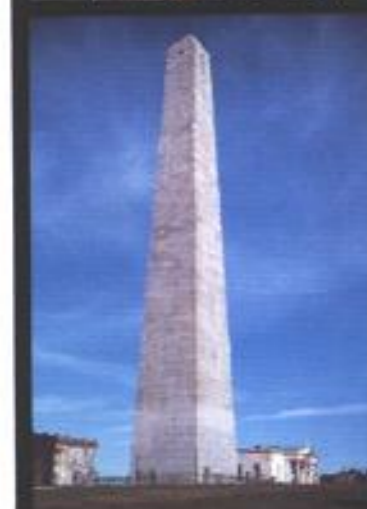
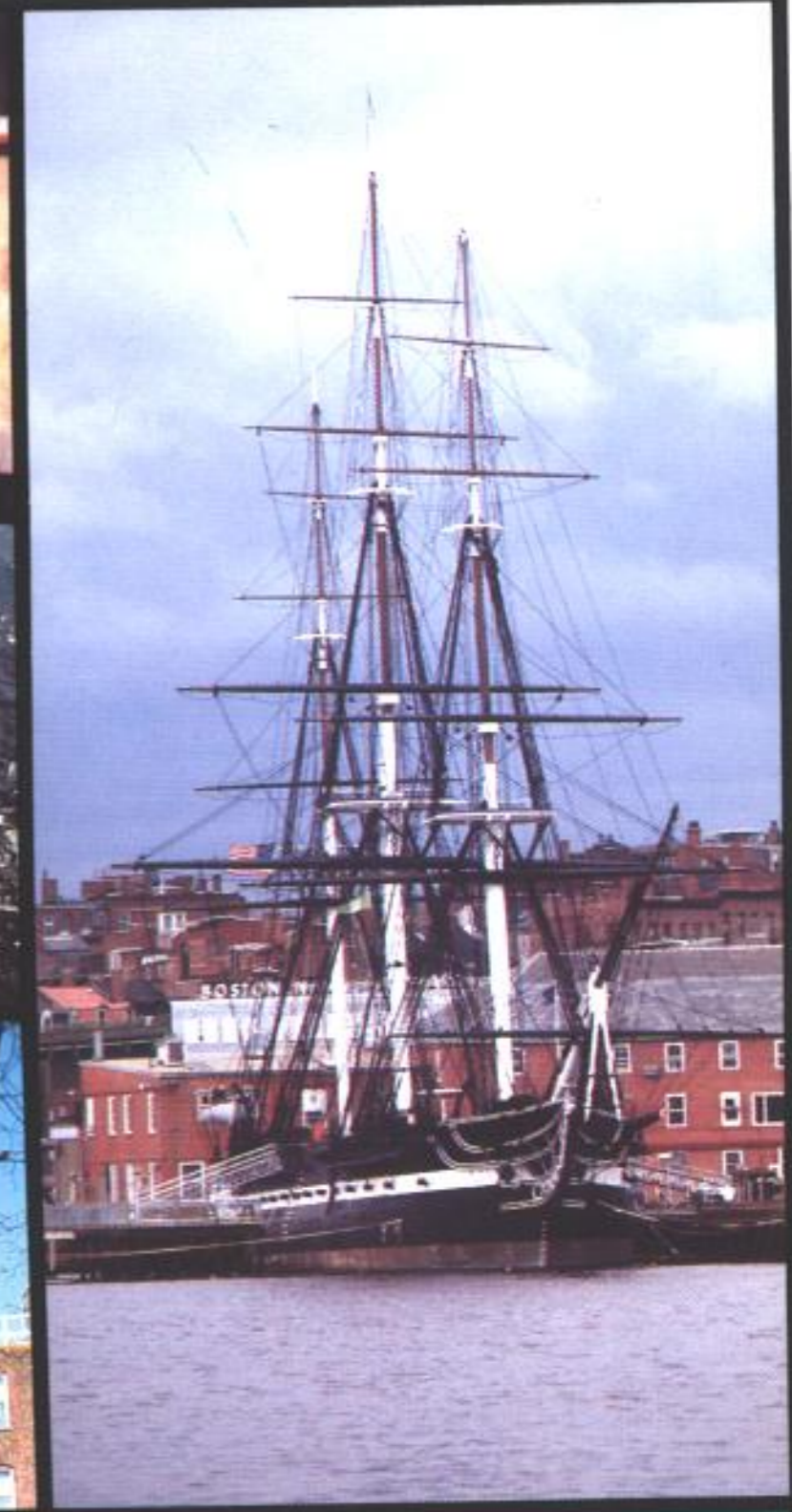
