

**MINUTES OF THE USSVI NORTHERN VIRGINIA BASE
MEETING HELD ON SATURDAY, 14 APRIL, 2018**

The Base CDR, Chuck Martin, called the meeting to order at 1105 on 14 April 2018 at American Legion Post 162, Lorton, VA and welcomed all members and guests.

MEMBERS AND GUESTS IN ATTENDANCE

Steve Bishop, **Cathy Chatham**, Howard Chatham, **Bob Glover**, Brian Haller, **Pat Haller**, Steve Jaeger, Chuck Martin, Ed Mattran, **Mike Naughton**, **Mary Lou Naughton**, **Paul Nelson**, **Terry Nelson**, Tim Oliver, **Willie Petruy**, **Joe Phoenix**, Mike Varone, and **Woody Woodworth**. (18 attendees)

 **Holland Club Member**

 **Associate Member**

 **Guest**

The COB, Mike Varone, led all hands in the Pledge of Allegiance.

The Chaplain, Steve Jaeger, delivered the Invocation.

The list of boats lost in the month of April and a historical moment were not read due to the nature of today's Tolling of the Boats ceremony honoring all lost boats.

MEETING MINUTES

The minutes of the March meeting were distributed by e-mail. No discussion.

TREASURER'S REPORT

The Base Treasurer reported:

Starting balance: \$ 7,863.97

Receipts: \$ 507.31

Expenditures: \$ 874.01

Ending balance: \$ 7,497.27

Minus remaining Walmart Grant restricted use funds of \$ 1,169.40

Grand total (discretionary) \$6,327.87

Steve Jaeger and Chuck Martin clarified that the Walmart Community Funds for Kap(SS) 4 Kid(SS) are kept in our NFCU account with other Base funds. All Kap(SS) 4 Kid(SS) donations and expenses are kept on our NOVA Base USSVI books as formal line items. All Walmart donations for 2016 and 2017 are included above. However, due to USSVI losing its IRS 501(c)19 War Veteran status, but retaining the IRS 501(c)3 status, the Walmart 2018 donations have been made to the USSVI Charitable Foundation (CF) for use by the NOVA Base K4K team. This now requires us to deposit these Walmart checks into a new and separate NOVA Base K4K account within USSVI's CF. In order to draw funds from this new CF account to cover our K4K expenses, we must have all Base K4K invoices submitted to and approved by the Base CDR, then submitted to and approved by the National K4K commander John Riley, and then submitted as a PDF attachment in an e-mail to the CF treasurer for reimbursement. Walmart reserves the right to inspect / audit how their donated funds have been spent and accounted for. Now we will have two transparent set of books for them to inspect, should they desire. As of today, we have \$ 1,500.00 deposited in this 2018 CF account from our donations from four

Walmart Community Fund local stores this year.

COMMITTEE REPORTS

The Base CDR noted that the main topics of discussion at the April 4th Executive Board Meeting were the preparations for today's Tolling of the Boats ceremony, committee reports, discussion of meeting-related items, old business, new business, and meeting/event planning.

VCDR: Nothing to report as he is out of the area speaking at a submarine reunion. George's first submarine movie is set to be premiered on 26 October, 2018 in Hollywood.

COB: -The plaque for the USS Scorpion has been framed and is now ready to be hung

- He attended his first Fleet Reserve Association (FRA) meeting in Fredericksburg at the exit 126 Denny's. The FRA meets on the 1st Saturday of each month.
- Our application for the Dale City parade on July 4th has been submitted and we need additional marchers / riders for this event.

PUBLIC RELATIONS: Nothing to report

MEMBERSHIP REPORT: Steve Jaeger reported:

- 82 Members
 - 38 Holland Club Members
 - 4 WW II Members
 - 34 Regular Members
 - Latest member is Bill Lehan who joined as a National and Base Life member
 - 10 Associate Members

Kap(ss) 4 Kid(ss): Steve Bishop reported that the K4K Team visited Fairfax INOVA's pediatric oncology and hematology ward on March 29th and will visit UVA's Medical Center in Charlottesville, VA, on April 25th. Jim Lencalis from the USS Virginia base in Midlothian, VA will join us for that visit. In June we plan on conducting our next visit to Walter Reed. We have now visited 462 children bedside at three hospitals since the summer of 2010.

Liability Insurance: The Rust Insurance Agency carries the policy for USSVI National which covers our Base activities over and above our monthly meetings at Post 162. Their new on-line process makes it much easier for our Base Secretary to submit forms for each outside activity to ensure we are covered. If you are in charge of such an outside activity, please get all pertinent info (time, place, street address, type of activity, etc.) to Steve Bishop so he can submit the Rust forms on line to ensure we are covered (in case our USSVI parade car runs over someone's foot, or our USSVI banner or flag hurts someone at a parade, or whatever...). It's liability insurance, but if we don't tell the carrier of our event beforehand, then we may not be fully covered for an accident during that USSVI event.

NJROTC/SCHOOL PROGRAM COORDINATOR: Nothing to report

SCOUTING RECOGNITION: The Base CDR reported that the Eagle Scout Court of Honor (COH) for Will Davis was conducted on March 3rd in Richmond, VA. The Base CDR and COB attended and presented him with a USSVI patch honoring his achievement and a certificate

during the COH ceremony.

STOREKEEPER: Howard Chatham reported that we still have USSVI NOVA challenge coins, 2 new submarine stickers, USSVI NOVA Base patches, and 2018 USSVI calendars available for purchase.

NSL: Tim Oliver reported that:

- The next Capitol Chapter luncheon is Friday, 20 April 2018 at the ANCC, 1130-1330. The speaker is CAPT Brian Davies, Director Submarine/Nuclear Officer Distribution (PERS 42) and Nuclear Propulsion Program Manager (N133 The 36th Annual Symposium will be November 7th – 8th
- He and the NSL thank USSVI members Mike Varone, Brian Haller, Paul Nelson, and Howard Chatham for volunteering to man the NSL booth at the recent SEA-AIR-SPACE Expo.

Eastern Region (North) Director (ERND): The Base CDR reported that the Capitol Base's Tolling of the Boats Ceremony will be held at the F-4 gravesite in Arlington National Cemetery on May 19th at 1100.

