scientific, technical and industrial team that developed and constructed the first nuclear-powered electric utility central station in the United States - at Shippingport, Pennsylvania. First authorized in July, 1953, the station achieved initial criticality on December 2, 1957.

Cont'd on page 4--

Rickover's biography, cont'd from page 3--

Rickover's value to the nation was perhaps best exemplified by the fact that he served, by Act of Congress, on active duty for 20 years beyond the mandatory retirement age of 62. When he retired on January 19, 1982, he had served for 64 years, longer than any other person.

To commemorate his outstanding career, the Admiral H.G. Rickover Foundation was formed in February, 1983. The foundation runs an annual Summer Science Institute attended by talented youth from the United States and abroad and sponsors colloquia on education, energy and the international flow of technology.

Over the years, Rickover has received 13 military medals, 61 civilian awards, including the prestigious Enrico Fermi Award, and 15 honorary degrees. He is the author of five books and two reports to Congress.

His career is perhaps best summed up by this recent comment from former President Gerald R. Ford: "His countless achievements will be everlasting and indelibly written on the pages of America's history as a challenge for future generations."

****

Watkins' remarks, cont'd from page 10--

ments than any other biographical footnote. This honors him and his wife better than any other type of special award or recognition.

It is an "Admiral Rickover story" such as this, which best tells about the man and his life. This is a story about undaunted spirit, Diogenes-like intellect, an untiring man who is seeking excellence and taxes individual responsibility for each and every action. It is the story of a patriot; the story of a winner who values the proper development and education of our young people, because he knows that each American can only be a full partner in citizenship, if he or she has the knowledge and determination to seek such a partnership. That is the real Admiral H. G. Rickover this new submarine represents.

So this is an important day, not only for Admiral and Mrs. Rickover, not only for our nation and Navy, but for the many students of the teacher who have come to know the true Admiral Rickover story--and this submarine will serve as a constant reminder of that story.

It was the Admiral's demanding leadership; his technical wisdom and engineering foresight; his frank and knowledgeable discussions with our nation's elected leaders; and his consuming pursuit of and strict adherence to standards of excellence, that have given this nation a nuclear navy second to none. Without this man's contributions, NAUTILUS' famous "underway on nuclear power" would probably still be an unfulfilled "Jules Verne vision."

Thank you and God bless you all for coming today and helping this talented Navy crew take the inital step, on their long journey, into the deep.

****

Rickover's remarks, cont'd from page 11-

Fair and honest dealing with the United States Government is the best policy for the individual citizen, as is the fulfillment of legal obligations on the part of corporations doing business with the United States Government.

I believe that this relationship will continue to be mutually beneficial from now on if Electric Boat acts as a responsible supplier and not as a contractor trying to dominate the customer.

In large corporations it is customary to assign credit to the senior officials and blame to the lower ranks when something goes wrong.

In the case of the Portsmouth Naval Shipyard, due to the lack of vision and courage by the shipyard's naval management, Electric Boat became the leading submarine yard in the United States.

Bear in mind, all effort in the world is done by and through people, not organizations. So, whenever you read the full-page shipbuilders advertisements, just remember how the job really got done. Also remember that the actions of some shipyard officials have not been in the best interests of the customer or even of their own yard.

Commander Eleonore Bednowicz Rickover, USN (Ret.)

