

**MINUTES OF THE USSVI NORTHERN VIRGINIA BASE
MEETING HELD ON SATURDAY, MAY 12, 2018**

The Base CDR, Chuck Martin, called the meeting to order at 1110 on May 12, 2018 at Amphora's Diner Deluxe Restaurant, 1151 Elden St, Herndon, VA., and welcomed MCPON Steven Giordano, Holland Club inductees, Les Altschuler (USSVI Regional Director Northeast), Holland Club members, regular members, and guests.

MEMBERS AND GUESTS IN ATTENDANCE

USSVI Regional Director Northeast Les Altschuler, Joyce Altschuler, Stephen Bishop, Debbie Bishop, Art Bivens, Howard Chatham, Cathy Chatham, Larry Clark, Bill Clement, Delbert Ennis, Linda Ennis, Bob Frick, Ethan Frick Armstrong, Guest Speaker MCPON Steven Giordano, Elka Giordano, Kathy Girvin, Brian Haller, Pat Haller, Ginger Haskell, Margaret Healy, Jim Kraut, Bonnie Kraut, Chuck Martin, Ed Mattran, Mike Naughton, Mary Lou Naughton, Paul Nelson, Terry Nelson, Mike Niblack, Tim Oliver, Pam Rubin, Cheryl Smith, Mike Truslow, Mike Varone, Anita Varone, Michael Varone, Heather Varone, Robert Varone, Gwen Varone, David Weddell, Barbara Weddell, Floyd Wing, and Woody Woodworth. (43 total)

■ Holland Club Member

■ Associate Member

■ Guest

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

The Base Secretary, Steve Bishop, delivered the Invocation.

The CDR read the list of boats lost in the month of May. These were:

USS Lagarto (SS-371)	May 3, 1945
USS Squalus (SS-192)	May 23, 1939
USS Stickleback (SS-415)	May 30, 1958
USS Scorpion (SSN-589)	May 22, 1968

The COB tolled the ship's bell twice in remembrance of the 24 members of the USSVI NOVA Base on Eternal Patrol.

REGIONAL DIRECTOR Les Altschuler:

- The rollout of the USSVI National Website has had several technical and operational issues. Therefore the old website has been restored, and it will be used until all issues have been resolved with the new website. It is hoped that the new website will be operational before the National Convention in October 2018.
- Space is still available, so sign up for the National Convention and cruise. The last cruise in 2007 was a huge success. Go to the National website to register.
- The Capitol Base Tolling of the Boats Ceremony will be conducted at the F-4 Memorial at Arlington National Cemetery on Saturday, May 19, 2018, at 1100. (Post Meeting Note: USSVI Capitol Base Tolling of the Boats Ceremony date was changed to Saturday June 9, 2018)

BINNACLE LIST: Please keep the following in your prayers: Al Anceravage, Barbara Harmody, Tony Poblete, Ray Stone, Tom Perrault, and Lorraine Sargent.

FOR THE GOOD OF THE ORDER: The CDR read the list of birthdays for May: Bill

Clement, Mike Harmody, Robert Miller, Joanne Pasquinelli, Mark Riethmeier, Noland Smith, Sue Shannon, Anita Varone, Penny Wallace, Ron Williams, Ruri Wootten, and MCPON Steven Giordano.

The following items of normal committee reports and old and new business are included here for completeness, but were not discussed at the meeting:

MEETING MINUTES

The minutes of the April meeting were previously distributed by e-mail.

TREASURER'S REPORT

The beginning cash on hand was	\$7,497.27
-Receipts from interest/dividends, revenue from sale of items, and revenues – raffles were	\$62.34
-Expenditures for base operating expenses, events, and K4K (from 3KW funds) were	\$300.00
-Ending sub total	\$7,259.61
(Minus remaining Walmart Grant restricted use funds 2016, 2017)	\$1,169.40
-Grand total (discretionary)	\$6,090.21

Funds held within USSVI Charitable Foundation for NOVA Base K4K: NOVA USSVI CF K4K for 2018 from Walmart Total	\$2,000.00
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COMMITTEE REPORTS

Topics of discussion at the most recent Executive Board Meeting were: recruiting efforts; final plans for the Holland Club event; meeting-related items; old business; new business; and meeting/event planning.

The next Eagle Scout Court of Honor will be for Eagle Scouts Chris Wilson, August Duplechain, Tyler Mahone, and Ryan Williams in Annapolis, MD on May 26, 2018 for Troop 771.

MEMBERSHIP

We have 82 members:

- 41 Holland Club members
 - o 4 are World War II members
- 31 Regular members
- 10 Associate members.

The Youth Outreach Program: Nothing to report

K4K Program:

1. Terry and Paul Nelson, Mike Varone, Steve Bishop, and Jim Lencalis from the USS Virginia Base visited children and siblings at the UVA Charlottesville Medical Center on April 25th.
2. Our next visit will be to Walter Reed National Medical Center on June 21st. Two members from the Tri-State base should again be joining us on this visit as they are learning from us how to stand up their own K4K program and build advocacy within their base membership.

3. Another donation from Walmart's Community Fund has arrived, bringing this year's total to \$2,000.

Storekeeper: NTR

PAO: NTR

OLD / NEW BUSINESS

The Base Secretary Steve Bishop has confirmed that our October guest speaker will be Sargeant Major (USMC ret) James Kuiken. James was the "Tip of the Spear" in 7 wars, police actions, and conflicts overseas. He was a sniper, Special Operations forward reconnaissance specialist, and intelligence specialist, including having locked in and out of submarines while forward deployed to accomplish weird things in strange places. He speaks Turkish, Russian, Spanish, and English, and his last active duty tour was as the enlisted leader of all Marines in the Pacific (1st and 3rd MEFs) during two wars. His dedication to, and service to, the injured returning veterans has been just as noteworthy. THIS MAN IS A TRUE AMERICAN HERO!!!!

The Base CDR turned over the podium to the Master of Ceremonies for the Holland Club Induction, Immediate Past Base CDR, Howard Chatham.

Howard then introduced our guest speaker MCPON (SG/SW/IW) Steven S Giordano.

Master Chief Petty Officer of the Navy Steven S. Giordano, a native of Baltimore, enlisted in the Navy in June 1989. Following completion of basic training at Recruit Training Command Orlando, Florida, he reported to Naval Technical Training Center Pensacola, Florida, completing cryptologic technician technical training. Giordano later completed a Bachelor of Science in Management, is a graduate of the Senior Enlisted Academy and the National Defense University Keystone course. He is designated a specialist in submarine, surface and information warfare.

Giordano's early assignments include a tour at Fleet Air Reconnaissance Squadron (VQ) 1 Agana, Guam, serving as a signals analyst and reporter, an operational deployment to Naval Security Group Det., Bahrain in support of Operations Desert Shield and Desert Storm and numerous deployments aboard ships and submarines in the Pacific and European areas of responsibility qualifying in submarines on the USS Helena in 1995.

Giordano's command master chief tours include time aboard the guided-missile frigate USS McClusky (FFG 41) and at Navy Information Operations Command Colorado. He also served as the force master chief for Navy Information Dominance Forces and fleet master chief for U.S. Naval Forces Europe/U.S. Naval Forces Africa.

His personal decorations include the Legion of Merit (3 awards), Meritorious Service Medal, Joint Service Commendation Medal, Navy and Marine Corps Commendation Medal (5 awards), Navy and Marine Corps Achievement Medal (7 awards), and various unit/campaign awards.

Giordano became the 14th Master Chief Petty Officer of the Navy on September 2, 2016.

MCPON Steven Giordano opened his remarks by saying that 50 years ago, when these three

Holland Club honorees were earning their dolphins, he was not even born yet. Back then a Navy E-5 earned an average of \$270 per month.

No matter when we qualified in submarines, it took “courage, knowledge, and fortitude to qualify.” And once we were qualified, we became part of a brotherhood that lasts a lifetime.

Just last week he said he was in the 7th Fleet for speaking engagements in Singapore with the ROK Navy and others, when the fast attack submarine USS Oklahoma City pulled into port. Imagine how the crew felt when the MCPON was pier-side waiting to board them.

Many of the skills he uses every day as a father, husband, and MCPON were forged in his early days as a sailor at sea. He really thinks that the submarine force heroes of today, from seaman to CO, fully understand completing a mission and making the sacrifice to get it done. It takes a special type of person to be a submariner.

In a tribute to his days as a spook rider on submarines, he recalled that his fellow riders were always labeled by the crew as the “3-M Group”, meaning, “Meals, Mattresses, and Movies.” (Secretary’s note: Mike Varone split a gut here as he was so much aligned with the MCPON.)

The trait that ties all submariners together is that they are: “authentic, courageous, and technically competent.” Be proud of that !! The MCPON said it was an honor to speak before such an august group of men who had done so much for their country. He thanked us for the honor.

Howard thanked MCPON Giordano for his presentation and presented him with a USSVI NOVA Base challenge coin.



