



The City of Miami



Miami is one of the world's favorite vacation destinations — the "Magic City" on Biscayne Bay — featuring a warm southern climate with palm and pine trees, sandy beaches, and azure blue waters. In addition to its natural beauty, the Miami area has some of the most innovative architecture in America. Florida's largest metropolis has also recently earned the reputation of being one of the world's greatest international cities and centers of finance.

Nearing two million in population, the Greater Miami area has more than 550,000 Cuban residents, an estimated 100,000 Haitians, a Jewish population (over 250,000) greater than that of many cities in Israel, and over 200,000 residents of European and Asiatic extraction. This is in addition to 400,000 native Blacks and an estimated 265,000 non-Cuban residents from South and Central America.

A world-class city, Greater Miami bas 98 international banks, chambers of commerce representing 13 nations, 40 consular offices, and 20 trade offices sponsored by foreign governments. Virtually every U.S. bank bas an international branch in Miami and there are currently more Edge Act banks (authorized by a Federal Reserve Act of 1919,

amended in 1978, to handle foreign banking) in Miami than in New York City. Nationally, Miami ranks first in commercial banking.

Miami's geographical location is the key to its huge success in the transportation and trade business. Miami's seaport, the Port of Miami, is the top-ranked cruise port in the world in terms of passengers and sailings; it is home to one-third of the world's cruise fleet. In addition, the Miami Free Trade Zone is the largest privately owned and operated foreign trade zone in the world. It has processed more than \$4 billion in merchandise since its inception in 1979.

Miami International Airport, which is ranked second in the nation and twelfth in the world in passenger and cargo activity, is served by a total of 78 airlines, including 39 certified foreign airlines and 16 major U.S. air carriers, plus other foreign and domestic all-cargo airlines and U.S. commuter and intrastate airlines.

Besides being a locus for business and international interests, Miami is a vibrant center of intellectual pursuits, serving as one of the great educational bubs in the South. It bas 12 state and private universities and the fourth largest public school system in the United States. Miami-Dade Community College,

ranked first in the nation among comparable institutions, has seven campuses and 104,586 students enrolled in 161 programs of study. There are also 29 vocational/technical and adult education centers.

Historically, Miami was populated as long ago as 1567 by the Tequesta Indians. Later, the Miccosukee tribe also inhabited the area. Dade County (the Greater Miami area) was established prior to Florida's admission to the Union on March 3, 1845. In 1896, the Florida East Coast Railway was extended from West Palm Beach to Miami, helping to create the area's first major development. Julia D. Tuttle, who owned a large portion of what is now downtown Miami, and Henry Flagler, who owned the railway, were the collaborators in this effort. Later the same year, the city of Miami was incorporated.

Because of advances in mass forms of communication, Miami has never ceased to be before the public eye, and that eye has formed numerous impressions of the city, whether it be through television shows like Miami Vice or the earlier entertainment classic, The Jackie Gleason Show, which offered Americans in the 1960s a memorable zoom shot of the famed strip of land called Miami Beach. For decades noted for its restaurants, botels, and nightlife, Miami Beach also boasts fine examples of Art Deco building design and splendid commercial and private real estate up the coastline through the neighboring section of Bal Harbour. Popular with young and old alike, Greater Miami is known as a baven for the retirement-bound, as well as for the student crowd, a distinction the city shares with other parts of south Florida, to which hoards of students come each spring for a week of beaching and relaxing. Perhaps more than any other city in the state, Miami attracts its followers, for as many reasons as it bas attractions.

Sponsor



Jane Pohl Wilkinson

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Jane Pohl Wilkinson, whose husband, Vice Admiral Joseph B. Wilkinson, Jr., is Commander of the Naval Air Systems Command, was born in Annapolis, Maryland. Raised in a Navy family, she traveled extensively as a child and proudly claims more Navy time than her husband. She studied at Heidelberg University and the University of Maryland.

Jane Wilkinson serves on the board of the Navy Wifeline Association and is Treasurer of the Junior Army Guild Organization.

Vice Admiral and Mrs. Wilkinson have a daughter, Mary, who is a physician in San Francisco.

Principal Speaker



In August of 1987, H. Lawrence Garrett, III, was sworn into office as Under Secretary of the Navy, becoming the twenty-fourth holder of the position. Prior to his appointment, Garrett had served for a number of years both for President Reagan as Associate Counsel and then for the Department of Defense as General Counsel.

H. Lawrence Garrett, III

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Born in 1939 in Washington, D.C., Garrett was raised in Miami. He enlisted in the U.S. Navy in 1961 and subsequently became qualified in submarines as a machinist's mate. Commissioned in 1964 upon completion of flight training, Garrett served as a Naval Flight Officer aboard maritime patrol aircraft. In 1972, he transferred to the Judge Advocate General's Corps, where he rose to the rank of Commander. He was later detailed to assist in developing the federal regulations pertaining to the Ethics in Government Act of 1978. He retired from the Navy in 1981.

