

LAUNCHING  
DECEMBER 4, 1993



HARTFORD (SSN768)

W · E · L · C · O · M · E

## Program

### National Anthem

First Company Governor's  
Foot Guard Band  
Connecticut State Militia  
Director - Capt. Charles Lignelli

### Welcome

James E. Turner, Jr.  
Corporate Vice President - President  
Electric Boat Division

### Greetings

Michael P. Peters  
Mayor-Elect, City of Hartford

### Remarks

Sean O'Keefe  
Former Secretary of the Navy

### Introduction of Principal Speaker

RADM Thomas D. Ryan  
Director – Submarine Warfare  
Division

### Address

The Honorable Barbara B. Kennelly  
United States Representative –  
Connecticut

### Introduction of Sponsor

James E. Turner, Jr.

### Blessing of Ship

Captain Edward E. Erpelding  
Chaplain Corps, United States Navy

### Christening

Laura O'Keefe  
Maid of Honor  
Lindsey O'Keefe

### Trigger Station

James E. McGill  
Roger E. Tetrault







Photo left: USS Springfield (SSN761)

Below: artist's conception of the Seawolf-class submarine.

Electric Boat is a proven leader when it comes to designing, engineering and building nuclear submarines like *Hartford* (SSN768), the latest vessel in the *Los Angeles* Class.

That leadership has been the norm at Electric Boat since the early 1950s, when the company designed and built *Nautilus*, the world's first nuclear-powered 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). It also co-designed the *Seawolf* Class, the Navy's newest generation of attack submarine. Electric Boat has built more than 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. Designers. Marine, acoustic, electrical, mechanical and structural engineers—these specialists and more form part of a team that is unrivaled when building such submarines as *Hartford*. Computer-Aided Design and Manufacturing (CAD/CAM) methods assure that the team 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. *Hartford* was built by a work force that does its job in two of the most advanced submarine construction facilities in the world. Representing an investment of up to \$300 million, these facilities enable faster and more efficient production. One 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 in Quonset Point, Rhode Island.

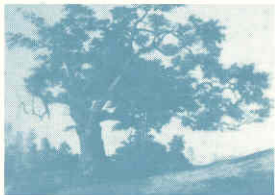
Through a modular construction process pioneered at our operations in Quonset Point, components are integrated into hull cylinders before final assembly at the Groton Land Level Facility. Once in Groton, these outfitted hull sections move about on a grid system of rail tracks and transfer cars as the submarine takes shape.



Precisely this kind of know-how, teamwork and equipment enabled the company to win both the lead-ship construction contract for *Seawolf* (SSN21), the submarine of the 21st century, in January of 1989, as well as the contract for the second submarine, *Connecticut* (SSN22), in May of 1991, after a lengthy competitive process. Submarines of the *Seawolf* Class will operate at faster speeds and deeper depths. They will also be quieter, have superior combat capability and be more survivable.

Combining talent with resources to build submarines like *Hartford* continues to provide Electric Boat with the capacity and flexibility to remain at the forefront of submarine technology.

ATTAINING NEW LEVELS OF TECHNICAL EXCELLENCE



Laura O'Keefe

Laura O'Keefe

Laura O'Keefe was raised in neighboring North Stonington, Connecticut, the daughter of Frank and Lillian McCarthy. Her father, having toured in the U.S. Navy and spent several years at the Brooklyn Naval Shipyard, moved his new family from Staten Island, New York, where Laura was born, to Southeastern Connecticut where he served on the staff of the Supervisor of Shipbuilding in Groton until his retirement.

Mrs. O'Keefe is a 1973 graduate of Wheeler High School in North Stonington, where she met Sean O'Keefe, and they were married in 1978. She is a 1982 *cum laude* graduate with a degree in business finance from George Washington University in Washington, D.C. Following completion of her degree she worked as a financial analyst for SYSCON Corporation and later, with Integrated Systems Analysis on a variety of shipbuilding-related programs.

With the growth of her young family, Laura O'Keefe put her professional career on hold and concentrated on family activities. During her years

in the Washington area, she served as president of the Aurora Hills Child Development Association in Arlington, Virginia, raised funds for charitable organizations and participated in activities with the Girl Scouts of America.

