

Christening September 28, 1991

SSN 767

HAMPTON

IOWA-NEW HAMPSHIRE-SOUTH CAROLINA-VIRGINIA

Newport News Shipbuilding

Welcome to the Christening of USS HAMPTON (SSN767)

Welcome to the christening of the attack submarine *Hampton* (SSN767), the fourth U.S. Navy ship to bear that name.

It is a Navy tradition that capital ships be named after a very special person, place, or event.

In the past many of the Navy's submarines have been named after marine life or famous people. Starting with the christening of *Los Angeles* (SSN688) here at Newport News Shipbuilding in 1974, the

Navy has named most of the submarines in that class after American cities. Most of the Trident submarines in the *Ohio* class are named after states.

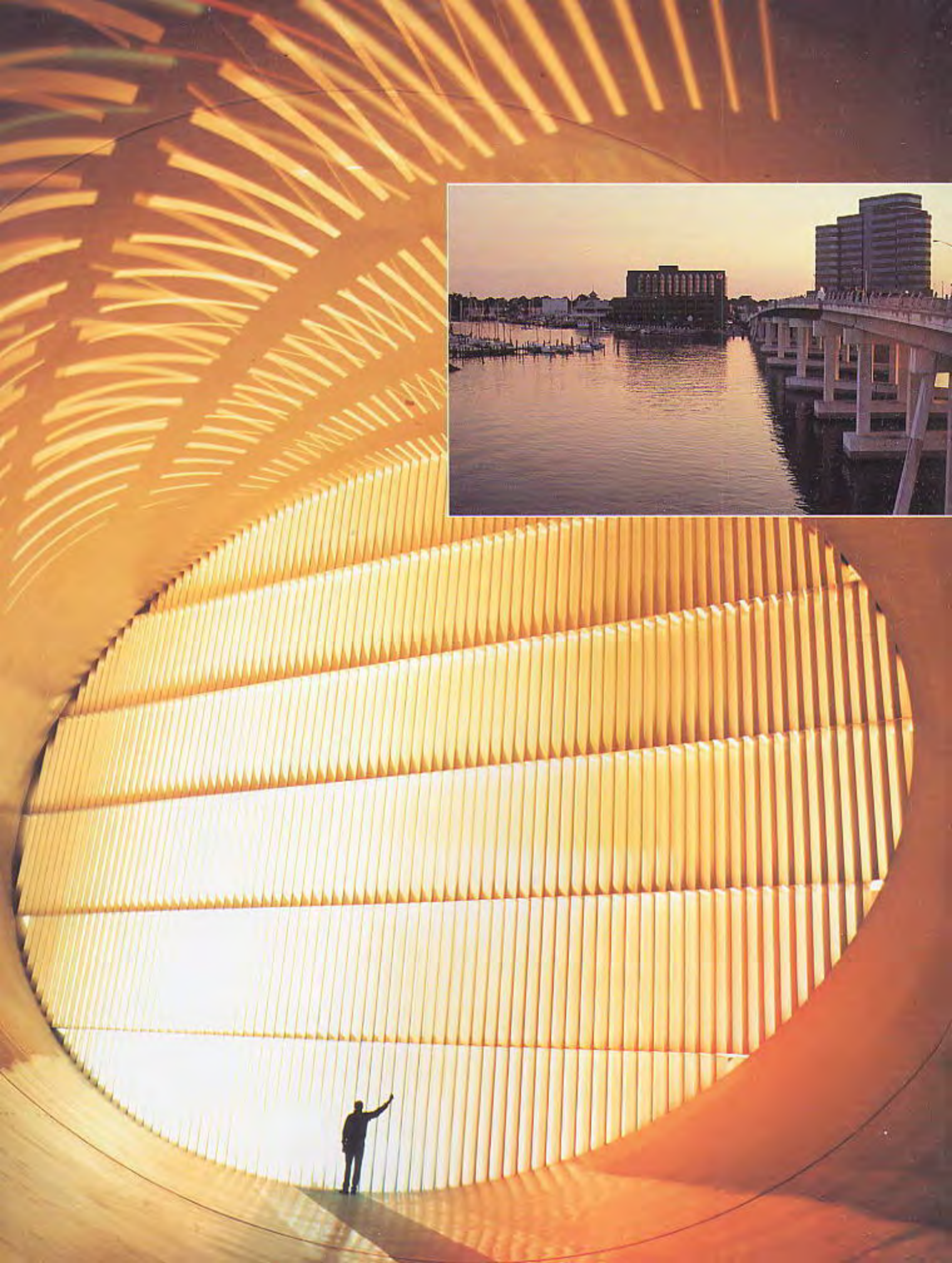
Today's *Hampton* has the honor of being named after Hamptons in four states: Virginia, Iowa, New Hampshire, and South Carolina. Each of these cities has its own distinctive character and attributes. Although separated geographically, the people of these cities represent the diversity that makes up the heart of America. Demonstrated by the history of each of these cities, their citizens typify the strength, determination, and spirit that built this country.

This same diversity and spirit can be seen in the men and women who built this ship and the men who will serve on her. They're hard working, industrious, dedicated Americans who come from all walks of life and who have a common goal: to design, build, and operate the finest ship in the Navy.



A handwritten signature in cursive script that reads "E. J. Campbell".

Edward J. Campbell
President and Chief Executive Officer



The submarine Hampton (SSN767) has the honor of being named after cities in Iowa, New Hampshire, South Carolina and Virginia.



Hampton, Virginia, is the largest and the oldest, and Hampton, South Carolina is the smallest and the youngest. Hampton, New Hampshire, is a popular tourist area, while Hampton, Iowa, owes its livelihood to a blend of agriculture and industry.

Though different, a common thread ties these four communities together. Each was founded by individuals in pursuit of the American dream and a better life for themselves and their families.

Hampton, Va., is a spectacular blend of images, from the Transonic Wind Tunnel at NASA Langley Research Center (left) to the serene sunset over the Hampton River (top left), from the statue at City Hall commemorating Hampton's 375th anniversary (above), to the modern Harbour Centre office building (right).