A graduate of the University of West Florida with a B.S. degree in Business Management, Garrett also attended the University of Miami, Coral Gables, where he studied Industrial Engineering. He received his J.D. degree from the University of San Diego School of Law. He is a member of the California and District of Columbia Bars.

H. Lawrence Garrett and his wife, Marilyn, live with their two children in Oakton, Virginia.

Other Ships Named Miami

Miami is the first submarine and the third U.S. Naval ship to bear the name of the city and port in southeastern Florida on Biscayne Bay. The first ship to be named *Miami* was a sidewheel, double-ender, wooden-hulled gunboat. It was launched in 1861 from the Philadelphia Navy Yard and commissioned in 1862.

Primarily, *Miami* served in the Mortar Flotilla to neutralize Confederate riverside forts along the Mississippi, as well as forts along the Gulf of Mexico. This duty included towing mortar schooners in and out of firing positions, shelling cliffside batteries, enforcing blockades, deterring Confederate military activity, and gathering intelligence. Despite the efforts of the Confederates, *Miami* and other Union gunboats served the vital purpose of keeping communication and supply lines open throughout the embattled South.

In the end, *Miami* played an important role in the naval effort, aiding Commander-in-Chief of Union Forces Ulysses S. Grant in applying unrelenting pressure on the Confederate capitol, which ultimately forced Confederate General Robert E. Lee to surrender at the Appomatox Courthouse in Virginia in 1865. *Miami* was decommissioned in Philadelphia in 1865.

The second *Miami*, a light cruiser (CL-89), was laid down in 1941 in Philadelphia by Cramp Shipbuilding



USS Miami (CL-89)

Company. *Miami* was launched in 1942 and commissioned in 1943.

The light cruiser was sent to the Pacific to join a Fast Carrier Task Force for air strikes in support of the Marianas campaign. Throughout the campaign, *Miami* operated with the carriers as they gave close air support to ground forces struggling to take the islands; on several occasions, the cruiser's scout planes rescued American pilots shot down in enemy waters. Involved in further air strikes throughout World War II, *Miami* performed duties such as protecting carriers, bringing down enemy planes, and helping to sink enemy destroyers.

Miami received six battle stars in its World War II service. After the war, the light cruiser operated on the California coast, training naval reservists, among other duties, until being decommissioned in 1947.

Program

National Anthem

United States Coast Guard Band

Senior Chief Musician Kenneth Megan

Welcome James E. Turner, Jr.

Vice President—General Manager

Electric Boat Division

Remarks Stanley C. Pace

Chairman and Chief Executive Officer

General Dynamics Corporation

Remarks RADM John Claman

Supervisor of Shipbuilding

Greetings J. L. Plummer

Commissioner, City of Miami

Introduction of VADM Roger F. Bacon

Principal Speaker Commander, Submarine Force Atlantic

Address The Honorable H. Lawrence Garrett, III

Undersecretary of the Navy

Introduction of Sponsor Mr. Pace

Blessing of Ship RADM John R. McNamara, ChC, USN

(Ret.)

Christening Jane Pohl Wilkinson

Matron of Honor Dr. Mary Wilkinson

New Thresholds in Technology



Technology Center, Groton, Connecticut

General Dynamics is a proven leader when it comes to designing, engineering, and building nuclear submarines like *Miami* (SSN755), the latest vessel in the *Los Angeles* Class.

That leadership has been the norm at General Dynamics since the early 1950s, when the company designed and built *Nautilus*, the world's first nuclear-powered ship. Since then, it has designed 15 of the 18 classes of nuclear submarines (including all ballistic missile-firing classes, of which Trident submarines are one example) and

has built half of the U.S. Navy's underseas 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. Marine, acoustic, electrical, mechanical and structural engineers. Designers. These specialists and more form part of a team that is unrivaled when building such submarines as *Miami*.

Computer-Aided Design and Manufacturing (CAD/CAM) methods assure that the staff works daily on the cutting edge of new frontiers in ship design and construction.

The expertise of the production work force matches that of the engineering staff. *Miami* was built by a work force that does its job in two of the most advanced submarine construction facilities in the free world. Representing an investment of up to \$300 million, these facilities enable faster and more efficient production.

One structure is the \$150 million, eight-acre Land-Level Submarine Construction Facility at the shipyard in Groton, Connecticut. The other is the revolutionary \$120 million Automated Submarine Frame and Cylinder Manufacturing Facility at the plant in Quonset Point, Rhode Island.

The Groton Land-Level Facility employs a cost-saving section assembly process

where hull cylinders move about on a grid system of rail tracks and transfer cars as the submarine takes shape. The Quonset Point Facility also reduces costs by providing the most modern equipment and technology to improve the method of fabricating hull sections.

This kind of know-how, teamwork, and equipment has enabled the company to deliver the last 17 submarines on or ahead of schedule, while forging ahead to meet the challenge of designing a submarine for the 21st century. This new attack submarine, for which bids for the lead-ship construction contract have been submitted to the Navy, is called the *Seawolf* program.