During Sean O'Keefe's service as Defense Department Comptroller and later, as Secretary of the Navy in the Bush Administration, Mrs. O'Keefe frequently participated in a variety of Navy and Marine Corps Relief Society functions and events.

Laura O'Keefe's lifelong association with the Naval Service and her affinity for Southeastern Connecticut's distinction as "Submarine Capital of the World" both contribute to her pride as Sponsor of *Hartford*.

The O'Keefes and their three children – Lindsey, 7, who serves as her mother's Maid of Honor for the launching of *Hartford*; Jonathan, 4; and Kevin, 2 – live in State College,

Pennsylvania, where Sean O'Keefe is professor of business administration at Pennsylvania State University.





Barbara B. Kennelly

Barbara B. Kennelly

Congresswoman Barbara Kennelly is currently in her seventh term representing the First District of Connecticut, which includes Hartford and 19 surrounding towns.

A Democrat, Congresswoman Kennelly was the third woman in history to be elected to the 200-year-old House Ways and Means Committee, where she serves on the Trade Subcommittee. She is also a member of the House Budget Committee and the House Committee on Administration. Representative Kennelly served six years on the House Intelligence Committee, the first woman ever to serve on the committee and the first to chair one of its subcommittees.

In August, 1991, Congresswoman Kennelly was appointed as one of three (now four) Chief Deputy Majority Whips. In this capacity, she helps craft Democratic policy positions and works to build support for legislative proposals throughout the membership of the House. She is the highest ranking woman member in the history of the House.

Representative Kennelly is a member of the Democratic Steering and Policy Committee; the Congressional Caucus for

Women's Issues; the House Democratic Caucus' Committee on Organization, Study and Review; and the Steering Committee of the Northeast-Midwest Congressional Coalition.

Before her election to Congress, Congresswoman Kennelly was Secretary of the State of Connecticut from 1979 to 1982, and a member of the Hartford Court of Common Council from 1975 to 1979. She received a B.A. degree in economics from Trinity College in Washington, D.C., and a M.A. degree in government from Trinity College in Hartford, Connecticut. She has also completed the Harvard-Radcliffe Program in Business Administration. Congresswoman Kennelly holds honorary doctorate degrees from Mount Holyoke College, University of Hartford, Sacred Heart University, Saint Mary's College and Teikyo Post University.

Congresswoman Kennelly was born,

raised and currently resides in Hartford. She is married to James J. Kennelly, an attorney and former Connecticut State Representative and Speaker of the Connecticut House of Representatives. They have three married daughters and a son.



PRINCIPAL SPEAKER







*Photo left: USS Hartford under sail, c. 1900. [Official U.S. Navy photograph]  
Below: detail from An August Morning with Farragut by W. H. Overend and owned by the Wadsworth Atheneum. The painting depicts the Battle of Mobile Bay, August 5, 1864, and shows Admiral Farragut in the rigging of his flagship USS Hartford. The figurehead from Farragut's ship is now housed in the State Capitol.*

The submarine *Hartford* (SSN768) is the second U.S. Naval ship to be named in honor of the capital city of Connecticut.

The first *Hartford*, a steam sloop of war, was commissioned in May of 1859. Joining the East India Squadron as flagship for Flag Officer Cornelius Stribling, *Hartford* sailed throughout the Far East with American Minister to China, John Elliott Ward, on board.

Once the Civil War had begun, *Hartford* returned to the United States to support the Union; in January of 1862, the vessel left for the South Coast as flagship for Flag Officer David G. Farragut, Commander of the new West Gulf Blockading Squadron. Farragut's first important mission was the capture of the port city of New Orleans, the South's major outlet to the sea and a center of wealth and commerce. During the early morning hours of April 24, 1862, the fleet made a courageous run past Forts St. Phillip and Jackson under open fire. Following many hours of battle, Farragut anchored *Hartford* and the rest of the fleet below New Orleans the next afternoon and took the city. It was a decisive victory that promised the North would ultimately win the war. Just over a year later, Farragut participated in the attack on Vicksburg, a strategic location up the Mississippi River, the conquest of which further crippled the Confederacy.