Les Altschuler (Regional Director Northeast and Base Commander in NJ) then presented the MCPON with a gift and coin.

The Master of Ceremonies stated that the reason for this special meeting is to show our appreciation, to recognize, and to thank three of our shipmates by inducting them into the prestigious United States Submarine Veterans Holland Club: CS2(SS) James Kraut, STSCS(SS) Edmund Mattran, and CTTC(SS) Michael Varone.

Before the Induction, all Holland Club members in attendance were asked to stand so they too could be recognized. **Holland Club members Altschuler, Bivens, Ennis, Frick, Glover, Naughton, Nelson, Truslow, Wing, and Woodworth** all stood and received a round of applause.

The Master of Ceremonies called the three inductees forward to the head table. He read their biographies, and then read and presented the USSVI Holland Club certificates and cards, the Secretary presented the Holland Club ball cap, the Base CDR presented the large qualification poster, and Brian Haller presented the Challenge Coin and patch to each inductee.



Pictured from left to right: Edmund Mattran, Michael Varone, Jim Kraut, and MCPON Giordano

CS2(SS) JAMES KRAUT -

After graduating high school and working as an auto mobile mechanic while a Reservist, Jim Kraut went to Submarine School, graduating from there in 1966. His orders sent him to Quonset Point NAS to pick up a submarine, but realizing the errors of their ways, the Navy redirected him to New London. Finally locating the boat in Portsmouth, NH, he managed to report aboard and

spent the next two years on the USS Albacore (AGSS-569), qualifying in 1968. After separation, Jim joined the Fairfax County Police Department, serving for twenty years in various assignments, but primarily undercover narcotics, vice, and electronic surveillance.

At one point while performing his two weeks active duty assignment, he was relegated to chasing AWOLs in Washington, DC because he was in an undercover capacity with the police department and couldn't serve on a boat. Following that, Jim attempted to go over to Coast Guard Reserve in the newly established Port Authority rating, but they would not allow him to retain E-5, so he (foolishly) allowed his enlistment to expire.

After retirement from Fairfax, Jim was employed as an Operations Manager for a surveillance platform manufacturing company in suburban Maryland while continuing to pursue, and ultimately receiving, a bachelor's degree. Wanting to return to law enforcement, he went to the VA Alcohol Beverage Control Board and formed their electronic surveillance units, serving as Surveillance Coordinator and retiring from there in 2003.

Jim then went to work for the Navy Federal Credit Union and served as their Physical Security Manager. This department provided covert and overt video surveillance, alarms, and safes to the branches throughout the world. He retired from NFCU in 2015.

Jim is married to the former Bonnie Johnson and they have two children and two grandchildren.

STSCS(SS) EDMUND G. MATTRAN -

Upon graduation from high school, Ed enlisted in the Navy in July 1965. Following completion of basic training at Recruit Training Center, Great Lakes, IL, he reported to Fleet Sonar School, Key West FL, where he completed A1, A2 and AN/BBQ-2 training. In February 1967, he reported to Submarine School, New London, CT.

His first deployment was on USS Flasher (SSN 613). He qualified in submarines in April of 1968 and served on board Flasher until 1970 when he transferred to the Commissioning Crew of USS Drum (SSN 677).

He served on board the USS DRUM for three years before he was transferred to Instructor Duty at the Fleet Sonar School in San Diego, CA. During the three years that Ed was teaching his fellow Sonar Technicians, he made STSC. He next transferred to the USS Flying Fish (SSN 673) to be the LCPO for ST Division, where he achieved the rank of Senior Chief. His last duty station was as Supervisor of the Ballast Point Detachment of Mobile Technical Unit 5 in San Diego. In July 1985, Ed retired as a Senior Chief Sonar Technician after 20 years of service.

Senior Chief Mattran's awards include the Navy Commendation Medal, Navy Achievement Medal with Gold Star, Meritorious Unit Commendation, Good Conduct Medal, Navy Expeditionary Medal, Armed Forces Expeditionary Medal, Vietnam Service Medal, National Defense Service Medal, Battle "E" Ribbon, and the Sea Service Deployment Ribbon.

After his successful Naval career, Ed worked for IBM Federal Systems for 12 Years and General Dynamics-Mission System for 20 years.

Ed has been married to his wife Barbara for 47 years. They have 2 sons and 3 grandchildren.

CTTC(SS) MICHAEL R. VARONE -

Mike, a native of Brooklyn, NY, enlisted in the Navy in the summer of 1957 immediately upon graduation from high school. Following completion of basic training at Recruit Training Center, Bainbridge, MD, he reported to U.S. Naval Communications Training Center, Imperial Beach, CA, completing communications technician training in 1958. In 1959 he transferred to Naval Security Group Activity (NSGA), Bremerhaven, Germany. Subsequent tours were served at NSGA Karamursel, Turkey and Winter Harbor, Maine. In 1964, while at the latter station, Mike volunteered for the Direct Support program, a program which guaranteed him the opportunity to serve with forces afloat. From 1965 until 1968, while serving at CINCPACFLT, Naval Security Group Detachment (NSGD) Yokosuka, Japan he made 9 deployments aboard 6 different classes of subs from diesels to fast attacks.

In January, 1968 while deployed aboard USS CAIMAN (SS-323) as detachment LPO, on his ninth patrol, Mike learned he had been selected for advancement to CPO. At the same time he completed his qualification practical factors and was presented his coveted silver dolphins by the CO of the USS CAIMAN.

In 1969 Chief Varone transferred to CINCLANTFLT, Norfolk, Virginia where he made 5 deployments aboard the Navy's newest Sturgeon class submarines. Upon completion of this tour in 1972, Mike transferred to NSGA Todendorf, Germany. In 1974 he was selected for the Associates Degree Completion Program (ADCOP) and earned an Associate's Degree in Business Administration from Tidewater Community College, Virginia Beach, VA. Upon graduation, he transferred to NSGA Naples, Italy in a Direct Support role and, upon completion of that tour, transferred to NSGA Northwest, Chesapeake, VA where he served as CLASSIC NOMAD LCPO.

In February, 1982 Chief Varone completed 25 years of Naval service and transferred to the Fleet Reserve. His awards include the Navy and Marine Corps Commendation Medal, Navy Unit Commendation, Meritorious Unit Commendation, Good Conduct Medal, Navy Expeditionary Medal, National Defense Service Medal, and the Armed Forces Expeditionary Medal.

Upon retiring from the Navy in 1982, now Mr. Varone, joined SYSCON Corporation of Georgetown, where he, as Subject Matter Expert, along with his team, developed the On the Job Training program and curricula for the Navy's CLASSIC NOMAD and CLASSIC ASCOT signal security programs.

In 1984, Mike joined GTE Government Systems of Mountain View, CA as Systems Support for the Navy's nuclear submarine's current and future Electronic Warfare Support Measures (ESM) systems, which included the WLR-6, WLR-8, and its follow-on system, WLQ-4. Mike "retired" in 2002 to his home in Woodbridge, VA.

Finally, Varone took a job as a Prince William County school bus driver where he drove students K-12 to school and after school activities until his ultimate retirement in 2008.

All three of the newly inducted Holland Club Members each spoke a few heart-felt words thanking the submarine force, their families, friends, and USSVI for their support over the years.

The MCPON gave each of the new Holland Club Members a MCPON Challenge coin. Then, Mike Varone asked that the MCPON to come to the podium for a special award – from one spook to another. Mike then presented the MCPON with a new spook “Phlish” pin, a combination of dolphins / wings / crossed feather and lightning bolt from the Casper Society (remember the friendly ghost?) – that special fraternity of CTs who have been spook riders on submarines, aircraft, and surface ships.



The Benediction was delivered by the Secretary, Steve Bishop.

The Base CDR thanked Penny and George Wallace, and Cathy and Howard Chatham for coordinating this Holland Club Event. Thanks also to the anonymous donor who picked up the luncheon tab for the Holland Club attendees.

The CDR reminded ALCON that the next meeting will be on June 9th at 1100, at American Legion Post 162 in Lorton, VA. The guest speaker will be Mr. Adam Sipp, **DEPUTY PROGRAM MANAGER FOR PMS394 – ADVANCED UNDERSEA SYSTEMS**. The meeting was adjourned at 1215.

All attendees then enjoyed an Amphora Deluxe Diner served luncheon of: salad, Steak Diane, Vegetarian Kabob, Chicken Breast Piccata, or Poached Salmon, and a scrumptious chocolate dessert.

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

Calendar of Events

June

1 June – OPNVA N97 and Naval Submarine League Capitol Chapter BEQ Social

OPNAV N97 and Naval Submarine League Capitol Chapter is host a BEQ on Friday, June 1st at Sine's Irish Pub in Arlington, VA (Pentagon City), from 1500R-1800R. For more details, see the attached flyer. This is a great event to meet both Active Duty and Veterans Submariners. Free apps and first drink free!

