

October 28, 1989

Christening of Asheville
SSN758



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*Welcome to the
Christening of
Asheville (SSN758)*

Welcome to the christening of the attack submarine *Asheville* (SSN758).

This evening we have the privilege of christening and officially naming the 44th nuclear-powered submarine we have built for the U.S. Navy.

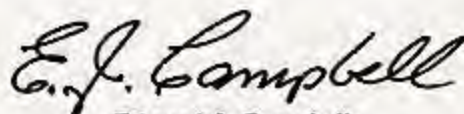
The naming of this submarine is particularly significant for Newport News Shipbuilding. We have the opportunity to pay tribute to the beautiful community of Asheville, North Carolina, and we also honor our employees at Asheville Industries Inc. (AII), a subsidiary of the Shipyard.

In 1981, we opened Asheville Industries as a manufacturing plant and a material warehouse facility, primarily to support our work in submarine overhauls. Today, AII has grown to 400 employees who manufacture valves, pipe hangers, switch boxes, berthing areas and other items for our ship construction program. AII also has 250 engineers who have participated in the redesign of our *Los Angeles*-class submarines for modular construction, and they are currently performing design work for the Navy's newest class of submarine, *Seawolf*.

Our association with North Carolina is not new. Newport News Shipbuilding opened a shipyard in Wilmington, N.C., in 1941. North Carolina Shipbuilding Company produced 243 top quality Liberty and C-2 ships for the war effort before the yard was closed in 1946.

Our best known and longest term chief executive officer, Homer L. Ferguson, held the offices of president and chairman for 31 years. He was a native of Waynesville, North Carolina.

The submarine *Asheville* will be a top quality ship when it is completed in 1991. It will be a superb tribute to its namesake, the City of Asheville, to the previous ships named after the city, and to the men and women of Asheville Industries.



Edward J. Campbell
President and Chief Executive Officer
Newport News Shipbuilding



From the Mountains to the Sea

At 9 a.m. on November 9, 1930 the city of Asheville went bankrupt. On that "Black Thursday," the city's major banks closed, bringing the Great Depression to Asheville.

Unlike most cities that defaulted on their liabilities, Asheville was determined to repay its debt of \$41,000,000—right down to the last penny. In 1976, after 40 years of hardship, the city paid off its debt in full.

It is this determination and struggle that has characterized Asheville during its 194 years, and has made it the strong and growing city it is today.

Asheville began in the 1700s as a crossroads of two Indian trails deep in the mountains of western North Carolina. Later, these winding trails were well-traveled by settlers and traders from Virginia, Tennessee and Kentucky.

The area was officially named Buncombe County in 1792. In 1794, an area was chosen as the site of the county seat and named Morristown. A year later, Morristown was renamed Asheville in honor of North Carolina Governor Samuel Ashe.

With the completion of the Buncombe turnpike in the 1820s, Asheville experienced one of its first boom periods. The new turnpike connected Tennessee and South Carolina, making the route more accessible for thousands of drovers and their livestock.

Asheville's enterprising citizens took advantage of the heavy traffic. They built inns and stock stands to provide shelter for the visitors. Corn, used to feed both the drovers and their animals, became a money-making crop.

The city continued to prosper during this time as the sick came for healing in the clean mountain air, and the rich came to vacation in the mild climate.

Asheville's good fortune was soon ended by the Civil War. Efforts to construct a railroad were halted, and existing roads deteriorated. The city was more isolated than it had been 50 years earlier, and the prosperity and growth of the drovers' era was lost.

But Asheville's citizens fought back. They pulled together to overcome the lack of money and the mountains that blocked railroad construction. Tons of stone were hauled out to make way for a tunnel through the mountains. In 1880, after many years of hard work, the first train arrived at Asheville's Nest Station.

The railroad changed Asheville forever.



Hikers pause along the picturesque Blue Ridge Parkway near Asheville.
(Left) Zebulon B. Vance Monument reflected in the Biltmore Building windows in the downtown area.

Asheville City Hall, Thomas Wolfe Memorial Home, statue at St. Lawrence Catholic Church and the elegant banquet hall at the Biltmore House.



Real estate investors came to get rich. Tourists returned to vacation. Resort hotels flourished. Boarding houses sprang up to accommodate middle-class travelers. One of these boarding houses remains today—the Thomas Wolfe Memorial Home, where Wolfe grew up, and the setting for his famous novel, *Look Homeward Angel*.

