

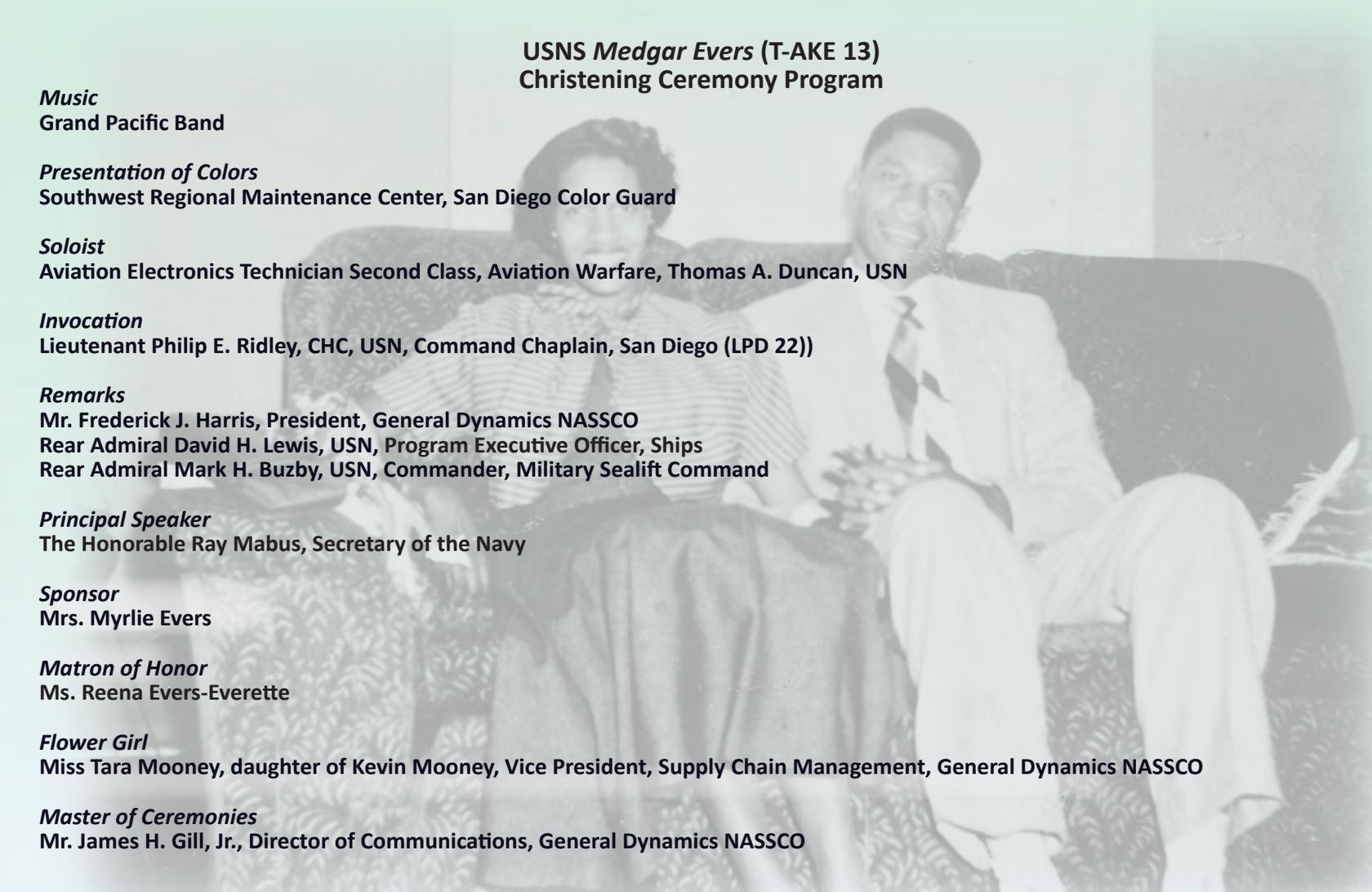
GENERAL DYNAMICS



N.A.A.C.P.
FREEDOM

USNS Medgar Evers
(T-AKE 13)
Christening Ceremony
November 12, 2011

"Freedom is never free... you must work for it"