This ability to combine talent with resources to build submarines like *Miami* continues to provide General Dynamics with the capacity and flexibility to remain at the forefront of submarine technology.



Pennsylvania christened in Land-Level Submarine Construction Facility April 23, 1988

Los Angeles Class

Submarines of the *Los Angeles* Class, the Navy's current class of nuclear-powered attack submarine, are the most advanced undersea vessels of their type in the world. Their mission is to hunt down enemy surface ships as well as submarines.

The 360-foot, 6,900-ton ships are well equipped to accomplish this task. Faster than their predecessors and possessing highly accurate sensors, weapon control systems, and central computer complexes, they are armed with sophisticated Mark 48 anti-submarine torpedoes and Harpoon missiles. Since *USS Providence* (SSN719), these submarines have been equipped with the vertical launch system for Tomahawk Cruise missiles. Each vessel carries a crew of 127 — all specialists in their respective fields.



USS San Juan (SSN751)

The Navy now has 39 Los Angelesclass 688 fast-attack submarines. General Dynamics produced 23 of those and currently holds contracts for nine more.

Ships of the Los Angeles Class

USS LOS ANGELES	(SSN688)	USS NORFOLK	(SSN714)
USS BATON ROUGE	(SSN689)	USS BUFFALO	(SSN715)
USS PHILADELPHIA	(SSN690)	USS SALT LAKE CITY	(SSN716)
USS MEMPHIS	(SSN691)	USS OLYMPIA	(SSN717)
USS OMAHA	(SSN692)	USS HONOLULU	(SSN718)
USS CINCINNATI	(SSN693)	USS PROVIDENCE	(SSN719)
USS GROTON	(SSN694)	USS PITTSBURGH	(SSN720)
USS BIRMINGHAM	(SSN695)	USS CHICAGO	(SSN721)
USS NEW YORK CITY	(SSN696)	USS KEY WEST	(SSN722)
USS INDIANAPOLIS	(SSN697)	USS OKLAHOMA CITY	(SSN723)
USS BREMERTON	(SSN698)	USS LOUISVILLE	(SSN724)
USS JACKSONVILLE	(SSN699)	USS HELENA	(SSN725)
USS DALLAS	(SSN700)	NEWPORT NEWS	(SSN750)
USS LA JOLLA	(SSN701)	USS SAN JUAN	(SSN751)
USS PHOENIX	(SSN702)	PASADEÑA	(SSN752)
USS BOSTON	(SSN703)	ALBANY	(SSN753)
USS BALTIMORE	(SSN704)	TOPEKA	(SSN754)
USS CITY OF CORPUS CHRISTI	(SSN705)	MIAMI	(SSN755)
USS ALBUQUERQUE	(SSN706)	SCRANTON	(SSN756)
USS PORTSMOUTH	(SSN707)	ALEXANDRIA	(SSN757)
USS MINNEAPOLIS – ST. PAUL	(SSN708)	ASHEVILLE	(SSN758)
USS HYMAN G. RICKOVER	(SSN709)	JEFFERSON CITY	(SSN759)
USS AUGUSTA	(SSN710)	ANNAPOLIS	(SSN760)
USS SAN FRANCISCO	(SSN711)	SPRINGFIELD	(SSN761)
USS ATLANTA	(SSN712)	COLUMBUS	(SSN762)
USS HOUSTON	(SSN713)	SANTA FE	(SSN763)

Obio Class

Obio-class (Trident) submarines are the largest and most powerful ever built in the free world. At 560 feet and 18,750 tons, they are the nation's first line of defense into the next century, serving as undersea intercontinental missile-launching platforms that are virtually undetectable.

The Trident program has many major advantages. Each Trident submarine is able to carry 50 percent more missiles than do previous submarines (24 compared to 16). General Dynamics is also under contract to accelerate the fitting of these ships with even longer-range Trident missiles.

Ease of maintenance allows longer patrols and shorter turnaround time. Increased missile range enables operation in 10 times the ocean area and the ability to base the submarines in this country rather than abroad.

The Trident has improved mobility, quietness, and speed, making it the most survivable of the nation's strategic weapon systems.

The extreme size of the submarine allows it to carry significantly more and better sonar gear than the Polaris/Poseidon submarine, while also having more spacious living quarters for the 154-person crew.

General Dynamics designed the *Ohio* Class and is the sole producer of these submarines. It has already delivered eight to the Navy: *USS Ohio* (SSBN726); *USS Michigan* (SSBN727); *USS Florida*



USS Alaska (SSBN732)

(SSBN728); USS Georgia (SSBN729); USS Henry M. Jackson (SSBN730); USS Alabama (SSBN731); USS Alaska (SSBN732); and USS Nevada (SSBN733). Seven more are currently under construction. Among them, Tennessee (SSBN734) was christened on December 13, 1986, while most recently, Pennsylvania (SSBN735) was christened on April 23, 1988.