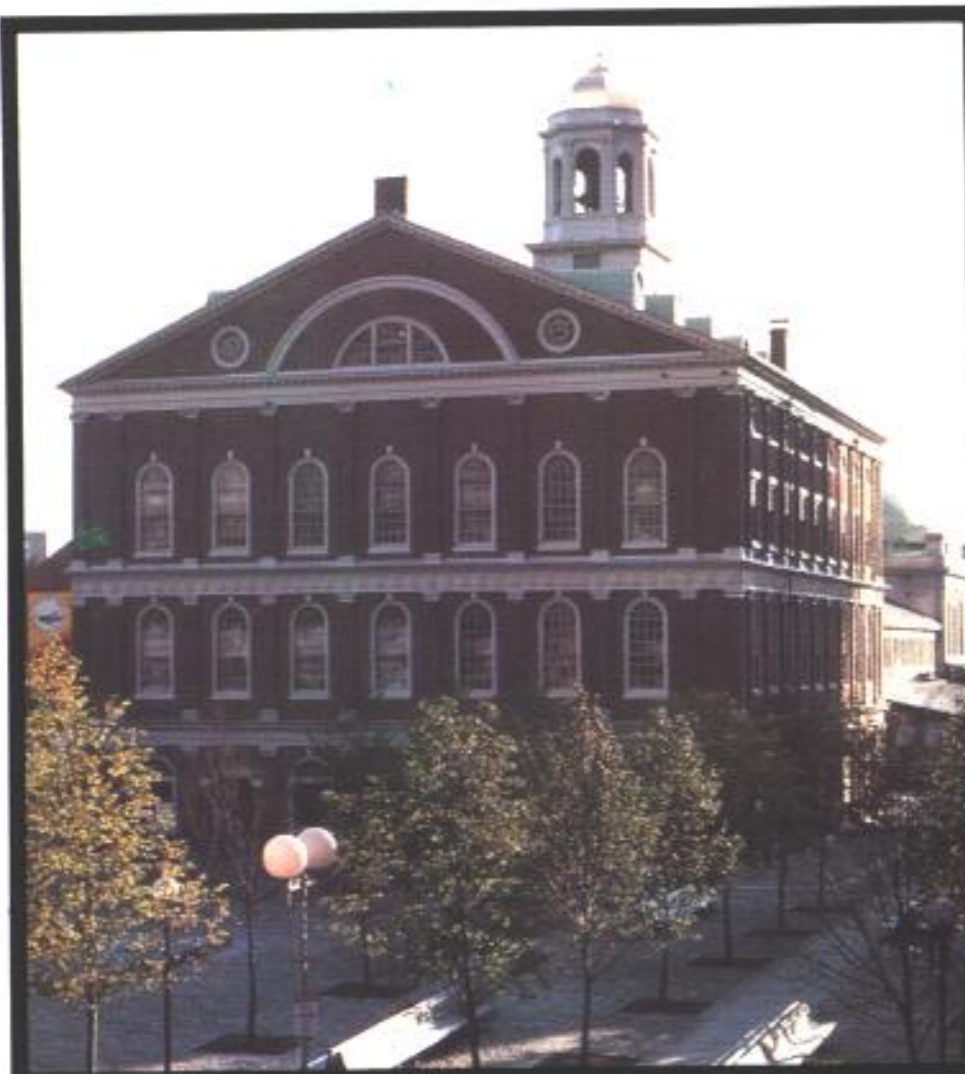