Hampton, Virginia

On April 30, 1607, the Jamestown settlers sailed into Hampton Roads' deep water channel. Friendly Indians welcomed them ashore, and they spent several days visiting the Kecoughtan Indian Village.

Later they sailed upriver to the island of Jamestown, where they founded the first permanent English settlement. They returned to Kecoughtan six months later to build Fort Algernonne, an outpost to protect their English colony.

In 1610, the English attacked the Kecoughtan Indian Village, drove off the natives and began to farm the land. This was an important event: it was the first time in the English Colonies that Indians were driven out to make way for English settlement.

Farmers used their new land to grow tobacco, which they shipped to England. Trade boomed, and to manage the heavy ship traffic, the settlers decided to develop a port. They chose the waterfront area of Kecoughtan, near Fort Algernonne. The area was called Southampton, after Lord Southampton of England. Over the years, people dropped the prefix, calling the port city Hampton. The House of Burgesses made the name official in 1705.

Hampton has continued to play an important role in American history. The city was pillaged during the Revolutionary War, attacked during the War of 1812 and burned during the Civil War. Its citizens observed the battle between the ironclads *Merrimac* and *Monitor* in the Hampton Roads harbor in 1862.

Benjamin Syms is credited with founding the beginnings of our nation's public school system here in 1635. In 1868, after the Civil War, Hampton University was established to educate the newly freed slaves. The Emancipation Oak, where the first students were taught, still stands.

Fort Monroe was built in Hampton in 1819. It is the largest stone fort ever built in the United States. General Robert E. Lee supervised its construction, Edgar Allan Poe served his time in the military there, Union forces controlled it during the Civil War, and afterwards, Confederate President Jefferson Davis was imprisoned there.

The National Aeronautics and Space Administration (NASA) has its Langley Research Center here. The first seven astronauts were trained at Langley, and its Visitor Center has over 50 exhibits of air and space exploration. In 1992, the Visitor Center will be incorporated into the \$30 million Virginia Air and Space Center and Hampton Roads History Center.

The city has two military installations: the Army's Fort Monroe and Langley Air Force Base. In addition, a wide range of businesses can be found in Hampton, including Bionetics Corporation, Computer Sciences Corporation, Control Data Corporation, New Hampton, Fass Brothers, Maida Development Corporation and Wyle Laboratories.



Hampton, with a population of 135,000, is located on the north shore of Hampton Roads, a famous deep water harbor. The city is known as a seafood center with an abundance of fish, crabs and oysters.

The Namesake Cities

Two colleges, Hampton University and Thomas Nelson Community College, are located in the city, and five other colleges and universities are within an easy commute.

The Hampton Coliseum seats 11,000 and hosts rock concerts, trade shows, athletic events, musical productions and many community programs.

The settlers of Hampton — some of the very first in this nation — followed their dreams when they sailed to America. They built a strong port city in the New World, and their hard work still bears fruit.



Hampton, New Hampshire

On a bright October day in 1638, the Rev. Steven Batchiler and a band of followers found what they'd been searching for: the perfect site for a new town and church. They had arrived at Winnacunnet, Indian for "Beautiful Land of Pines."

The seaside location was well suited to their needs. Heavily wooded areas would provide timber; the wide open marshes, grass for their cattle; and dune-lined beaches, an abundance of fresh seafood. Soon Winnacunnet was home of the new Congregational Church. The next year the town was incorporated and its name was changed to Hampton, honoring Southampton, England.

Today Hampton has several reminders of its early days. The original Congregational Church is still in use. It

is one of the oldest churches in the country, and is the oldest house of worship in continuous existence in New Hampshire.

The town is also the site of Bound Rock, one of the earliest boundary markers in the United States. Visitors can still see the King's Crown chiseled in the stone. Norsemen's Rock is also of interest. This large boulder is believed to mark the grave of Norse explorer Thorval. He was killed by Indians in 1004.

Other historic sites include Tuck-Leavitts' grist mill, which is considered one of the oldest industries of its kind in this country, and the Tuck Memorial Museum, which focuses on the history of the town. Both of these facilities honor native son Amos Tuck, an international banker who first suggested the name "Republican" for the new party forming in 1853.

In recent history, town residents chose to honor New Hampshire citizens who lost their lives at sea in defense of their country. In 1957, they dedicated The Marine Memorial, a granite statue of a lady gazing out to sea.

Hampton is best known as a seaside town with some of the cleanest beaches in America. About four miles of sandy coastline is divided by Great Boar's Head, a rocky bluff shaped like a boar's head, which juts out into the sea.

Each summer Hampton's beaches draw more than 100,000 tourists to the town of 13,000. Both residents and visitors take advantage of the swimming, sunbathing, whale-watching and deep sea fishing opportunities.

While tourism is the chief industry in Hampton, several small manufacturing



plants and corporate headquarters are also located in the town.

The University of New Hampshire and Stratham Vo-Tech are within 20 miles. Plenty of parks, playgrounds, golf and tennis facilities, plus four schools and nine churches, provide Hampton residents with a life-style of choice. Batchiler and his followers would be pleased.



Hampton, Iowa

It was 1846 and Iowa had just become the 29th state of the Union. With rich Iowan prairie land selling for \$1.25 an acre, settlers streamed into the state. Everyone wanted a chance to own their own home and farm their own land.

Job Garner and George Ryan must have wanted to encourage those settlers. In 1856, they donated land in the north central portion of the state for the proposed town of Benjamin, Franklin County.

The name was no coincidence; it was in honor of the famous statesman, inventor and diplomat. But a judge objected to the name, and ordered the town be called Hampton, after the well-known Hampton Roads, Va.

The town consisted of 120 acres of prairie land, dotted occasionally with wetlands and trees. Garner's cabin, the town's first residence, was built in a small stand of timber, surrounded by miles of prairie grass as tall as a man.

Another early settler, F. K. Hamsberry,

One of the original school houses in Hampton, N.H., has been carefully restored.





Charming Hampton, N.H., and nearby Hampton Beach (top left), are popular tourist destinations. (Above) The Marine Memorial honors New Hampshire citizens who lost their lives at sea during all wars.