Turning his attention to the industrial center at Mobile, Alabama, Farragut led a fleet, with *Hartford* again as flagship, toward Mobile Bay. The Battle of Mobile Bay on August 5, 1864, comprised three hours of intense fighting, as well as dangerous maneuvering on the Union side among an array of mines (known as "torpedoes"). One exploded and sank *Tecumseh*, Farragut's lead ironclad Monitor, killing most of those onboard. At one point as the fleet headed

past Fort Morgan, a warning that "torpedoes" lay ahead rang out. Farragut's familiar reply as he observed the scene from the rigging of *Hartford* — "Damn the torpedoes! Full speed ahead!" — led his fleet to victory, although the Union ultimately suffered 335 casualties, compared to only 32 Confederate losses.

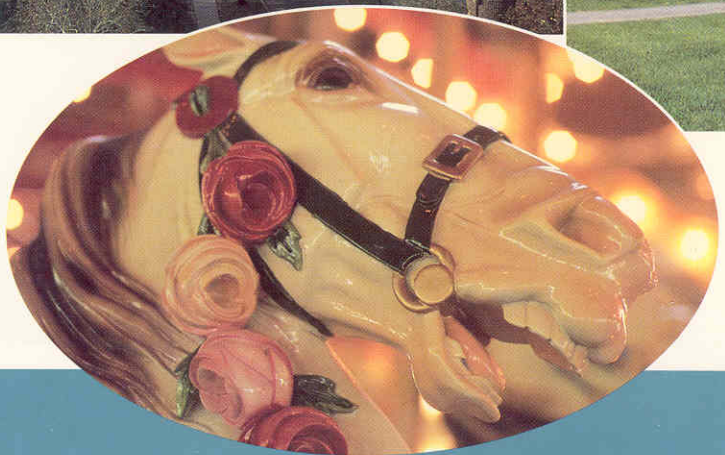
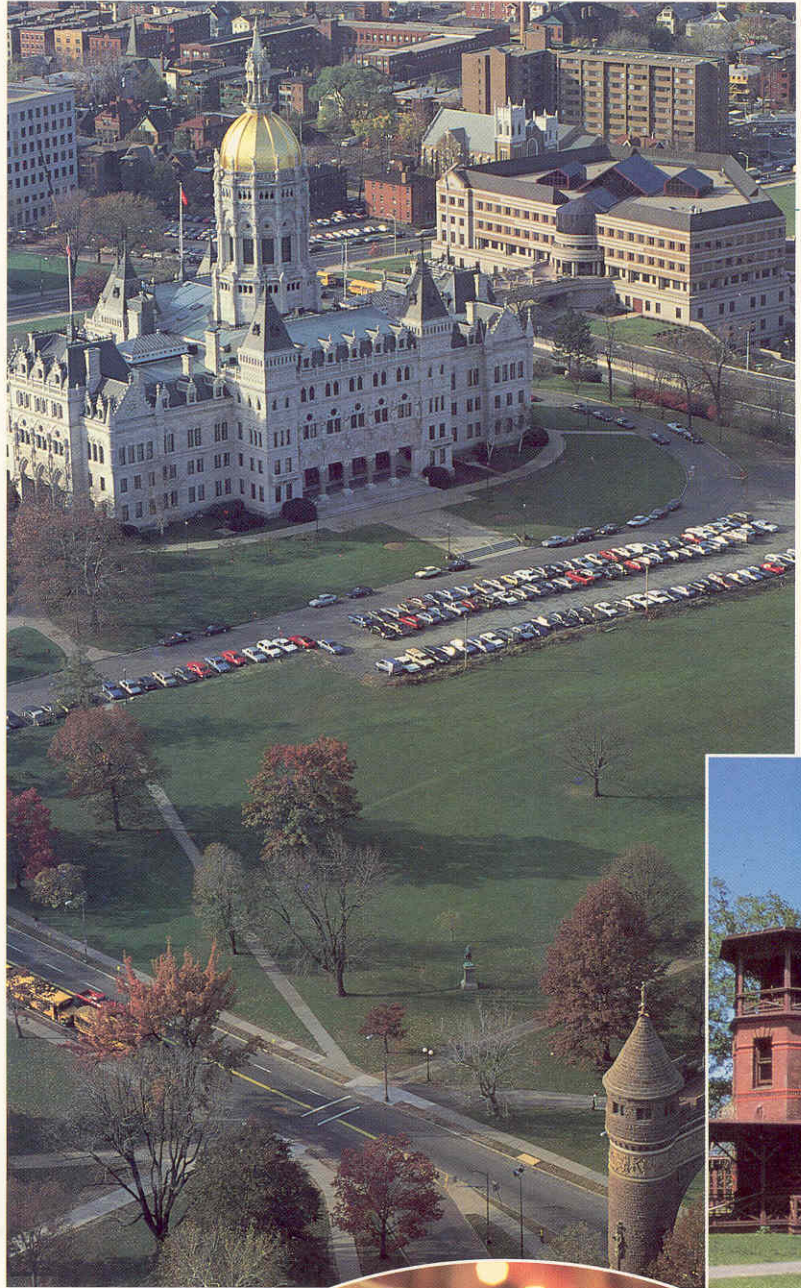
Following repairs, *Hartford* next joined the Asiatic Station Squadron as flagship in July of 1865. Subsequently, *Hartford* was decommissioned and recommissioned for a variety of uses as a training vessel and station ship. In October of 1945, the ship was towed to the Norfolk Navy Yard. It was dismantled in late 1956. The National Navy Memorial Museum and the Washington D.C. Navy Yard are among the organizations housing relics from *Hartford*.