# USS BOSTON

Launching  
April 19, 1980

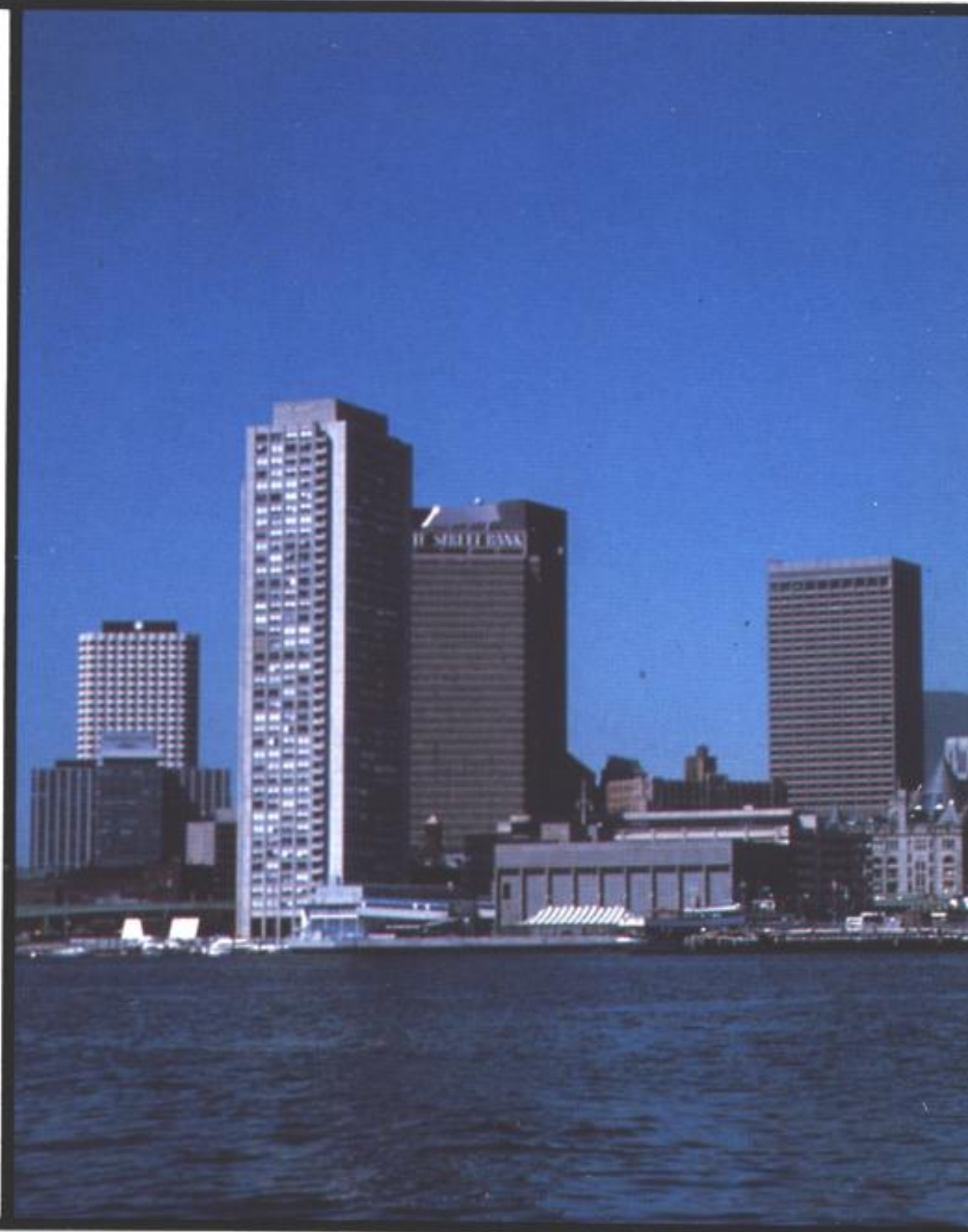


# City of Boston

Boston, more than any other city in the country, perhaps best symbolizes the development of the American consciousness. As the nation's oldest capital city and earliest center of American culture, it is the spiritual leader of the New England States and the nation's closest link to its European heritage.

Settled in 1630 by Puritan Englishmen and named for a Lancashire, England, community, Boston has grown to a pulsing metropolitan area of 3,905,600 people, and is a hub of the banking, electronics, insurance and health care fields.

Culturally, Boston has few equals. Its symphony orchestra ranks among the world's finest. The Boston Pops Orchestra is legendary. The Museum of Fine Arts is a major world gallery. Universities, colleges and schools of every description abound. These elements and more contribute to Boston's agelessness and vitality on its 350th birthday.



## Cover Photos

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5	6	7
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1. Faneuil Hall.
2. Welder at work.
3. Boston harbor.
4. *USS Constitution*.