The stone and brick Franklin County Courthouse (top right), which was built in 1892, is a focal point in Hampton, Iowa. (Above) The City Park has always been a popular place for social and cultural events. (Left) Since 1870, the railroad has been an important link between Hampton and other prairie communities and markets across the U.S.

built Hampton's flour mill near Spring Creek. To turn a large water wheel, Hamsberry dammed up the creek and created a body of water now known as the west arm of Beeds Lake. Over the years, this lake has been expanded to cover some 40 acres. Today it's the center of a state park, complete with camping facilities, hiking and cross-country skiing trails, plus sites for boating, swimming and fishing.

This lake, plus two important buildings, remind present-day citizens of the town's history.

Civil War Memorial Hall — the first building in the state designed to honor those who died in the war — was built in 1889. Some 130 Franklin County men left their homes to fight for the Union, and 44 died in the conflict.

The Town Courthouse — its third — was completed in 1891. Made of pressed brick with cut and carved stone trim, it has a 133-foot dome which houses a 1,600-pound bell. The four corners of the building are each topped with a classical figure: a fifth figure, Blind Justice, stands atop the dome.

That rich prairie soil continues to be important to Hampton. Many farms prosper in the area. To protect the land from excessive development, the Franklin County Conservation Board has preserved nearly 1,200 acres of wildlands, from restored prairies and forested areas to small lakes.

Major employers include Winnebago Industries, Seabee Corporation, Midwest Meter/Mid-Com, REC and Franklin General Hospital.

Hampton features 14 churches, a golf course, four tennis courts, a public swimming pool and 16 public parks. Cultural activities include a community theater, municipal band and the Franklin County Historical Society. Four major performance auditoriums are within an hour's drive, and five colleges lie within a 70-mile radius.

The original town of Hampton offered great promise to its residents — and that promise still holds true today.



Hampton, South Carolina

In the 1800s the town courthouse was the hub of important political and social activity.

If you were getting married, you went to the courthouse to get a marriage license. If you bought a piece of land, you went there to file the deed. If someone filed charges against you, the case was heard at the county courthouse. It made sense to locate Beaufort County's courthouse in the geographical center of the county, in a community called Gillisonville, about 60 miles southwest of Charleston.

Unfortunately, the perils of war left the courthouse and its records in ashes during the Civil War, and the county seat was moved to Beaufort, in the southeastern corner of the county and some 30 miles from its previous location.

For residents living in the northern part of the county, life got a little harder. A trip to the courthouse meant 60 miles on horseback or wagon, a long trek across narrow trails and through mosquito-infested salt marshes, and waiting for a ferry to cross the river.

The residents banded together and petitioned the state to form a new county. Finally, after 13 years, in early 1878 South Carolina had a new county: Hampton County, named after Governor Wade Hampton, a prominent and popular Confederate general. By mid-year, nine acres of pine forest were donated in the near-center of the new county and work began on a courthouse. Governor Hampton laid the cornerstone in October and proclaimed it to be Hampton Courthouse. The name stuck with the community that grew up around the county seat until 1891 when the Post Office unceremoniously changed the name to Hampton.

Today, Hampton has a population of 3,500. The region's economy has strong ties with the forestry industry and with agricultural crops, like soybeans, cotton, corn, small grains, peanuts and cucumbers.

Small industry, ranging from fiberglass and shoe manufacturing to

Hampton, S.C.: "Watermelon Capital of the World"



The Hampton County Courthouse is the hub of business in Hampton, S.C. (Right) Near Hampton is the 660-acre Lake Warren State Park, a popular wildlife refuge and fishing area.

fertilizers and steel fabrication, contribute to the local economy. Westinghouse Electric Corporation operates a plant in Hampton with about 700 employees.

Hampton holds the distinction of being the "Watermelon Capital of the World," and each June for the past 49 years thousands have attended the Watermelon Festival to sample sweet melons and enjoy pet parades, watermelon eating contests, a Melon Ball, a beauty pageant and more.

Everything seems to be conveniently located in or near this thriving community. There are schools, a Main Street shopping area, shopping centers, churches, parks, banks, a hospital, outstanding fishing and hunting opportunities, a museum and a forward-thinking Chamber of Commerce.

The courthouse is still located in Hampton, along with a Town Hall, which proves that for 113 years the citizens of Hampton have enjoyed the beauty of the land and the convenient life-style it affords them.





Mrs. Laura Y. Bateman
Sponsor

Laura Y. Bateman has been a Virginia Peninsula resident for most of her life. She attended St. Vincent de Paul High School in Newport News, where she was a star basketball player, and then she attended Nazareth College in Bardstown, Ky., where she received her degree. She returned to the Peninsula to work at the Langley Research Center of the then National Advisory Committee for Aeronautics until her

marriage to Congressman Bateman in 1954.

In Washington Mrs. Bateman has been very active in the Congressional Club, an organization founded in 1908 and consists of present and past Congressional spouses.

She has also been active in the Mason Scholar Select Committee of George Mason University for the First District, Executive Board of Congressional Spouses for Human Rights, Congressional Wives for Soviet Jewry, Congressional Spouses for Medical Research, National Mental Health Association, Child Mental Health Interest Group, National Museum of Women in the Arts and Congressional Spouses for Drug Free Youth.

Mrs. Bateman usually accompanies her husband when he visits the 18 counties and four cities in the First Congressional District. And she even sets aside time to spend with their two children, two grandchildren and her five brothers and two sisters and their spouses and children.

Jeanne Y. Turley is the sister of Laura Y. Bateman, the Ship's Sponsor, and she currently resides in Hampton, Va. Mrs. Turley graduated from St. Vincent de Paul High School and from Maryview Hospital School of Nursing. She also completed courses at the University of Virginia and the College of William and Mary.

Mrs. Turley was employed as a registered nurse in the surgical intensive care unit at the Veterans' Administration Hospital in Hampton until her retirement in 1988 after 30 years of government service.

During her tenure at the Veterans' Administration she attended courses at Old Dominion University and completed the National Critical Care Nursing Certification.

Laura M. Bateman, the daughter of Congressman and Mrs. Bateman, is a 1984 graduate of Randolph-Macon Woman's College where she majored in politics and communications. She worked on the 50th Presidential Inaugural Committee before becoming an administrative assistant in the U.S. Department of Energy and later the Federal Energy Regulatory Commission, where she handled White House liaison work as well as government and public relations.