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

9 June – USSVI Northern Virginia Base Meeting

The USSVI Northern Virginia Base meeting will be on Saturday June 9th at 1100, at American Legion Post 162 in Lorton, VA. The guest speaker will be Mr. Adam Sipp, DEPUTY PROGRAM MANAGER FOR PMS394 – ADVANCED UNDERSEA SYSTEMS.

9 June – USSVI Capitol Base Tolling of the Boats Ceremony

The USSVI Capitol Base Tolling of the Boats Ceremony will be held at the gravesite of the USS F-4 (SS-23 Skate) (Location: Intersection of Roosevelt and McClellan Drives) in Arlington National Cemetery commencing at 1100. Contact Art Glover, Base Commander USSVI Capitol Base at arthurglover@comcast.net for more information.

9 June – Eagle Scout Court of Honor

Eagle Scout Court of Honor at Ellis Hall, Quantico Marine Corps Base at 1300. USSVI Northern Virginia Base will be recognizing Eagle Scouts Wesley Nelson, Emmanuel Jones, Joshua Floersheim, and Josiah Hall on their achievement of Eagle Scout.

21 June – USSVI Northern Virginia Base Kap(SS) For Kid(SS) visit to Walter Reed Bethesda Hospital

On Thursday June 21, USSVI Northern Virginia Base will be visiting the children at Walter Reed Bethesda hospital as part of the Kap(SS) For Kid(SS) program. The K4K team will be meeting at 1015 at the hospital. For more information and to volunteer to participate contact Steve Bishop at dsbishop1@verizon.net.

July

4 July – Dale City 4th of July Parade

USSVI Northern Virginia Base will be participating in the Dale City 4th of July Parade. The line up for the parade begins at 0900 with the parade beginning at 1000. USSVI NOVA Base is seeking participants for carrying flags, carrying banner, march, or ride in the vehicle. For more information and to volunteer contact Mike Varone at mrvarone@verizon.net.

14 July – USSVI Northern Virginia Base Dining Out

The USSVI Northern Virginia Base is hosting a dinner on Saturday July 14 at Kilroys Restaurant & Sports Bar. The dining out is in lieu of our regular base meeting. The event commences at

1800. Kilroys Restaurant & Sports Bar is located at Ravensworth Shopping Center, 5250-A Port Royal Rd. Springfield, VA, 22151.

20 July – NSL Capitol Chapter Summer Meeting

The NSL Capitol Chapter Summer Meeting will be held at the Army Navy Country Club. RADM John Tammen, OPNAV N97, is the guest speaker. Send your reservation request by email to Chapter Secretary, Dixon Hicks, CapitolNSL1@outlook.com, no later than 1600, 12 July. [Note the rates for attending has increased: Junior Officers - \$30; Advanced Reservations - \$35; At-the-Door - \$40]

26 July – USSVI Northern Virginia Base Kap(SS) For Kid(SS) visit to INOVA Falls Church Children Hospital

On Thursday July 26, USSVI Northern Virginia Base will be visiting the children at INOVA Falls Church Children hospital as part of the Kap(SS) For Kid(SS) program. The K4K team will be meeting at 1430 at the hospital. For more information and to volunteer to participate contact Steve Bishop at dsbishop1@verizon.net.

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 and NSL News

USSVI News

NEWS-01: American Submariner Magazine 2nd quarter now on line. The hard copy will start shipping soon.

Submitted by: William C. Andrea on 5/15/2018

IMPORTANT! POC's: Make SURE this gets distributed to all your personnel ASAP.

Shipmates:

The current electronic issue of American Submariner is now online. We had to make a temporary change in its location due to data transfer from the old website to the new one. The magazine can be accessed by going to our old website, www.ussvi.org and signing in. then click on the green "Documents" button. Next click on the blue "Organization" button. the current magazine is the fourth posting from the top.

NEWS-01: 2018 USSVI REVISED CONSTITUTION AND BYLAWS Submitted by: Ray Wewers on 5/16/2018

THIS IS THE REVISED CONSTITUTION AND BYLAWS TO BE VOTED ON IN THE 2018 USSVI NATIONAL. THEY ARE NOW POSTED ON THE NATIONAL WEBSITE (USSVI.ORG) AND THEN "DOCUMENTS" FOLLOWED BY "ORGANIZATION".

PLEASE REVIEW PRIOR TO VOTING AFTER AUGUST 1, 2018 WHEN THE VOTING PERIOD OPENS.

NEWS-01: Revised Constitution and Bylaws clarification Submitted by: William C. Andrea on 5/18/2018

Please Read - Explanation for Combining of Constitution & Bylaw Documents The Constitution or the Bylaws, or both, are the documents that contain the basic rules and guidelines relating to an organization, as opposed to the parliamentary procedure that it follows.

It is now the recommended practice by most government and taxing authorities that these documents be combined into a single instrument.

Our Constitution and Bylaws Committee in cooperation with the Board of Directors have spent the last two years diligently working on this combining process. It was authored under the guide lines of:

- Robert's Rules of Order, RONR (11th ed.) p 14 ll.6-9 • The State of Connecticut • The IRS
- The intentions were to merge the documents to:
 - eliminate redundancy
 - wordiness that exist in the two current documents
 - antiquated language and gender specific wording such as was found in the Auxiliary Article

- incorporate all previous amendments and revisions
- do so without changing the intent of the Articles.

In maintaining the original intent of both documents, we eliminated the need to highlight wording changes.

Shipmates, this combination has resulted in a simplified, smoother, and easier to understand document that we can use to govern USSVI.

We are asking for your approval.

NSL News

Loss Ring

Trying to find the owner of the below ring. The ring was found in Dinwiddie, VA. If you think you may know who's ring it is, contact Howard Reichel, Senior Vice President of In-Depth Engineering Corporation at 240-750-7887

Verizon LTE 4:48 PM 67%

Kevin Cobb U.S. Navy
December 5, 2014

I know this is a shot in the dark but I found this U.S Navy ring today metal detecting in Dinwiddie, Virginia. The initials are "LEY 73" and it has the number 432 on one of the sides. I know that's not a lot of info but I would really like to find the owner. Help me out by sharing this post ..the more people that see this the better chance of me finding the owner ...thanks in advance .



Write a comment... GIF 😊

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UNDERSEA WARFARE NEWS

USS Santa Fe Holds Change of Command

MC1 Daniel Hinton, Submarine Force Pacific Public Affairs, April 13

PEARL HARBOR – The Los Angeles-class fast-attack submarine USS Santa Fe (SSN 763) held a change of command ceremony at the submarine piers on Joint Base Pearl Harbor-Hickam, April 13.

Cmdr. Jacob A. Foret, commanding officer of Santa Fe, was relieved by Cmdr. Christopher Hedrick.

Foret expressed his deep admiration for the crew whom he recognized as talented and resilient professionals.

"I couldn't ask for a more talented or dedicated warship team to rage with on the high seas," said Foret. "Command at sea; it has absolutely been an awesome daily adventure worth every bit of the challenge and reward."

Foret lauded the ship's chiefs and junior officer's performance during his tenure and credited them with much of the ship's success during its most recent deployment.

"The talent and capacity that our submarine junior officers provided gave us our edge and drove our improvements," said Foret. "It took a resilient crew led by a talented chief's quarters with a 'fix it now' attitude to keep us on point during deployment."

While in command, Foret led his submarine through the completion of a successful deployment and participated in Rim of the Pacific Exercise 2016. On liberty, his crew participated in community relations projects at home and abroad.

Foret also thanked the ship's ombudsman Arin Lelevier and the Family Readiness Group board, Jennifer Davis, Valerie Waugh, Jennifer Singer and Franny Taylor for their work keeping the command and families connected.

"The fruits of your labor are evident when you watch our spouses and kids enjoy hanging out together," said Foret. "I didn't know how resilient I would need our families to be until this past deployment."

During the last three years, the Santa Fe Committee and the U.S. Navy League of New Mexico have continued to support Santa Fe and were amongst those in attendance.

"Our namesake support is unmatched," said Foret. "From crew visits over Veteran's day to care packages of local hatch chilies, spices, and fresh local honey, you have always been ready to ensure our crew and namesake remain connected."

The ceremony's guest speaker, Capt. Robert Roncska, commodore, Submarine Squadron 1, praised Foret for bringing the best out of his crew and noted the success of Santa Fe's most recent Western Pacific deployment.

"The Santa Fe executed a 94% operational tempo while steaming more than 40,000 nautical miles," said Roncska. "Jake's fingerprints are all over Santa Fe's success."

During the ceremony, Foret was awarded a Meritorious Service Medal for his performance as commanding officer of Santa Fe from October 2015 to April 2018.

As Hedrick assumed command, he thanked Foret for turning over a strong, mission-executing crew, and passed along guidance to the crew.