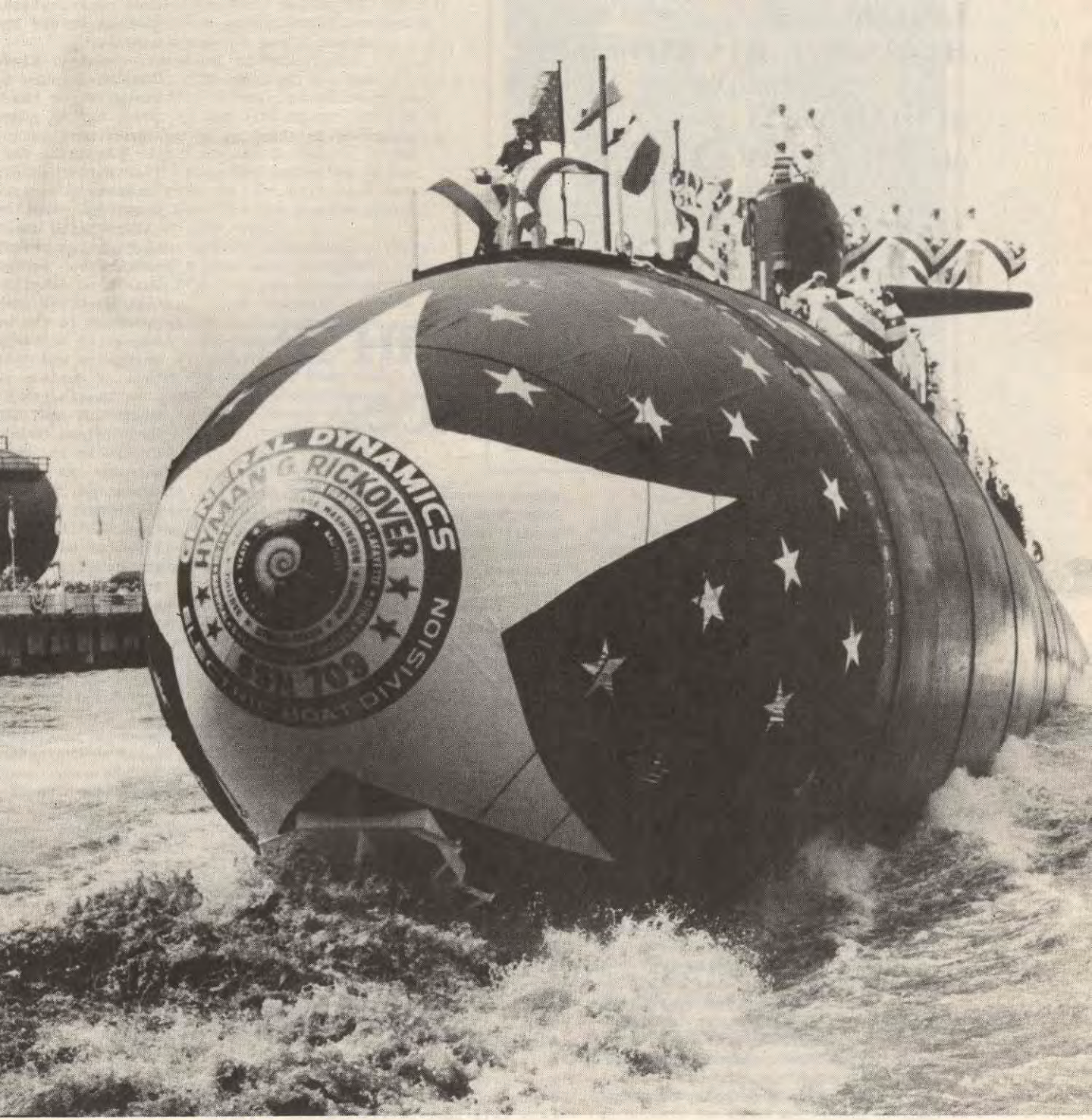
Commander Eleonore Bednowicz Rickover, USN (Ret.), is the wife of Admiral Hyman G. Rickover. She served on active duty in the Navy Nurse Corps from 1954 to 1974.

A native of Chicago, Illinois, Mrs. Rickover attended St. Mary of Nazareth School of Nursing there and holds a Bachelor of Science degree in Nursing from Indiana University.

Mrs. Rickover is a member of the Women's Board of the St. Mary of Nazareth Hospital Center in Chicago. She is also a member of the Board of Hospice of Northern Virginia. An active volunteer for the organization, she cares for the terminally ill in the hospice as well as in their homes.

The Rickovers were married in 1974.

Mrs. Rickover launches SSN-709 as (from left) Vice Admiral E.B. Fowler, Commander, Naval Sea Systems Command; the Honorable Victor Gilinsky, Commissioner, Nuclear Regulatory Commission; Admiral Hyman G. Rickover, former Deputy Assistant Secretary for Naval Reactors, Department of Energy, and former Deputy Commander, Nuclear Propulsion Directorate, Naval Sea Systems Command; the Honorable Shelby Brewer, Assistant Secretary for Nuclear Energy, Department of Energy; Admiral Steven A. White, Chief of Naval Material; Walter T. Skallerup, Jr., Chief Navy Counsel; David S. Lewis, Chairman and Chief Executive Officer, General Dynamics Corporation (with microphone); and Admiral James D. Watkins, Chief of Naval Operations, look on.