5. Bunker Hill Monument.
6. *USS Groton (SSN694)*.
7. Old North Church.
8. *USS Boston (SSN703)*.

# Karen Hidalgo

Mrs. Edward Hidalgo was born Karen Jane Jernstedt in Avon, New Jersey, where she was graduated from Asbury Park High School.

Mrs. Hidalgo studied fashion under Christian Dior in Paris and at several schools in the eastern United States. An avid sports-woman, she is active in swimming, tennis and golf. Secretary and Mrs. Hidalgo were married January 22, 1961, when he was senior partner of a Mexico City law firm. They reside in Washington, D. C.

# The Honorable Edward Hidalgo

Edward Hidalgo became Secretary of the Navy on October 24, 1979, after serving as Assistant Secretary of the Navy (Manpower, Reserve Affairs and Logistics) for two and a half years.

Previously, Secretary Hidalgo had been twice Special Assistant to the Secretary of the Navy (1945-46 and 1965-66) and had served the U.S. Information Agency as the Director's Special Assistant for Economic Affairs and as General Counsel and Congressional Liaison. During his distinguished career he has also been associated with several private law firms, one of which he founded.

Born October 12, 1912 in Mexico City, Mexico, and a United States resident since early childhood, Secretary Hidalgo holds a Bachelor of Arts Degree, Magna Cum Laude,



from Holy Cross College, a Juris Doctor Degree from Columbia Law School and a Degree in Civil Law from the University of Mexico.

Secretary Hidalgo received the Bronze Star for his Navy service as an air combat intelligence officer during World War II and a Commendation Ribbon for his service with a military services unification committee in 1945. He has been decorated for legal services to the Swedish Government and is the author of "Legal Aspects of Foreign Investments" (chapter on Mexico).

# Program



**National Anthem**

**Welcome**

**Greetings**

**Remarks and  
Introduction of the  
Principal Speaker**

**Address**

**Introduction of Sponsor**

**Blessing of the Ship**

**Christening**

## **United States Navy Northeast Band**

**P. Takis Veliotis**

**Executive Vice President-Marine, General Dynamics**

**General Manager, Electric Boat Division**

**James Young**

**Deputy Mayor, City of Boston**

**David S. Lewis**

**Chairman of the Board, General Dynamics**

**The Honorable Edward Hidalgo**

**Secretary of the Navy**

**Mr. Lewis**

**Commander Robert C. Mellett, ChC, USN**

**Karen Hidalgo**

**Sponsor**

# Ships of the Class

Submarines of the LOS ANGELES Class, the Navy's newest class of nuclear-powered attack submarines, are the most advanced underseas vessels of their type in the world. Their mission: to hunt down and destroy enemy surface ships as well as submarines.

The 360-foot, 6,900-ton ships are well equipped to accomplish that task. Faster than their predecessors and equipped with highly accurate sensors, weapon control systems and central computer complexes, they are armed with sophisticated Mark 48 antisubmarine torpedoes, Harpoon and submarine rockets (SUBROC). Each vessel carries a crew of 12 officers and 115

enlisted men, all specialists in their respective fields.

Since 1970, when the government approved proceeding with the class, Congress has authorized 35 ships of the class through fiscal year 1980. USS LOS ANGELES (SSN688), for which the class is named, was commissioned on November 13, 1976.

The United States now has 74 nuclear attack submarines. Ten are of the 688-Class. General Dynamics produced five of those 688 submarines and currently holds contracts for 15 more ships in the class.

USS LOS ANGELES	(SSN688)	USS JACKSONVILLE	(SSN699)
USS BATON ROUGE	(SSN689)	USS DALLAS	(SSN700)
USS PHILADELPHIA	(SSN690)	USS LA JOLLA	(SSN701)
USS MEMPHIS	(SSN691)	USS PHOENIX	(SSN702)
USS OMAHA	(SSN692)	USS BOSTON	(SSN703)
USS CINCINNATI	(SSN693)	USS BALTIMORE	(SSN704)
USS GROTON	(SSN694)	USS SAN FRANCISCO	(SSN711)
USS BIRMINGHAM	(SSN695)	USS ATLANTA	(SSN712)
USS NEW YORK CITY	(SSN696)	USS HOUSTON	(SSN713)
USS INDIANAPOLIS	(SSN697)	(SSN's 705-710 and 714-720 unnamed)	
USS BREMERTON	(SSN698)		

*Welcome Aboard*



# CAPTAIN'S GREETING

To Our Guests:

On behalf of the officers and men of BOSTON it is my pleasure to extend a sincere "Welcome Aboard" to each of you. The crew is anxious to answer any questions you may have concerning life on board a submarine.