**USNS *Medgar Evers* (T-AKE 13)
Christening Ceremony Program**

Music

Grand Pacific Band

Presentation of Colors

Southwest Regional Maintenance Center, San Diego Color Guard

Soloist

Aviation Electronics Technician Second Class, Aviation Warfare, Thomas A. Duncan, USN

Invocation

Lieutenant Philip E. Ridley, CHC, USN, Command Chaplain, San Diego (LPD 22))

Remarks

**Mr. Frederick J. Harris, President, General Dynamics NASSCO
Rear Admiral David H. Lewis, USN, Program Executive Officer, Ships
Rear Admiral Mark H. Buzby, USN, Commander, Military Sealift Command**

Principal Speaker

The Honorable Ray Mabus, Secretary of the Navy

Sponsor

Mrs. Myrlie Evers

Matron of Honor

Ms. Reena Evers-Everette

Flower Girl

Miss Tara Mooney, daughter of Kevin Mooney, Vice President, Supply Chain Management, General Dynamics NASSCO

Master of Ceremonies

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

Myrlie Beasley Evers is the widow of civil rights pioneer Medgar Evers and an accomplished author, speaker and leader in the struggle for racial justice. Born in Vicksburg, Mississippi, Mrs. Evers now lives in Pomona, California.

She attended Alcorn Agricultural and Mechanical College where she met Medgar Evers. Determined to change the status quo of poverty and injustice experienced by African Americans, she worked with her husband as he rose to become a leader in increasingly dangerous campaigns to secure civil rights.

Following her husband's assassination, Mrs. Evers began traveling the country, speaking out against injustice. She moved to California, earned a bachelor's degree in Sociology at Pomona College in 1968 and has remained politically active. She was named the first black woman to head the Southern California Democratic Women's Division, the first African American appointed a Commissioner on the Los Angeles Board of Public Works, co-founded the National Women's Political Caucus, and served as Chairman of the National Association for the Advancement of Colored People (NAACP) from 1995-1998.

Co-author of several books, Myrlie chronicled the life of Medgar Evers and civil rights struggles in *For Us, The Living*, and anchored a special HBO production, *Southern Justice, the Murder of Medgar Evers*. Other books she co-authored or wrote are *Watch Me Fly: What I Learned on the Way to Becoming the Woman I Was Meant to Be*, and most recently, *The Autobiography of Medgar Evers: A Hero's Life and Legacy Revealed Through His Writings, Letters, and Speeches*.

Myrlie and Medgar Evers had three children. Darrell Kenyatta Evers, who died in 2001, Reena Denise and James Van. She has six grandchildren and one great-grandchild.



Myrlie Beasley Evers
Sponsor



Ms. Reena Evers-Everette
Matron of Honor

Reena Denise Evers-Everette is the daughter of Medgar and Myrlie Evers. She was born in Mound Bayou, Mississippi and later moved with her family to the state capital, Jackson, where her father expanded his fight for human justice and equality.

Ms. Evers-Everette graduated from the Fashion Institute of Technology in New York with a degree in Business Merchandising in 1976. Upon graduation, she moved to Washington, D.C. beginning a retail career as Assistant Buyer with a major department store. She later joined United Airlines, retiring in 2010.

Today, Ms. Evers-Everette applies her leadership and interpersonal skills to support several non-profit organizations. She serves in Public Relations and Administration for East West TeleMedia International, a network design and systems integrator for South African telecommunications interests. She is the Public Relations Coordinator for Lullalee Productions Services, a non-profit organization that promotes children's literacy and supports Sojourn to the Past, a project that educates secondary students about the Civil Rights Movement. She serves as Executive Assistant and Manager of Logistics for the Medgar Evers Institute.