The population soared to 10,000, up from a mere 1,500 twenty years earlier. It was during this period of great prosperity that George W. Vanderbilt chose Asheville as the site of his 125,000-acre Biltmore Estate. The Biltmore House, completed in 1895, is a spectacular 250-room French Renaissance chateau.

Two years later, a pharmacist from Tennessee visited Asheville. Edwin Wiley Grove fell in love with its beauty and dreamed of building a mountain lodge like one he had seen at Yellowstone Park. In 1913, the Grove Park Inn, a hotel made of granite boulders, was opened. Like the Biltmore Estate, the Grove Park Inn remains a popular tourist site.

Asheville continued to prosper through the next 50 years. Land speculators came to the area. Between 1920 and 1928, the city's population grew 79 percent to just over 50,000.

The Depression brought an end to this period of prosperity as the city struggled to repay its \$40 million debt.

Ironically, Asheville benefited from its decision to pay its debt. Because there was no money to be spent tearing down old buildings, the great architectural styles that flourished in the early 1920s were saved. In recent years, Asheville has been restoring spectacular buildings that disappeared long ago from other cities.

Today, Asheville is a city of diversification. It is home to textile and furniture plants, and tobacco is a money crop. Manufacturing plants, like Newport News Shipbuilding's Asheville Industries Inc., prosper in the area.

The city is considered to be the medical as well as educational center for the 17-county area of western North Carolina.

Tourism remains a strong business mainly due to the Blue Ridge Parkway and Great Smoky Mountains. Visitors can enjoy mountain trails, camping, snow skiing and golfing.

Throughout the year, Asheville's 60,000 residents are host to craft and music festivals like Shindig-on-the-Green and the Belle Chere Festival.

Most importantly, visitors can come to Asheville to take in the city's beauty, this place called "Land of the Sky."

Asheville is a fighter, a proud city ready to take on any challenge. Asheville. A fitting name for a fighting submarine.



The Christening Party



Dorothy C. Helms, *Sponsor*

Dorothy C. Helms is *Asheville's* sponsor, and will christen the ship with a bottle of champagne from the Biltmore Winery in Asheville. Mrs. Helms is a native of Raleigh, N.C., and is a journalism graduate of the University of North Carolina in Chapel Hill. She was society editor of *The Raleigh News and Observer* when she and Senator Helms were married in 1942.

Mrs. Helms served as director of the Woman's Missionary Union of the Hayes Barton Baptist Church and as regent of the Colonel Polk Chapter, Daughters of the American Revolution, in Raleigh.

In Washington Mrs. Helms is a member of the Ladies of the Senate Red Cross Chapter, the Republican Wives Club and the Senate Wives Outreach, a Bible study group. She and Senator Helms have three children and six grandchildren, including the three Maids of Honor.

Jennifer J. Knox is a 15-year-old sophomore at Hale High School in Raleigh, N.C., where she plays varsity field hockey, basketball and soccer and is president of the Junior Honor Society and the Latin Club.

Ellen H. Stuart, age 9, is a fourth grader at Hunter Gifted and Talented Elementary School in Raleigh. Her favorite subject is math, and she enjoys reading and writing mystery stories.

Five-year-old Katherine C. Stuart is in senior kindergarten at St. Timothy's School in Raleigh. Her favorite hobby is playing, but she also enjoys ballet and tap dancing, singing and drawing.



Jennifer J. Knox
Maid of Honor



Ellen H. Stuart
Maid of Honor



Katherine C. Stuart
Maid of Honor

The Christening Party

United States Senator Jesse Helms is this evening's principal speaker. He was elected to the Senate in 1972, and was reelected in 1978 and in 1984. He is the Minority Leader of the Committee on Foreign Affairs, and is a member of the Committee on Agriculture, Nutrition and Forestry; Select Committee on Ethics; and Rules Committee.

Helms was born in Monroe, N.C., in 1921, attended Wingate (N.C.) Junior College and Wake Forest University and holds honorary degrees at three universities.

From 1942 through 1945 he served in the Navy and then became city editor of The Raleigh (N.C.) Times and later director of news and programs for the Tobacco Radio Network and WRAL radio in Raleigh.

Helms then served as administrative assistant to U.S. Senators Willis Smith and Alton Lennon, and worked on Senator Richard B. Russell's presidential campaign in 1952.

In 1953 he was named executive director of the North Carolina Bankers Association, and also served two two-year terms on the Raleigh City Council.