OLD BUSINESS

1. USS Scorpion (SSN 589) 50th Anniversary Memorial
 - o May 25 - 27, 2018 in Norfolk, Va.
 - o CNO, Admiral John M. Richardson, will be the keynote speaker for the memorial service.
 - o The Base made a donation of \$99 and is sponsoring RMCS Robert Johnson.
2. USSVI Scholarship Fundraiser – Frank Hood, Vice CDR of USSVI Marblehead Base has published a book titled "Poopie Suits and Cowboy Boots" that is about the day-to-day life aboard a US Navy submarine. All proceeds go to the USSVI Scholarship Fund.
3. The Awards Manual for 2018 was approved by the USSVI Board of Directors in January 2018. The nomination period for all Awards started on February 1, 2018.
 - o The Manual is posted on the USSVI web site, under the Awards tab.
 - o Submit your nominations to John Stanford at Jstan131@Comcast.net
4. The 2018 USSVI National Convention Caribbean Cruise Registration is open! You may register and obtain more information by going to <http://www.ussviconvention.org/2018/>
 - o Convention/Caribbean Cruise is scheduled for October 21, 2018 through October 28, 2018.
 - o The cruise will be departing from the Port of Ft. Lauderdale and making port calls to Half Moon Cay, Bahamas; Ocho Rios, Jamaica; Georgetown, Grand Cayman; and Cozumel, Mexico then returning to Ft. Lauderdale.
 - o A deposit of \$350 per person plus registration fee (\$25 member/\$15 guest) is needed to guarantee your reservation.
 - o Final payment will be due no later than July 15, 2018. Payments may be made by check (payable to AAA Travel), or by major credit card.
 - o Cabins starts at \$669 for Double Occupancy and goes upwards to \$9000 for a single suite.

5. Dave Oliver (USSVI Northern Virginia Base Member) has written a new book, "Intent to Deceive". The book is available on Amazon in paperback or in eBook in either Kindle or Nook formats on Amazon and Barnes & Noble respectfully. The book is available in paperback for \$14.99, Kindle for \$5.99, and Nook for \$5.95. The Amazon offers a preview of the book and sample readings. If you enjoy a good read this book is for you!

NEW BUSINESS

USSVI has designated St Marys Submarine Museum in St Marys, GA as the centralized collection point location to archive WWII Submarine Veteran Biographies and/or War Patrol Stories. If you have material to submit, they can be reached at: (912) 882-2782 and 102 W St Marys St., St Marys, GA 31558

THE BINNACLE LIST currently includes:

Al Anceravage, Barbara Harmody, Tony Poblete, Ray Stone, Tom Perrault, and Lorraine Sargent.

In Memoriam: VADM George P. Steele, USN, Ret. – 2/13/18; CAPT Stanley S. Skorupski, Jr., USN, Ret. – 2/15/18; RADM Lloyd R. "Joe" Vasey, USN, Ret. – 3/7/18; RADM Austin B. Scott, Jr., USN, Ret. – 3/14/18.

For the Good of the Order, the birthdays for April: Ed Ettner, Robert Frick, Paul Nelson, Tim Oliver, Patrick Peterson, Willie Petruy, and the U.S. Submarine Service.

The 50/50 raffle was won by Mary Lou Naughton.

TOLLING OF THE BOATS:

"The "Tolling the Boats" ceremony was originally established by the U.S. Submarine Veterans of World War II. It is a unique and time-honored memorial service and is in keeping with the finest traditions of the Navy. Custom has established that this ceremony be formal, and it honors the memory of those submariners who lost their lives in the line of duty, and especially those who perished during World War II. In the heart of the ceremony the names of each of the U.S. submarines lost, along with the fate of its crew, are read aloud as a bell is tolled for each in turn."

The solemn Tolling of the Boats ceremony was conducted using the Base presentation with candles being extinguished at tables by the attendees after each boat's name was read. The COB rang the ship's bell for each boat, as the Secretary read the script. The ships bell was then rung for the 24 NOVA Base members on Eternal Patrol.

After the ceremony, a champagne / cider toast to the past, present, and future U.S Submarine Service was offered by the Base CDR.



Photo by Tim Oliver

The next meeting will be at 1100 on May 12th for the 2018 Holland Club Induction and Luncheon Ceremony at Amphora Diner Deluxe in Herndon, VA. Dress is Service Dress Blue, Equivalent Civilian Business Attire, or USSVI vest and tie.

The Benediction was delivered by the Chaplain.

The CDR adjourned the meeting at 1235.

Meeting Minutes Respectfully Submitted by
Stephen C Bishop
Secretary, USSVI Northern Virginia Base

Calendar of Events

April

20 April – NSL Capitol Chapter Luncheon

Capitol Chapter luncheon is Friday, 20 April 2018 at the ANCC, 1130-1330. Our speaker is CAPT Brian Davies, Director Submarine/Nuclear Officer Distribution (PERS 42) and Nuclear Propulsion Program Manager (N133). Please send RSVP by Friday, 16 March to Brad Kratovil at bradkratovil@cox.net.

28 April – Submarine Birthday Ball 2018

The D.C. area will be celebrating the 118th submarine birthday ball at the Crystal City Hyatt Regency on Saturday 28 April, 2018. The Chapter will be sponsoring an NSL table(s) at the Ball. Sponsorship helps the Sub Ball Committee lower the cost of the event for the junior active duty attendees (enlisted and officer). Please let Brad Kratovil (bradkratovil@cox.net) know if you are interested in being part of the NSL group at the Sub Ball -- include the total number attending (yourself, spouse, any guests). It is a great way to honor our great tradition, enjoy the fantastic submarine force comradery, and show our strong collective support.

May

12 May – USSVI Northern Virginia Base 2018 Holland Club Induction Luncheon

USSVI Northern Virginia Base requests the honor of your company at the Holland Club Induction Ceremony and luncheon for CS2(SS) James Kraut, STS2(SS) Ed Mattran and CTT1(SS) Michael R. Varone on Saturday, May 12, 2018 at Amphora Diner Deluxe 1151 Elden Street, Herndon, Virginia 20170. The ceremony commences at eleven o'clock with scheduled Guest Speaker: MCPON (SG/SW/IW) Steven S. Giordano.

R.S.V.P. (including meal selection) by 7 May to 703-573-1523 or pastcdr@ussvinova.org

Menu choices: (\$35/person, tax & tip included, cash bar) Steak Diane with Dijon White Wine Sauce, Poached Atlantic Salmon with Dill Crème Sauce, and Chicken Breast Piccata with Lemon and Capers. All served with Wild Rice, Baby Asparagus, Garden or Caesar Salad, Coffee, Tea, or Soft Drinks, and Dessert. Vegetable Kebabs with Tzatziki Sauce available upon request.

