# GENERAL DYNAMICS

USNS Washington Chambers (T-AKE 11) Christening Ceremony September 11, 2010 USNS Washington Chambers (T-AKE 11) Christening Ceremony Program

Music Grand Pacific Band

Presentation of Colors NROTC Unit, University of San Diego, California

Soloist Dr. Juliette Singler, Associate Music Professor, Point Loma Nazarene University

Invocation Commander Kevin J. Sweeney, CHC, USN, Deputy Command Chaplain, Camp Pendleton, California

Remarks Mr. Frederick J. Harris, President, General Dynamics NASSCO Rear Admiral David H. Lewis, USN, Program Executive Officer, Ships Rear Admiral Robert O. Wray, Jr., USN, Deputy Commander, Military Sealift Command

Principal Speaker Rear Admiral Richard J. O'Hanlon, USN, Commander, Naval Air Force Atlantic

Sponsor Mrs. Loretta A. Penn

*Flower Girl* Miss Heather Fisher, daughter of James Fisher, Supervisor Production, General Dynamics NASSCO

Master of Ceremonies Mr. James H. Gill, Jr., Director of Communications, General Dynamics NASSCO

### Mrs. Loretta A. Penn Sponsor

Mrs. Loretta Penn is a native of Dallas, Texas. She is president of Spherion Staffing Services, a division of Spherion Corporation. Prior to joining Spherion, Mrs. Penn spent nine years in the recruiting and staffing industry with Olsten Services and with Temporaries, Incorporated, where she served as vice president of East Coast operations. Mrs. Penn was previously associated with IBM for ten years in sales and marketing and regional executive management.

Mrs. Penn holds a Bachelor of Science degree from North Texas University and a Certificate of Studies from Harvard University. She currently serves on the Board of Directors for TECO Energy and the Institute for a Competitive Workforce, a division of the U.S. Chamber of Commerce.

Mrs. Penn is married to the Honorable B. J. Penn, former Assistant Secretary of the Navy for Installations and Environment. They have three children (two sons; one daughter) and two grandchildren. The Penns reside in Fairfax Station, Virginia.

USS Birmingham leading destroyers Twigg and Chauncey into San Diego Bay, c. 1920



CAPT Washington Irving Chambers, USN

#### Captain Washington Irving Chambers, USN

Washington Irving Chambers was born in Kingsport, New York in 1856 and graduated from the U.S. Naval Academy in 1876. Chambers broke new ground in several areas during his career, most notably playing a leading role in the nascent development of naval aviation while serving as the first officer to have oversight of the Navy's aviation program.

Upon graduation from the Naval Academy, Chambers served in various sea and shore assignments. These included the Office of Naval Intelligence (ONI) and, in 1884, the celebrated Greely Relief Expedition to the Arctic, in command of the *Loch Garry*, the ship carrying the rescue mission's coal supply. Despite the challenges of foul weather, icebergs, and obsolete ships not constructed for the Arctic, the expedition managed to rescue approximately one third of the stranded Army explorers. The experience may very well have fueled the young naval officer's interest in discovering technological advancements appropriate to the undertaking.

Following his tour at ONI, Chambers was assigned shore duty at the New York Navy Yard to provide a line officer's input into ship construction and where his aptitude for pioneering new processes was put to use. During his time at the New York Navy Yard, he proposed, oversaw, and enacted significant changes in the way the organization did business on a day-to-day basis. His reforms dramatically improved the performance

of that yard anhelped to shape reforms throughout the Navy's shipyard system. After his Navy Yard assignment, Chambers served aboard the gunboat USS *Petrel* (PG-2) and protected cruisers *Atlanta* and *Chicago*.

In 1884, Rear Admiral Alfred Thayer Mahan recruited Chambers as a member of the Naval War College's first permanent faculty, where he developed tactics to exploit new technologies and integrated them into the Navy's doctrine and training. A student of technology, he took time to study torpedoes at the nearby Torpedo Station and applied his innovative thinking to the design of torpedoes, coal-handling systems, guns, and battleships, submitting one of the first American designs for an all-big-gun battleship.