HYMAN G. RICKOVER (SSN-709) after launching.

Remarks by
Admiral James D. Watkins
at the
Launching of
HYMAN G. RICKOVER
(SSN-709)
at Groton, CT
on Sat., 27 Aug. 1983

His Chosen Course of Excellence

On this special day, I would like to share with you a story of an ancient philosopher who came to a city, determined to save its inhabitants from sin and wickedness. Night and day the philosopher walked streets and haunted marketplaces. He preached against greed and envy; against falsehood and indifference. At first, people listened and smiled. Later, they turned away; for he no longer amused them. Finally, a child asked, "Why do you go on? Do you not see it is hopeless?"

The man answered, "In the beginning, I thought I would change men. If I still shout, it is to prevent men from changing me."

This is a story that Admiral Rickover tells -- and has used in many speeches. It is the timeless story of a visionary man who perseveres, who does what he knows is right; story of a teacher, who desires to impart his knowledge to others; a story of courage, the search for excellence, the use of every skill and God-given capability that one man possesses; it is also the Admiral Rickover story.

I speak from personal experience, for I am one of his students. And there are others here today who have come to share the honor of observing this historical event. Military and civilian -- active duty and retired--these students of Admiral Rickover come from the ranks of the former Atomic Energy Commission, Naval Reactors Directorate, both Houses of Congress, and from the nation's scientific and engineering communities. While their backgrounds are varied, they share one thing in common -- they are all better human beings because he taught them to strive for excellence and not settle for mediocrity. They know, because he taught them, that intellectual integrity, technical honesty, sound analysis, and courageous decisions are essential ingredients in managing the development of technology.

These are the qualities often overlooked by the sensationalist or gossiper who watches the Admiral from afar--who has no direct linkage; who speaks of personal-interview folklore; who feeds on and reproduces rumor ever more exaggerated with each one-sided source input. These people miss the mark. They do not begin to understand the depth of this brilliant American, his dedication to American ideals, his quest for excellence in himself and others, his undaunted spirit.

Even biographical summaries found in the libraries of the world only tell part of the Admiral Rickover story. While properly crediting Admiral Rickover as the Father of the

Nuclear Submarine, these accounts still miss the mark. An engineer, educator, patriot and critic, Admiral Rickover's range of interests and knowledgeable teachings have run from conservation of our natural resources to the study of ethics and morality.

Admiral Rickover has said that "One must learn to reach out, not to struggle for that which is just beyond, but to grasp at results which seem almost infinite."

Reaching for the infinite -- that aptly describes much of Admiral Rickover's work as a teacher. Thirty years ago, the Admiral reached for the infinite when he envisioned the warfighting potential of the nuclear submarine. Because of his perseverance, and despite many others who were doubting and narrow-in-vision, our Navy is the world's foremost source of knowledge in design, construction and safe, efficient operation of nuclear power plants.

Last month I had the chance to visit USS NAUTILUS, now readied at Mare Island Naval Shipyard for delivery to her memorial home here in Groton. As I walked through that submarine, I was reminded of how revolutionary she was back in 1954. With NAUTILUS, we slipped the confines of having to surface frequently to recharge our batteries and refresh our air supply. We were able to stay submerged and run at high speeds almost indefinitely. That marked a watershed in submarine development and the beginning of a revolution in strategy and tactics. USS NAUTILUS was the first true submarine.

This success story goes back even further, to the 1940s when few were enthusiastic about nuclear power and many thought it outright impossible. So it took a visionary to circumvent the ever-present naysayers and get this program going. Against all odds, Admiral Rickover proved that nuclear power could be safely used, both in shipboard propulsion and civilian power-generation applications.

Admiral Rickover knew that investments in proper design, quality control in manufacturing, and excellence in training were prerequisites for safety and success. He recognized that if you pay now for quality assurance and environmental protection, you avoid paying later in potential environmental damage, tragic loss of life and prohibitive remedial costs. While others looked for short cuts, Admiral Rickover insisted upon establishing his stand-

ards of performance -- with checks and balances, concern and quality, and extra care that have become the hallmark of our Navy's Nuclear Power Program.

From the very beginning, Admiral Rickover was particularly concerned about safety--it was a fundamental consideration in every facet of his program. The Admiral has testified repeatedly, "Where radiation is involved, we are dealing not just with the lives of present-day individuals, but with the genetic future of mankind." From the beginning he designed each nuclear ship with the thought that his own son would be a member of the crew.