In 1989, Ms. Bateman became Manager of Governmental



Mrs. Jeanne Y. Turley
Matron of Honor



Ms. Laura M. Bateman
Maid of Honor



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



Congressman Herbert H. Bateman
Principal Speaker

Relations for Commonwealth Gas Services, Inc., a natural gas distribution company based in Richmond, Va. She is active in the Virginia Chamber of Commerce, the Richmond Chamber of Commerce, the Virginia Underground Utility Protection Service and the Virginia YMCA. Ms. Bateman is also a volunteer tutor in the Chesterfield County elementary school system.

Herbert H. Bateman has been Virginia's Congressman from the First District since 1983. He was born in Elizabeth City, N.C., and graduated from Newport News High School, the College of William and Mary and Georgetown University Law Center.

A veteran of the U.S. Air Force, Congressman Bateman was a teacher at Hampton High School for two years, a law clerk in the U.S. Court of Appeals in Washington, D.C., for a year and was associated with a law firm in Newport News for five years.

He served as a Virginia State Senator from 1968 until 1982 where he was on the Finance, Courts of Justice, Transportation, Rehabilitation and Social Service, Agriculture and Conservation and Natural Resources Committees. He also served on a variety of legislative committees while in Richmond.

In the U.S. House of Representatives, Congressman Bateman has played a critical role on the Armed Services Committee and has served on the Military Personnel and Compensation, the Seapower and the Strategic and Critical Materials Subcommittees. He has also been on the Morale, Welfare and Recreation



The Rev. Monsignor W. Louis Quinn
*Pastor, St. Matthew's Cathedral
Washington, D.C.*



Vice Admiral Roger F. Bacon, USN
*Assistant Chief of Naval Operations,
Undersea Warfare*



The Honorable James L. Eason
Mayor, City of Hampton, Va.



The Honorable Harold S. McMillan
Mayor, Town of Hampton, S.C.



The Honorable Arthur J. Moody
Selectman, Town of Hampton, N.H.



The Honorable Howard Werner
Mayor, Town of Hampton, Iowa

and the Defense Policy Panels.

While on the Merchant Marine and Fisheries Committee, Congressman Bateman has served on the Oceanography, Great Lakes and Outer Continental Shelf, the Merchant Marine and the Coast Guard Subcommittees.

As a member of the House Republican Research Committee, he has participated on task forces researching budget reform, Congressional reform, competitiveness and problems of the elderly. Congressman Bateman has also served on the Republican Study Committee.

In civic activities, he has been active in the Jaycees, Peninsula Economic Development Council, Peninsula Port Authority, American Red Cross, Peninsula United Way Fund, National Conference of Christians and Jews Brotherhood Week and the Advisory Boards at Sentara Hampton General Hospital and Mary Immaculate Hospital.



Program

Welcome

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

National Anthem

United States Navy Band

Invocation

The Rev. Monsignor W. Louis Quinn
*Pastor, St. Matthew's Cathedral
Washington, D.C.*

Introduction of Distinguished Guests

Mr. Campbell

Remarks

The Honorable Arthur J. Moody
Selectman, Town of Hampton, N.H.

Remarks

The Honorable Harold S. McMillan
Mayor, Town of Hampton, S.C.

Remarks

The Honorable James L. Eason
Mayor, City of Hampton, Va.

Remarks

Vice Admiral Roger F. Bacon, USN
*Assistant Chief of Naval Operations,
Undersea Warfare*

Introduction of Principal Speaker

Mr. Campbell

Principal Address

The Honorable Herbert H. Bateman
*U.S. House of Representatives
First Congressional District, Virginia*

Introduction of the Sponsor, Matron of Honor, and Maid of Honor

Mr. Campbell

Christening of *Hampton* (SSN767)

Mrs. Laura Y. Bateman,
Sponsor

Mrs. Jeanne Y. Turley,
Matron of Honor

Ms. Laura M. Bateman,
Maid of Honor

Special Program

Closing Remarks and Presentation of Christening Bottle

Mr. Campbell



Left to right:
Edward J. Campbell
President and Chief Executive Officer

W. R. Phillips, Jr.
Executive Vice President

William P. Fricks
Senior Vice President



Left to right:
James A. Palmer
Vice President, Engineering

T. T. Balfour
Vice President, Marketing

Thomas J. Bradburn
Vice President, Finance



Left to right:
C. R. Kenney
*Senior Vice President and General Manager,
Sperry Marine*

Stephen B. Clarkson
Vice President, Secretary, and General Counsel

Jack A. Garrow
Vice President, Public Relations



F. Farrell Sanders
Vice President, Submarine Construction

Left to right:

The Honorable Richard B. Cheney
Secretary of Defense

The Honorable H. Lawrence Garrett III
Secretary of the Navy

Admiral Frank B. Kelso II, USN
Chief of Naval Operations



Left to right:

Admiral Bruce DeMars, USN
Director, Naval Nuclear Propulsion

Admiral Leon A. Edney, USN
Commander in Chief, U.S. Atlantic Command; Supreme Allied Commander, Atlantic.

Admiral Paul D. Miller, USN
Commander in Chief, U.S. Atlantic Fleet



Left to right:

Vice Admiral Roger F. Bacon, USN
Assistant Chief of Naval Operations, Undersea Warfare

Vice Admiral Kenneth C. Malley, USN
Commander, Naval Sea Systems Command

Vice Admiral Henry G. Chiles, Jr., USN
Commander, Submarine Force, Atlantic



Left to right:

Captain Frederick R. Lutz, USN
Supervisor of Shipbuilding, Conversion and Repair, Newport News

Commander David J. Antanitus
Prospective Commanding Officer, USS Hampton



Previous Ships Named HAMPTON



The tugboat Hampton was built in 1905 and performed general harbor duty for the Navy in Hampton Roads.

In our nation's history, four military vessels have carried the name *Hampton*. In times of peace and war, these ships have exhibited the determination of spirit that remains a staple of the American experience. Steadfast in their varied missions, each ship played a role in the history of this country.