As your hosts, all of us hope that your visit is informative, interesting and enjoyable. Please let us know if there is anything we can do to make your stay more pleasurable.



## SHIP'S CREST

The official crest of USS BOSTON (SSN 703) is symbolic of the ship's namesake, the city of Boston, Massachusetts. The banner held by the dolphins saying "Freedom's Birth Place" signifies the role the City of Boston has had in our country's fight for freedom. The Minuteman with the 688 Class submarine silhouette behind him symbolizes BOSTON's participation in keeping our country free both then and now. Above the minuteman's head are seven stars representing the seven ships which have borne the name BOSTON.



## HISTORY OF THE SHIPS NAMED BOSTON

The first BOSTON was a gondola built at Skenesborough, New York in 1776. She was armed with 1 cannon and carried a crew of 45. After taking part in the Battle of Lake Champlain which delayed the British invasion, she was burned at Button-mold Bay, New York on 13 October 1776 to avoid capture by the British.

Launched on 3 June 1776, the second BOSTON was a 500 ton 24-gun frigate built at Newburyport, Massachusetts. Over the next three years she took at least 17 prizes in action against the British. In 1780 she joined a squadron sent to assist in the defense of Charleston, South Carolina and was captured by the British on 12 May 1780 when the town surrendered. BOSTON was subsequently renamed HMS CHARLESTON.

The third BOSTON was a 400 ton 28-gun frigate launched on 20 May 1799 in Boston. Her crew of 220 captured eight ships in action in the West Indies and Tripoli. After her involvement in the blockade of Tripoli in 1802, she returned to the United States. Considered not worth repairing for the War of 1812, she was burned to avoid capture by the British on 24 August 1814.

With a crew of 125, the fourth BOSTON, a 700 ton 18-gun sloop-of-war, was launched 15 October 1825 at Boston Navy Yard. Having served in the Atlantic and Mediterranean over a period of twenty years, she was completely destroyed after grounding in the Bahamas on 15 November 1846.

The fifth BOSTON was launched in 1884 at Chester, Pennsylvania. This 383 foot protected cruiser took part in the sinking of the Spanish Fleet at Manila Harbor during the Spanish-American War in 1898. In June of 1905, BOSTON helped represent the Navy at the Lewis and Clark Exposition in Portland, Oregon. During April-May of 1906, she helped care for victims of the disastrous San Francisco earthquake. BOSTON then served for 7 years as a training vessel and for 28 years as a receiving ship. She was renamed DESPATCH (IX-2) in 1941 and, in April 1946, was towed to sea and sunk off San Francisco, California.

## ABOUT USS BOSTON

USS BOSTON (SSN 703) is a LOS ANGELES Class fast attack submarine. This submarine class is designed specifically for the direct support of high speed carrier task forces. BOSTON is a high-speed, very quiet ship designed to search out and destroy enemy submarines along with any surface threats to the task force.

BOSTON is armed with sophisticated Mark 48 anti-submarine torpedoes and Harpoon and Tomahawk missiles. All of the ship's weapons can be launched while the ship is submerged. Contact detection and tracking are accomplished with the computerized AN/BQQ-5 Sonar System. Targeting and weapon control are accomplished with the computerized Mark 117 Fire Control System.

Because of the relative difficulty of determining the ship's position accurately while submerged, the Navigation Department uses complex computerized electronic equipment to provide reliable position information.

The ship's high speed capability is the result of an advanced design, pressurized water nuclear reactor. The reactor is used to create steam which supplies the power for generating electricity and propelling the ship.

When submerged, the ship's atmosphere is closely monitored and adjusted in order to maintain our air as close to normal as possible. The oxygen generator and carbon dioxide scrubbers on board produce the oxygen breathed by the crew and remove the exhaled carbon dioxide.

The ship's crew of 127 is offered 4 meals each day while the ship is underway. BOSTON's Supply Department, in addition to planning and serving each of these meals, also maintains a large spare parts inventory to support maintenance of the thousands of different pieces of equipment on the ship.