"We each have the rare opportunity to serve on one of the nation's premier warships, and it's something that each one of you should be extremely proud of," said Hedrick. "No measure of technology or automation will ever replace the professional submariner that each one of you are. I am extremely proud to have the opportunity to be your captain, and I look forward to serving with each of you."

Santa Fe is the second U.S. Navy ship to bear the name of the capital of New Mexico. An improved Los Angeles-class fast-attack nuclear-powered submarine, she features an advanced fire control system, retractable bow planes, and 12 vertical launch tubes for Tomahawk cruise missile strikes.

Santa Fe combines stealth, endurance, and agility to provide a highly cost-effective and capable ship, ready on a moment's notice to carry out a multitude of missions. A versatile platform, it is equally at home in the roles of tactical intelligence gathering and surveillance, regional sea denial and task group support. Should a conflict arise, her inherent covertness, near invulnerability to attack, and cruise missile capability provide Santa Fe a unique ability to be in place and undetected offshore for a precision strike or ground warfare support.

Navy Rating Conversion Opportunities

Staff, Military.com, April 23

The U.S. Navy has announced the required naval enlisted classifications (NECs) for Information Systems Technician conversions utilizing the new NEC construct. It is recommended Sailors submit applications as

soon as possible. For E-6 and below Sailors, the following submarine career fields are open for conversion: Yeoman Submarine (YNS), Culinary Specialist Submarine (CSS), Logistics Specialist Submarine (LSS), Sonar Technician Submarine (STS), Fire Control Technician (FT), Electronics Technician Submarine Navigation (ETV), Electronics Technician Submarine Communications (ETR), Information Systems Technician Submarines (ITS), Machinist's Mate Weapons (MMW), and Machinist's Mate Auxiliary (MMA).

[USS Minnesota \(SSN 783\) Holds Change of Command Ceremony](#)

[CPO Steve Owsley, DVIDS, April 20](#)

Grand Island, New York native, Cmdr. Thomas Flaherty III, relived Rochester, Minn. native, Capt. Brian Tanaka as Minnesota's commanding officer.

Tanaka successfully completed a 50-month command tour, where he saw Minnesota undergo lengthy maintenance periods, earn certification for, then complete its first deployment while earning Commander Submarine Squadron Four's Battle E, the Navigation N, and the Capt. Edward F. Ney Award for the best food service in the submarine force.

"Today is a special day for my family—my Minnesota family—and as I look back, 50 months was neither long nor short—it was a length that helped get us where we are today, and I am proud of how we handled and succeeded through the challenges and opportunities," said Tanaka.

As a leader, Tanaka saw the Minnesota crew as a family and recognized the importance of family to each crew member. The ship's battle cry of "Be a Viking" was a collaboration between he and his wife Jessica.

"Our command philosophy focuses on winning wars as our number one priority. But the term –Be a Viking—encompasses much more than warfighting—it refers to an idea that Vikings are resilient, family-oriented maritime warriors!" said Tanaka.

Tanaka took a nostalgic look back over his time as Minnesota's commanding officer, "As I leave command I can honestly say I have never held a more difficult position, served with better people, experienced the combination of adversity and success and been more proud of the team of people that have worked together with a positive attitude, respect for each other and a true passion for being the very best they could be day in and day out."

The new commanding officer praised the Tanaka family for their contribution to spirit of Minnesota and its crew. "It is clear that you have given a part of yourselves to this crew and instilled a tremendous pride in being a Viking," said Flaherty.

Flaherty was mindful of the past but, looked to the future when he promised, "The state of Minnesota carries with it a proud history that we will continue to embody. Like our motto reads—we will no doubt bring power from the North."

[Former Submariners View ROV Dive on WWII Navy Submarine](#)

[Staff, Currents Magazine, Winter 2018 Issue](#)

The U.S. Naval Undersea Museum in Keyport, Washington hosted former submariners and the public to watch a livestreaming of a remotely-operated vehicle (ROV) explore the wreckage of a World War II (WWII) diesel submarine USS Bugara (SS 331).

Nearly 100 people gathered in the museum's theater to watch the ROV exploration. The deep-sea exploration is a partnership of the National Oceanic and Atmospheric Administration (NOAA) and Dr. Robert Ballard's Ocean Exploration Trust.

Dr. Ballard is a deep-sea explorer best known for his historic discoveries of hydrothermal vents, the sunken R.M.S. Titanic, the German battleship Bismarck and other shipwrecks around the world.

"We are proud to host former Bugara submariners at the live viewing in our theater," said Mary Ryan, U.S. Naval Undersea Museum Curator, during the viewing party. "They told us what it was like to live and work aboard Bugara."

Former Bugara crewmembers attending the event included Hal Garland, Tomey Greer, Pete Smith and Dick Holcombe. It seemed like a high school class reunion as the former crewmembers, smiled, hugged and shook hands.

While the live viewing was shown on the theater's screen, the Bugara crewmembers gestured and took pictures of the video and of each other.

As live coverage of the dive began, the pilots of the ROV gave play-by-play commentary of what the people in the theater were seeing while the feed was livestreamed around the globe.

The ROV approached the ship through the deep green water and the bow came into sharp focus along with

the broken cable from the Bugara's tow vehicle.

The video from nearly 800 feet under water was incredibly clear and showed details of the boat like the forward and aft hatch, as well as its torpedo tubes.

The 16-foot-long propeller could also be seen—covered in marine growth.

During the 46 years since the Bugara plunged into the cold Pacific, just off the Washington state coastline, time, corrosion, sea water and marine organisms have eaten away her skin exposing electrical wiring and metal supports which look like the ribs of the boat.

The Bugara is now covered in sea life including many large fish and anemones.

The submarine sits upright and intact, with just a slight list to starboard.

"I'm glad the old girl sank, before she was blown up," said Garland, 83, who served on the Bugara from 1967 to 1970, and retired as a Master Chief Torpedoeman's Mate.

"It would break my heart to see her blown to pieces. She went down on her own terms. I like that."

Pete Smith of Bainbridge Island attended with his wife, Betsy.

Smith served on the Bugara from 1969 to 1970, when the boat was retired from active service. Life aboard the Bugara gave Smith his first Western Pacific tour.

Smith said perhaps the most memorable part of service on the Bugara was the friends he made and kept throughout his life—like his fellow crewmembers who attended the event.

Smith visited the museum with his granddaughters this summer.

He also enjoys attending submarine reunions.

Smith said the saddest day of his Navy life came when he and others were tasked with calling the next of kin of the USS Scorpion (SSN 589).

Scorpion was lost with all hands on May 22, 1968.

"I was given a script and a list of names and phone numbers and orders to call the next of kin," Smith remembers.

"We called moms, dads and wives. We tried to assuage people's fears, but it was impossible."

At first the calls were to say that the boat hadn't shown up as scheduled, but as the days went by the script was reworded to say the crew wasn't coming home.

"We each took a list and started dialing," Smith said. "I can remember it as if it were yesterday."

Tom Greer, 71, served on Bugara from 1966 to 1970.

"I was a torpedoeman," he said proudly. "My Navy days prepared me for my life outside the Navy."

Greer worked for Reynolds Aluminum in Rainer, Oregon for 30 years from 1970 to 2000 as a journeyman millwright.

"On the submarine, we had to qualify on all the other systems aboard," he explained. "It's quite demanding. You had to be signed off on two different systems every week. If not, it's adios to you."

"Being on a submarine is like being part of a tight-knit family," Greer stressed. "We had to rely on one another. There is no room for mistakes onboard a ship."

Greer was 19 years old when he went aboard "The Bug"—the nickname the submariners had for Bugara.

"My Division Chief Hal Garland was my guide from my first day onboard to my last," Greer explained. "Hal and I are still good friends."

In fact, Greer stopped by and picked up Garland in Olympia on the way to see the ROV livestream at the museum.

"We've been friends for 51 years now," Greer said. "We were in Vietnam together as part of the Tonkin Gulf Yacht Club."

Greer said his Navy days were the best days of his life.

"It's sad to see her on the bottom of the ocean," he said shaking his head. "In 1969, we fired on an old destroyer and saw her broken in half from our torpedoes. Now, I know how that feels. It's a little like going to an old friend's funeral."

Harvey Shaw, 75, served on Bugara from 1962 to 1964 and again from 1969 to 1971.

Shaw served on active duty from 1959 to 1987, retiring as a Chief Warrant Officer 4. His first ship was USS Coral Sea (CV 43).

He remembers getting Betsy and Pete Smith together.

"We were having a cookout on the beach in La Jolla, California," Shaw remembers. "I saw Betsy strolling down the beach and I called her over. She came over and I introduced them. Today, they have beautiful grandchildren."

"Harvey introduced me to my wife," Smith explained. "Betsy and I are still happily married all these many years later. I guess I owe him for that."

Shaw even played matchmaker with Betsy's roommate and Pete's roommate, who are also still together today.

"I was cupid for all of them," he said laughing. "Aboard the 'Bug' we all worked and played together."