From 1960 until his election to the Senate, Helms was an executive at Capitol Broadcasting Company in Raleigh, where he also presented daily editorials on WRAL-TV and the Tobacco Radio Network.

Senator Helms is the recipient of numerous personal and professional awards.



U.S. Senator Jesse Helms, *Principal Speaker*



Edward J. Campbell
*President and
Chief Executive Officer
Newport News Shipbuilding*



The Rev. Stephen J. McNally
*Associate Pastor,
St. Bede's Catholic Church
Williamsburg, Va.*



W. Louis Bissette, Jr.
Mayor, City of Asheville



Herbert H. Bateman
*U.S. House of Representatives
1st Congressional District, Va.*



VADM Daniel L. Cooper, USN
*Assistant Chief of Naval
Operations, Undersea Warfare*

Program

Welcome

Edward J. Campbell
President and Chief Executive Officer
Newport News Shipbuilding

National Anthem

United States Navy Band

Invocation

The Rev. Stephen J. McNally
Associate Pastor,
St. Bede's Catholic Church
Williamsburg, Virginia

*Introduction of Distinguished
Guests and Remarks*
Mr. Campbell

Remarks

The Honorable W. Louis Bissette, Jr.
Mayor, City of Asheville

Remarks

The Honorable Herbert H. Bateman
U.S. House of Representatives
1st Congressional District, Virginia



***Remarks and Introduction
of Principal Speaker***

**Vice Admiral Daniel L. Cooper, USN
Assistant Chief of Naval Operations,
Undersea Warfare**

Principal Address

**The Honorable Jesse Helms
U.S. Senator, North Carolina**

***Introduction of the
Sponsor and Maids of Honor***
Mr. Campbell

Christening of Asheville (SSN758)
Mrs. Dorothy C. Helms, Sponsor
Miss Jennifer J. Knox, Maid of Honor
Miss Ellen H. Stuart, Maid of Honor
Miss Katherine C. Stuart, Maid of Honor

Special Program

***Closing Remarks and Presentation
of Christening Bottle***
Mr. Campbell



Building the Nation's Defense

Tucked away in the mountains of North Carolina sits Asheville Industries, Inc. (All), where some 650 employees work quietly, efficiently, without much fuss, building parts and designing systems for Navy ships.

But ask them how they feel about their most recent accomplishment—working on their city's namesake submarine, *Asheville* (SSN758)—and they're not so quiet anymore.

"It's a good feeling, knowing that you're contributing to the defense of our country," says Floyd Caldwell, Assembler. "But I'll tell you, it's a *really* good feeling when you know you're working on a sub named after your city." And Caldwell isn't the only All employee who feels that way. "We're all excited," says Material Handler Darnell Young. Jim Anders, Electrical Assembler, adds, "It's really an honor for us."

Ken Shipman, Senior Design Draftsman, explains, "I'm proud. To see this from the design end, and then getting to go on it when it's built, plus just knowing its capabilities—I'm proud to have worked on it, and I'm proud that it's *Asheville*."

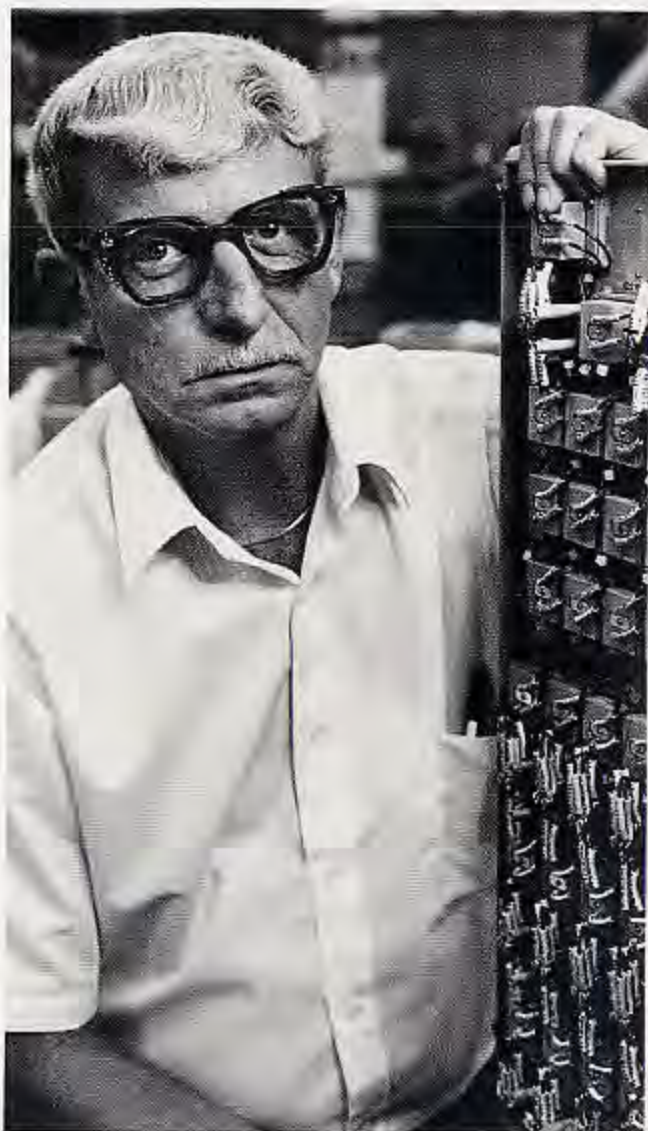
There's good cause for all the pride and confidence. Asheville Industries' employees have a history of delivering quality products: from the manufacturing area—valves, pipe hangers, switchboxes, berthing areas and other items, and from engineering—electrical and mechanical systems, diagnostic tests, and more.