The 13,600 ton heavy cruiser BOSTON was launched 26 August 1942 by Bethlehem Steel Company, Fore River, Massachusetts. BOSTON earned ten battle stars during offensive action at the Marshalls, the Marianas, Iwo Jima, Okinawa, the Philippines, the Battle of Leyte Gulf and the surrender at Tokyo Bay in 1945. After the war, she served on occupation duty in Japan and was decommissioned in March 1946. In November 1955, BOSTON was recommissioned as the first Guided Missile Cruiser (CAG-1). Between 1967 and 1969, BOSTON served in the Vietnam War, firing more than 70,000 rounds in combat operations. For service in Vietnam, BOSTON received the Navy Unit Commendation and five battle stars. The ship was decommissioned in 1970 and her name was struck from the Naval Vessel Register in 1974.

The present BOSTON continues a tradition which dates back to 1776 and is the first submarine to bear this name. BOSTON was launched by her builder (Electric Boat Division, General Dynamics Corporation) in Groton, Connecticut on 19 April 1980, and was sponsored by Mrs. Karen Hidalgo, wife of the Secretary of the Navy, Mr. Edward Hidalgo. The 44 day period from the ship's first sea trials on 8 November 1981 to the 22 December 1981 delivery of the ship to the Navy was the fastest ever for a nuclear submarine built at the Electric Boat Shipyard.

Since BOSTON's commissioning in January 1982, the ship has been assigned to Submarine Development Squadron TWELVE, homeported in Groton. BOSTON's operations since commissioning have included ASW exercises, weapon certifications, Post Shakedown Availability and an around-the-world deployment for Indian Ocean operations.



**COMMANDER HUGH REEVES ADAIR  
UNITED STATES NAVY**

## COMMANDER HUGH REEVES ADAIR UNITED STATES NAVY

Commander ADAIR was born in Panama City, Florida in 1943. He attended Bay County High School and entered the United States Naval Academy in 1961. He earned a Bachelor of Science Degree and was commissioned in 1965.

Commander ADAIR completed theoretical and practical training in the Naval Nuclear Power Program and attended Submarine School. In 1967 he reported to the commissioning crew of USS LAPON (SSN 661). Following a two and one-half year tour, he reported to the Naval Nuclear Power Training Unit in Idaho Falls, Idaho for duty as Senior Evaluation Officer at the S5G Prototype Nuclear Propulsion Plant. In 1971 he reported to USS FLYING FISH (SSN 673) where he served for three years as Operations Officer and Navigator.

From November 1974 until November 1976, Commander ADAIR served as Force Radiological Controls Officer on the Staff of Commander Submarine Force, U.S. Atlantic Fleet. He then served as Executive Officer, USS VON STEUBEN (SSBN 632) (BLUE) for two and one-half years.

In 1979 Commander ADAIR reported to the Deputy Assistant Secretary for Naval Reactors, U.S. Department of Energy, for duty as Assistant for Nuclear Trained Enlisted Personnel Matters. In December 1981 he was ordered to USS BOSTON (SSN 703) for duty as Commanding Officer.

Commander ADAIR assumed command of USS BOSTON (SSN 703) on 14 August 1982.

Commander ADAIR is married to the former Joyce Dee Scherberger of Norfolk, Virginia. They and their four children, Christine, Kimberly, Kathryn and Sarah, reside in Ledyard, Connecticut.

Commander ADAIR is entitled to wear the Navy Commendation Medal with four Gold Stars in lieu of additional awards, the Navy Achievement Medal, the Navy Unit Commendation Ribbon with Bronze Star, the Meritorious Unit Commendation Ribbon, the Navy "E" Ribbon, the Navy Expeditionary Medal, the National Defense Service Medal and the Sea Service Deployment Ribbon.

## HOW A SUBMARINE IS ORGANIZED

Few modern institutions can rival the nuclear submarine for complexity and absolute self-sufficiency. The often inhospitable environment of the vast sea only intensifies the need for coordination of each crewman's activities. The keystone of the submarine organization is the Commanding Officer, the Captain of the Ship. The responsibility for each operation of the submarine, in fact, the responsibility of each individual aboard, converges at the command level and creates the Commanding Officer's ultimate charge: to successfully carry out the missions assigned. Whatever measures are required, in his judgment, to accomplish this task, the Commanding Officer is empowered to employ. It is this necessary conferral of discretion in an isolated circumstance that lends to the submarine command a sense of creativity and individuality.

