Retired Adm. James ‘Jamie’ Foggo Hired as Dean of Think Tank Focused on Maritime Thought Leadership

Adm. Mike Gilday, U.S. Navy chief of naval operations, speaks with retired Adm. James G. Foggo during the Combined Joint Operations from the Sea Center of Excellence (COE) Future Maritime Warfare Symposium 2021 in April. *U.S. NAVY / Mass Communication Specialist 2nd Class Joshua M. Tolbert*

ARLINGTON, Va. – The Navy League of the United States – a nonprofit civilian, educational and advocacy organization that supports America’s sea services: the Navy, Marine Corps, Coast Guard and U.S.-flag Merchant Marine – announced today it has launched a new think tank, the Center for Maritime Strategy, with retired Adm. James “Jamie” Foggo as its dean. This organization will conduct and support policy research and advocacy efforts across a broad spectrum of issues that impact the United States’ position as a maritime nation.

“Policy development and advocacy are the main reasons for the

Navy League's existence, and we are stepping up our activity in these areas to meet the requirements of 21st century maritime power," said Navy League National President David Reilly.

The development of the Center for Maritime Strategy was led by a steering committee drawn from Navy League leadership. The committee was chaired by former Chief of Naval Operations and current Navy League National Vice President Adm. John Richardson. Other members of the committee included retired U.S. Fleet Forces commander Adm. John Harvey, former Master Chief Petty Officer of the Navy and current Navy League CEO Mike Stevens, Frank Russo of Forctis Advisory, and Fulton Homes CEO Doug Fulton. This committee will remain in place to provide general oversight and advice to the center's dean.

"The Navy League's Center for Maritime Strategy will be the go-to place for maritime strategic thought, policy recommendations and informed advocacy." Richardson said. "The new organization will include a vibrant media operation to amplify it's work. I'm excited about this initiative to boost the Navy League's citizen voice and help strengthen the United States as a maritime nation."

Hypersonics Pose 'Huge Physics Challenge' for Weapon Design

The U.S. Navy, in collaboration with the U.S. Army, conducts a static fire test of the first stage of the newly developed 34.5” common hypersonic missile that will be fielded by both services. *U.S. NAVY / NORTHROP GRUMMAN*

ARLINGTON, Va. — Arming hypersonic weapons with the advanced fuzing needed to give the weapon the desired effects is one of the more significant challenges facing the armaments industry, an industry official said.

Hypersonic fuzing “is a huge physics challenge,” said Charlie Zisette, executive director of the National Armaments Consortium, a trade association of manufacturers of explosives, propellants, materials, fuzing, and other technologies related to armaments.

“Here we’re trying to push the state of the art with fuzing now having to go on the front end of hypersonic weapons, which is a new problem statement for us in terms of the environment that the fuze has to function in … including hard-target penetration,” Zisette told *Seapower*. “We now can miniaturize things that we weren’t able to do before. Size and

volume are critically important because we've got to be able to miniaturize and yet still take very significant accelerations that are as high as 10,000 Gs.

"The ability to both miniaturize and harden our electronics will open up an opportunity to do some things that will help the hypersonics, that will help some of these long-range weapon systems that we're trying to develop to support the warfighter," he said.

Zisette said "one of the advantages we have today in trying to solve that is we've really improved our modeling and simulation capabilities. That's an important aspect in solving some of these very difficult fuzing problems at high rates of speed and rates of closure, in particular for things like hypersonic fuzing for ground-launched missiles.

"An advantage we have today is people who have entered into our armaments ecosystem that are coming from what I would call a nontraditional defense contractor world who are very capable in computational analysis and modeling and simulation and bringing that to our arena within the armaments sector," he said. "That has been very beneficial. So, we can do a lot of work before we actually have to get to the bench and start prototyping hardware where we can do a fair amount of advanced design through modelling and simulation."

The National Armaments Consortium membership includes 950 companies and universities.

