



L. Y. SPEAR

A ship christening has deep significance. By this act she receives her name and begins to form the unique personality that will be hers alone. What challenges she must meet in the storms of the world ahead no one knows. But the hopes and dreams of all those who built her, of those whose lives are linked to the sea and ships, of all who will sail on her, of all who have served our nation at sea, go with her.

From the beginning of recorded history, christening ceremonies have heralded the birth of new ships. A Babylonian account of the launching of the ark mentions the sacrifice of two oxen. Icelandic sagas tell of a custom in which human sacrifices were crushed by the launching rollers. Wine was introduced in England in the early 16th century for ship baptisms. The use of champagne is believed to have been first introduced for ship baptisms in the United States in 1892.

The intent of the christening, both ancient and modern, is to transfer to the ship a living spirit. It celebrates her birth and is the most important moment of her life.

ABOUT THE SHIP

The United States Navy submarine tender L. Y. SPEAR (AS-36) is the first of a new class of vessels designed primarily to service nuclear attack submarines.

She will provide logistic and technical support for as many as twelve submarines, and will have the capability of servicing four of the submarines alongside simultaneously.

The ship will be equipped with a wide variety of facilities ranging from foundry and blacksmith shops to electronic laboratories, enabling her to perform tests, overhauls, and repairs on submarines.

She is 644 feet long with a beam of 85 feet. She has a full load displacement of 22,640 tons and a speed of approximately 18 knots. Her keel was laid May 5, 1966.

The L. Y. SPEAR will have a complement of 96 officers and an enlisted crew of 1,252.

All submarine tenders of the AS-36 Class will be named for men who did early work in the development of submarines and for mythological characters, according to the Navy.

L. Y. SPEAR

CHRISTENING PROGRAM

September 7, 1967

Quincy, Massachusetts



SPONSOR

Mrs. Arnold F. Schade

Rebecca Fiske Schade is the wife of Vice Admiral Arnold F. Schade, Commander, Submarine Force, U.S. Atlantic Fleet. A native Californian. Mrs. Schade has had a long association with the Navy, being the daughter of Captain and Mrs. Charles N. Fiske, and the granddaughter of RADM James A. Hawkes, both former Navy physicians. As a young Navy wife, Mrs. Schade knew Lawrence Y. Spear socially in New London, Connecticut. She is the mother of four daughters and has ten grandchildren.

NATIONAL ANTHEM

First Naval District Band

INVOCATION

Lt. Cmdr. Richard E. Barcus, (ChC), USN

WELCOME AND INTRODUCTIONS

Robert V. Laney
Vice President
General Dynamics
General Manager
Quincy Division

REMARKS

Carl G. Holschuh
Group Vice President Marine Systems
General Dynamics

ADDRESS

U.S. Congressman James A. Burke

INTRODUCTION OF SPONSOR

Robert V. Laney

CHRISTENING - L. Y. SPEAR

Mrs. Rebecca Fiske Schade

KEEL CEREMONY - DIXON

Mrs. Rebecca Fiske Schade



PRINCIPAL SPEAKER

Congressman James A. Burke

Congressman James A. Burke, of Milton, Massachusetts, has represented the 11th Massachusetts District in the Congress of the United States since 1958. Congressman Burke is a member of the Ways and Means Committee. Previously he had served ten years as a member of the Massachusetts General Court. During World War II, Congressman Burke was with the 77th Infantry Division in the South Pacific as a special agent for Military Intelligence.



L. Y. SPEAR

Lawrence York Spear, generally credited with being responsible for development of the modern submarine, was born in Warren, Ohio in 1870. He entered the United States Naval Academy in 1886 and graduated second in the class of 1890. He then served in the cruisers

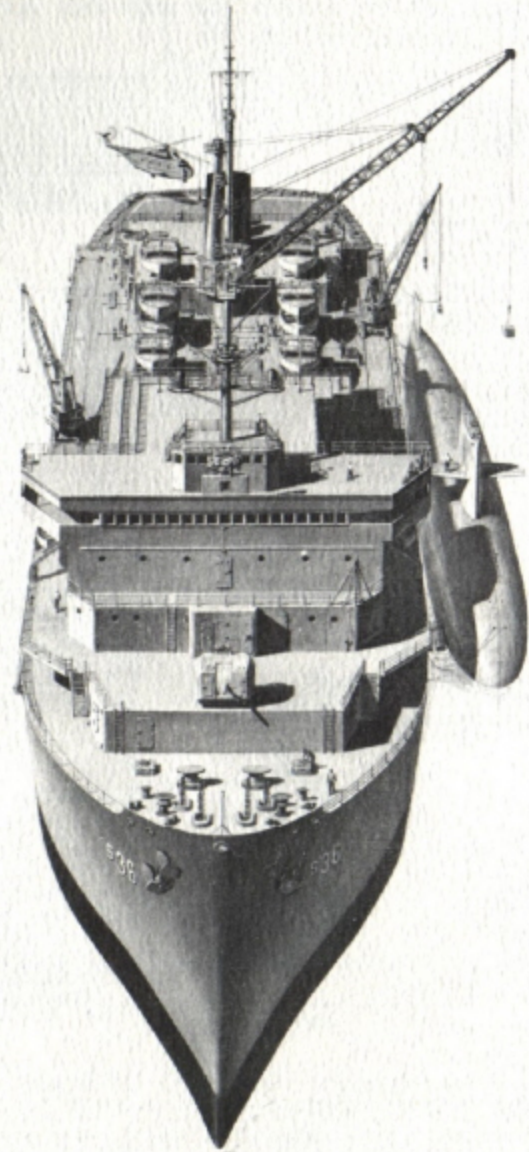
PENSACOLA, BALTIMORE, and CHARLESTON operating in the Atlantic and South Pacific Oceans. Later, he supervised the construction of the Navy's earliest submarines.