## Some Celebrated Hartford Citizens

- Rev. Thomas Hooker (1586-1647)  
*Founder of Hartford*
- Jupiter Hammond (c.1720-c.1800)  
*First published Black poet (1783)*
- Jeremiah Wadsworth (1743-1804)  
*Revolutionary patriot*
- Thomas Gallaudet (1787-1851)  
*Founding headmaster of first American School for the Deaf (1816)*
- Lydia Sigourney (1791-1865)  
*Poet*
- Rev. Horace Bushnell (1802-1876)  
*Congregational minister and reformer*
- Gideon Welles (1802-1878)  
*Lincoln's Secretary of the Navy*
- Rev. James C. Pennington (1809-1870)  
*Civil Rights minister*
- Henry Barnard (1811-1900)  
*First U.S. Commissioner of Education*
- Harriet Beecher Stowe (1811-1896)  
*Novelist*
- Col. Samuel Colt (1814-1862)  
*Inventor (Colt Revolver)*
- Dr. Horace Wells (1815-1846)  
*Dentist; pioneer in use of medical anesthesia*
- Frederick Law Olmstead (1822-1903)  
*Landscape architect*
- Mark Twain (1835-1910)  
*Author*
- Morgan Bulkeley (1837-1922)  
*Mayor, Senator, Governor and first president of Baseball's National League*
- J.P. Morgan (1837-1913)  
*Financier*
- Charles Ives (1874-1954)  
*Composer*
- Wallace Stevens (1879-1955)  
*Poet*
- Sophie Tucker (1884-1966)  
*Singer*
- John M. Bailey (1904-1975)  
*Democratic National Chairman, 1960-1964*
- Katharine Hepburn  
*Actress*
- Ella Grasso (1919-1981)  
*Connecticut Governor, 1975-1980; first woman elected governor in her own right*
- Norman Lear  
*TV writer, director, producer*
- Thomas Tryon (1926-1991)  
*Actor and novelist*
- Totie Fields (1931-1978)  
*Comedienne*





*Photos opposite: State Capitol and Soldiers & Sailors Memorial Arch in Bushnell Park; one of the horses from the Bushnell Park Carousel, built in 1914 and featuring a Wurlitzer band organ. Photos this page: Old State House; Mark Twain's home on Farmington Avenue.*



Photos and related materials courtesy of Old State House Association, Inc., and Aetna Life & Casualty.