Built at Norfolk Navy Yard in 1862, *CSS Hampton* was the first American vessel to bear the name. A wooden gunboat serving the Confederate cause, *Hampton* participated in significant actions along the James River, including the battle at Dutch Gap, operations against Fort Harrison and the engagement at Chaffin's Bluff.

The vessel was burned by the Confederates as they evacuated Richmond on April 3, 1865.

The second *Hampton* (SP-3049) was a 48-ton tugboat built in 1905 by H. Turman, Turkey Point, Va. Little is known about the activities of the tug prior to being chartered by the Navy in 1918.

Commissioned April 21, 1918, this 63-foot harbor tug oversaw free trade and safe traffic in the world's largest natural

harbor, Hampton Roads. It served on general harbor duty under the jurisdiction of the 5th Naval District until being returned to the original owner Aug. 13, 1919.

While the second *Hampton* engaged in patrolling domestic waters, the next vessel to bear the name fulfilled an international defense purpose.

Built by Wheeler Shipbuilding Corporation, Whitestone, N.Y., and launched Sept. 28, 1944, *PCS-1386* (later designated *Hampton*) trained officers and enlisted men in the intricate art of submarine detection until the end of World War II.

As a training vessel, this submarine patrol craft played an important part in the war effort. Equipped with the latest sonar gear, *PCS-1386* was assigned to the Fleet Sound School Squadron in Key West, Fla.

Students trained on this ship later contributed to victory in World War II by operating the range recorder and attack plotter on the hunter-killer destroyers and destroyer escorts.

After the war, *PCS-1386* continued training operations based at Key West, as well as performing exercises in the Atlantic, Caribbean and Gulf of Mexico from 1946 to 1956.

PCS-1386 was named *Hampton* Feb. 5, 1956, and decommissioned April 27, 1956. *Hampton* was transferred to the 5th Naval District and assigned to the Naval Reserve Training Center, Baltimore, Md. It operated as a training ship until struck from the Navy list on July 1, 1959, and sold.

The fourth *Hampton* (APA-115), an amphibious transport ship, was launched Aug. 25, 1944, by Ingalls Shipbuilding Corporation, Pascagoula, Miss., under a Maritime Commission contract.

After shakedown training in Galveston, *Hampton* arrived in Newport, R.I., for duty as a training ship for precommissioning crews. It continued this duty until departing May 7, 1945, for Norfolk to embark troops destined for Hawaii and the Pacific Theater.

In Hawaii, *Hampton* loaded over 1,000 members of the 34th Construction Battalion and sailed for Guam. After delivering the Seabees, *Hampton* joined the fleet carrying Allied occupation forces to Japan.

Hampton then carried troops to port cities in Korea and China, helping to speed occupation of these ports and stabilize the volatile China situation.

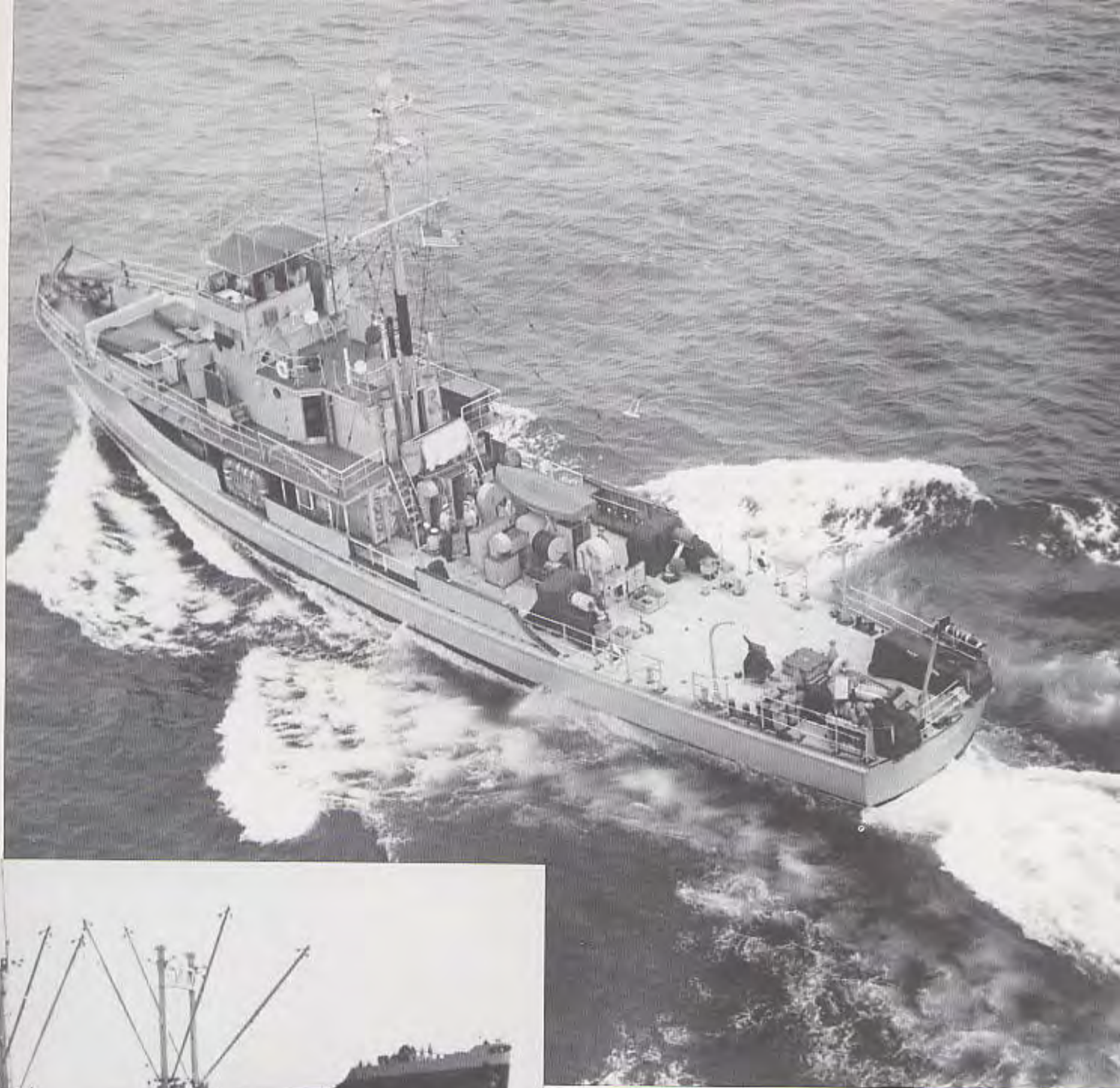
The ship then made two voyages to Guam as part of the "Magic Carpet" fleet, performing the giant task of bringing home the thousands of Pacific veterans.