Second in command is the Executive Officer, always next senior in rank to the Captain and not far from attaining his own command. The Exec, or XO, as he is informally called, offers his wide-ranging experience to the submarine organization through direct coordination of the administrative and training activities of the ship. His knowledge and position extend his responsibilities and interests to every aspect of submarining.

The remainder of the ship's force is composed of six departments: Navigation, Operations, Weapons, Engineering, Supply and Medical. The first four are led by more senior officers of the ship who rank just below the Executive Officer. The more junior officers are assigned within these departments to act as division officers. Divisions are the smallest organizational units, and consist of groups of enlisted specialists organized according to skills.

Every piece of material on the ship from the propeller to the paint job is assigned to a division and finally to an individual technician for its care. Each of these men soon becomes an expert not only in the technical functions to which his special training has been directed, but also in the demands of administration, leadership and instruction of his shipmates.

There is a second organization on board the ship: the watch organization. Whereas the first organization is designed to maintain equipment, train, and administer to the various groups of men, the watch organization is designed to conduct and coordinate the actual operations of the ship around the clock. This organization is ordinarily divided into three similar groups called sections. At any given time on the submarine, one of these sections "has the watch." Each watch section is headed by an Officer of the Deck who carries out the Commanding Officer's orders during the hours of his watch. It is the Officer of the Deck who orders the ship's course, speed and depth and conducts all combined shipboard evolutions. He is assisted by a second officer, the Engineering Officer of the Watch, who controls the reactor plant and all engineering evolutions in the propulsion plant.

Each watch section consists, for example, of a helmsman, who steers the ship; a throttleman, to control the steam turbine engines; sonar operators, who silently probe the ship's environs; a reactor operator, who controls the ship's remarkable energy source; torpedomen, to service and launch BOSTON's weapons; radio operators, who maintain an invisible link with command centers ashore; and electricians, who supply power from the reactor for virtually every service on the ship. These watchstanders, among others, stand alertly by their equipment and stations throughout the duration of each watch.

The tempo of the watch is the heartbeat of the ship and, since one-third of a submariner's time is spent standing his watch, it is also the principal determinant of his day-to-day routine.

## A DAY IN THE LIFE OF A SUBMARINER

Brian Thomas is a fictitious name for a typical BOSTON submariner. He is, we will imagine, a second class Quartermaster. As such, he works in the Quartermaster Division in the Navigation Department. (In the Navy, quartermasters are specialists in navigation.)

On a day when he has the 0600 to 1200 watch (6 a.m. to 12 p.m.), Brian is awakened at 0500 by a messenger; this gives him 45 minutes to dress, shave and enjoy a large breakfast. In keeping with tradition, he reports to his watch station in the Control Room, where the Officer of the Deck also stands his watch, 15 minutes before his watch begins, in order to be briefed on the activities of the previous watchstander on his watch. This custom is most appreciated by the departing quartermaster. During this six-hour watch, Quartermaster Thomas plots the ship's position on the chart and assists the Officer of the Deck by recording and maintaining the ship's log.

After his relief has taken the watch, Brian cleans up for the noon meal. Today's meal is followed in the Crew's Mess by a "School of the Boat" lecture given by the Auxiliary Division Chief Petty Officer on the ship's hydraulic system. Since he is already qualified on BOSTON, Brian passes up the lecture in order to spend some time preparing for his First Class Quartermaster examination. At 1500 (3 p.m.), he has an appointment to examine a newly-reported seaman on his knowledge of the ship's periscopes and antennas for submarine qualification. Brian Thomas' immediate supervisor, a Chief Quartermaster, had told him to make some changes to several navigation charts and publications and to prepare an order for some new training materials — which took the rest of the afternoon.