Coast Guard, Partners

Complete Cooperative Pacific Surveillance Operation

The Coast Guard Cutter William Hart participates in the Pacific Islands Forum Fisheries Agency's Operation Kurukuru off American Samoa, Oct. 29, 2021. *U.S. COAST GUARD*

HONOLULU — The Coast Guard and its partners successfully completed the Pacific Islands Forum Fisheries Agency's (FFA) Operation Kurukuru in the Pacific, Nov. 5, the Coast Guard 14th District said Nov. 9.

Operation Kurukuru is an annual coordinated maritime surveillance operation with the goal of combating illegal, unreported, and unregulated (IUU) fishing. This year the crews of the Coast Guard Cutter William Hart, Coast Guard Cutter Myrtle Hazard and an Air Station Barbers Point HC-130 Hercules participated in the joint endeavor.

“The operation included 15 Guardian Class and Pacific Patrol Boats from Pacific nations operating alongside five Australian Navy, French Navy and United States Coast Guard vessels,” said Allan Rahari, the FFA Director Fisheries Operations. “Seven aircraft from the FFA, quadrilateral and regional partners provided air surveillance, as well as satellite surveillance and use of other emerging technologies.”

This year’s Operation Kurukuru was conducted over the course of 12 days, involving 15 Pacific FFA member nations and Pacific Quadrilateral Defense Coordinating Group (Australia, France, New Zealand, and U.S.) partners while covering over 8,9 million square miles.

During the operation, 300 vessels were remotely sensed by satellites or sighted by ships and aircraft while 78 vessels were boarded either at sea or in port. Of those 300 sightings, the Coast Guard contributed 63.

While the operation was ongoing, the Air Station Barbers Point Hercules aircrew also diverted to Starbuck Island in Kiribati to assist with an ongoing missing persons case.

Kurukuru is a Japanese term meaning round and round relating to the highly migratory nature of targeted species such as tuna which annually travel throughout the Pacific providing an important renewable resource for Pacific Island Countries and Territories (PICT).

IUU undermines PICT efforts to conserve and manage fish stocks, presenting a dire threat to protecting these vital resources for generations to come.

“Combating illegal, unreported, and unregulated fishing really is a team effort out here in the Pacific,” said Lt. j.g. Tyler Peterson, an operations planner at the Coast Guard 14th

District. “Because of fish migratory habits, they frequently travel between different countries’ exclusive economic zones, so no one country can protect the fish stocks on their own. This is why joint efforts like Operation Kurukuru are so important. We are able to work with our partners towards our mutual goal of preserving this vital resource.”

Along with participating in large scale operations like Operation Kurukuru, the Coast Guard also works individually with nations to counter IUU through the use of bilateral law enforcement agreements.

Bilateral law enforcement agreements allow partner PICTs to embark their law enforcement officers aboard Coast Guard vessels to enforce laws within their exclusive economic zone. The Coast Guard maintains 11 bilateral ship rider agreements throughout the Pacific, combating not only IUU but also promoting a free and open Indo-Pacific.

Roundtable Sees NATO Taking a Global Approach to Maritime Security

NORFOLK, Va. – The Combined Operations From the Sea Centre of Excellence (CJOS COE), based in Norfolk, conducted its annual maritime security regimes roundtable as a virtual event last week. CJOS is one of the 27 NATO accredited cenersof excellence.

About 250 people representing 30 countries from around the world took part in the conference.

“It’s not about having the numbers we have online, but about having the right people. We strive for tangible outputs and actions,” said Commodore Guy Thomas, the CJOS COE deputy director. “Talking and awareness is good, but action is better – a lot better.”

Welcoming remarks were delivered by Vice Adm. Daniel Dwyer, director of the CJOS COE, and U.K. Royal Navy Vice Adm. Keith Blount, who commands NATO’s Allied Maritime Command, delivered the keynote address.

Blount talked about the importance of the physical presence of NATO navies at sea, and the strategic affect that creates. He said that demonstrable credibility is a fundamental part of deterrence.

Blount said NATO has had to address a recent resurgence by Russia. Russia constitutes a spectrum of threats, from nuclear

submarines and highly capable high-speed missiles to hybrid warfare forces occupying territory, he said. “After having been in the doldrums for many years following the Cold War, we see a different Russia emerging.”