Long before environmental impact statements were even thought of, Admiral Rickover was concerned about man's ability to properly use new technologies, hailed as advancements, and what long-range effect they might have on our environment.

The teacher also knew that the vital link in any technological advancement was the human element -- could people be trained to safely operate and use what scientists and engineers produced?

Many others failed to understand what Admiral Rickover already knew--it is the quality of people that makes the difference. An engineering system could be designed perfectly, but still it could be made to fail, if those required to operate it did not understand and respect every theoretical and practical aspect of what they were doing.

Because the Admiral understood human significance in the equation, he did not produce technocrats alone. Instead he developed the Navy's Nuclear Power Program around a solid core of dedicated individuals who showed the same care, understanding and quest for excellence. The crew that stands aboard the ship we launch today is a legacy of that philosophy.

This philosophy led the Admiral's searching mind to question the very capability of our national education system to give him the raw material he needed to successfully operate the Nuclear Power Program. When he saw just how weak our nation's educational standards were, he put his energy and drive toward correcting the discovered inadequacies. Not only did he build his own schools and trainers in the Navy to do what had to be done, he embarked on a one-man campaign to improve the educational system throughout the country.

Let me quote Admiral Rickover:

We need "to develop to the utmost our human resources -- the minds of our young people. They will need far more highly trained minds than the ones we now get by with in order to cope with the poorer and more crowded world we are bequeathing to them."

That was written by the Admiral over twenty years ago. Yet it still encapsulates a driving motivation in his life which may well surpass all others in intensity -- the proper education and training of our young people.

Admiral Rickover also wanted each of his students to make full use of their God-given talents to do the job right. He knew that all too often the mediocre and status quo were the world's standards of performance--not the exceptional and the excellent. He acknowledged that success was only possible with hard work and heavy sweat, reminding his students that the hard-fought is the sweetest victory of all.

Individual responsibility for excellence is a central philosophy of his life. He incorporated this belief into the very organization of the Naval Reactors Directorate which

Cont'd on page 10--

Cont'd from page 9 --

he founded. When the rest of the Navy--and government--were rushing off to reorganize and build large bureaucracies, he fenced off his own organization to insure against obfuscation of individual responsibility and accountability. He has always been fully accountable for his actions, first and foremost, to himself--the toughest judge of all.

He also championed the cause of not cheating the taxpayer out of his tax dollar, long before "fraud, waste and abuse" became Washington buzz-words. He was concerned not only with blatant subterfuge and outright evasion of the law by industry, appointed officials and government employees, but also with attempts to circumvent established practices of responsible behavior. He did not subscribe to the Roman maxim, *caveat emptor,* "let the buyer beware," but believed that everyone had a moral and ethical responsibility to provide a quality product--whether it was a piece of equipment from a manufacturer or the day-to-day performance of an employee, nobody should cheat the taxpayer.

His efforts in this area were recognized early by some of the military's toughest critics, like Senator William Proxmire, who has said that Admiral Rickover is a "national treasure" because of his tireless protection "of the taxpayer."

Admiral Rickover's visionary teachings and leadership have set tone and pace for a wide variety of vital initiatives, which improved the quality of our Navy's overall warfighting capabilities. Many of the Admiral's doctrines, first strongly opposed, are now accepted standards throughout the Navy. Why? Because they work and they're the right thing to do.

The legacy of superb performance continues today. Since the NAUTILUS first put to sea in 1955, our nuclear-powered ships have steamed over 55 million miles and have accumulated over 2,600 reactor-years of operation. Further, in the 30 years since the NAUTILUS land prototype first operated--and with 127 nuclear submarines, 4 nuclear carriers, 9 nuclear cruisers, a total of 170 reactors in operation today--there has never been an accident involving a nuclear reactor, nor has there been any release of radioactivity which has had a significant effect on our environment. To date, almost 60 thousand officers and enlisted men have been trained in this program, all striving to meet that Rickover mark of personal excellence.

The Admiral often talks about the proper utilization of our limited national resources--human, financial and natural. It is appropriate then, to name this submarine after the Admiral, for his teachings of properly using our resources to the fullest are embodied in this submarine and her sisters. This is today's most quiet--most "stealthy"--most sophisticated submarine; this submarine is the result of applied knowledge, which produced solid, well-designed and tested engineering systems; this submarine has the Admiral's concern for system reliabiltiy, redundancy and simplicity, built in as standard equipment, not as options; and the crew of this submarine will reflect the Admiral's reliance upon well-trained people who use their full potential.