Recognizing the potential of these new weapons, he resigned his commission as Lieutenant in 1902, and for the next 48 years was with what is now Electric Boat division of General Dynamics. Starting as a technical director, he became president in 1942. He died in 1950.

Citing Mr. Spear in 1949, Rear Admiral James Fife, then Commander of the Submarine Force, U.S. Atlantic Fleet said, ". . . of all those who have contributed to the modern submarine, if the greater portion could be attributed to one man, it would be to Lawrence Spear."

Former President Harry S. Truman commended L. Y. Spear for "outstanding fidelity and meritorious conduct in aid of the war effort against the common enemies of the United States and its allies in World War II."

L. Y. SPEAR



DOWN THROUGH THE AGES

Man has created and launched a tremendous variety of ships, some to carry his passengers and some to transport his cargo. Others explore the seas and safeguard the shores of his country.



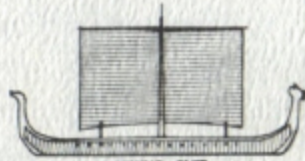
EGYPTIAN RIVERBOAT
4000 B.C.



GREEK TRIREME
125' 500 B.C.



VENETIAN GALLEASS
145' 1571



VIKING SHIP
76.5' 10TH CENTURY



CARAVEL
150' 15TH CENTURY



MEDITERRANEAN WARSHIP
130' 12TH CENTURY



MERCHANTMAN
65' 13TH CENTURY



U.S. NAVY BRIG
90' 1778



ENGLISH GALLEON
142' 17TH CENTURY



BRIGANTINE
90-100' 18TH CENTURY

crude rafts to oar-powered dug-outs, from sail to steam, from wood to steel. But always their function has remained the same: transportation and defense.



"CLERMONT"- STEAMBOAT
140' 1807



BARK
335' 19TH CENTURY



"GREAT EASTERN"- STEAMSHIP
692' 1858



"FLYING CLOUD"- CALIFORNIA CLIPPER
209.5' 1851



"DREADNOUGHT"-EARLY BATTLESHIP
526' 1906



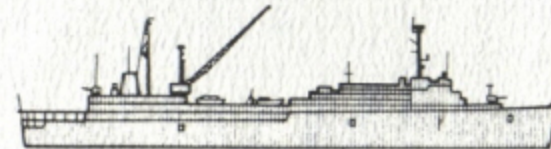
"MAURETANIA"-LINER
790' 1906



"MISSOURI"-BATTLESHIP
800' 1944



"UNITED STATES"-LINER
990' 1952



"L.Y. SPEAR" SUBMARINE TENDER
644' 1967

Since their unknown beginning thousands of years ago, boats and ships have evolved through the centuries from

The boats and ships shown here highlight but a few of the predecessors of L. Y. SPEAR, which today, following her baptism, will carry on a proud, centuries-old tradition of serving mankind upon the seas.

THE QUINCY DIVISION

The Quincy division of General Dynamics has grown from zero employes on January 1, 1964 to its present work force of about 10,000. The value of the surface ship business alone (not including submarines) is close to one-half billion dollars. Work on the present contracts will run into the early 1970's.

This shipyard has produced more than 500 naval and commercial vessels of all sizes. The ships range from the battleship USS Massachusetts to the famed World War II aircraft carrier USS Lexington, from the luxury liners SS Independence and SS Constitution to the world's first nuclear powered cruiser, the USS Long Beach.

The shipyard was founded by Thomas A. Watson, who was associated with Alexander Graham Bell in the development of the telephone and who was immortalized by Bell's first words via telephone, "Mr. Watson, come here, I want you."

The Bethlehem Steel Corporation acquired the shipyard in 1913 and operated the yard until December 31, 1963, when it was purchased by General Dynamics. The Quincy division was elevated to its present status as an independent operating division on March 8, 1966.

The Quincy division is the surface ship division of General Dynamics and is currently working on or holds contracts for 17 surface ships and three nuclear submarines. The 17 surface ships include two ammunition ships, six fleet replenishment oilers, two submarine tenders, four dock-landing ships and three Apollo instrumentation ships.

*I must down to the seas again, to the lonely sea
and the sky,
And all I ask is a tall ship and a star to steer
her by,
And the wheel's kick and the wind's song and
the white sail's shaking,
And a grey mist on the sea's face and a grey
dawn breaking.*

*I must down to the seas again, for the call of
the running tide
Is a wild call and a clear call that must not be
denied;
And all I ask is a windy day with the white
clouds flying,
And the flung spray and the blown spume, and
the sea-gulls crying.*

*I must down to the seas again to the vagrant
gypsy life,
To the gull's way and the whale's way where
the wind's like a whetted knife;
And all I ask is a merry yarn from a laughing
fellow-rover,
And quiet sleep and a sweet dream when the
long trick's over.*

John Masefield