After returning to the Pacific Coast from the second voyage, the transport sailed for the East Coast, arriving in Norfolk March 7, 1946. The ship was decommissioned April 30 and returned to the Maritime Commission May 1.

In 1947 it was sold to Pope and Talbot Lines and renamed *P. & T. Explorer*.

The newest *Hampton* (SSN767), a *Los Angeles* class fast attack submarine, will carry 14 officers and 120 enlisted crewmen.





(Above) PCS-1386, later designated Hampton, trained crewmen in submarine detection from 1944 to 1956. Pictured here is sister ship PCS-1380. (Left) Hampton (APA-115) was an amphibious transport ship during WWII, and was sold in 1947 and renamed P. & T. Explorer.

USS HAMPTON: Twice as nice for some

The christening is a landmark event in the life of a new submarine. It's a time for the Shipyard and the Navy to pause in the flurry of construction and bestow the beginnings of a personality on the mass of metal which may someday be called upon to defend our country.

The christening of *Hampton* (SSN767) is even more special for some. This ship is Newport News Shipbuilding's 48th nuclear-powered submarine and the sixth submarine the Yard has built through modular construction. But for the shipbuilders of Newport News, it's the first one named *Hampton*.

Of the hundreds of shipbuilders who work on this ship, many also live in Hampton, Virginia, one of the namesake cities. Building this ship has been a unique experience for those submarine builders who work on *Hampton* by day and live in the City of Hampton by night.

"It's special to me," says Lonnie Pugh, a pipefitter in the Pipe Department, referring to his work on *Hampton*. A native and resident of Hampton for 49 years, Pugh says, "I've worked on a lot of ships, but this particular one will always mean more because it relates to where I am and where I've lived my whole life."

Bobby Briggs, another pipefitter in Fitters and lifelong Hamptonian, agrees. "It's not every city that gets a ship named after it. It makes you feel proud that you're doing something for your community and for your nation."

Many shipbuilders worked on *Hampton* for quite some time without knowing what the ship was going to be named. To most workers, the ship was simply Hull 637, the working name assigned by Newport News Shipbuilding. But when the sign went up announcing the

ship's Naval name, the workers took note.

"I remember when I first saw the sign that said *USS Hampton*," recalls Bill Black, a Welders supervisor who has lived in Hampton for a couple of years. "I thought it was pretty neat."

"I think it's a great honor," says Daniel Webster Dennis Jr., a resident of Hampton for 28 years who works in the Electrical Department. "I'm glad to be a part of it."

Another native Hamptonian, Stanley Pankowski, agrees. "Working on a boat that's named after the city that you were born in, raised and live — well, it's a good feeling." Pankowski works in Machinery Installation.

Hometown enthusiasm is riding high, but it took more than hometown pride to build this vessel, which serves as a symbol of the shipbuilder's skill. It takes tons of steel and hundreds of thousands of hours of labor. Building this ship requires top notch skills and precision timing. It takes people knowledgeable in design, engineering and production as well as the assortment of crafts, such as welding, painting and pipefitting that go into the actual construction.

But ask anyone who works on submarines what really holds all that steel together and you'll hear the word "teamwork."

"You can't do it all by yourself," says John Price, an outside machinist in Machinery Installation, who was born and continues to live in Hampton. "It's like a family. Everyone has to work together."

"If everybody works together, it's like putting a puzzle together," adds Thad Howard, a Fitters shipfitter and resident of Hampton. Howard, a Yard employee since 1971, remembers building subma-



John Price, Machinery Installation.

lines on the shipway before modular construction. He says modular construction is much better. "It's not like starting from scratch."

Leroy Ward, a welder in Sheet Metal, is a lifelong resident of Hampton. "All departments work together and look out for one another."

Electrical Foreman Kenneth Henderson says, "Each department has to work together. You need good communication."

Thad Howard, Fitters, (left) and Stanley Pankowski, Machinery Installation.