This submarine and the fine crew that will take her to sea are symbolic of a much larger group of submarines that already bear that unique mark of Rickover excellence. They will be the principal determinant of victory during any protracted war at sea.

It is difficult to properly honor Admiral Rickover for what he has accomplished. This same problem confronted the Admiral's Headquarters Staff at Naval Reactors. They wondered, "What type of recognition do you give a man whose service performance has transcended all others? How do you honor a man after 64 years of active duty service who already has 15 honorary degrees? Who has won over 60 different awards, including a Presidential Medal of Freedom and a Congressional Gold Medal?"

What you give him is a special, very personal gift that shows your respect for the man. To do that, they chose to support Eleanore Rickover's work as a member of the Board of Hospice of Northern Virginia. Eleanore, our lovely sponsor, is not only a Hospice Board member, but is also an active volunteer, caring for the terminally ill in the hospice as well as in their own homes. The staff raised over five thousand dollars for the hospice. This loyalty, commitment and compassion in his staff tells more about Admiral Rickover and his life's accomplish-

Cont'd on page 4--

Remarks by Admiral H.G. Rickover at the Launching of HYMAN G. RICKOVER (SSN-709) at Groton, CT on Sat., 27 Aug. 1983

At ship launchings it is customary to say fine things about the sponsor; who is then surprised to learn how unusual a person she really is.

But in the case of my wife, Eleonore, there is nothing superfluous one could say. She is living truth that a fine and beautiful woman can have the capacity and stamina to tolerate one such as me.

I will now say a few words that should have been said many years ago.

We have become accustomed to giving praise to organizations and not to people.

Consider today's events: the speakers always give credit to the corporation--in this case General Dynamics.

But I will tell the real story why Electric Boat is the leading submarine builder in the United States.

The design and building of the Nautilus prototype in Idaho had proceeded to the point where I needed a submarine shipyard to become involved, I thought it would be a good idea for the Portsmouth, New Hampshire, Naval Shipyard, which had designed and built many submarines during World War II, to build the ship.

So I visited the Portsmouth Naval Shipyard, and asked the shipyard commander if he would be willing to provide the naval architects and engineers needed for designing and building the land-based atomic energy prototype plant in Idaho. In this way his yard would have a decisive advantage when the time came for the actual construction of the submarine. He refused, saying he did not have the manpower or the Navy funds necessary for such an undertaking.

I replied I would see to it that he would have all the necessary manpower and funds. These would be provided by the Atomic Energy Commission, not the Navy. But he was adament.