He also called attention to the importance of protecting a increasingly vulnerable network of undersea infrastructure, including communication cables and energy pipelines.

Speakers during the roundtable discussed asymmetric threats such as terrorism, piracy, climate change and transnational crime, but there was also a lively conversation about China. Although not part of NATO’s traditional area of responsibility, the rise of China will be an important part of NATOs future.

The forum underscored the importance of embracing multi-domain warfighting and capabilities. However, Blount said, “It’s not so much about the individual capabilities but about integration.”

In the view of some of the speakers, while Russia must still be reckoned with, there are only two superpowers – the United States and China. While China does not border any NATO nation, what happens with China in the South China Sea does affect the western world and NATO.

The discussions alluded to NATO’s new focus of blue-ocean warfare in the North Atlantic, to include the standing up of Joint Forces Command Norfolk and the reestablishment of the U.S. 2nd Fleet (whose commander, Dwyer, is also the director of CJOS COE).

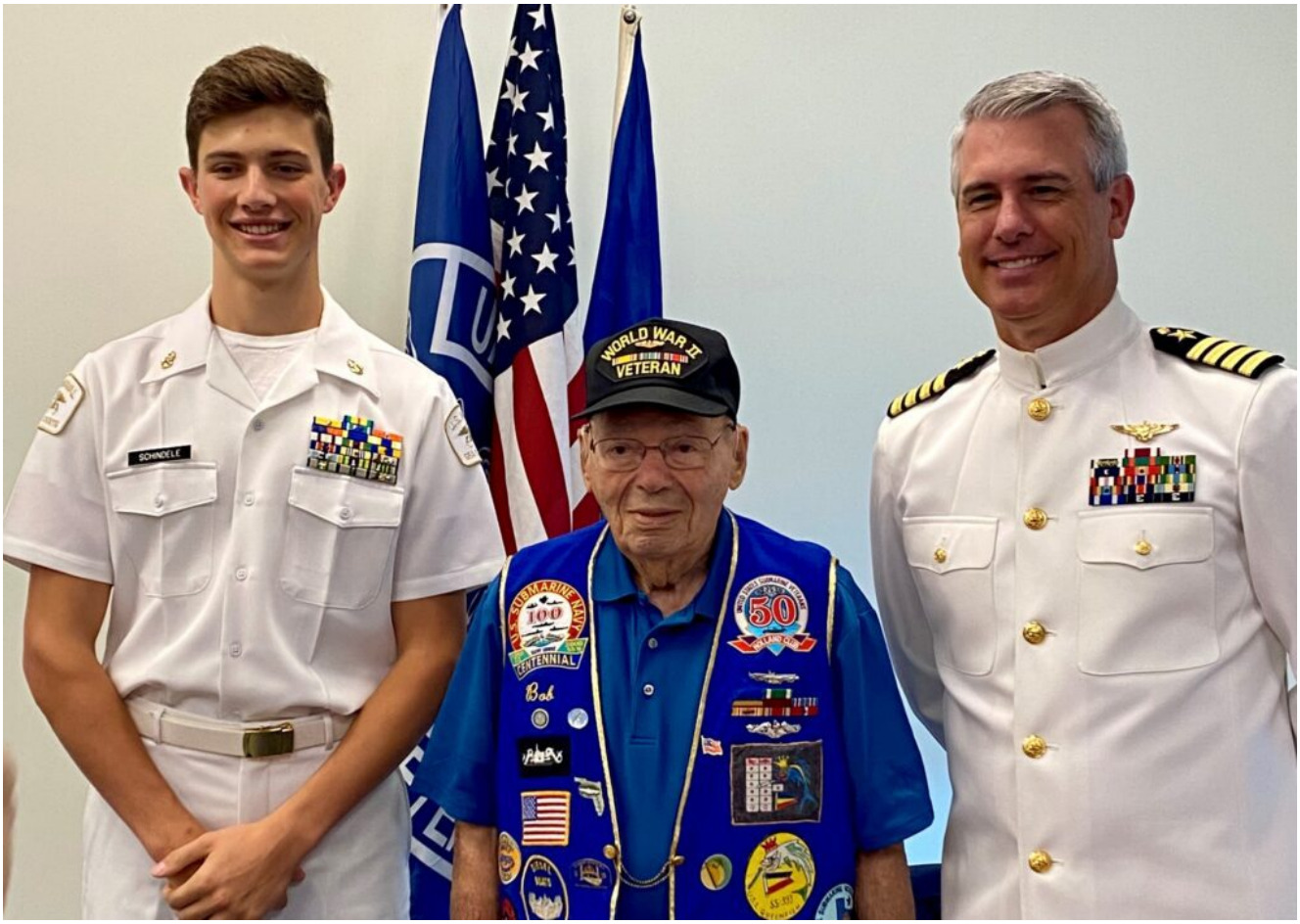
Speakers brought the participants up to date with maritime security operations around the globe, including Operation Orion in Colombia, NATO Operation Sea guardian in the Mediterranean, EU NAVFOR Mediterranean IRINI and the arms embargo off Libya and EU NAVFOR Atalanta in the Indian Ocean.