The ship's daily drill, which today was unannounced, interrupted the task for about thirty minutes. Drills are conducted to test the crew's reaction to casualty and combat situations of various sorts: fire, loss of power, toxic gas, depth charge, and so on. Every drill is an "all hands" effort, even those catching up on lost sleep are summoned by the ship's alarms. Fire hoses are

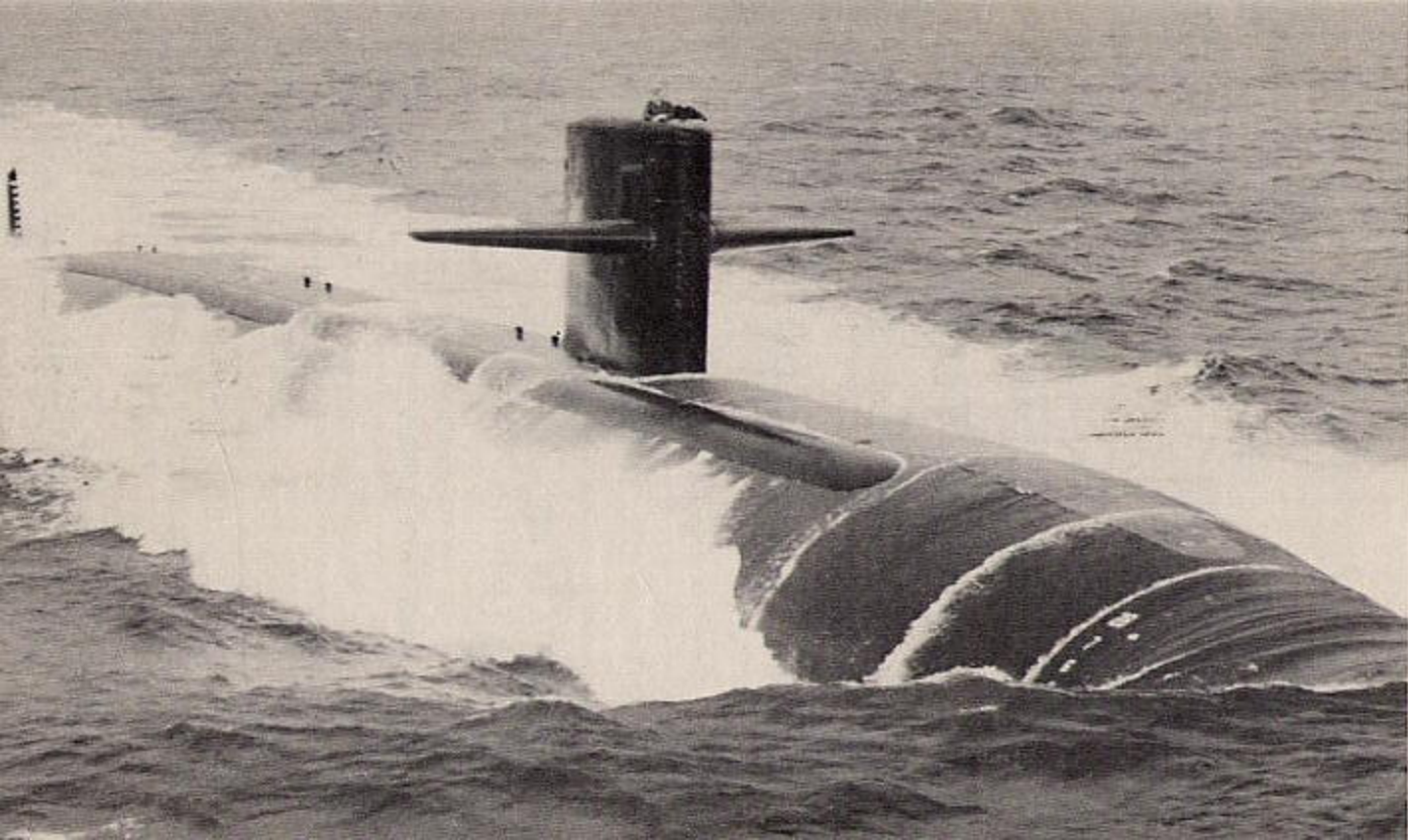


unrolled, medical bags opened, gas masks worn, equipment operated; nothing that can possibly be done to enhance the realism is neglected.

The movie after the evening meal was one he had seen before, so Brian read some more of a book he'd obtained from the ship's library. He then slept for a few hours before standing his next watch — the mid-watch, from midnight until six in the morning.

The schedule of our mythical Brian Thomas is not at all imaginary or exceptional. It is typical of what a submariner does during a usual workday at sea. It is perhaps a fair answer to the oft-posed question: What on earth do you do out there for sixty days or more?





**UNITED STATES SHIP BOSTON**



**FREEDOM'S BIRTHPLACE**

**SSN-703**