16 May – NHF Fleet Admiral Leadership Seminar

The Naval History and the Navy Historical Foundation is presenting a two component program to look at early career experiences of the Navy's four Fleet Admirals on Wednesday May 16, 2018 from 0830-1200 at Navy Museum, WNY. First Component Presentations: (90 minutes) Four top naval historians will discuss early episodes of the careers of the four Fleet Admirals: Dr. Scott Mobley (USNA) – FADM Leahy; Dr. David Kohnen (NWC) – FADM King; Author Jim Hornfischer – FADM Nimitz; and Dr. Tom Hughes (Air University)– FADM Halsey. Second Component Roundtable: Moderated by Dr. David Rosenberg to include presenters as well as senior leaders who can reflect on presentations and comment how experience shapes worldviews and leadership philosophy. USNA Supt. VADM Ted Carter and NHHC Director RADM Cox have accepted invites to serve on the Roundtable. To Register visit www.navyhistory.org

19 May – USSVI Capitol Base 2018 Tolling of the Boats Ceremony

USSVI Capitol Base invites you to attend their annual Tolling of the Boats Ceremony at the grave site of the USS F-4 in Arlington National Cemetery on May 19, 2018 at 1100. 2018

25-27 May – USS Scorpion (SSN 589) 50th Anniversary Memorial

The USS Scorpion (SSN 589) 50th Anniversary Memorial Service is being held May 25 - 27, 2018 in Norfolk, Va. The keynote speaker for the memorial service is Admiral John M. Richardson, Chief of Naval Operations (CNO).

June

3 June - 76th Anniversary of the Battle of Midway Dinner

The 76th anniversary dinner will be held on 3 June 2018 at the Arlington, Army Navy Country Club. The featured speaker is Admiral John Richardson, USN, the current Chief of Naval Operations. GM2 (SS) Kudzik BOM veteran and Nautilus SS-168 crew member will attend. For more information and to register please visit the website www.bomcommemoration.org

October

21-28 October – 2018 USSVI National Convention Caribbean Cruise

Registration is now open for the 2018 USSVI National Convention Caribbean Cruise! You may register and obtain more information by going to <http://www.ussviconvention.org/2018/>. The Convention/Caribbean Cruise is scheduled for October 21, 2018 through October 28, 2018. The cruise will be departing from the Port of Ft. Lauderdale and making port calls to Half Moon Cay, Bahamas; Ocho Rios, Jamaica; Georgetown, Grand Cayman; and Cozumel, Mexico then returning to Ft. Lauderdale. A deposit of \$350 per person plus registration fee (\$25 member/\$15 guest) is needed to guarantee your reservation with final payment due no later than July 15, 2018. Payments may be made by check (payable to AAA Travel), or by major credit card.

USSVI News

THRESHER MEMORIAL AT ARLINGTON NATIONAL CEMETERY - MISSING LINKS

Submitted by: John E. Markiewicz on 3/18/2018

Apparently the links were not operable in the two previous broadcasts. Attached are the links provided me. Our current system does not always send in a link format so you will probably need to type them in:

Top level: <http://threshermemorial.org/>

Template letter:

http://threshermemorial.org/assets/uss_thresher_anc_memorial_project_supporter_template_letter.pdf

Help gain approval: <http://threshermemorial.org/help-gain-approval.html>

Memorial design: <http://threshermemorial.org/monument-design.html>

Fellow USSVI Members,

The USS Thresher Arlington National Cemetery Memorial Foundation needs your help to realize our mission of erecting a National USS Thresher Commemorative Monument on the hallowed grounds of Arlington National Cemetery to honor and perpetuate the memories, and SUBASFE legacy, of the 129-men lost aboard USS Thresher on April 10, 1963.

A link to a project supporters template letter is available below. Would you please download, fill out and send to Ms. Karen Durham-Aguilera, Executive Director, Army National Military Cemeteries?

Project Supporters Template Letter - PDF Format

Ms. Karen Durham-Aguilera
Executive Director
Army National Military Cemeteries
Arlington National Cemetery
Arlington, VA 22211-5003

WWII archive information

Submitted by: Wayne Standerfer on 3/27/2018

Several of our members have been asking for a centralized location to archive WWII Submarine Veteran Biographies and/or War Patrol Stories they have in their possession.

This was discussed as an agenda item during our National Mid-Term Board Meeting on March 16th-17th and a decision was made to designate St Mary's Submarine Museum in St Marys, GA. as the collection point for this type of WWII SubVet documents. Anyone that is familiar with

Museum Manager Keith Post and his staff's dedication to preserving the history of our Submarine Service knows this is an ideal location to archive historical documents pertaining to WWII Submarine Veterans.

Please forward any WWII SubVet documentation you feel should be archived to the appropriate addresses below.

Single or small number of documents:

By attachment to E-Mail - Gift_Shop@tds.net

By Postal Mail:

St Mary's Submarine Museum
PO Box 5640
St Marys, GA 31558

By UPS or FEDEX:

St Mary's Submarine Museum
102 St Marys St W
St Marys, GA 31558

Get back to me if you have questions,
Wayne Standerfer
NSVC

Last call for 2018 scholarship Applications!
Submitted by: Alfred H Singleman Jr on 4/8/2018

Shipmates,

This is the last call for scholarship Applications for 2018. If you have not done so yet please go to the USSVI website ussvi.org and click on the blue Charitable Foundation button. Then click on Scholarships and then Application. The Application and info on filling it out are this page.

Good Luck,
Al Singleman, Jr.
Charitable Foundation President

Arizona Silent Service memorial info Submitted by: William C. Andrea on 4/10/2018

ARIZONA SILENT SERVICE MEMORIAL
P.O Box 86155 Phoenix, AZ 85080

Arizona Silent Service Memorial Project

Dear Shipmates & Friends,

The Arizona Silent Service Memorial Foundation (ASSM) invites you to join us in building this important monument.

The Arizona State House and Senate unanimously approved this project which was then signed into law. The monument will be erected in Wesley Bolin Memorial Plaza which is the "front yard" of the Arizona State Capitol in Phoenix.

We solicit your support of our endeavor which will honor ALL submariners of ALL nations, past, present, and future.

See the information links below.

Click on the ASSM brochure link below:
[No link was provided]

Click on the ASSM promotional flyer link below:
[No link was provided]

This memorial will serve to honor ALL submariners, past and present. For more information, please visit our website at:

www.arizonasilentservicememorial.org

Thank you.

Sincerely,
Tim Moore
Tim Moore, Chairman
Arizona Silent Service Memorial
P.O. Box 86155
Phoenix, AZ 85080
Phone: 602-574-3286
E-mail: seawolfssn@outlook.com
www.arizonasilentservicememorial.org

UNDERSEA WARFARE NEWS

Cost Of New Nuclear Subs Is 'Eye Watering,' Navy Secretary Says

Travis J. Tritten, The Washington Examiner, March 12

A new Columbia-class nuclear submarine currently under development will likely end up costing taxpayers an “eye-watering” **\$100 billion over the program’s lifetime**, Navy Secretary Richard V. Spencer said on Monday.