- Hartford originated as a Dutch trading post in 1633, prior to its founding as an English settlement in 1635-36 by Rev. Thomas Hooker, John Steel and Samuel Stone. Stone's birthplace in Hertford, England, was used to name the new settlement.
- Meeting House Square, in the center of the city, has served the public since 1636 when Hartford's first Meeting House was built. Here Rev. Thomas Hooker preached and in 1639 the Fundamental Orders—the first written Constitution in the world creating a government—were ratified. Today, Hartford's celebrated Old State House stands on the site, designed by Charles Bulfinch in 1792-1796 and now a National Historic Landmark. The oldest state house in the nation, it faces the Connecticut River where steamboat travelers used to enter Hartford.
- The *Hartford Courant*, founded in 1764, is the oldest continuously published newspaper in America.
- The oldest public art museum in the country is Hartford's Wadsworth Atheneum, founded in 1842. Its collections include over 40,000 works of art, priceless European porcelains and other decorative pieces, pilgrim-century furniture, as well as costume and textile galleries and contemporary sculpture.
- Hartford was home to author Mark Twain (Samuel L. Clemens), who first visited the city in 1868. Three years later he settled in Hartford with his wife Olivia, and in 1874 they moved into the house they built on Farmington Avenue, now a museum. Twain wrote some of his best-known works while living there, including *Tom Sawyer*, *Huckleberry Finn*, *Life on the Mississippi*, *A Prince and a Pauper*, *A Tramp Abroad* and *A Connecticut Yankee in King Arthur's Court*.
- The State Capitol, built in 1879, is made of white Connecticut marble and features Gothic spires, a dome made of gold leaf, and statues and bas-reliefs commemorating figures and milestones in the state's history.
- Hartford offers higher education opportunities through a variety of public and private colleges and universities, including University of Hartford, Hartford Graduate Center, Hartford College for Women and Trinity College, the city's oldest institution, founded nearly 170 years ago.





## **The Los Angeles Class**

<i>USS LOS ANGELES</i>	(SSN688)
<i>USS BATON ROUGE</i>	(SSN689)
<i>USS PHILADELPHIA</i>	(SSN690)
<i>USS MEMPHIS</i>	(SSN691)
<i>USS OMAHA</i>	(SSN692)
<i>USS CINCINNATI</i>	(SSN693)
<i>USS GROTON</i>	(SSN694)
<i>USS BIRMINGHAM</i>	(SSN695)
<i>USS NEW YORK CITY</i>	(SSN696)
<i>USS INDIANAPOLIS</i>	(SSN697)
<i>USS BREMERTON</i>	(SSN698)
<i>USS JACKSONVILLE</i>	(SSN699)
<i>USS DALLAS</i>	(SSN700)
<i>USS LA JOLLA</i>	(SSN701)
<i>USS PHOENIX</i>	(SSN702)
<i>USS BOSTON</i>	(SSN703)
<i>USS BALTIMORE</i>	(SSN704)
<i>USS CITY OF CORPUS CHRISTI</i>	(SSN705)
<i>USS ALBUQUERQUE</i>	(SSN706)
<i>USS PORTSMOUTH</i>	(SSN707)
<i>USS MINNEAPOLIS-ST. PAUL</i>	(SSN708)
<i>USS HYMAN G. RICKOVER</i>	(SSN709)
<i>USS AUGUSTA</i>	(SSN710)
<i>USS SAN FRANCISCO</i>	(SSN711)
<i>USS ATLANTA</i>	(SSN712)
<i>USS HOUSTON</i>	(SSN713)
<i>USS NORFOLK</i>	(SSN714)
<i>USS BUFFALO</i>	(SSN715)
<i>USS SALT LAKE CITY</i>	(SSN716)
<i>USS OLYMPIA</i>	(SSN717)
<i>USS HONOLULU</i>	(SSN718)
<i>USS PROVIDENCE</i>	(SSN719)
<i>USS PITTSBURGH</i>	(SSN720)
<i>USS CHICAGO</i>	(SSN721)
<i>USS KEY WEST</i>	(SSN722)
<i>USS OKLAHOMA CITY</i>	(SSN723)
<i>USS LOUISVILLE</i>	(SSN724)
<i>USS HELENA</i>	(SSN725)
<i>USS NEWPORT NEWS</i>	(SSN750)
<i>USS SAN JUAN</i>	(SSN751)
<i>USS PASADENA</i>	(SSN752)
<i>USS ALBANY</i>	(SSN753)
<i>USS TOPEKA</i>	(SSN754)
<i>USS MIAMI</i>	(SSN755)
<i>USS SCRANTON</i>	(SSN756)
<i>USS ALEXANDRIA</i>	(SSN757)
<i>USS ASHEVILLE</i>	(SSN758)
<i>USS JEFFERSON CITY</i>	(SSN759)
<i>USS ANNAPOLIS</i>	(SSN760)
<i>USS SPRINGFIELD</i>	(SSN761)
<i>USS COLUMBUS</i>	(SSN762)
<i>SANTA FE</i>	(SSN763)
<i>USS BOISE</i>	(SSN764)
<i>USS MONTPELIER</i>	(SSN765)
<i>CHARLOTTE</i>	(SSN766)
<i>HAMPTON</i>	(SSN767)
<i>HARTFORD</i>	(SSN768)
<i>TOLEDO</i>	(SSN769)
<i>TUCSON</i>	(SSN770)
<i>COLUMBIA</i>	(SSN771)
<i>GREENEVILLE</i>	(SSN772)
<i>CHEYENNE</i>	(SSN773)