Presenters also addressed the growing use of new technologies, especially unmanned and autonomous systems, to help create larger and more effective sensor networks.

Matthew Searle, chief technology officer with Maritime Arresting Technologies, was one of the technology speakers. “I was impressed by the diversity of the presenters, who covered all aspects or maritime security from high level strategy and global issues down to specific threats,” he said.

Searle’s company makes maritime security barriers both above and below the water, specializing in rapidly deployable port security booms. “The event was a great opportunity to discuss the use of non-kinetic effectors in grey zone encounters with many stakeholders,” he said.

U.S. Naval Sea Cadet Corps Florida-Based Battalion Dedicated to Preserving World War II History Through Personal Stories



Sea Cadet Chief Kurt Schindele, retired Gunners Mate Chief Bob Dickenson and retired Navy Capt. Matthew Robinson, representing the Navy League, at Schindele's interview with Dickenson about his World War II experiences. *GARY SCHINDELE*

CLERMONT, Fla. – U.S. Naval Sea Cadet Chiefs representing the Clermont Battalion have picked up the mantle of responsibility to document personal stories of World War II veterans residing in central Florida, with their first interview taking place Nov. 6.

Sea Cadet Chief Kurt Schindele, who just turned 18, interviewed Gunners Mate Chief Bob Dickenson, a 96-year-old submarine veteran who served multiple tours in the Pacific theater.

The Clermont Battalion, one of 400 units nationwide, has more than 40 Sea Cadets in the unit dedicated to preserving the history of service and tradition of the U.S. Navy, one story at a time.

Clermont Battalion Commanding Officer Lt. Gary Schindele, USNSCC, Kurt's father, said he is proud of his son and his unit for taking on this responsibility.

"We can only learn from history if we know about that history. With the ever-decreasing number of World War II veterans alive, I feel that it is more important than ever to capture as much information about that era as possible when it is still available to receive a first-hand account," Schindele said. "It is also the chief's responsibility to preserve and pass on the history of the Navy, and these interviews serve as an excellent history and heritage teaching moment for our Sea Cadets."

Dickenson discussed and shared the mementos he has saved from his service, which include commendation letters from Adm. Chester Nimitz and Adm. James Forrestal. During his service, Dickenson survived four successful war patrols onboard the USS Queenfish (SS-393) and contributed to destroying 45,000 tons of enemy shipping, personally sinking two enemy ships using the USS Queenfish's 3-inch deck gun.