Spencer and the secretaries of the Air Force and Army discussed the challenge and high costs of modernizing the U.S. nuclear triad during a rare public gathering together at the Center for Strategic and International Studies think tank.

The Trump administration has recently completed a review of its nuclear forces and the Congressional Budget Office found last year that it will cost \$1.2 trillion over 30 years to modernize the Cold War-era triad.

“All of sudden you’re talking about the submarines and there is a number that will make your eyes water. Columbia will be a \$100 billion program for its lifetime. We have to do it. I think we have to have big discussions about it.”

The triad is made up of a Navy submarine fleet, ground-based intercontinental ballistic missiles and nuclear bombers and is designed to deter a strike from other nuclear powers, particularly Russia. Last week, Gen. John Hyten, the head of U.S. Strategic Command, touted the power of the U.S. submarines, saying Russia and China “do not know where they are and they have the ability to decimate their country if we go down that path.”

Even with a coming budget hike, the Navy is still looking for a viable plan and the funding to increase its fleet to 355 ships. It has already made advanced plans to buy the Columbia-class ballistic missile subs to replace the Ohio-class that now form that leg of the triad.

“The underwater aspect to date does seem to be the most elusive [to adversaries] but it comes with a price,” Spencer said.

Air Force Secretary Heather Wilson said she “faces the same challenge” with her service, which manages the U.S. ground-based nuclear missiles and bomber fleet.

“We are modernizing all three legs of the triad and the nuclear command-and-control at the same time in both the Navy and the Air Force. It’s a challenge,” Wilson said.

The Air Force will be doing modernization and engineering work over the next five years to update its legs of the triad but over the next decade big investments will be needed, she said.

“The nation is going to have to make the decision on the actual purchase of these systems within this 10-year window,” Wilson said.

As the country weighs the costs, it should also consider investing in other ways to head off a nuclear conflict, Army Secretary Mark Esper said.

“Many of us grew up with the triad as part of the Cold War but we have a new capability these days that provides the president more options and creates its own deterrence and that is missile defense,” he said.

Congress approved over \$4 billion in supplemental missile defense spending at the end of last year and that area of defense seems in line for more increases in the upcoming Pentagon budget.

Former Virginia Sen. John Warner, who also served as Navy secretary, attended the CSIS event and warned that the U.S. nuclear deterrent has a growing strategic problem.

He said the Trump administration secretaries should consider greater emphasis on the submarine component, which has the highest invulnerability.

“It is in stone that we have it and we shall always have it. We’ve got to begin to make tough decisions on the various allocations between air-sea, sub-sea and land,” Warner said.

USS Colorado Commissioned

SUBLANT Public Affairs, Navy.mil, March 17

GROTON, Conn. – Colorado is the first submarine to bear the name and third vessel to be named for the state and was brought to life by her sponsor, Annie Maybus Mabus, daughter of the 75th Secretary of the Navy Ray Mabus.

"To the crew of USS Colorado, this is your day" said Mabus, addressing the crowd and ship's company during the ceremony. "The commissioning crew truly does bring life to the boat. The pride I feel for the crew of this boat knows no bounds."

As the most modern and sophisticated attack submarine in the world, the submarine can operate in both littoral and deep ocean environments and presents combatant commanders with a broad and unique range of operational capabilities.

"This is an amazing group of Sailors that are outfitted here. Every day we are doing something new for the first time. Just in the time that I've been here, I've watch the team transform into a high performance team that is able to operate the Navy's newest and most capable war fighting ship at sea, in the harsh ocean environments, ready to carry out our mission," said Cmdr. Reed Koepp II, Colorado's commanding officer, as he underscored the boat's most important asset: the crew. "I have seen them achieve greatness in qualifications and I have seen them build to a level of experience and expertise, ready to start executing the nation's missions and get through our initial tactical certifications and engineering readiness."

Colorado is a flexible, multi-mission platform designed to carry out the seven core competencies of the submarine force: anti-submarine warfare, anti-surface warfare, delivery of Special Operations Forces (SOF), strike warfare, irregular warfare, intelligence, surveillance and reconnaissance and mine warfare.

Colorado is a part of the Virginia-class' third, or Block III, contract, in which the Navy redesigned approximately 20 percent of the ship to reduce acquisition costs. Colorado features a redesigned bow, which replaces 12 individual Vertical Launch System (VLS) tubes with two large-diameter Virginia Payload Tubes (VPTs) each capable of launching six Tomahawk cruise missiles, among other design changes that reduced the submarines' acquisition cost while maintaining their outstanding warfighting capabilities.

After the ceremony, Colorado was opened up for tours to the general public, to include the crew's mess, the wardroom, control, and the torpedo room.

"Our submarines are in high demand today and the expectations for Colorado are a mile high," said Director of Naval Reactors, Adm. J. Franklin Caldwell, Jr. as he addressing the attendees. "In her lifetime, Colorado will travel thousands of miles undetected to protect our nation and our interests around the globe. We cannot begin to imagine all the missions that she will do and all of the places she will sail, but we do know that Colorado's stealth, her endurance, her combat power, and her speed will ensure that our Navy remains in control of the undersea domain."

Colorado also has special features to support Special Forces, including a reconfigurable torpedo room which can accommodate a large number of personnel and all their equipment for prolonged deployments and future off-board payloads.

"We are very proud to represent the great state of Colorado and we are very excited for the future of the ship," said Executive Officer, Lt. Cmdr. Stephen Col. "I can honestly say I have the greatest job in the Navy."

Also, in Virginia-class SSNs, traditional periscopes have been replaced by two photonics masts that host visible and infrared digital cameras atop telescoping arms, which are maneuvered by a Xbox controller. Through the extensive use of modular construction, open architecture, and commercial off-the-shelf components, the Virginia class is designed to remain at the cutting edge for its entire operational life through the rapid introduction of new systems and payloads.

"I couldn't be more proud and honored to serve with and for the crew," said Koepp. "The Colorado is a gem of an assignment for any submariner, whether you are a first-term, junior Sailor or you are the commanding officer. I couldn't be more proud to lead and serve with the crew."

SSN 788 was built at Electric Boat in Groton, Conn and is 7,800 tons and 377 feet in length, has a beam of 34 feet and operates at more than 25 knots submerged. It is designed with a nuclear reactor plant that does not require refueling during the planned life of the ship, reducing lifecycle costs while increasing underway time.