Former Bugara Commanding Officer Eddie Ettner called in to the live viewing from Virginia. Ettner served as the boat's captain from 1957 to 1958.

"This isn't just some relic sitting at the bottom of the Pacific Ocean," Ettner explained. "It's part of our history. It symbolizes the people who love their country and are willing to make the ultimate sacrifice. We all have plenty of good memories on that beautiful boat."

The Basics About Bugara

According to the Naval History and Heritage Command, USS Bugara was a Balao-class submarine commissioned on November 15, 1944.

Measuring over 311 feet long and more than 27 feet across her beam, Bugara conducted three war patrols before the end of WWII, including an eventful final patrol where her crew sank 57 small ships in the Gulf of Siam.

This final patrol was highlighted by a series of gun attacks totaling 5,284 tons sunk.

Bugara earned three battle stars for her WWII service.

After WWII, Bugara conducted anti-submarine warfare exercises and supported operations during the Korean War.

Bugara then operated along the Pacific coast participating in training and fleet exercises until decommissioned and was struck from the Naval Register on October 1, 1970.

Bugara was authorized for disposal as a target for live-warhead evaluations of the Mark 48 torpedo in March 1971.

After removal of potentially hazardous materials, Bugara was being towed by the USS Cree (AT/ATF 84), a Cherokee-class fleet tug, to the disposal area roughly 100 miles off Cape Flattery, Washington, when she took on water and sank in the early morning hours of June 1, 1971.

Near the mouth of the Strait of Juan de Fuca, Bugara began to take on water in the stern and settle into the Pacific Ocean.

At the risk of being pulled under by the sheer weight of Bugara, the crew of the Cree was forced to release the steel hawser cable. Bugara then foundered.

Bugara's wreckage is located at a depth of nearly 800 feet in the Olympic Coast National Marine Sanctuary off the coast of Washington State.

USS Bugara Statistics

Nationality American

Class Balao diesel-electric submarine

Owner U.S. Navy

Hull Material Steel

Propulsion Four each General Motors Model 16-278A, V16 diesel engines driving electrical generators

Displacement Tons 1,526 surface

Displacement Tons 2,424 submerged

Length 311 feet, 9 inches

Beam 27 feet, 3 inches

Draft 16 feet, 10 inches

Speed Knots—20.25 surface, 8.75 submerged

Cruising Range. 11,000 miles

Armament Ten 21-inch torpedo tubes, six forward and four aft, One 5-inch 25 caliber gun, with a second gun installed on after deck in 1945 Bofors 40mm and Oerlikon 20mm cannons

Complement Approximately 10 officers and 71 enlisted personnel

[Undercover Underwater... The Deadly History Of Killer Submarines](#)

[Bill Gibb, Sunday Post, April 24](#)

They are the hidden killers in our seas.

Now, acclaimed naval historian Iain Ballantyne, author of a fascinating new book about submarine

warfare, tells Bill Gibb *The Honest Truth* about the underwater craft and reveals some of their murkiest secrets.

When were the first submarines?

Vessels that people have tried to make go underwater go back hundreds of years. Cornelius Drebbel put two rowing boats together in 1620 and had trips up and down the River Thames in this so-called diving boat.

We don't know how much it went under. But it's alleged she took James I/VI underwater from Westminster to Greenwich and many spectators supposedly showed up to see if he'd succeed or end up drowning the king.

When was the first sinking by a submarine?

It was in the American Civil War when a Confederate vessel called the Hunley sank a Union warship called the Housatonic in 1864.

But the first use of a self-propelled torpedo to sink a warship by a dived submarine was off the east coast of Scotland, not far from Rosyth. It was a warship called HMS Pathfinder, sunk by a U-boat in September 1914. It was a shock to the world that one of these puny little vessels could hide under the sea and do such damage.

So what part did they play in the First World War?

At the start, they were viewed as being next to useless, but by the end they were both feared and loathed. Both the Germans and the British had demonstrated that submarines could strike terror and inflict great damage to ships and people. But there was a heavy toll on submariners, with the Germans losing 178 submarines and nearly 5000 men.

What about during WW2?

It was Germany's second attempt at using submarines as an equaliser as the Royal Navy was seen throughout the world as the maritime force to knock off its perch. It was a bigger submarine war, a truly global one. The biggest clash, though, was definitely the Battle of the Atlantic.

Starving Britain into submission was more of a likelihood in the First World War. In the Second World War, it was more about denying materials like iron ore, steel and weapons. May 1943 – the 75th anniversary is next month – is seen as the peak of the Battle of the Atlantic, with a lot of big incidents.

Were there notable sinkings?

Yes. The first was notorious. It was the sinking of a liner called the Athenia at the start of the Second World War, with 117 casualties. There were civilians on board and U-boats were not supposed to attack liners. The U-boat skipper had supposedly thought she may have been an armed merchant cruiser and attacked.

What about British successes?

Well, there was the Tirpitz, of course. The British were handicapped by this sister vessel of the Bismark, lurking in a Norwegian fjord, so in September 1943, they struck.

They sent in midget submarines called X craft to attack. One of those who gained most renown was a Scot called Donald Cameron. He was on X6 and for his part in the raid he won the VC. They didn't sink it, but they did cripple it and it was finished off later by the RAF.

And post-Second World War incidents?

There are a few major ones, including the sinking of the Argentinian vessel the General Belgrano by HMS Conqueror during the Falklands War in 1982. The most recent was in 2010, with the suspected North Korean mini-submarine attack on a South Korean ship.

How significant is submarine warfare now?

Some nations aspire to nuclear-powered submarines and others want to join the exclusive club that has submarines with nuclear missiles.

But conventional submarines are proliferating massively.

Nearly every country in the world which wants to be a naval player is either buying in or building submarines.

They are not going away any time soon.

[Adm. Phil Davidson to hand over Navy's Fleet Forces Command Courtney Mabeus, The Virginian-Pilot, May 3](#)

Adm. Phil Davidson watched the emergence of new threats while he commanded the Navy's 6th Fleet from Naples, Italy, in the earlier part of this decade.

When those threats came full circle in more recent years, Davidson is proud that his sailors were ready to respond.

Davidson has led the Navy's Norfolk-based four-star US Fleet Forces Command since December 2014. The command is responsible for manning, training and equipping more than 125 ships, 1,000 aircraft and 103,000 active-duty service members and government personnel. Davidson, a surface warfare officer, will lead the Hawaii-based U.S. Pacific Command after being nominated by Defense Secretary Jim Mattis.

Adm. Chris Grady, a University of Notre Dame graduate, will relieve Davidson during a change of command ceremony today aboard the aircraft carrier USS George H. W. Bush. Grady most recently served as commander of the Navy's 6th Fleet.

Davidson spoke about his last 3½ years leading Fleet Forces during an interview earlier this week with *The Virginian-Pilot*. His large corner office at Fleet Forces' headquarters at the Naval Support Activity Hampton Roads was already packed, photos removed from its walls.

Davidson described a Fleet Forces that is more agile and better prepared to handle threats from Russia, Syria, Iran and China after spending the earlier part of this century training to support land wars in Afghanistan and Iraq.

"When I came here, you know, the first thing I knew was, we've got to ready all the forces for a different operating environment," Davidson said.

Davidson refocused training to prepare for battle at sea, an initiative that included a return to missile firing off the Virginia coast as well as the creation of a live simulation used at sea to practice against other threats. The Navy recently re-established a memorandum of understanding with NASA to recommence supersonic target firing off Wallops Island, Davidson said. Beyond testing new weapons systems, the Navy hadn't done any firing for training purposes off the Virginia coast since 2003.

Restoring missile training "went a long way" to making the Norfolk-based guided missile destroyer USS Mason successful when it came under attack in the Red Sea off the coast of Yemen in October 2016. Days later, the Norfolk-based destroyer USS Nitze destroyed three radar sites in Yemen in retaliation.

Davidson, who grew up in St. Louis, didn't see the ocean until a trip to Florida at age 18. He followed an older brother to the U.S. Naval Academy and graduated in 1982. Among his assignments is command of the Eisenhower Carrier Strike Group.

At Fleet Forces, Davidson also was responsible for rolling out a readiness plan that limits carriers to one seven-month deployment every three years, allowing more time for maintenance. The plan provides better predictability for ships, crew and shipyards, Navy leaders have said. The Eisenhower strike group was the first ship to deploy under the plan in 2016. Because of it, the guided missile cruiser USS Monterey, which deployed with Ike, was available in October to fill the gaps in coverage left by two separate collisions that killed 17 sailors in the 7th Fleet last summer.

The Monterey was one of three Norfolk-based ships that launched Tomahawk missiles last month as part of an airstrike aimed at taking out part of the Syrian regime's chemical weapons infrastructure. The ship is scheduled to return to Naval Station Norfolk on Sunday.

Davidson said the Monterey did "extraordinarily well."