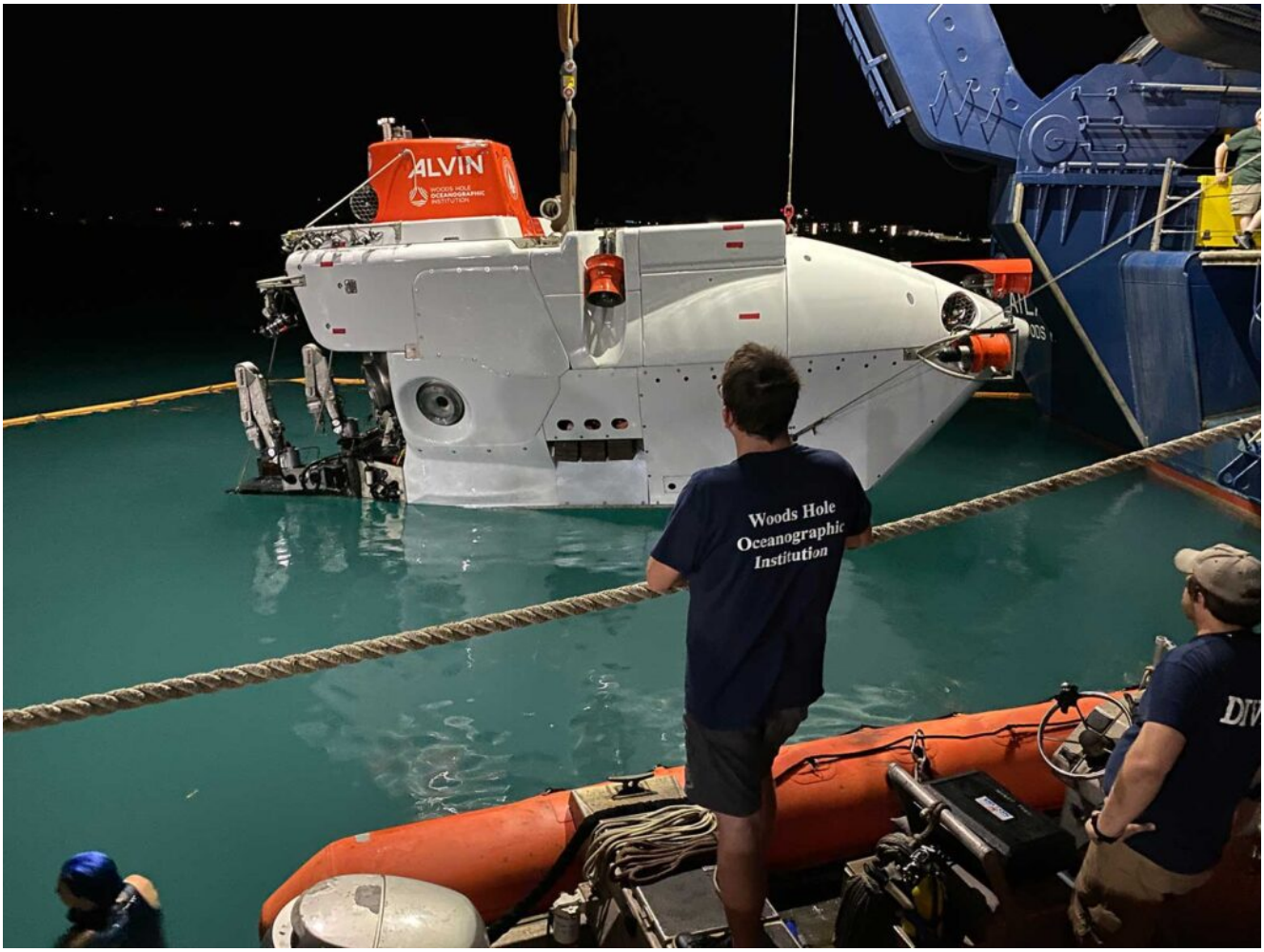
Dickenson served at Recruit Training Center, Newport, Rhode Island; Naval Base, Newport News, Virginia; Naval Submarine Base New London, Groton, Connecticut; USS Queenfish (SS393), Office New Construction, Mare Island, California, and USS Remora (SS-487).

Dickenson received the following citations and awards during his Naval career: American Campaign Ribbon, Asiatic Pacific Campaign Ribbon, World War II Victory Medal, Philippine Liberation Campaign Ribbon, Navy Commendation Medal, Qualified Submarine Warfare (Dolphins) and Good Conduct Medal.