For more information about the USS Colorado visit: www.navy.mil/coloradocommissioning and <http://navylive.dodlive.mil/2018/03/13/five-things-to-know-about-uss-colorado/>

For more information on the submarine force, visit the Submarine Force web site at www.sublant.navy.mil and www.navy.mil/local/sublant/.

To view the video, visit:

<https://news.usni.org/2018/03/16/fast-attack-sub-uss-colorado-to-commission-saturday>

[Navy Will Extend Life On One Los Angeles-Class Submarine, Assess Four Others Later](#) [Justin Katz, Inside Defense, March 21](#)

The Navy plans to extend the service life of one Los Angeles-class submarine by 10 years and will consider doing the same for four others based on how successfully it refuels the first vessel, according to senior

Navy officials.

Rear Adm. Michael Jabaley, program executive officer for submarines, testified yesterday to the House Armed Services seapower and projection forces subcommittee that Los Angeles-class nuclear-powered submarines are not designed for "ease of refueling." But the Navy has become more confident in its ability to refuel the Los Angeles class based on its work with the Ohio class submarines, he said.

"The biggest technical risks are taking a ship that was going to serve to 33 years and extending it for an additional 10 years," Jabaley said.

He also said the service decided to reassess its assumptions about refueling the vessels because the Navy already has the necessary materials to do so.

Navy acquisition executive Hondo Geurts told the subcommittee the service would consider refueling four more Los Angeles-class submarines depending on its success with the first vessel.

Geurts and Jabaley testified alongside Rear Adm. John Tammen, director of undersea warfare in the office of the chief of naval operations (N97), about the submarine industrial base.

[Navy Asks Industry To Modify, Repair Trident II D5 Launcher](#) [Lee Hudson, Inside Defense, March 21](#)

The Navy is gauging whether there are eligible vendors to modify, repair and recertify 100 components of the Trident II D5 launcher subsystem.

The service anticipates work will begin this September and conclude one year later. The strategic systems program office expects the work will occur in Pittsfield, MA, according to a March 5 sources sought notice posted on the Federal Business Opportunities website.

In February 2017, the Navy successfully loaded two life-extended Trident II D5 missiles into an Ohio-class ballistic missile submarine. "We are modernizing and extending the life of the D5 missile from 25 years to 50 years through sound engineering analysis and investment, and also modernizing the strategic weapon system that will be carried on the next generation SSBN, the COLUMBIA class," Vice Chief of Naval Operations Adm. Bill Moran submitted in written testimony submitted to the House Armed Services Committee last year.

Inside the Navy previously reported the service is beginning to assess what would replace the Trident II D5 fleet ballistic missile because the Columbia class will outlast the munition.

Vice Adm. Terry Benedict, strategic systems program director, told ITN Feb. 15 after his presentation at an industry conference in Arlington, VA, that Navy acquisition chief Sean Stackley green-lighted Benedict's office to begin an early conceptual phase of a fleet ballistic missile replacement. At the time Stackley was serving as Navy secretary.

"It's something that we have to face at some point in the future," Benedict said. "There's still a large time band on when that might be. It's appropriate to start thinking about that now, start asking ourselves questions, start looking at the early upfront onsets as well as threats and any additional requirements."

[Navy Nuclear Reactor Boss: Highly Enriched Uranium is 'the Way to Go'](#)

[Richard R. Burgess, Seapower Magazine, March 20](#)

ARLINGTON, Va. – The director of the Navy's nuclear power program said that highly enriched uranium (HEU) is more advantageous for propelling nuclear-powered ships than low-enriched uranium (LEU).

"Our view is that HEU is the way to go," Adm. James Caldwell, director of the Office of Naval Reactors, testified March 20 before the House Appropriations Energy and Water Development and Related Items subcommittee.

The Navy was asked by Congress to study the possibility of using low-enriched uranium to fuel the reactors of its nuclear-powered ships.

"In our reports to Congress, we've been pretty clear that the highly enriched uranium offers us significant military advantage over low-enriched uranium," Caldwell said. "Low-enriched uranium means that you put a lot less energy in the core and therefore you would have to refuel ships more frequently. It would take those ships offline. It would cost more money. The manufacturing process for low-enriched uranium is very different from what we do today. The handling of components at end-of-life is very different.

"HEU has served us well for over 60 years," he said. "To develop a low-enriched uranium core would take

about 10 to 15 years and about a billion dollars. On top of that, it would take probably several billion [dollars] just to deliver the manufacturing, materials, [etc.] To get to an LEU-capable core would require a step change in our design. It is a significant difference from what we are using today in our cores. That's why it takes so long and why it would cost so much.

"That said, if money was available [and] targeted for LEU development, then Reactors would continue our work on an advanced fuel system and we would move along that path. We're working on that as much as we can, but that is many decades away right now."

Commander's Intent for the United States Submarine Force and Supporting Organizations of March 2018

We have released the Commander's Intent for the United States Submarine Force and Supporting Organizations of March 2018.

This guidance represents a significant collaboration effort by the Force COs, Force Major Commanders and Submarine Flag Officers. This new version updates our previous guidance to ensure we are executing the National Defense Strategy, more closely aligns with the Navy's Design, and includes key actions in our four new lines of effort (including recommendations from the Comprehensive Review) while preserving the fundamental direction of its predecessor documents.

Finally, it is more warfighting-centric with initiatives and guidance to continue to improve our lethality and culture. The consistency and continuity in this version of the Submarine Force's Commander's Intent should make it clear we remain on the right track - our foundation is solid, our traditions reinforce the right attributes, and we have much to be proud of as a community.

Please click here for the full version....

<http://www.public.navy.mil/subfor/hq/Documents/Commanders%20Intent%20March%202018.pdf>

USS Annapolis Welcomes New Commanding Officer

MC2 Derek Harkins, Navy.mil, March 24

SAN DIEGO - The Los Angeles-class fast attack submarine USS Annapolis (SSN 760) held a pier-side change of command ceremony for crew members, family and friends on Naval Base Point Loma, March 23.

Cmdr. John C. Witte relieved Cmdr. Kurt D. Balagna as the commanding officer of Annapolis.

Capt. Chris Cavanaugh, commander, Submarine Squadron 11, served as guest speaker for the event.

"It is great to have the Annapolis here in the Pacific," said Cavanaugh. "We have a proud history of submarining in the Pacific. Since my first weeks as commodore here my conversations with Kurt have centered around progress he was making transferring an east coast submarine platform into a lethal warfighting machine ready to deploy to the western Pacific. Kurt has demonstrated the attributes we have come to expect of leadership: technical and tactical expertise, endurance, tenacity, and initiative."

Following his remarks, Cavanaugh presented Balagna with the Meritorious Service Medal. After receiving the award, Balagna reflected on his experience serving on board Annapolis.