Ms. Evers-Everette has three children, Daniel Medgar, Cambi Denise and Nicole Myrlie, and one grandchild, Daniel Michael.



Acknowledgements

Start of Construction Honoree: Mrs. Andrea Zigelman

Keel Honoree: Mrs. Gina Buzby

1st Shore Honoree: Mrs. Lucil Sleipness

Trigger Honoree: : Ms. Rose Ingram

Program images courtesy of Mr. James V. Evers.

Ship construction photos by Ken Wright, NASSCO staff photographer.



Medgar Wiley Evers

Medgar Wiley Evers

Medgar Wiley Evers was born July 2, 1925, in Decatur, Mississippi. He is a seminal figure in the history of the American Civil Rights Movement. One of six children, Evers grew up in a devoutly religious home where he was taught the importance of self-reliance, self-respect, pride and dignity. Evers enlisted in the United States Army in 1943. He fought in both France and Germany during World War II before receiving an honorable discharge in 1946. Upon returning to Mississippi, Evers was eager to cast his first vote, but was denied that right by an armed crowd of whites blocking the polling place. That act would change the course of history and fuel Evers' dedication to making it possible for millions of Americans to achieve their constitutional rights.

In 1948, he entered Alcorn Agricultural and Mechanical College (now Alcorn State University) in Lorman, Mississippi. He pursued a degree in business, excelled in both track and football, and soon became one of the most well-respected students on campus. During his senior year, Evers married fellow student, Myrlie Beasley.

Upon graduation from college in 1952, Evers moved to Mound Bayou, Mississippi, where he began working as an insurance salesman. He also worked on behalf of the National Association for the Advancement of Colored People (NAACP), organizing local affiliates.

In 1954, the year of the momentous Supreme Court decision *Brown v. Board of Education*, which purportedly ended segregation of schools, Evers left the insurance business. As the first black to apply to the University of Mississippi, he was subsequently denied admission to the University's Law School because of his race. His unsuccessful effort to integrate the state's oldest public educational institution attracted the attention of the NAACP's national office. Later that year, Evers moved to the state capital of Jackson and became the first state field secretary of the NAACP in Mississippi.

As state field secretary, Evers created new strategies to empower the disenfranchised. He was instrumental in wielding fragmented voices into unification, in the words of one author. Evers recruited members throughout Mississippi and organized voter-registration efforts, demonstrations, and economic boycotts of white-owned companies that practiced discrimination to draw attention to unjust practices. He worked closely with black church



leaders and other civil rights activists, speaking constantly of the need to overcome hatred and promote understanding and equality between the races.

Described as a servant-leader, Evers eschewed the limelight, preferring that others receive public recognition while he labored tirelessly, seeking to inspire others to become involved in political activities through personal example and dedicated service. He also worked to investigate crimes perpetrated against blacks, most notably the murder of Emmett Till, a 14-year-old African-American boy who had been tortured and killed for talking to a white woman. The Till case made racism in the Deep South notorious throughout the world and was in the view of many, the nascent beginnings of the Montgomery bus boycott.

As early as 1955, Evers' activism made him the most visible civil rights leader in Mississippi. As a result, he and his family were subjected to numerous threats and violent actions over the years, including a firebombing of their house in May 1963. While Evers did not want to be a martyr, he said, "I expect to be shot anytime I step out of my car . . . if I die, it will be in a good cause."



Medgar Evers and his son Darrell Kenyatta

At 12:40 a.m. on June 12, 1963, Evers was shot in the back in the driveway of his Jackson home as he returned from a meeting of the NAACP. He died less than an hour later at a nearby hospital.

Medgar Evers was buried with full military honors in Arlington National Cemetery, and the NAACP posthumously awarded him their 1963 Spingarn Medal, the organization's highest recognition for outstanding achievement. The national outrage over Evers' murder increased support for legislation that would become the Civil Rights Act of 1964. His death inspired civil rights leaders and their followers to work with the same dedication and courage that Medgar Evers had shown.