The surrender at Samar

In 1902, Chambers served as commanding officer of the gunboat *Frolic*. His participation in the battle of Samar in the Philippines helped end the insurrection. Following his command of *Frolic*, he was assigned to duty at the Torpedo Station in Newport, Rhode Island. He was named Assistant Chief of the Bureau of Ordinance in 1907 and later named commanding officer of the battleship USS *Louisiana*.

Captain Chambers's command of *Louisiana* was cut short in December 1909, when he received orders to return to Washington to be Assistant Aide for Material to the Secretary of the Navy. He was given the collateral duty to

handle correspondence dealing with aviation. On November 3, 1910 he attended an air show in Baltimore, Maryland. There he presented the idea of launching an aircraft from a ship. His foresight received an unenthusiastic reception from aircraft manufacturers Wilbur and Orville Wright and Glenn Curtiss, who said it was too dangerous. Undeterred, Chambers met later that day with civilian pilot Eugene Ely who jumped at the opportunity to test the idea. Curtiss eventually agreed to the proposal and USS *Birmingham* was sent to the Norfolk Naval Shipyard for the necessary modifications.

On November 14, 1910 Ely made his take-off from USS *Birmingham* in Hampton Roads in a Curtiss Pusher bi-plane.

U.S. Navy's first airplane, the Curtiss A-1. (left to right): Unknown Curtiss mechanic, Alfred F. Zahm, Lieutenant J.W. Mc-Cluskey (USMC, retired), Jim Lamont, Glenn Curtiss, Capt Washington I. Chambers, Lieutenant John H. Towers, Lieutenant Theodore G. Ellyson, and Bill Pickens.





*Ely's flight off USS* Pennsylvania in Curtiss's D Pusher Two months later on January 18, 1911, Ely performed a landing and take-off from USS *Pennsylvania* in San Francisco Bay. These demonstrations confirmed the potential of carrier-based naval aviation. Chambers followed this development with the invention of the naval airplane catapult, making it possible to launch aircraft from a warship's deck at sea. In 1912, Chambers was awarded the medal of the Aeronautical Society for his achievements in aviation.

Captain Chambers died on September 23, 1934 and is buried in Arlington National Cemetery. Chambers Field in Norfolk, Virginia, dedicated in June 1938, was named in his honor.

# Rear Admiral Richard J. O'Hanlon, USN Commander, Naval Air Force Atlantic *Principal Speaker* Rear Admiral O'Hanlon, a native of New York City, is a 1976 graduate of the United States Naval Academy and was designated a naval aviator in September 1977. He is a graduate of the U.S. Naval Test Pilot School and nuclear power training program. At sea, Rear Admiral O'Hanlon's assignments include service in Attack

At sea, Rear Admiral O'Hanlon's assignments include service in Attack Squadron 46, Carrier Group 3 staff, Strike Fighter Squadron 132 and USS *Carl Vinson* (CVN 70) as executive officer. He commanded Strike Fighter Squadron 37, the fast combat support ship USS *Sacramento* (AOE 1), the nuclear powered aircraft carrier USS *Theodore Roosevelt* (CVN 71) and Strike Force Training Atlantic.

Rear Admiral O'Hanlon served ashore at the Naval Air Test Center, Patuxent River, Maryland, conducting developmental and engineering test projects on the A-7 and the FA-18. He was also assigned as the executive assistant to the chief of Legislative Affairs, Washington, DC and as chief of staff to commander, Naval Air Force, U.S. Atlantic Fleet. He most recently completed a tour as the deputy chief of staff for Fleet Readiness and Training, U.S. Fleet Forces Command. His joint experience includes a tour as director, Standing Joint Forces Headquarters, U.S. Joint Forces Command. In January 2009 he reported to his current assignment as commander, Naval Air Force Atlantic.

Rear Admiral O'Hanlon has flown more than 4,000 flight hours in 30 different military aircraft and has logged more than 900 carrier-arrested landings. He is the recipient of the Defense Superior Service Medal, five Legions of Merit, two Bronze Star Medals, three Meritorious Service and Navy Commendation Medals as well as numerous unit commendations and awards.

#### Mr. Frederick J. Harris President, General Dynamics NASSCO

Mr. Frederick J. Harris was named president of General Dynamics NASSCO and a vice president of General Dynamics Corporation on January 1, 2006. Prior to that, Mr. Harris was the senior vice president of programs at General Dynamics Electric Boat, where he was responsible for the execution of all submarine design, construction and repair programs.