The full interview is available for viewing on www.Southlaketv.com and its corresponding official Facebook page, @TVSouthLake. The U.S. Naval Sea Cadet Corps provides life-changing programs that instill the values of teamwork,

discipline, camaraderie and service to young men and women aged 10 to 17. Run by a dedicated volunteer force, the Sea Cadet program relies on strong partnerships with the Navy League and our nation's armed forces. To learn more about the Sea Cadets, visit www.seacadets.org.

Navy-Owned Deep-Diving Alvin Being Certified for Operations to 6,500 Meters



Alvin undergoing certification in Bermuda on Nov. 2. *WHOI / Ken Kostel*

The deep-diving Human Occupied Vehicle Alvin is being certified for return to service following completion of a series of modernization and improvements. Alvin is currently undergoing certification dives near Bermuda.

Thanks to Alvin's three-inch-thick titanium sphere, researchers can study the deep ocean while safe from the crushing pressure and deadly cold.

Alvin is owned by the U. S. Navy Office of Naval Research and operated by the National Deep Submergence Facility (NDSF) at Woods Hole Oceanographic Institution (WHOI) and was last certified in 2013 to dive to 4,500 meters. Although a $50 million overhaul was conducted between 2011 and 2013, some of the necessary improvements to certify the vehicle to conduct deeper dives were not yet available. An $8 million upgrade was commenced last year. Alvin's upgrade and operations are largely funded by the National Science Foundation.

According to Andy Bowen, a principal engineer of applied ocean physics and engineering at WHOI and director of the NDSF, the most recent overhaul will extend Alvin's depth certification from 4,500 to 6,500 meters.

"This increase in depth capability involves a wide range of improvements from a new titanium personnel sphere, variable ballast system, hydraulic power plant and upgraded floatation," he said. "There has also been a myriad of improvements to the vehicle's propulsion system, imaging capabilities and overall electronic upgrades.

"We are engaged in the early stages of sea trials to verify performance of all the vehicle systems, including life support, stability, variable ballast, manipulation and hydraulic components," Bowen said. "Progress in verifying perforce has been steady with initial dives tethered to the support vessel RV Atlantis accomplished with satisfactory results. We expect to complete the first untethered dives this

week in the harbor here in St. Georges, Bermuda. Once this has been accomplished, Atlantis and Alvin will move into open ocean and continue with a series of deeper dives until we have achieved our full depth of 6,500 meters."

Alvin will make its first 6,500-meter dive, or 21,325 feet – nearly four miles below the ocean's surface – in mid-November. It takes about three and a half hours to reach that depth. Missions can last as long as 10 hours, although most missions do not travel to the vehicle's maximum depth.

Atlantis completed its own one-year, $50 million overhaul in July.

"We planned to do the one-year refit of Atlantis to coincide with the work on Alvin, so the mothership and sub would be done in parallel," said Tim Schnoor, a contractor supporting ONR's research ship programs. "The work on Atlantis included improvements to and recertification of Alvin's launch and recovery system, and the upgrades to the storage hangar where Alvin is kept between missions."

Brian Pelletier, assistant program manager for advanced undersea systems at Naval Sea Systems Command (NAVSEA), said the certification process will ensure Alvin can be operated safely with people on board. "We ensure the system is safe for manned operations per the manual for deep submergence systems. Our NAVSEA team has been observing the November test dives in the Bahamas, and engineers from Team SUB will provide independent representatives to make sure the tests are being performed in accordance with the requirements of NAVSEA P9290, which is the Navy's system certification procedures and criteria manual for deep submergence systems."

After the certification dives, Bowen said Alvin will move into a brief series of test dives to prove its scientific capabilities in the waters around Puerto Rico. "With these accomplished, Alvin's first scientific dives will be in

support for Dr. Craig Young from the University of Oregon," he said.

Alvin usually operates with a pilot and carries two scientists, and can be fitted with the appropriate instruments and science payload for the mission being conducted.