"Annapolis is a national treasure," said Balagna. "She is a marvel to behold after 26 years of proud service. All the awesome power Annapolis can bear is for naught without a fine crew to man the ship. It is the crew that breathes the life into a submarine and then takes the personality of the crew."

After Balagna, Witte and Cavanaugh exchanged salutes, Witte took command of Annapolis and addressed his new crew for the first time.

"To the family and Sailors of USS Annapolis: welcome to my family," said Witte. "I understand the value of all the sacrifices we will make together. None of you will be going through this alone, you will have team Annapolis here with you. I am honored to serve with each and every one of you."

Witte, from Omaha, Neb., has served on board the Los Angeles-class fast attack submarine USS Albuquerque (SSN 706), the Ohio-class guided missile submarine USS Michigan (SSGN 727) and the

Virginia-class attack submarine USS Minnesota (SSN 783).

Balagna, from Farmington, Ill., previously served on board the Ohio-class ballistic-missile submarine USS Kentucky (SSBN 737), the Virginia-class fast attack submarine USS Hawaii (SSN 776) and the Virginia-class fast attack submarine USS Virginia (SSN 774). During his time as the commanding officer for Annapolis, he led the ship through an engineering overhaul, two homeport changes and an inter-fleet transfer to the Pacific Fleet.

USS Annapolis is the fourth U.S. Navy ship named for Annapolis, Md., home of the U.S. Naval Academy.

[US Navy launches Trident II D5 missile from USS Nebraska Staff, Naval-Technology, March 29](#)

The US Navy has successfully launched two Trident II D5 Life Extension (LE) missiles from its submarine USS Nebraska in order to demonstrate the readiness of both the strategic weapon system and the vessel's crew members.

The Lockheed Martin-developed Trident II missile test, known as Demonstration and Shakedown Operation (DASO) 28, was carried out by the navy in the Pacific Ocean off the coast of southern California, US.

Lockheed Martin has recently upgraded and modernised the electronics and avionics subsystems of the Trident II D5 LE configuration, which is expected to help the missiles to continue their service with the US Navy and the British Royal Navy into the 2040s.

"In addition to certifying the submarine and crew for patrol, the test launch collected valuable data about the performance of the D5 Life Extension missile configuration."

The LE programme modified the submarine-launched ballistic weapon, while maintaining the performance of the D5 missile for a significantly lower cost than would be

"Instead of warheads, the missiles carried test kits and instrumentation to give us troves of information about flight and subsystem performance.

"The joint government and industry team will use this data to assess performance and to inform maintenance and sustainment plans for the upgraded Trident missile fleet for decades to come."

The latest DASO-28 test increased the number of successful test launches carried out on the Trident II D5 system to a total of 167.

The Trident II D5 missile is the latest and advanced submarine-launched fleet ballistic missile to be used by the US Navy.

It was originally deployed in 1990 and is currently installed on-board the US Navy's Ohio-class and the Royal Navy's Vanguard-class submarines.

[USS Thresher Disaster Still Matters Capt. Jim Bryant, USN \(Ret\), Fosters, April 3](#)

On April 10, 1963, the American nuclear submarine USS Thresher (SSN 593), the world's most advanced hunter-killer submarine crushed at a depth of 2,400 feet killing all 129 onboard during a routine test dive.

Incredibly, more than a half-century later, details of the Thresher disaster remain poorly understood. Its shattered hull resides at the bottom of 8,400 feet of water east of Cape Cod, Massachusetts.

The underlying cause of the Thresher sinking 55 years ago and the collisions last summer involving the USS John S. McCain (DDG 56) and USS Fitzgerald (DDG 62) that killed 17 sailors was the failure to effectively integrate emerging technology into the training, procedures, planning and maintenance programs.

The world situation of then and now are similar as America rushes to maintain naval superiority with new weapons systems like the Littoral Combat Ship, Ford class nuclear aircraft carrier, and the Virginia class nuclear submarine. Insufficient crew training, manning and inadequate operating procedures and shipboard maintenance continue to cause avoidable, recurring at-sea incidents.

By 1963, Soviet submarines were a serious challenge to America's national security. Thresher offered innovative improvements over earlier submarine designs. It was faster, quieter, dived deeper, and with advanced sonar and weapons systems, a significant threat to Soviet submarines.

Built by Portsmouth Naval Shipyard, Thresher was commissioned Aug. 3, 1961, and spent the following year testing weapons and new equipment, measuring radiated sound, shock testing and conducting exercises with other submarines with outstanding results. The ultimate test was to challenge Soviet submarines would have to wait until after a lengthy maintenance period.

After shock testing using close-aboard explosive charges in July 1962, Thresher returned to Portsmouth Naval Shipyard for a series of upgrades and repairs.

On April 9, 1963, Thresher departed for sea trials, escorted by the submarine rescue vessel USS Skylark (ASR 20). After a shallow dive in the Gulf of Maine, the ships rendezvoused the following morning in deep water for a two-hour dive to Thresher's deepest operating or test depth (1,300 feet, nearly twice as deep as previous classes).

View photos all the men who died aboard the Thresher in our 129 Lives Lost, Part 1 and 129 Lives Lost, Part 2 photo galleries.

Thresher sank below its crush depth and imploded – raining its shattered hull, nuclear reactor and occupants onto the seabed below. The Navy's investigation concluded that major flooding from ruptured piping in the engine room was the probable cause.

The sounds of the Thresher's death throes were recorded by sound surveillance system (SOSUS) underwater hydrophones located around the world tuned to pluck machinery sounds of submarines out of all the noise in the ocean. SOSUS was a highly secret system designed to track Soviet submarine movements at long ranges. SOSUS hydrophone array Fox was located only 30 nautical miles from the site of Thresher's sinking.

Bruce Rule was a top naval acoustic and SOSUS expert who analyzed Thresher's death sounds and testified at the disaster inquiry. After leaving the Navy in September 1963, Rule spent his next 42 years as the lead acoustic analyst for the Office of Naval Intelligence. Though Rule's testimony and findings remain classified, Rule recently revealed them in his book, "Why the USS Thresher (SSN 593) was lost," which helps us understand this mystery beyond the obvious, that Thresher slowed, and uncorrectable negative buoyancy caused it to sink to crush depth.

Rule is positive there was no flooding because the sounds of high pressure water hitting the inside of the submarine were not detected. Low pressure steams or sprays of seawater (excessive leakage) from multiple sources would be quiet to SOSUS, increase negative buoyancy, and cause concern to the crew trying to isolate them.

Main coolant pumps (MCPs) moving heat from the reactor core to the steam generators were in fast speed and then stopped. Fast speed MCPs are required to reach maximum speed, but Thresher stayed at slow speed. Running MCPs in slow speed would have been more reliable.