Mr. Harris began his shipbuilding career in 1973 as a senior engineer for Electric Boat's Trident ballistic missile submarine program. For his accomplishments later as program manager of the Virginia-class submarine design phase, Mr. Harris received the Maine Maritime Academy Outstanding Alumni Award for the Year 2000 and, in 2002, received the annual William M. Kennedy Award from the Society of Naval Architects and Marine Engineers. In 2003, he was included on the Maine Maritime Academy's Wall of Honor for his accomplishments in the marine field.

Mr. Harris was born in Framingham, Massachusetts. A 1963 graduate of Hopkinton High School, he graduated from the Maine Maritime Academy in 1967 with a bachelor's degree in marine engineering. He sailed for several years as a U.S. merchant marine, notably aboard the U.S. registered SS *Transglobe*, the most decorated American merchant ship of the Vietnam War. He holds a Coast Guard chief engineer's license of unlimited horsepower. In 1972, he received a master's degree in business administration from Babson College, graduating with distinction.

#### Rear Admiral David H. Lewis, USN Program Executive Officer, Ships

Rear Admiral Lewis is currently assigned as Program Executive Officer for Ships, overseeing all Navy shipbuilding for surface combatants, amphibious ships, logistics support ships, support craft, and foreign military sales.

Born at Misawa Air Force Base, Japan, Rear Admiral Lewis was commissioned in 1979 through the Navy ROTC Program at the University of Nebraska, Lincoln with a Bachelor of Science degree in Computer Science.

At sea, Rear Admiral Lewis served aboard USS *Spruance* (DD 963) as communications officer, earning his Surface Warfare qualification as well as aboard USS *Biddle* (CG 34) and USS *Ticonderoga* (CG 47).

Rear Admiral Lewis's shore assignments include assistant chief of staff for Maintenance and Engineering; commander, Naval Surface Forces; the Navy Secretariat staff; commander, Naval Sea Systems Command staff; Aegis Shipbuilding Program Office; Supervisor of Shipbuilding, Bath; and Readiness Support Group, San Diego. His major command assignment was Aegis Shipbuilding Program Manager in the Program Executive Office Ships. Upon selection to flag rank, Rear Admiral Lewis served as executive assistant to the Assistant Secretary of the Navy for Research, Development and Acquisition and as vice commander, Naval Sea Systems Command.

Rear Admiral Lewis holds a Master of Science degree in Computer Science from the Naval Postgraduate School and certification in Joint Professional Military Education from Naval War College Command and Staff School.

Rear Admiral Lewis's personal awards include the Legion of Merit, Meritorious Service Medal, Navy and Marine Corps Commendation, Navy and Marine Corps Achievement Medal, National Defense Service Medal, Global War on Terrorism Service Medal and various unit awards.

## Rear Admiral Robert O. Wray, Jr., USN Deputy Commander, Military Sealift Command

Rear Admiral Robert Wray graduated from the United States Naval Academy in May 1979. He served aboard USS *Mississippi* (CGN 40) from December 1980 until 1984, completing several Mediterranean and North Atlantic deployments, including duty in Beirut during the 1983 Lebanon crisis. He was then assigned as leading engineering officer at the aircraft carrier prototype reactors facility in Idaho Falls, Idaho. He left active duty in November 1986 and was commissioned in the Navy Reserve.

Rear Admiral Wray has held numerous positions in the Navy Reserve; aboard USS *Fahrion* (FFG 22), at the Shore Intermediate Maintenance Facility in Newport, Rhode island, at the Space and Naval Warfare System Command, at 6th Fleet in Naples, and at Readiness Command Northeast as deputy commander. He has commanded five reserve units.

In 2004, Rear Admiral Wray was mobilized for seven months serving initially on a Pentagon interagency team working to coordinate the transition of sovereignty in Iraq. Later he was assigned to the U.S. Embassy in Baghdad, where he founded the operation center coordinating reconstruction efforts.

In October of 2007, Rear Admiral Wray was assigned as deputy commander, Military Sealift Command (MSC). He is currently on a leave of absence from SAIC to support his full-time duty status.

Rear Admiral Wray has a Master's degree from the McDonough School of Business at Georgetown University. He is a licensed professional engineer, holds a patent, and has written two books. His personal awards include the Legion of Merit, the Bronze Star, the Defense Meritorious Service Medal, and numerous lesser awards.