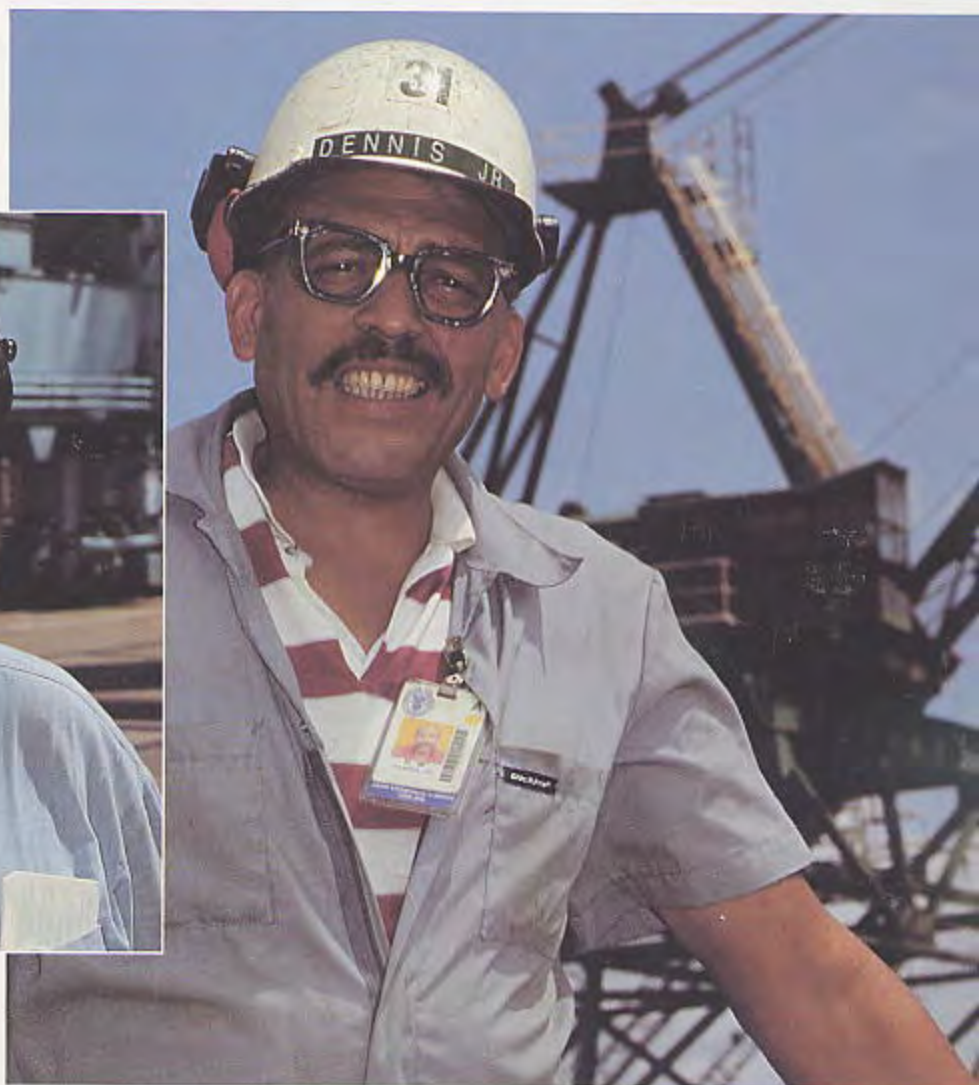


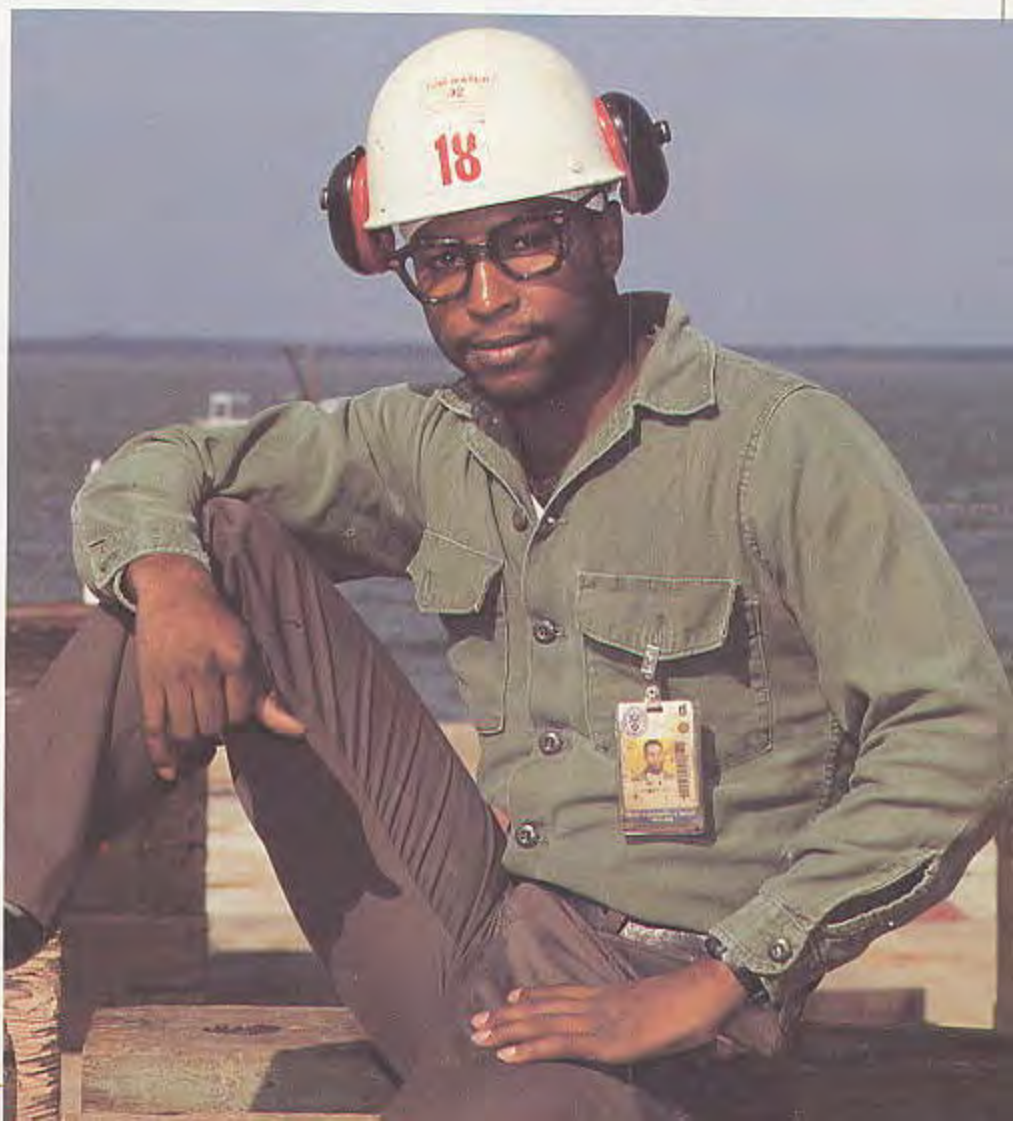
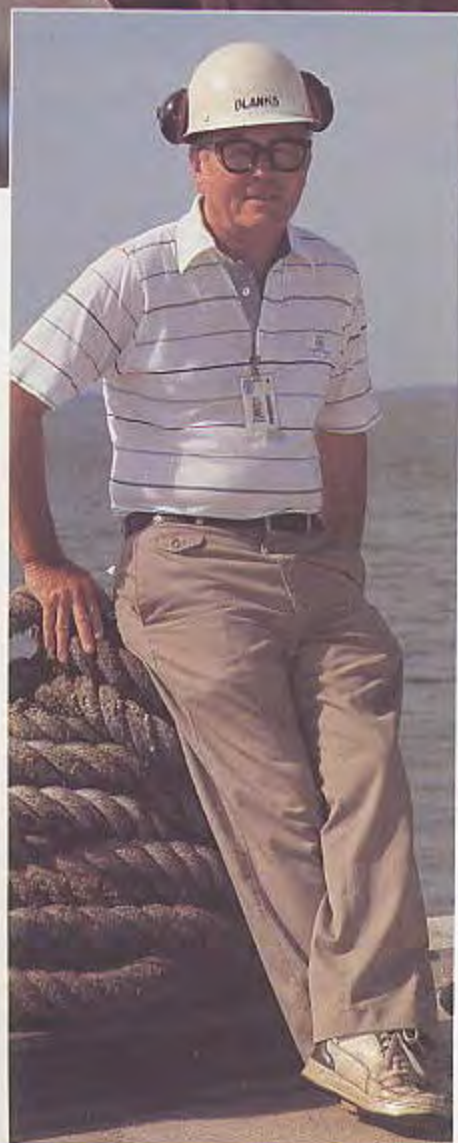
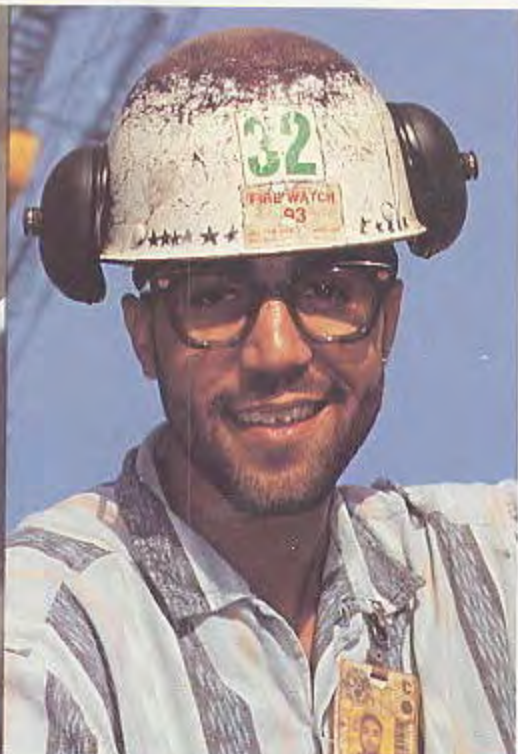