USNS *Medgar Evers* (T-AKE 13) is the first U.S. Navy ship to be named after the civil rights pioneer. In Mississippi, the Jackson-Evers International Airport also bears his name, as does a college of the City University of New York. In 1992 a life-sized bronze statue of Evers was unveiled at the Medgar Evers Public Library in Jackson. He has been memorialized in literature, film and lyrics, including the films *Ghosts of Mississippi* and *Southern Justice*, and books *For Us*, *The Living* and *The Autobiography of Medgar Evers*.



The Evers' family with President Kennedy following Medgar Evers' burial at Arlington National Cemetery



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. He was the 2010 recipient of the Harold E. Saunders Award, given by the American Society of Naval Engineers, for his significant contributions to naval engineering.

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.

Principal Speaker

Ray Mabus is the 75th United States Secretary of the Navy. As Secretary of the Navy, he is responsible for conducting the affairs of the Department of the Navy, including recruiting, organizing, equipping, training, and mobilizing. Additionally, he oversees the construction and repair of naval ships, aircraft, and facilities, and is responsible for the formulation and implementation of policies and programs consistent with the national security policies established by the President and the Secretary of Defense. Secretary Mabus is responsible for an annual budget in excess of \$160 billion and leadership of almost 900,000 people.

Upon assumption of office and throughout his tenure, Mabus has prioritized improving the quality of life of Sailors, Marines, and their families. He has also directed the Navy and Marine Corps to change the way they use, produce and acquire energy, setting aggressive goals that will move the Navy and Marine Corps to use at least 50% alternative energy no later than 2020. He has improved the acquisition process within the Department, and has stressed Navy and Marine Corps leadership in development of unmanned systems. Before his appointment, Secretary Mabus served in a variety of leadership positions. From 1988 to 1992, he served as Governor of Mississippi, the youngest elected to that office in more than 150 years. He served as Ambassador to the Kingdom of Saudi Arabia from 1994-1996 and later was Chairman and CEO of a manufacturing company.

Secretary Mabus is a native of Ackerman, Mississippi, and received a Bachelor's Degree, summa cum laude, from the University of Mississippi, a Master's Degree from Johns Hopkins University, and a Law Degree, magna cum laude, from Harvard Law School. After Johns Hopkins, he served in the Navy as an officer aboard the cruiser USS *Little Rock*.



The Honorable Ray Mabus
Secretary of the Navy



Rear Admiral Mark H. Buzby, USN
Commander
Military Sealift Command

Rear Admiral Mark Buzby is a 1979 graduate of the U.S. Merchant Marine Academy, where he received a bachelor's degree in Nautical Science and a U.S. Coast Guard Third Mate's license. He was commissioned as a naval officer in June 1979, is a graduate of the Joint Forces Staff College and holds master's degrees from the U.S. Naval War College and Salve Regina University in Strategic Studies and International Relations.

As a surface warfare officer, Rear Admiral Buzby has deployed aboard *USS Connole* (FF 1056), *USS Ariens* (PHM 5), *USS Yorktown* (CG 48) and *USS Shiloh* (CG 67). He served on the staff of U.S. Sixth Fleet. His at-sea commands include *USS Carney* (DDG 64), during the ship's first Mediterranean/Persian Gulf deployment, and Destroyer Squadron 31, which made two deployments in support of Operations *Southern Watch* and *Enduring Freedom*. Ashore, he served on the Navy staff and on the staff of the Joint Chiefs of Staff. He also commanded the Navy's Surface Warfare Officers School.

As a flag officer, Rear Admiral Buzby again served on the Navy staff, first as the deputy for Surface Ships, then as the deputy for Surface Warfare, and later as the deputy for Expeditionary Warfare. He also commanded Joint Task Force Guantanamo, and most recently was the deputy chief of staff for Global Force Management and Joint Operations for U.S. Fleet Forces Command.