*Photo left: USS Springfield (SSN761) during sea trials.  
Below: Christening of Rhode Island (SSBN740), July 17, 1993.*

### **Los Angeles Class**

Submarines of the *Los Angeles* Class are the Navy's current operating class of nuclear-powered attack submarine. Their mission is to hunt down enemy submarines and surface ships, launch cruise missile attacks on land-based targets, as well as gather intelligence.

The 360-foot, 6,900-ton submarines are well equipped to accomplish these tasks. 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, Harpoon missiles and Tomahawk cruise missiles. Each vessel carries a crew of 127—all specialists in their respective fields.

Electric Boat has already delivered nine of the improved 688-class submarines, featuring the BSY-1 combat system, retractable bow planes and a hardened sail to break through ice when surfacing during Arctic operations. These submarines are *USS San Juan* (SSN751); *USS Pasadena* (SSN752); *USS Topeka* (SSN754); *USS Miami* (SSN755); *USS Alexandria* (SSN757); *USS Annapolis* (SSN760); *USS Springfield* (SSN761); *USS Columbus* (SSN762); and *Santa Fe* (SSN763). *Santa Fe* will be formally commissioned into the U.S. Fleet on January 8, 1994.

The Navy now has 54 *Los Angeles*-class submarines. Electric Boat produced 31 of these and currently holds contracts for two more.

### **Ohio Class**

*Ohio*-class (Trident) submarines are the largest and most powerful ever built in America. 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 previous submarines (24 compared to 16).

Beginning with *USS Tennessee* (SSBN734), all *Ohio*-class submarines carry the longer range Trident II missile.

Ease of maintenance allows longer patrols and shorter turnaround time. Increased range of the Trident I and II missile enables these submarines to operate in 10 times the ocean area of vessels with Polaris/Poseidon missiles, while it also permits basing the Trident submarines in this country rather than in foreign nations.

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

The submarine's large size allows it to carry significantly improved sonar systems over those aboard Polaris/Poseidon submarines, and provides much more spacious living quarters for the 154-person crew.

Electric Boat designed the *Ohio* Class and is the sole producer of these submarines. It has already delivered 14 to the Navy: *USS Ohio* (SSBN726); *USS Michigan* (SSBN727); *USS Florida* (SSBN728); *USS Georgia* (SSBN729); *USS Henry M. Jackson* (SSBN730); *USS Alabama* (SSBN731); *USS Alaska* (SSBN732); *USS Nevada* (SSBN733); *USS Tennessee* (SSBN734); *USS Pennsylvania* (SSBN735); *USS West Virginia* (SSBN736); *USS Kentucky* (SSBN737); *USS Maryland* (SSBN738); and *USS Nebraska* (SSBN739). Four more are currently under construction.





## Charter Oak

Hartford's venerable Charter Oak is credited with helping to preserve both our nation's early political freedoms and the Colony of Connecticut.

In 1662, a Royal Charter granted by King Charles II of England guaranteed Connecticut its power of self-governance. That was threatened, however, when Charles II died in 1685; his brother James II came into power and appointed Sir Edmund Andros Royal Governor of New England to take over the colonies. The other states had lost their charters and it only remained to retrieve the one granted to Connecticut.

Legend has it that during an evening meeting in October of 1687, at which the charter was to be handed over to Andros, it was spirited away and hidden in the trunk of a great oak tree. It remained "hidden" until England's Glorious Revolution of 1688, when James II was removed from power.

The tree, named the Charter Oak, remained standing until it was felled during a great storm in August of 1856. Its impressive size — as well as the extraordinary number of reputed relics of the tree — inspired Mark Twain to describe Hartford as the "city of the historic and revered Charter Oak, of which most of the town is built."

**GENERAL DYNAMICS**  
*Electric Boat Division*