#### USNS Washington Chambers (T-AKE 11) Designed and built by General Dynamics NASSCO Mission: To deliver ammunition, provisions, stores, spare parts, potable water and petroleum products to strike groups and other naval forces, by serving as a shuttle ship or station ship.

T-AKE 11

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Start of Construction March 19, 2009 Keel Laid August 25, 2009

Design Particulars: Length: 210 Meters (689 ft.) Beam: 32.2 Meters (105.6 ft

Beam:32.2 Meters (105.6 ft.)Draft:9.1 Meters (29.8 ft.)Displacement:40,950 Metric tonsSpeed:20 Knots

Max dry cargo weight:6,700 Metric tonsCargo potable water:52,800 GallonsCargo fuel:23,450 BarrelsPropulsion:Single screw, diesel-electric





Eugene Ely's landing on USS Pennsylvania (CA-4) on 18 January 1911, the first landing of an aircraft on a ship

#### Acknowledgements

Start of Construction Honoree: Ms. Tessie Nazal Keel Honoree: Ms. Barbara Whaley 1st Shore Honoree: Mrs. Marjorie Ziegler Trigger Honoree: Mrs. Paula Gosswiller Biographical information for Captain Chambers was provided by Professor Stephen Stein, author of From Torpedoes to Aviation: Washington Irving Chambers & Technological Innovation in the New Navy 1876 to 1913 Program images courtesy of the Naval History and Heritage Command and Professor Stephen Stein Ship construction photos by Ken Wright, NASSCO staff photogapher



Curtiss Pusher hoisted aboard USS Pennsylvania



Captain Washington I. Chambers, Eugene Ely and unknown Curtiss mechanic

#### A History of Naval Christening & Launching

The christening and launching of a ship is one of the oldest naval traditions. Many seafaring civilizations have maintained a tradition of formally dedicating a ship into their fleet. Although it has changed dramatically across centuries, this tradition nonetheless remains one of the most important events in today's Navy.

The christening tradition is believed to have originated in Viking culture. High priests served as masters of ceremonies, which involved offering sacrifices to the gods in exchange for safety at sea.

Ancient Greeks and Romans likewise held an official ceremony to induct a ship into the fleet and ask for her protection in the water. Unlike the Vikings, the Greeks and Romans used water to purify the ship before her maiden voyage. Crewmembers, officers, passengers and cargo were also given small showers in order to protect them on their voyages. As Christianity spread during the latter days of the Roman Empire and into the Middle Ages, the christening ceremony adopted a religious interpretation. Statues and shrines often adorned the vessel and wine was used in her blessing.

During the sixteenth century, christenings became ceremonies of trumpeted fanfare. One of the King's own Lieutenants was escorted on the ship and presented with a goblet of red wine. As part of the celebration, he would take a ceremonial first sip and whisper the ship's name, asking that she be bestowed with good luck and safe passage.

Near the end of the seventeenth century, the goblet was replaced by a bottle, originally of wine. Wine, however, was soon replaced by champagne and the popular tradition of breaking the bottle over the bow with the phrase "I christen thee in the name of..." began.

No mention of christening a Continental Navy ship during the American Revolution has come to light. The first ships of the Continental Navy, *Alfred, Cabot, Andrew Doria,* and *Columbus,* were former merchantmen and their names were assigned during conversion and outfitting. Later, when Congress authorized the construction of thirteen frigates, no names were assigned until after four had launched.

The first description we have of an American warship christening is that of *Constitution*, famous "Old Ironsides," in Boston, Massachusettes on October 21, 1797. Her sponsor, Captain James Sever, USN, stood on the weather deck at the bow. "At fifteen minutes after twelve she commenced a movement into the water with such steadiness, majesty and exactness as to fill every heart with sensations of joy and delight." As *Constitution* ran out, Captain Sever broke a bottle of fine old Madeira over the heel of the bowsprit.