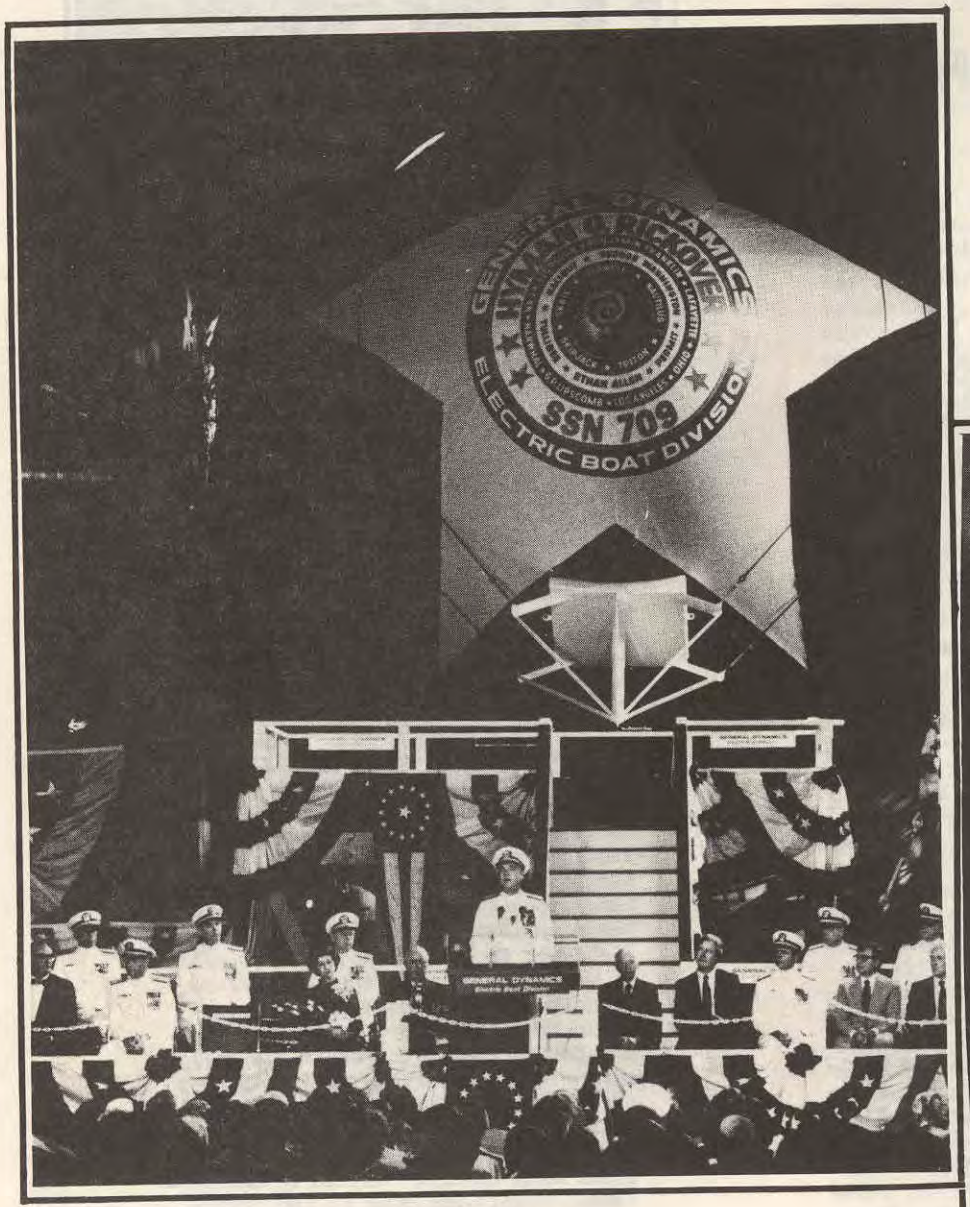
After talking with the "Reluctant Dragon," I reached across his desk and used his telephone. While the shipyard commander listened, I called Mr. O.P. Robinson, the manager of Electric Boat, and asked if he could construct the world's first atomic submarine. He immediately responded, "yes."

I met with him that evening and we worked out the relationship for this joint venture. Mr. Robinson demonstrated an attitude of hearty cooperation and not of dignified acquiessence--as has been the experience at the beginning of some honeymoons. This relationship between the Navy and General Dynamics continued to be outstanding even after it was taken over by the General Dynamics Corporation-except for one recent set of events: the local manager attempted to impose his will on the United States Navy. But, that official is no longer at Electric Boat.

I trust that the lesson from this event will be long remembered and will remain deeply imbedded in the brains of General Dynamics officials in St. Louis.

Cont'd on page 4--

SSN-709 LAUNCHING



Speakers' platform.

Admiral Watkins presenting remarks.

Overview of the SSN-709 launching.

Guest-of-Honor Admiral Rickover.

SSN-709 underway.

Admiral and Mrs. Rickover with the Admiral's sister, Mrs. Irving Berman.

Admiral Rickover presenting remarks.

THE RECEPTION

Admiral and Mrs. Watkins, Admiral and Mrs. Rickover, and Mr. Lewis.

TESTIMONIALS

To Admiral Hyman Rickover

Rosalynn and I are pleased to congratulate you on the great and deserved honor you are receiving today. It is a fitting testimony to your leadership that the Hyman G. Rickover (SSN 709) sail as a proud reminder to all of us who have been so influenced by you.

America is fortunate to have this monument signifying the inspiration you have provided in years past and for years to come.