Davidson was also tasked last summer with completing a comprehensive review of the Navy's surface fleet operations and accidents at sea during the past decade, with an emphasis on the western Pacific, in the aftermath of the collisions of the USS Fitzgerald and the USS John S. McCain.

Vice Adm. Joseph Aucoin, who was relieved of his command of the 7th Fleet after the collisions, criticized reviews in an April letter in *Proceedings*, published by the U.S. Naval Institute, writing that, among other things, Davidson didn't adequately look at manning and the fleet's "excessive tasking."

Davidson declined to address Aucoin's criticism.

"I think everybody out there in 7th Fleet was really busting their hump trying to meet the mission," Davidson said.

At Pacific Command, Davidson will be responsible for about 375,000 U.S. military and government personnel and an area that covers half the earth's surface and includes the high-stakes South China Sea and North Korea.

"It's no secret what's going on out there in Asia," Davidson said. "There is a historic opportunity potentially on the horizon with this potential meeting with North Korea. I think at this point we should all view it as an opportunity."

[CNO Outlines Guide Points for Building the Future Navy](#)

[Otto Kreisher, Sea Power Magazine, May 3](#)

WASHINGTON — The Navy's top officer said the sophisticated coalition strikes last month against chemical

weapons facilities in Syria were “a validation” of decades of investments in working with allies and partners and now are being examined for how that “success” could be applied to more sustained and contested engagements in the emerging great-power competition.

“I like leveraging off of success. But how do you take that success into a much more high-end, prolonged, sustained scenario,” Chief of Naval Operations (CNO) Adm. John Richardson said.

Addressing the U.S. Naval Institute’s annual meeting May 2, Richardson also described the drive to build “the Navy the nation needs,” which would be “bigger, better and ready.” But he worried about finding the Sailors that would be needed to crew the planned 355-ship fleet, given the current civil-military gap in the nation.

Richardson said the planning for the Syrian strikes, a large part of which were missiles launched from U.S., French and British vessels, “came together rather quickly” as a result of not only past coalition exercises but also going to each other’s schools and commanders and getting to know each other.

“The idea of trust and confidence ... are pillars we’ll lean on as we go forward,” he said.

But Richardson conceded that the Syria mission was deliberately planned as “a surgical strike,” which over time has proven to have been a success. Now officials are looking to “rewind the tape” to re-examine that operation “in the light of great-power, long-term competition. What would we do differently? What capability would we need to have in place to not only build up and conduct that fight, but to get back into the fight and conduct the next one, and the next one after that under much more contested conditions?”

In his address, the admiral cited three guide points for the plan to build the future Navy, which were the guidance service leaders have from the new national security and national defense strategies, the resources Congress has provided in the fiscal 2018 and proposed 2019 defense funding bills, and the “great leadership” they have in Defense Secretary James Mattis and Navy Secretary Richard Spencer.

“By virtue of those three things, we’re in a great place,” he said.

Going forward, it is up to the Navy Department leaders to ensure those resources are spent wisely to build the bigger Navy, to make it better, more capable, more lethal, and to ensure that it is ready. But he stressed the need for “balance” to ensure they could sustain readiness while building up the force.

That is when he cited his concern about attracting enough Sailors to crew all the new ships.

Influenced possibly by the Naval Institute’s long-standing practices of publishing articles on Navy and Marine Corps history, Richardson said the current leaders should “look to the past” for guidance as they plan for the future and a possible great-power conflict. He made several references to the late Adm. Arleigh Burke, a heroic World War II destroyer commander and later CNO.

[Commander, Submarine Squadron 12 Holds a Change of Command Ceremony](#)

[MCC Steve Owsley, Navy.mil, May 7](#)

GROTON - Commander, Submarine Squadron (COMSUBRON) 12 held a change of command ceremony on Thursday, May 3 aboard the Los Angeles Class, fast-attack submarine USS San Juan (SSN 751) at Naval Submarine Base New London, Conn.

Capt. David Youtt relieved Capt. Ollie Lewis as Commander, Submarine Squadron (COMSUBRON) 12.

Commander, Submarine Forces, Vice Adm. Joseph E. Tofalo, who served as the ceremony's guest speaker praised Lewis for his accomplishments by looking to the submarine force's past. "This week in 1944 U.S. submarines torpedoed or sank 12 enemy vessels, including five warships. Today, we rely on our squadron commodores to instill the same fighting spirit and readiness into our modern undersea warriors," said Tofalo. "Commodore Lewis, your performance as Commander, Submarine Squadron 12 shows that our heritage, our submarines and our people are in good hands."

When Lewis spoke, he credited his success to the submarines of CSS-12. "In my two years, 19 different commanding officers have served here. They truly are leaders of the highest caliber."

Lewis also praised the CSS-12 staff by saying, "Building readiness is really our only job. Getting boats ready for whatever the tasking may be. That's what this fantastic staff has always been about."

Lewis enjoyed his time as CSS-12's commodore and admitted he wasn't in a rush to read his orders but was confident about the squadron's future. "I am certain that I am passing the lead to an even more accomplished submariner. Dave you are getting the finest submarine squadron in the world, composed of a staff and commanders who are ready to serve, willing to follow and able to succeed."

CSS-12's new commodore started his speech by expressing his appreciation for the Groton area. "I'm excited to be back in Groton and to answer everyone's question, yes, Janet and I did ask to move here from

Pearly Harbor, Hawaii. This job and location was our number one choice."

Youtt said Groton was where he learned to be a submariner. He spoke of how the challenging conditions have built Sailor's seamanship. "It's a place with its' high current, fog, cold winds and countless lobster pots, that makes a true seaman of all that go to sea."

Youtt transitioned from the past to the future by pledging, "As squadron 12 commodore, I will support commanding officers and their crews in all facets of meeting our primary responsibility of ensuring submarines and crews are ready to conduct high-end missions on short notice. We will do this together through trust, integrity, training, respect, open communication and teamwork. The ultimate goal is independence of action at all levels of the chain of command, and we will become as efficient and professional of an organization as possible."

[Navy To Resurrect Fleet To Protect The East Coast And North Atlantic From Russia](#)

[Alex Horton, The Washington Post, May 6](#)

The U.S. Navy has reactivated a fleet responsible for overseeing the East Coast and North Atlantic - an escalation of the Pentagon's focus on a resurgent Russia and its expanding military presence.

2nd Fleet, deactivated in 2011 to preserve funds for new ships, will resume operations in Norfolk, Virginia, on July 1, Chief of Naval Operations Adm. John Richardson told reporters Friday.

"This is a dynamic response to the dynamic security environment," Richardson said onboard the carrier George H.W. Bush. "So as we've seen this great power competition emerge, the Atlantic Ocean is as dynamic a theater as any and particular the North Atlantic, so as we consider high-end naval warfare, fighting in the Atlantic, that will be the 2nd Fleet's responsibility."

Navy officials had previously recommended reactivating the fleet as part of broader force structure reviews following last year's deadly row of collisions among ships at the Japan-based 7th Fleet.

In a separate statement, Richardson invoked Defense Secretary Jim Mattis' national defense strategy as key guidance to reestablish the fleet, which will extend halfway across the Atlantic until it meets the area of responsibility for Italy-based 7th Fleet.

Mattis' framework, released in January, said "long-term strategic competitions" with Russia and China are the top Defense Department priorities as the Pentagon seeks to pivot away from brushfire counterinsurgencies that have consumed funding and exhausted resources since Sept. 11, 2001.

Defense officials and analysts have said those operations took attention away from modernizing the military, allowing Russia and China to close the technological gap with newer and deadlier weaponry.

In that time, Russia has occupied Crimea and Ukraine and provoked a host of hostilities against the West, including cyber attacks and interference in elections in Europe and the United States. That also includes an uptick of Russian submarines prowling for undersea telecommunications cables used by NATO.

The reactivation of 2nd Fleet signals the Navy's desire to "operate more powerfully and credibly in the North Atlantic," Bryan McGrath, a former destroyer commander and deputy director of the Center of American Seapower at the Hudson Institute, said Saturday.

One concern 2nd Fleet will immediately address: the threat from a now-modest number of Russian nuclear attack submarines capable of cruising in the depths off the East Coast, McGrath told The Washington Post.

Submarines like the nuclear-powered K-329 Severodvinsk are equipped with hypersonic anti-ship missiles and nuclear-capable missiles that can reach any city on the Eastern Seaboard within range, he said.

Russian submarines can also create a hazard of mines and anti-submarine missiles that would complicate a deployment in support of NATO allies, risking an escalation of tension with U.S. cities in range, he said.

Patrols will likely start soon after and involve manned and unmanned surface ships, attack submarines and air surveillance by P-8 Poseidon aircraft, a sub-hunting warplane.

McGrath also said having a likely three-star vice admiral at the fleet will improve coordination with NATO allies, particularly with Northern Europe and the United Kingdom.