SOSUS detected compressed air blowing seawater from the main ballast tanks (MBTs) twice. The MBT blow system that should have surfaced Thresher failed because of poor design and the unauthorized installation of strainers with a metal backing plate with a small hole, or orifice, that severely restricted air flow. Ice formed on the strainers as high-pressure air instantly cooled when released into a lower pressure environment through this orifice and strainer. This ice intermittently blocked the compressed air to the MBTs and the strainers, and orifice plates, restricted air flow preventing removal of enough seawater from the MBTs to surface the ship.

Slow speed MCPs would have been a more reliable lineup as they had an alternative source of power. Fast speed MCPs were run to use the tremendous power of the reactor plant to drive to the surface if there was a problem, but why did Thresher stay at slow speed? There is plausible, circumstantial evidence that Thresher's stern planes used to control the angle of the ship for depth control likely became stuck in a dive position that required Thresher to stop to prevent a downward angle and depth excursion. Control surface failures were a fleet-wide concern on high-speed nuclear submarines.

Rule's analysis of Thresher's recorded acoustic signature and underwater telephone communications with the escort ship Skylark provides the following timeline of Thresher's loss.

At 0853, Thresher descended from 1,000 to 1,300 feet (test depth). Possibly already negatively buoyant from not taking the time to adjust trim as the dive proceeded, increasing sea pressure on Thresher's seawater systems boosted leakage.

Somewhere between 0853 and 0909, Thresher experienced the stern plane problem, stopped to counter its effects, and started to sink.

At 0909, SOSUS detected an electrical bus line-frequency instability, a symptom of an ongoing problem in the engine room, such as crew actions to stop excessive leakage from seawater piping.

Shortly after the electrical bus started to waiver, SOSUS detected the sounds of compressed air blowing into the MBTs. This means the primary means of going shallow, main propulsion was not usable. The blow stopped after 90 seconds due to ice blockage. This MBT blow did not remove enough seawater from the MBTs to reverse Thresher's descent.

The submarine's fate was sealed at 0911 when SOSUS detected main coolant pumps stopping. This caused an automatic reactor shutdown (reactor scram) and by procedure, steam to be isolated to the main propulsion and power-generating turbines in the engine room. Even if the stern planes had become operational, shutting the steam stops prevented steam generated by decay and residual heat in the reactor from being used in the main propulsion turbines to drive to the surface. As Thresher continued to sink below test depth, SOSUS did not detect the sounds expected for the reactor being restarted.

The Navy's investigative report describes communications at about 0913 using the conflicting testimony of four witnesses on Skylark, "Experiencing minor difficulties. Have positive up angle. Am attempting to blow up. Will keep you informed." The "experiencing minor difficulties" phrase is an enigma because Thresher had exceeded test depth, by as much as 600 feet, the reactor had scrammed, main propulsion was lost, the ineffective MBT blow failed to stop the downward acceleration, and the crew could hear the guttural sounds of the pressure hull compressing.

As the ice blockage dissipated, Skylark and SOSUS detected another 30-second MBT blow before ice reformed and the blow stopped again, all while Thresher's rate of descent increased.

The garbled transmission at 0917 was interpreted to contain the phrase "900 North," understood to mean 900 feet below test depth or a depth of 2,200 feet. This is reasonable given that Thresher was reporting depth relative to test depth in case a Soviet submarine was listening.

SOSUS and Skylark detected hull collapse 0918.4 at a calculated depth of 2,400 feet with an energy pulse equal to the explosion of 22,500 pounds of TNT.

The 129 men did not die in vain. Their loss resulted in immediate changes to how the Navy built, maintained and operated its nuclear fleet.

Justifications for costly safety improvements are written in blood. In this case the Navy created the Submarine Safety (SUBSAFE) program that mandated the redesign of and strict quality control procedures for the manufacture, repair and testing of critical systems on submarines.

New SUBSAFE systems, like a separate emergency MBT blow and emergency, remote, hydraulic seawater hull valve closure systems. On Thresher, SUBSAFE would have prevented the unauthorized installation of the strainers and orifice plates. These critical systems include hull, seawater piping, high pressure air and stern plane. Until a submarine was SUBSAFE certified, it is restricted to operating at half its test depth.

New reactor plant scram recovery procedures allowed residual and decay heat from the reactor to create steam for main propulsion to drive the ship to the surface and a faster restart of the reactor.

No SUBSAFE-certified submarines have been lost despite terrible accidents like the San Francisco (SSN 711) striking an underwater ridge in January 2005 at top speed that killed one sailor. The only other American nuclear submarine loss was Scorpion (SSN 589) in May 1968, which had not completed SUBSAFE-certification and suffered a main battery explosion before it sank and imploded.

[USS Maine \(SSBN 741\) Blue Conducts Change of Command](#)

[PO2 Nancy diBenedetto, Submarine Group Nine, April 6](#)

BANGOR, Wash. - The Blue crew of the Ohio-class ballistic missile submarine USS Maine (SSBN 741) welcomed a new commanding officer during a change of command ceremony, April 6, 2018.

Cmdr. Michael C. Tomon, from New Castle, Pennsylvania, relieved Cmdr. Kelly Laing, from Idaho Falls, Idaho, and assumed the duties and responsibilities of the Maine Blue crew commanding officer, during the ceremony held at the Bangor Chapel.

Laing assumed command of Maine Blue crew August, 13, 2015. During his leadership, the crew conducted successful patrols in areas including periods of alert coverage, execution of externally generated exercise which resulted in superb results on an Operational Reactor Safeguards Exam and Navy Technical Proficiency Inspection.

"To the crew, you truly are the heart that beats in our shark of steel," said Laing. "With each time I shout my battle cry, you have responded with enthusiasm and conviction of what we are fighting for. You are the best crew the Submarine Force has to offer! It has been the honor of a lifetime to serve with you and I have been humbled each time you have called me 'Captain.'"

As his final act as commanding officer, Laing pinned submarine warfare devices "dolphins" onto Nuclear Machinist Mate Second Class, Lucas Niedbalec. During his leadership, the crew earned over 180 dolphins.

"Hanging throughout my ship is my command philosophy that each of my sailors has heard many times

over," remarked Laing, "Inside of that philosophy is a quote by a man that I have admired all of my life, Thomas S. Monson. He stated, 'When we treat people merely as they are, they will remain as they are. When we treat them as what they should be, they will become what they should be.' Nothing is more important than the people."

Laing will next serve in Annapolis, Maryland for the United States Naval Academy.