ONR is responsible for acquisition and life cycle support, with funding also provided by the National Science Foundation and the National Oceanic and Atmospheric Administration. Alvin's operations are managed by the NDSF and scheduling is coordinated by the University-National Oceanographic Laboratory System.

In addition to Alvin, the NDSF also operates the Navy-owned remotely operated vehicle Jason and autonomous underwater vehicle Sentry for the ocean science community.

While researchers can learn a lot from unmanned systems, Bowen said there is no substitute for the human. "Humans are still the most effective means for exploring the unknown," he said.

Future USNS Harvey Milk Christened at General Dynamics NASSCO San Diego

Military Sealift Command’s newest ship, fleet replenishment oiler USNS Harvey Milk (T-AO 206), slides into the water during the christening ceremony at General Dynamic NASSCO, San Diego. The ship honors Navy veteran and LGBT activist Harvey Milk, one of the first openly gay candidates elected to public office as a member of the San Francisco Board of Supervisors in 1978. *U.S. NAVY*

SAN DIEGO – Fleet replenishment oiler USNS Harvey Milk (T-AO 206), the Military Sealift Command’s newest ship, was christened during a ceremony at the General Dynamics NASSCO shipyard in San Diego, Nov. 7, Navy spokeswoman Sarah Burford said in a release.

The event was attended by the family of the ship’s namesake as well as other dignitaries included Carlos Del Toro, secretary of the Navy; former Secretary of the Navy Ray Mabus; Vice Adm. Jeffery Hughes, deputy chief naval operations for Warfighting Development; Rear Adm. Stephen Barnett, commander, Navy Region Southwest; Rear Adm. Michael Wettlaufer, commander, Military Sealift Command; Capt. James White, Milk’s civil service master; Todd Gloria, mayor, San Diego; former Rep.

Susan Davis; Jen Campbell, San Diego Council president; Anne Kronenberg, activist and Milk's former campaign manager; members of the Harvey Milk Foundation, and members of the LGBTQ+ community.

The ship honors Navy veteran and LGBT activist Harvey Milk, one of the first openly gay candidates elected to public office as a member of the San Francisco Board of Supervisors in 1978. He was assassinated Nov. 10, 1978, 10 months after he was sworn in, by fellow City Supervisor Dan White. Milk was posthumously awarded the Presidential Medal of Freedom in 2009 for his activism. USNS Harvey Milk is the first ship named for an openly gay person.

"The secretary of the Navy needed to be here today, not just to amend the wrongs of the past, but to give inspiration to all of our LGBTQ community leaders who served in the Navy, in uniform today and in the civilian workforce as well too, and to tell them that we're committed to them in the future," Del Toro said, noting that Milk resigned his commission and was discharged from the Navy for being gay. "For far too long, sailors like Lt. j.g. Milk were forced into the shadows or, worse yet, forced out of our beloved Navy. That injustice is part of our Navy history, but so is the perseverance of all who continue to serve in the face of injustice."

"My uncle never dreamed of having a ship, or a street, or a park, or a school named after him," said Stuart Milk, Harvey's nephew and the keynote speaker at the ceremony. "What we celebrate today is that the Navy honors the difference between tolerance and acceptance."

The 746-foot Milk is the second ship in the new John Lewis-class previously known as the TAO(X). This class of oilers has the ability to carry 162,000 barrels of diesel ship fuel, aviation fuel and dry stores cargo. The upgraded oiler is built with double hulls to protect against oil spills and

strengthened cargo and ballast tanks, and will be equipped with a basic self-defense capability, including crew served weapons, degaussing, and Nixie Torpedo decoys, and has space, weight, and power reservations for close in weapon systems such as SeaRAMs and an antitorpedo torpedo defense system. The Lewis-class of oilers will replace the current Kaiser-class fleet replenishment oilers and they age out of the MSC fleet.