Shirley Burchfield, Quality Control Inspector, explains her motivation for producing superior quality work. "I always try to do my job as if those sailors were my sons. And if they were going out to sea, I know I'd want them to be safe. And I'm not the only one who feels that way. We have a lot of ex-Navy people who have worked on subs, and they're very quality conscious. They know that small problems can turn into something major."

Scott Silver works to improve electrical control panel design. "I've worked on subs, and I know there is truly no room for error," he says. "Everything has to be built to specifications with no shortcuts. When you're at sea, you don't have the luxury of stopping and repairing your equipment. It can mean life or death."

Because of this, All employees strive to deliver more than is required. "Often, they're asking for Chevrolets and getting Cadillacs," says Marvin Ward, Machinist. "Our quality is exceptional."

Electrical Assembler Reginald Norman agrees. "We do our job, and someone else inspects. If it's not good enough, it's sent back to you for



Scott Silver, Senior Design Craftsman.
(Left) Reginald Norman, Electrical Assembler.

(From the top, clockwise) Ken Shipman, Senior Design Draftsman; Darnell Young, Material Handler; Shirley Burchfield, Quality Technician; and Jim Anders, Assembler. (Right) Kathy Brackett, Material Handler.



rework. And after you've been here awhile, you don't like to get rework. It's a sign you're losing your touch."

In order to maintain that high quality work, the All staff works closely with their peers in Newport News, some 450 miles away. Kathy Brackett, All Material Handler, comments, "I work with several people in Newport News, and they have been real lifesavers. If we've got a problem, we put our heads together and try to figure out how it happened. And there are so many people like that. We're all working for the same purpose, and that shows. They'll all work with you, and you can depend on them."

NNS employees have the same high regard for their co-workers at Asheville Industries. "They're right on top of things," says Chris Whitehurst, Cable Ordering Clerk. "Mistakes are very, very rare, and the people are unique. They'll bend over backwards to help you."

She continues, "Other places I've worked, people will tell you 'It's not my job.' I've never heard that from Asheville. They always go beyond, and do whatever it takes to help you out."

John Somero, Engineer III, spent six months working with the All engineering staff on ball valve designs. "I was quite impressed with their knowledge of machine shop practices and ball valve manufacturing," he comments. "And I've been extremely pleased with the quality of their work. Their proposals have been very good."

"We work as a team," says Asheville Senior Designer Michael Winebarger. "We don't hesitate to call with our questions. We operate as just another branch of the Shipyard that happens to be in Asheville."

And that teamwork has paid off in *Asheville*, the company's second submarine built via modular construction techniques. When assembled and moved to the outboard ways, the amount of work completed surpassed what had been done on *Scranton*, NNS' first modular-built submarine.

Leroy Slate, Construction Manager for the *Asheville* project, talks about the complexity of the task. "Building a ship like this is a challenge—it's one of the most complicated pieces of machinery you can put together. The employees of Asheville have been very willing, very proud of their participation—and they've produced high quality work."

But the commitment to quality doesn't stop at All. Slate points out. "Back at the Yard, we've got a dedicated, highly skilled group of workers who take those quality products and add value by putting them on the ship so that they operate and perform to standard. That's not an easy job."