2nd Fleet's reactivation will free up the Navy's Fleet Forces for its original mission to train and provide forces to commanders worldwide. It had previously assumed responsibility for the North Atlantic after the 2011 disestablishment.

The move also arrives alongside broader NATO strategies to counter Russia. In a separate announcement Friday, the Pentagon said it proposed a NATO Joint Force Command for the Atlantic in Norfolk.

"To quote Ned Stark: 'Winter is coming,' " McGrath said, referring to a "Game of Thrones" character who warns of approaching conflict. "There is a general sense a revisionist power in Russia is dedicated to opposing

the U.S. in many arenas, and military opposition is increasingly one of them."

USS Mississippi Holds Change of Command

MC2 Shaun Griffin, Submarine Force Pacific Public Affairs, May 8

PEARL HARBOR—The Virginia-class fast attack submarine USS Mississippi (SSN 782) held a change of command ceremony at the historic submarine piers of Joint Base Pearl Harbor-Hickam, May 8.

Cmdr. Heath Johnmeyer relieved Cmdr. Eric Rozek, as commanding officer of Mississippi.

The ceremony's guest speaker, Rear Adm. (Ret.) Barry Bruner praised Rozek for his successful performance while in command of Mississippi.

"Within a year of Eric taking command, Mississippi became one of the top boats on the waterfront," said Bruner. "That was a direct reflection of Eric's leadership."

Rozek said he is proud of having had the opportunity to be in command of Mississippi and her skilled crew.

"We have accomplished some great wonders," said Rozek. "Thank you for listening and executing my vision. I will never forget you and I am proud of our accomplishments."

During the ceremony, Capt. Richard Seif, commander of Submarine Squadron One, presented Cmdr. Rozek with a Legion of Merit for exceptionally meritorious conduct in the performance of outstanding service as commanding officer from June 5, 2015 until May 8, 2018.

Following his tour aboard Mississippi, Rozek will report to Commander Submarine Group Seven in Yokosuka, Japan.

As Johnmeyer assumed command of Mississippi, he expressed his pride in becoming Mississippi's new commanding officer and commended Rozek for his successful tour.

"It is going to be a challenge to improve upon what you have built here on Mississippi," said Johnmeyer. "To the crew, I am extremely privileged to be given the opportunity to serve with such a great group of people, and I am very excited to serve in this great submarine force with you."

USS Mississippi is the fourth Virginia-class fast attack submarine to be homeported in Pearl Harbor. The submarine is 377-feet long, displaces 7,800 tons, and is equipped to carry torpedoes and Tomahawk missiles, and possesses the capacity to insert special operations forces into a multitude of environments and battlefield scenarios.

US Sailor loses hand in submarine accident, has it reattached by Spanish surgeon

Geoff Ziezulewicz, Navy Times, May 8

A U.S. submarine sailor lost his right hand in an at-sea industrial accident in March, but the appendage was saved after the sailor was rushed to a surgical team in Spain that was able to reattach the hand, the Navy's 6th Fleet confirmed Tuesday.

Command officials declined to identify the submarine involved or offer further details regarding the harrowing accident, but Spain's Maritime Rescue agency posted a video of the sailor's evacuation on YouTube and stated that the sailor was evacuated from the guided-missile submarine Georgia.

The accident occurred March 27 as the submarine steamed in 6th Fleet's waters.

The unidentified 21-year-old lost the hand while the boat was about 70 miles off Cartagena, Spain, in the Mediterranean Sea, according to a report by the Spanish newspaper ABC.

He was treated by medical personnel onboard the boat, airlifted to a Spanish coast guard vessel and on to Hospital de Manises in Valencia, Spain, according to 6th Fleet.

It took 10 hours to get the sailor to the hospital, making the operation more complex because of blood flow issues, according to a report on ThinkSpain.com, a news and real estate site for expatriates in Spain.

During the five-hour operation, Dr. Pedro Cavadas, a renowned Spanish surgeon, first had to place a catheter between the wrist and hand to get blood flowing, ABC reported.

A skin graft from the sailor's leg was then used to help reattach the hand, according to ABC, which reported that Cavadas expects the sailor to make a full recovery.

The sailor was transferred to a military hospital in the states on April 10, according to ABC.

Adm. James G. Foggo, the head of U.S. Naval Forces Europe-Africa, presented Cavadas and his surgical team with awards on May 4.

Foggo said in a Navy release that the surgical team's efforts were a "testament to enduring partnership

between the U.S. and Spain.”

Cavadas praised his team in the Navy release.

“It seems that normal, well-trained and motivated people doing routine things, when they come together, can do remarkable things,” he said.

France's Fifth Future Submarine

Staff, Monch.com, May 8

On 27 February, MONCh published an update of Naval Group's ongoing programmes (here) and mentioned that the fifth 'Barracuda' class submarine for the French Marine Nationale had been ordered. This was confirmed by the French Armed Forces Minister on 7 May.

The fifth 'Barracuda' class submarine, to be named Rubis, will be 99.5m long and have a submerged displacement of 5,300 tonnes. The class' nuclear propulsion system, an elaborated version of the type K15 (50megawatt) reactor developed for the four 'Triumphant' class ballistic missile submarines and the Charles de Gaulle aircraft carrier, contributes to making the submarines stealthier, faster (25kts submerged) and capable of more endurance compared to the 'Rubis' class submarines they will replace.

The 'Barracuda' class submarines will be fitted with a new combat management system and last generation sonars. They will also be equipped with the new F21 heavyweight torpedo, the anti-ship missile Exocet SM39 Block2 Mod2 and the Naval Cruise Missile, which will give them the ability to hit ground targets from thousands of kilometres away. A total of 20 weapons can be fitted onboard, including FG29 mines.

Finally, the new submarine class will be able to carry a Dry Deck Shelter to accommodate a variety of materiel, including the third generation underwater propeller for French special forces (Commandos Marine) - as much as ten special forces crew will be able to come onboard the Marine Nationale's future submarines.

The Hyman G. Rickover will be the second submarine to be named for the "father of the nuclear Navy"

Julia Bergman, New London Day, May 9

North Kingstown, R.I. — Navy brass, political figures and the widow of the late Adm. Hyman G. Rickover will gather here Friday to mark the ceremonial start of construction on the second submarine to be named for the "Father of the Nuclear Navy."

Electric Boat's manufacturing plant in North Kingstown, R.I., will be the site of the keel laying ceremony for the submarine Hyman G. Rickover (SSN 795). The event marks the ceremonial start of construction on a submarine, when the ship's sponsor, in this case Darleen Greenert, wife of retired Navy admiral Jonathan Greenert, who led the service from Sept. 23, 2011 to Sept. 18 2015, will have her initials welded onto a metal plate that will be permanently affixed to the submarine. Actual construction on the Rickover began in September 2015.

It will be the second submarine to be named after Rickover, the outspoken Navy admiral who championed the design and production of the first nuclear-powered engines, and the development of the Nautilus, the first nuclear-powered submarine.

The first submarine named after Rickover was a Los Angeles-class attack submarine commissioned in July 1984, and sponsored by his second wife Eleonore, who plans to attend Friday's ceremony and give brief remarks.

Reached by phone at her Arlington, Va., home Wednesday afternoon, Rickover, who turns 88 next month, said her late husband "was always interested in the safety of the sailors that were on the submarine."

Rickover served for 20 years in the Navy Nurse Corps, which is how she met her future husband. In the 1960s, she was working at Bethesda Naval Hospital where he was recovering from a heart attack. She said she planned to share the story of how they met on Friday.

Her husband would not have been surprised by the advancements made to the second Rickover submarine, which will cost an estimated \$2.7 billion and be the Navy's most advanced attack submarine when it's commissioned in a few years. "He would expect that to happen," she said. The first Rickover submarine was inactivated in December 2006.

Admiral Rickover died in July 1986 at the age of 86 at home in Arlington. Nearly two years earlier, he attended the commissioning ceremony for the first Rickover submarine, making it one of the few Navy ships to

be named for a living person. He did not speak publicly at the commissioning, which took place in the heavy rain. A photo from The Day's archive shows the Rickovers huddled under an umbrella.

"It's tremendous to be here on my day in the sun, even though it's raining," Eleonore Rickover quipped at the time. She gave brief remarks, saying the ship "came alive" in her mind after meeting the captain, crew and their families.

After hearing a recount on Wednesday of how her husband, at the commissioning, held her purse in one hand as he climbed down the hatchway of the new submarine, she replied, "That makes sense. He was a terrific husband."

[Pantling Assumes Command of Submarine Maintenance Engineering Planning and Procurement Activity](#)

[Staff, SUBMEPP, May 9](#)

PORTSMOUTH — On Wednesday, 09 May, 2018, Captain Carey Pantling, USN, assumed command of the Submarine Maintenance Engineering Planning and Procurement (SUBMEPP) Activity. SUBMEPP, which is located on the Portsmouth Naval Shipyard in Portsmouth, NH, manages engineering programs to support maintenance and modernization of U.S. Navy submarines. It is a Department of the Navy field activity under the Naval Sea Systems Command Undersea Warfare Directorate in Washington D.C.