Bill Briggs, Fitters, and Lonnie Pugh, Pipe (right).



Bill Black, Welders, and Daniel Dennis, Electrical (right).





(Clockwise, starting at top left) Linda Boyle, Apprentice School; Leroy Ward, Sheet Metal; Washington James, Welders; and Chippy Blanks, Production Control.

Henderson has lived in Hampton for the last 11 years.

Charles Price, a 17-year resident of Hampton, gives a good example of teamwork. As a firewatcher in Fitters, his job is to first survey the area where a shipfitter will be doing "hot" work, such as tack welding. He checks it for hazardous conditions. While the work is being performed, Price continues to keep surveillance on the area and look for potential fires. If a fire were to occur, it is Price's responsibility to notify his coworker of the fire, sound the emergency fire alarm and attempt to extinguish the fire. The shipfitter performing the "hot" work can give his full attention to the task because of Price. Price adds, "The guy I'm working with can't perform his job well without me."

The closeness in a submarine can aid in the communication process. *Hampton* is 362 feet long and 33 feet in diameter. Working on a submarine means working shoulder to shoulder with your coworkers. It means tight spaces. And this closeness



Charles Price, Fitters.

adds to the teamwork and camaraderie.

"I enjoy working on submarines because of the unity," says Sheet Metal Fabricator James E. Person, who's lived in Hampton for three years. "You set out to accomplish a goal — together."

And together these men and women construct a quality product that is efficient, effective, and most of all safe. One thing not far from any submarine builder's mind is the reason for building the ship.



James Person, Sheet Metal.

"The fact that people will be living on this ship is one of the things that makes me take my job very seriously," says Linda Boyle, an Apprentice School instructor who moved to Hampton because she loves the water. "The quality of the work we do on the ship has a direct

Kenneth Henderson, Electrical.

bearing on safety."

"You keep that sailor in mind," adds Production Control Supervisor Chippy Blanks. "He's got to live in that space. You want to do a perfect job for him — every time."

Each shipbuilder has his or her own reasons for working on submarines. Working with the wide variety of people is an attraction for some while others simply love their trade. Many employees talk about the challenge of building a vessel that houses high technology and sophisticated weaponry.

Working on *Hampton* has provided all this and more. And for many of these talented shipbuilders, working on a ship that's named after their hometown has provided something really special — memories.

"The high quality of Hampton is the same as every submarine we build," adds Blanks. "It's the pride in your heart that's different."

Washington I. James from Welders, who has lived in *Hampton* for the last eight years, sums it up for many. "When I'm older, I can tell my kids and my grandkids that I helped build *Hampton*. I'm gonna like that."



Facts About USS HAMPTON (SSN767)

- ⊕ SSN767 is named after Hamptons in Iowa, New Hampshire, South Carolina, and Virginia.
- ⊕ This is the fourth U.S. Navy vessel to bear the name *Hampton*.
- ⊕ *Hampton* is scheduled to be delivered in 1993.
- ⊕ When it becomes fully operational, 14 officers and 120 enlisted men will be assigned to the submarine.
- ⊕ In time of war, the mission of *Hampton* will be to seek out and destroy enemy submarines and surface ships, and conduct strike warfare missions ashore.
- ⊕ Weaponry aboard the ship will include MK-48 and MK-48 ADCAP torpedoes and Harpoon and Tomahawk missiles.
- ⊕ The ship will contain the Navy's new AN/BSY-1 combat control and sonar system, retractable bow planes and a hardened sail for breaking through ice during Arctic operations.
- ⊕ *Hampton* is Newport News Shipbuilding's 48th nuclear-powered submarine, and the Shipyard's 24th of the *Los Angeles* class.



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