Just as the passage of years has witnessed momentous changes in ships, so also has the christening-launching ceremony we know today evolved from earlier practices. For example, the bottle is stored at room temperature to enhance the champagne's fizz, making a better photo opportunity. As a safety precaution, the bottle is usually placed inside a protective mesh netting to prevent flying glass. Nevertheless, the tradition, meaning, and spiritual overtones remain constant. The vast size, power, and unpredictability of the sea must certainly have awed the first sailors to venture far from shore. Instinctively, they would seek divine protection for themselves and their craft from the capricious nature of wind and water. And so it remains today.



#### An Introduction to T-AKE Class Ships

USNS Washington Chambers is the eleventh addition to the Navy's Lewis and Clark (T-AKE) Class of dry cargo/ammunition ships. With enhanced capabilities, this new ship class is designed to replace the Navy's aging Ammunition Ships and Combat Stores Ships. The Lewis and Clark Class will also replace current Fast Combat Support Ships when operating in concert with an oiler.

Designed to operate independently for extended periods at sea while providing replenishment services to U.S. and NATO ships and as an auxiliary support ship, T-AKE class ships directly contribute to the Navy's ability to maintain a forward presence. These ships provide logistic lift from supply sources such as ports or at sea from specially equipped merchant ships by consolidation. Their cargo consists of ammunition, food, limited quantities of fuel, repair parts, and ship store items, as well as expendable supplies and materials. They transfer this cargo at sea to station ships and other naval warfare forces.

The primary mission of the Lewis and Clark Class is to shuttle a steady stream of ammunition, spare parts and provisions (dry, refrigerated and frozen) to naval forces at sea. The existing shuttle ships are single product ships that specialize in either combat or ammunition; their primary role is to resupply the station ship. T-AKE ships like *Washington Chambers* can be used as a single product ship, but also as a two or three product ship.

The T-AKE Class also has the capability to remain on station with the battle group if the situation dictates. This is the secondary mission of the class. Depending on the tactical situation, these ships may be required to operate in concert with a T-AO class ship as a substitute station ship to provide direct logistics support to the ships within a battle group.

#### Naming the Lewis and Clark Class

The Navy's new class of replenishment ships has been named to honor legendary pioneers and explorers. the lead ship, Lewis and Clark (T-AKE 1) was named after the early frontier explorers who traversed America's vast wilderness. The second ship USNS Sacagawea (T-AKE 2) is named, after the young Native American woman whose navigation and interpretive skills were crucial to the success of Lewis and Clark's Corps of Discovery. It is one of the few United States Navy ships named for a woman. The third ship in the T-AKE Class is named USNS Alan Shepard, after astronaut Rear Admiral Alan B. Shepard, Jr., the first American to venture into space. The fourth is named USNS Richard E. Byrd, after polar explorer, Rear Admiral Richard E. Byrd. The fifth ship in this class is named USNS Robert E. Peary, after the

Arctic explorer, Rear Admiral Robert Peary. USNS Amelia Earhart is the sixth T-AKE Class ship, named after the pioneering pilot who became world-known for her courage, vision, and groundbreaking achievements, both in aviation and for women. T-AKE 7 is named USNS Carl Brashear. after Master Chief Boatswain's Mate (Master Diver) Carl Maxie Brashear, who displayed extraordinary courage and perseverance in becoming one of the first African Americans to achieve gualification as a Master Diver in the U.S. Navy. USNS Wally Schirra (T-AKE 8) is named in honor of Navy Captain Walter M. Schirra, Jr., the command pilot of the GEMINI 6 mission in December 1965 that accomplished the first rendezvous of two manned maneuverable spacecraft. Captain Schirra is the only astronaut to have flown MERCURY, GEMINI, and APOLLO missions. The ninth ship in the fleet is USNS Matthew Perry, named after U.S. Navy Commodore Matthew Calbraith Perry, who signed the Treaty of Kanagawa with Japan in 1854, officially establishing a relationship and the opportunity for trade with the previously isolated nation. USNS Charles Drew (T-AKE 10) honors Dr. Charles R. Drew, a physician and medical researcher whose pioneering work in the late 1930s and early 1940s led to the discovery that blood could be separated into plasma. The model for blood and plasma storage developed by Dr. Drew has saved untold lives and is the same process used today by the Red Cross.



San Diego, California www.nassco.com

# USNS Washington Chambers (T-AKE 11)

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The War Games at Naval War College's summer conference in 1903 demonstrated Chambers's theory that a ship armed with twelve 11- or 12-inch guns would equal three conventional battleships.