Captain Carey Pantling graduated from the University of Florida in 1993, receiving a Bachelor's Degree in Aerospace Engineering and his Naval Commission. He later went on to the Naval Postgraduate School in Monterey, where he earned Master's Degrees in Astronautical and Mechanical Engineering. Captain Pantling was on the commissioning crew of the USS Maine and was the Engineering Officer on the USS West Virginia. He also completed shore duties at Portsmouth Naval Shipyard, Pearl Harbor Naval Shipyard and at the U.S. Pacific Fleet Headquarters in Pearl Harbor, Hawaii.

Regarding submarine maintenance, Captain Pantling stated: "Our challenge is to maximize submarine operating life through technical evaluation and understanding. We will have to explore every alternative to enable the fleet to get the most they can out of these critical resources to provide excellence to the fleet. That, in a nutshell, is what we do!"

The Assumption of Command Ceremony was held at the Squalus Memorial, Portsmouth Naval Shipyard, Portsmouth, N.H. at 10:00 a.m. on May 9, 2018.

[Shipyard, Naval Undersea Museum partner to preserve piece of historic submarine](#)

[Max Maxfield, NAVSEA, May 9](#)

KEYPORT, Washington — While every ship and submarine is special to the Sailors who served aboard, some vessels are truly one of a kind. Puget Sound Naval Shipyard & Intermediate Maintenance Facility partnered with the U.S. Naval Undersea Museum to preserve part of one such historic vessel.

Capt. Howard Markle, commander of PSNS & IMF, and Museum Director Lindy Doshier officially transferred ownership of the control room from the experimental nuclear research submarine NR-1 from the shipyard to the museum during a ceremony in the museum's private storage area May 8.

Conceived by nuclear Navy pioneer Adm. Hyman Rickover, NR-1 was built after the loss of USS Thresher (SSN 593) to expand the Navy's ocean investigation capabilities. Launched on Jan. 25, 1969, it was the only nuclear-powered research submarine ever built and was the only U.S. Navy submarine known to have retractable wheels. NR-1 carried out classified and unclassified operations for almost 40 years. It was inactivated on Nov. 21, 2008.

Employees from the Shipyard who worked with museum staff for more than two years to coordinate the transfer of the control room, as well as employees who disassembled the control room and reassembled it during the recycling process, were invited to the ceremony.

The ceremony was bittersweet for attendee Rich Emerson, information security officer for PSNS & IMF. Emerson served aboard NR-1 from 2000 to 2003, when he was a nuclear electrician's mate chief.

"It was one of those jobs where I'm glad I did it, but I wouldn't do it again," Emerson said. He said the cramped working conditions, lack of amenities and the long hours spent searching the bottom of the sea during missions made the assignment both challenging and rewarding.

"It was a small crew, and it was a very small space," Emerson explained. "The submarine was only 13 feet in diameter. If you couldn't heat food up to 350 degrees within 15 minutes in the Orion convention oven, or if

it wasn't microwavable, it wasn't onboard."

Charles Dastrup, a PSNS & IMF Shop 38 helper currently doing inactive vessel recycling work, did most of the hands-on disassembly of the control panels, preservation of the parts and instruments, and reassembling the entire control room once it was fully removed from the boat. He said it took a lot of work to preserve the final product, but he felt the effort was justified to preserve a piece of Navy history.

"The toughest part was actually the center console," Dastrup said. "It was damaged when it came to me, and I had to bend and reform everything back to where it was. It was important to preserve the history behind it. This is one of those we just had to preserve. It's a one of a kind."

Markle said the partnership between PSNS & IMF and the museum is a win-win for both organizations.

"Thanks to Lindy Doshier and the entire museum team for setting this up," Markle said in his remarks during the ceremony. "One of the things this does is not only help us remember what the crews did to keep NR-1 alive, it also helps us recognize the great stuff we do inside the shipyard, from the cradle-to-grave responsibility we take for the warships.

"I am honored to be part of the effort to make sure we got it over here to you," Markle continued. "Talk about a true partnership."

Doshier said this donation rates near to top of the list of additions to the museum's collection in the 12 years she's been the director.

"This is totally complete," she explained. "I think this also means more to us because we worked with all the PSNS staff for years on this. They really put their hearts into making this a museum quality piece for us."

The NR-1 arrived at PSNS & IMF on Nov. 25, 2009. The recycling effort on NR-1 began in January 2017, but discussions between the museum and the shipyard had already begun on preserving part of the sub.

U.S. Naval Undersea Museum Curator Mary Ryan visited PSNS & IMF twice to view the control room before it was delivered. After her second visit, when the reassembly was mostly complete, she knew this would be a special exhibit someday.

"We just couldn't believe we were going to get this," Ryan said. "It's in almost original condition, with almost everything."

There are some parts of the control room that were not reassembled for security reasons.

Ryan said she expects the partnership between PSNS & IMF and local Navy museums to continue to pay dividends.

"We are extremely lucky as the Naval Undersea Museum to have the only place in the country that recycles nuclear ships be 20 minutes away from us," Ryan said. "The shipyard is so gracious in working with us."

Both Doshier and Ryan look forward to the day when they can put the control panel on display in the actual museum. It may be several years before that happens.

Among NR-1's most noteworthy unclassified missions, it:

- Searched for and recovered components of the Space Shuttle Challenger in 1986.
- Surveyed HMHS Britannic, sister ship to the RMS Titanic, in 1995.

- Discovered three ancient Roman shipwrecks along the Skerki Bank between Sicily and Tunisia during expeditions in 1995 and 1997.

- Investigated the remains of the Civil War ironclad USS Monitor in 2002.

- Searched for the wreck of the USS Bonhomme Richard, John Paul Jones' flagship, in 2008.

The equipment will be a highly significant addition to the museum's artifact collection, which comprises more than 50,000 items related to naval undersea history, technology, and operations.

[Russia's Navy to Receive Upgraded Variant of New Ballistic Missile Sub in 2019](#)

[Franz-Stefan Gady, The Diplomat.net, May 9](#)

An improved variant of the Navy's newest class of ballistic missile subs will be delivered to the service in 2019.

The Russian Navy is slated to receive the first advanced variant of the nuclear-powered ballistic missile submarine (SSBN) Project 955A Borei II-class ("North Wind") or Dolgorukiy-class in 2019, a senior Russian naval official said on May 9.

The Borei II-class (also designated Borei-A) SSBN Knyaz Vladimir (Prince Vladimir) was originally expected to be delivered to the Russian Navy in 2017, a date that was later pushed to 2018 and eventually 2019

due to a two-year contract dispute between the Russian Ministry of Defense and the Severodvinsk-based Sevmash Shipyards.

“Yes [in 2019],” the Navy Deputy Commander-in-Chief for Armament, Vice-Admiral Viktor Bursuk, told TASS news agency this Wednesday. “The sub will have to undergo a wide range of trials, including those that were not held before.” Additionally, Bursuk noted that the new boomer will purportedly be delivered to the Navy “fully ready to accomplish assigned missions.”

The Knyaz Vladimir was laid down in July 2012. It is the first of a planned fleet of five Borei II-class SSBNs destined for the Russian Navy. Borei II-class boats boast improved maneuverability and upgraded stealth capabilities, next to carrying extra missiles in comparison to the older variant of the class

In comparison to the Borei-class, Borei II[A]-class submarines are fitted with four additional missile tubes, boast smaller hulls and cons, and feature improved acoustics and lower sound levels, next to a number of other technical improvements.

Both variants of Borei-class subs will be armed with Bulava (RSM-56) intercontinental ballistic missiles (ICBMs). The Borei-class will be capable of carrying up to 16 Bulava ICBMs, whereas the improved Borei II-class can carry up to 20 ballistic missiles.

The improved variant of the Borei-class will be capable of launching 96-200 hypersonic, independently maneuverable warheads, yielding 100-150 kilotons apiece.

The Russian Navy currently operates three Borei-class SSBNs. The Borei-class boomer Yuri Dolgoruky is in service with the Navy’s Northern Fleet, while the remaining two – Alexander Nevsky and Vladimir Monomakh — are deployed with Russia’s Pacific Fleet.

Russia has also begun working on a follow-up to the Borei II-class, designated Borei-B (Borei III). However, the Russian shipbuilding industry has struggled with the Borei B-class boat design, according to the head of Russia’s United Shipbuilding Corporation Alexey Rakhmanov. “I believe we can talk about it in late 2018,” he said in an interview in March. “Borey B concept R&D [research and development] was fulfilled last year. The conceptual design was unsatisfactory in economic feasibility. We shall return to the issue.” Work on the Borei B-class’ redesign is currently underway at the the Rubin Central Design Bureau for Marine Engineering in St. Petersburg.