Sincerely,

JIMMY CARTER

Western Union

UNFORTUNATELY, A SCHEDULE PREVENTS ME FROM ATTENDING THE LAUNCHING CEREMONY OF THE HYMAN G. RICKOVER (SSN 709). HOWEVER, I AM PLEASED TO JOIN THE MANY DISTINGUISHED GUESTS GATHERED TODAY IN OFFERING MY CONGRATULATIONS AND PERSONAL THANKS TO A MAN WHO HAS TURNED OPPORTUNITY INTO ACHIEVEMENT, AN INNOVATIVE GENIUS AND A GREAT AMERICAN, MY GOOD FRIEND, HYMAN G. RICKOVER. IT IS APPROPRIATE THAT THIS MAGNIFICENT VESSEL BE NAMED FOR ADMIRAL RICKOVER, FOR HIS CONTRIBUTIONS AS FATHER OF THE NUCLEAR NAVY WILL BE FOREVER REMEMBERED IN AMERICAN HISTORY. AS ONE OF THE NAVY'S GREATEST ASSETS, ADMIRAL RICKOVER'S PIONEERING SPIRIT CATAPULTED THE NAVY INTO A NEW ERA OF TECHNOLOGY -- AN ERA WHICH HAS ALLOWED THE UNITED STATES TO MAINTAIN A STRONGER DEFENSE POSTURE. ADMIRAL, I SALUTE YOU FOR YOUR OUTSTANDING ACCOMPLISHMENTS, AND TODAY'S CEREMONY IS JUST ONE WAY IN WHICH THE U.S. NAVY, AND THE ENTIRE COUNTRY, CAN EXPRESS ITS DEEPEST GRATITUDE TO YOU. GOD BLESS YOU, AND MAY THIS SHIP SERVE AMERICA AS LONG AND AS EFFECTIVELY AS YOU HAVE. BEST WISHES TO EVERYONE ON THIS OCCASION. WITH KINDEST REGARDS,

SINCERELY,

Strom Thurmond,
President Pro Tempore,
United States Senate

DEAR ADMIRAL RICKOVER,

ON BEHALF OF THE HOUSE COMMITTEE ON ARMED SERVICES, I CONVEY BEST WISHES AND CONGRATULATIONS ON THE OCCASION OF THE LAUNCHING OF THE NUCLEAR SUBMARINE NAMED AFTER YOU.

NO ONE IS MORE DESERVING OF THIS SINGLE HONOR WHICH THE GRATEFUL CITIZENS OF OUR NATION HAVE BESTOWED UPON YOU.

WE THANK YOU FOR YOUR BRILLIANT AND DEDICATED EFFORTS IN BRINGING INTO BEING AND DEVELOPING A NUCLEAR POWERED NAVY THAT PROVIDES OUR NATION WITH ITS FIRST LINE OF DEFENSE AND SECURITY.

SINCERELY,

Congressman Melvin Price
Chairman, House Committee
on Armed Services

LAUNCHING
USS HYMAN G. RICKOVER (SSN709)
FACTS AND HIGHLIGHTS

* * * * *

Class:	*USS Los Angeles (SSN688)* nuclear-powered attack submarine
Keel Laying:	July 23, 1981
Launching:	August 27, 1983
Statistics:	
Displacement —	6,900 tons submerged
Length —	360 feet
Beam —	33 feet
Draft —	32 feet
Armament:	Mark 48 Antisubmarine torpedoes; Harpoon missiles
Nuclear Reactor:	Water-cooled, pressurized
Accommodations:	127 (12 officers, 115 enlisted)

* * * * *

Prospective commanding officer of *Hyman G. Rickover* is Commander Fredrik H. M. Spruitenburg, a native of Washington, D.C. He is a 1964 graduate of the University of Louisville.

The ship's executive officer is Lieutenant Commander Russell M.Carr, a native of Kalamazoo, Michigan. He is a 1971 graduate of the U.S. Naval Academy. Chief of the Boat (senior enlisted man aboard) is Master Chief Machinist's Mate (SS) Robert J. McDonald, a native of Philadelphia, Pennsylvania.

* * * * *

Hyman G. Rickover is the 280th submersible built by Electric Boat. In 1900, the company delivered the *USS Holland*, the first undersea vessel accepted by the U.S. Navy, and has remained at the forefront of submarine technology ever since.

* * * * *

The bow bunting of the *Hyman G. Rickover* carries the names of representative ships in the Navy's 18 classes of nuclear submarines that have been designed and built over the 30-year history of the Navy's nuclear propulsion program. Admiral Rickover directed the development of each class. The names appear in three concentric circles of red, white and blue around the Nautilus shell, the logo for the launching of the first nuclear submarine, *Nautilus*. That vessel was built at Electric Boat and began operations on January 17, 1955.