Tomon comes from the United States Special Operations Command in Tampa, Florida, where he served as the doctrine branch chief.

"I am humbled by your dedication and your sacrifices to get the ship to this point. I urge you to not take any day for granted in the work remaining for us, and to remember that yesterday's success does not mean victory tomorrow," said Tomon. "Also, remember that our rightful place is not on the blocks at that shipyard. Join me as we shake off the scaffolding and rise from that dry dock to return to our true home in the Pacific Ocean, discharging our duties to protect this great nation."

Maine is one of eight Ohio-class ballistic-missile submarines homeported at Naval Base Kitsap-Bangor, Wash. The mission of the SSBN force is strategic deterrence, by providing the United States with its most survivable and enduring nuclear strike capability.

[USS Dallas Decommissions after 38 Years of Service](#)

[Lt. Cmdr. Michael Smith, Navy.mil, April 9](#)

Sailors and guests bid farewell to the Los Angeles-class fast-attack submarine USS Dallas (SSN 700) during a decommissioning ceremony April 4, 2018 in the controlled industrial area (CIA) at Puget Sound Naval Shipyard (PSNS) Bremerton, Washington.

The decommissioning ceremony, a time-honored naval tradition, retires a ship from service through a variety of ceremonial observances, including the department heads' final reports, the lowering of the ship's commissioning pennant, and Sailors walking off the ship for the final time. The ceremony is held to honor the ship and all the Sailors who have honorably served as the crew.

Cmdr. Brian Freck, deputy commodore, Submarine Squadron 19, was the guest speaker for the decommissioning and he put into context the famous ship's place in history during her 38 years of service.

"We are here to say farewell to a work horse in the defense of our nation, USS Dallas," said Freck. "To this day, Dallas is still the most famous submarine in the U.S. Navy, because she was the star of the best-selling novel, 'The Hunt for Red October'. Although many of the real stories remain classified, there are other great stories, which she starred in, that are actually true. I can say that she superbly conducted countless missions of vital importance to the United States and our allies."

Decommissioning a submarine is a major undertaking that relies on teamwork. Puget Sound Naval Shipyard and Intermediate Maintenance facility led the team.

"Professional warfighters come together with a huge organization of exceptional technical expertise and capabilities to shut down, dismantle and render safe all the systems and equipment which gave that vessel its lethality," said Cmdr. David Kaiser, Dallas' final commanding officer. "We built a critical, questioning, proactive team that has met or exceeded all expectations."

The Navy is committed to preserving the readiness of the forces deploying. As the aging Los Angeles-class boats are stricken from the Naval Vessel Registry, the way is made for newer, more advanced submarines.

"Today, we have reached that point in the inactivation where the benefit of retaining the active duty Dallas Sailors no longer justifies the cost and burden on the operational fleet from where we came," said Kaiser. "Today marks the end of ship's force involvement. It is time for us, the crew, to return to the fleet as the Dallas legacy in order to help ensure that our submarine force is ready to be first in harm's way."

Dallas carried out missions vital to national security, deployed 14 times, steamed over one million miles and visited over 30 countries. Dallas completed their most recent deployment November 22, 2016. During their final extended 7-month deployment to the U.S. 5th and 6th Fleet Areas of Operation, the submarine traveled 37,000 nautical miles and made port calls to Brest, France, Al Hidd, Bahrain, and Duqm, Oman.

Dallas was the second ship of the United States Navy to be named for Dallas, Texas. The keel was laid by the Electric Boat Division of General Dynamics in Groton, Conn., October 9, 1976. The boat was launched April 28, 1979, and commissioned July 18, 1981.

Dallas received two Meritorious Unit Commendations, two Navy Unit Commendations and was awarded the Battle Efficiency "E" in 1986, 1991, 1992, 1993, 1999, 2000 and 2013.

Measuring more than 360 feet long and displacing more than 6,900 tons, Dallas had a crew of approximately 140 Sailors. Dallas was capable of supporting various missions, including anti-submarine warfare, anti-surface ship warfare, strike warfare and intelligence, surveillance and reconnaissance.

Ronald Vien selected as NUWC Division Newport's Technical Director

Staff, DVIDS, Naval Undersea Warfare Center Division Newport, April 10

Ronald Vien, an electrical engineer with more the 30 years at Naval Undersea Warfare Center (NUWC) Division Newport, has been selected as the new Division Technical Director. Vien will be the 15th Technical Director dating back to 1951 with the establishment of the position at the Naval Underwater Ordnance Station, one of the organizations that would eventually become NUWC Newport.

The selection includes appointment to the federal Senior Executive Service (SES). The SES includes most managerial, supervisory and policy positions classified above General Schedule (GS) grade 15 or equivalent positions in the Executive Branch of the Federal Government. SES appointments are roughly analogous to flag and general officers in the armed forces.

Vien, a resident of Westport, Mass., most recently served as the head of the Sensors and Sonar Systems Department at NUWC Newport, where he led a diversified team of more than 600 government and 250 contractor scientists, engineers and technicians engaged in the full spectrum of naval research, development, engineering and acquisition in pursuit of advancing the state-of-the-art in sensor and sonar system designs for naval platforms, off-board sensors and unmanned systems.

Vien brings exceptional leadership and technical experience to his new position, Donald McCormack, Executive Director, Naval Surface & Undersea Warfare Centers, said in an all-hands announcement on April 9.

Vien began his career in the Submarine Combat Systems Department, where he produced hardware prototypes for both the Los Angeles- and Virginia-class submarines. He transferred to the Surface Undersea Warfare Department to become the operations manager of the AN/SQQ-89 Surface Ship SONAR System Land Based Integration Test Site (LBITS). He also served as head of the Operational Systems Engineering Branch, where he managed dual teams in the development, integration and deployment of surface ship sonar systems and the design and development of the SPARTAN Unmanned Surface Vehicle.

As head of the Sensors and Arrays Division, he provided comprehensive lifecycle system engineering expertise in the roles of systems acquisition, technical direction agent and in-service engineering.

Vien earned bachelor's degrees in electrical engineering and electrical engineering technology from the University of Massachusetts, Dartmouth. He also holds a Master of Business Administration degree from Bryant University and is a 2003 graduate of the Office of the Secretary of Defense's Executive Leadership Development Program. He is certified at Defense Acquisition Workforce Improvement Act (DAWIA) Program Management Level III.

NUWC Division Newport, part of NAVSEA, is one of two divisions of the Naval Undersea Warfare Center. NUWC Division Newport's mission is to provide research, development, test and evaluation, engineering and fleet support for submarines, autonomous underwater systems, undersea offensive and defensive weapons systems, and countermeasures. NUWC's other division is located in Keyport, Wash.