Rear Admiral Buzby assumed command of Military Sealift Command in October, 2009.

Medgar Evers and James Meredith at news conference

Rear Admiral Lewis is currently assigned as Program Executive Officer for Ships, overseeing all Navy shipbuilding for destroyers, 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’ shore assignments include Executive Assistant to the Assistant Secretary of the Navy (Research, Development and Acquisition); 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. Upon selection to flag rank, Rear Admiral Lewis served 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’ personal awards include the Legion of Merit, Meritorious Service Medal, Navy and Marine Corps Commendation Medal, Navy and Marine Corps Achievement Medal, and various service and unit awards.



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

USNS *Medgar Evers* (T-AKE 13)

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.



Start of Construction
March 26, 2010



Keel Laid
October 26, 2010

Design Particulars:

Length: 210 Meters (689 ft.)
Beam: 32.2 Meters (105.6 ft.)
Draft: 9.1 Meters (29.8 ft.)
Displacement: 40,950 Metric tons
Speed: 20 Knots

Max dry cargo weight: 6,700 Metric tons
Cargo potable water: 52,800 Gallons
Cargo fuel: 23,450 Barrels
Propulsion: Single screw, diesel-electric



January 25, 2011 Construction



February 15, 2011 Construction

Last Block SOC 5 1st Shift



Last Block SOC 5 2nd shift



*Bow Lift
April 11, 2011*



August 14, 2011

A History of Naval Christening

The christening 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. 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, this ship class was designed 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 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.



About the T-AKE Class Ships

USNS *Medgar Evers* will be the thirteenth addition to the Navy's Lewis and Clark (T-AKE) Class of dry cargo/ammunition ships.

With enhanced capabilities, this ship class was 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 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 stores, as well as expendable supplies and materials.

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 class ships can be used as a single product ship, but also as a two or three product ship. Recently T-AKE class ships have supported humanitarian relief efforts around the world.

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 after the young Native American woman whose navigation and interpretive skills were crucial to the success of Lewis and Clark's Corps of Discovery.

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 famous 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 qualification 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 for 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.

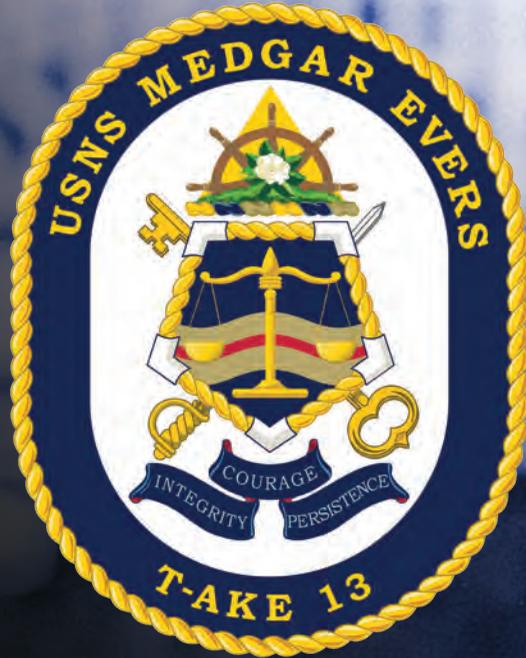
T-AKE 11 was named for Captain Washington Chambers, who was responsible for aviation in the Bureau of Navigation and arranged for the first take-off and landing of an aircraft on a ship.

USNS William McLean (T-AKE 12) honors William B. McLean, the United States Navy physicist who conceived and developed the heat-seeking Sidewinder missile. The Sidewinder was the first truly effective air-to-air missile; its variants and upgrades are still in active service.

GENERAL DYNAMICS



San Diego, California
www.nassco.com



USNS Medgar Evers T-AKE 13

*"Freedom has never been free I love my children and I love my wife with all my heart.
And I would die, die gladly, if that would make a better life for them." -Medgar Evers, June 7,
1963*