"In the end," he adds, "that's what it takes—highly skilled people, working together—to build a ship like *Asheville*."



Ships Named Asheville

The fast attack submarine *Asheville* (SSN758) is the fourth Navy vessel to bear the name of this North Carolina mountain city with a strong Naval heritage.

The patrol gunboat *Asheville* (PG21), commissioned July 6, 1920, was part of the Asiatic Fleet and was on patrol in the Philippines when Pearl Harbor was attacked in 1941. Ordered south to the Dutch East Indies, *Asheville* escaped destruction only by making a 12 day, 2,000 mile voyage to the south coast of Java.

The Japanese victory in the Battle of the Java Sea marked the end of the Asiatic Fleet and all remaining Allied ships were ordered to retreat. Hampered by engine room troubles and sailing alone, *Asheville* was sunk by a Japanese squadron on March 3, 1942. The first *Asheville* received one battle star for her World War II service.

Walter Ashe, who served on *Asheville* from 1936-1939, remembers, "We had pagodas embroidered on our undershirts and dragons on our peacoats. I have two scrapbooks full of memories from her. She was one of those ships you become attached to."

In a swell of patriotism, the community decided the crew of the namesake ship would be replaced with Asheville natives. On September 7, 1942, a total of 160 young Asheville men enlisted in the U.S. Navy—enough to replace the entire crew of the sunken ship.

The second *Asheville* (PF1), a patrol frigate during World War II, was commissioned December 1, 1942 and escorted convoys between New York City and Guantanamo Bay. The ship was decommissioned January 14, 1946.

The third *Asheville* (PG84), a patrol gunboat commissioned August 9, 1966, came under enemy fire in Vietnam on several occasions and later operated as a training platform for the Naval Reserve. *Asheville* was decommissioned in January 1977, having earned 14 battle stars and a Meritorious Unit Citation.

When Frank Douglas, Electricians Mate from 1930-1934 on the first *Asheville*, learned that a fourth ship was to be named after his city and former ship, he said, "I'm proud to see the name *Asheville* carried through. I hope the new crew gets along as well as we did on the old *Asheville*. Everyone worked together. We relied on each other and were friends."

The submarine *Asheville* is 362 feet long, displaces 6,082 tons, has a crew of 12 officers and 115 enlisted men and is expected to be commissioned in 1991.



First *Asheville* (top), patrol boat PG84 (left) and submarine resembling SSN758.

U.S. Naval Command



Top row, left to right: The Honorable Richard B. Cheney, *Secretary of Defense*; The Honorable H. Lawrence Garrett III, *Secretary of the Navy*; Admiral Carlisle A. H. Trost, USN, *Chief of Naval Operations*; Admiral Bruce DeMars, USN, *Director, Naval Nuclear Propulsion*; Admiral Frank B. Kelso II, USN, *Commander in Chief, U.S. Atlantic Command and Supreme Allied Commander, Atlantic*; Admiral Powell F. Carter, Jr., USN, *Commander in Chief, U.S. Atlantic Fleet and Deputy Commander in Chief, U.S. Atlantic Command*. Bottom row, left to right: Vice Admiral Daniel L. Cooper, USN, *Assistant Chief of Naval Operations, Undersea Warfare*; Vice Admiral Peter M. Hekman, Jr., USN, *Commander, Naval Sea Systems Command*; Vice Admiral Roger F. Bacon, USN, *Commander, Submarine Force, Atlantic*; Captain Charles D. Wasson, USN, *Supervisor of Shipbuilding, Conversion and Repair, Newport News*; Commander Patrick J. Casey, USN, *Prospective Commanding Officer, USS Asheville*.

At the Company's Helm



Top row, left to right: Edward J. Campbell, *President and Chief Executive Officer*; W. R. Phillips, Jr., *Executive Vice President*; William P. Fricks, *Senior Vice President*; James A. Palmer, *Vice President, Engineering*; T. T. Balfour, *Vice President, Marketing*; Thomas J. Bradburn, *Vice President, Finance*. Bottom row, left to right: C. R. Kenney, *Senior Vice President and General Manager, Sperry Marine Inc.*; Carl E. Whitman, *Senior Vice President and General Counsel*; Luis R. Lazo, *Vice President and General Manager, Newport News Industrial Corporation*; Jack A. Garrow, *Vice President, Public Relations*.