“A Navy veteran and tireless advocate for equality and universal rights, having Harvey Milk as the namesake for this ship as she adds to our nation’s strategic advantage in agile logistics is absolutely awesome,” said Wettlaufer. “With enhanced capabilities in storage and delivery of fuel and cargo, Harvey Milk will support our Navy in the away game as we keep our country safe far from home and protect the sea lines of communication. Important to our economic vitality and assuring allies and partners, this ship will help promote freedom of access to international seas and the rules based international order that has sustained the peace over the last 70 years.”

Speaking before breaking a bottle of champagne across the ship’s hull, the ship’s sponsor, Paula Neira, clinical program director of the Johns Hopkins Center for Transgender Health and a Navy veteran, said, “When Harvey Milk sails, she’ll send a message both domestically and around the globe to everybody that believes in justice and freedom and liberty, that there is a place for you in this family.”

Following the traditional champagne christening, Milk slid into the water with its horn blowing, streamers flying and music from the Navy Band Southwest playing.

Five more Lewis-class oilers are on order for the Navy. In July 2016, then-Secretary of the Navy Ray Mabus said he would name the Lewis-class oilers after prominent civil rights

activists and leaders including Earl Warren, Sojourner Truth, Lucy Stone and Robert F. Kennedy.

CNO Speaks with UK's First Sea Lord, Royal Navy Adm. Ben Key, on Key's 1st Day in Office

Aboard Nelson's flagship Victory, Adm. Sir Ben Key, left, took over as first sea lord from Adm. Sir Tony Radakin, whose

29 months at the helm end as he moves on to become the new chief of defense staff. *U.K. ROYAL NAVY*

WASHINGTON – Chief of Naval Operations (CNO) Adm. Mike Gilday spoke with Royal Navy Adm. Sir Ben Key, first sea lord and chief of the naval staff, on Nov. 8 to reaffirm the special relationship between the two navies and discuss areas for continued collaboration and cooperation, the CNO's public affairs officer said in release.

Gilday spoke with Key on his first day in office as first sea lord.

"I want congratulate Adm. Key on his appointment as first sea lord and I am excited to work closely with him," said Gilday. "Our navies enjoy a long tradition of sailing together from the Atlantic to the Indo-Pacific and we work tirelessly and interchangeably to keep the maritime commons open and free. No doubt, our alliance is an anchor of peace and stability across the globe."

Key echoed Gilday's sentiment.

"I was delighted to be able to speak to Adm. Mike Gilday, the chief of naval operations, on the very day I took the helm as first sea lord," he said. "The bonds between our two navies are deep and historic and I am determined to see they go from strength to strength. Having recently served as chief of joint operations, I have seen how closely we operate around the globe with our American cousins. From USS The Sullivans being an integral part of the HMS Queen Elizabeth Carrier Strike Group on her recent deployment to the Pacific, to our combined operations in the Atlantic in support of NATO, both our nations are benefitting from this outstanding strategic partnership with our shared endeavor to make the world a safer place."

The U.S. and Royal Navy operate together around the globe regularly. Most recently, USS The Sullivans (DDG-68) took part

in a six-month deployment as part of Carrier Strike Group 21 with HMS Queen Elizabeth (R08). Both navies also conducted multilateral naval training with Australia and Japan during Maritime Partnership Exercise 2021 in October.

Navy to Christen Future USNS Harvey Milk

A photo illustration announcing that Military Sealift Command fleet oiler, T-AO 206, will be named USNS Harvey Milk. *U.S. NAVY*

ARLINGTON, Va. — The Navy will christen the John Lewis-class replenishment oiler, the future USNS Harvey Milk (T-AO 206), during a 9 a.m. PDT ceremony Saturday, Nov. 6, in San Diego, California, the Defense Department said Nov. 5.

Stuart Milk, cofounder of the Harvey Milk Foundation and Milk's nephew, will deliver the principal ceremonial address. Remarks will also be provided by the Carlos Del Toro, secretary of the Navy; Vice Adm. Jeffrey Hughes, deputy chief of naval operations for Warfighting Development; and Rear Adm. Michael Wettlaufer, commander, Military Sealift Command. The ship's sponsors are U.S. Sen. Dianne Feinstein of California, and Paula Neira, Navy veteran and clinical program director of

the Johns Hopkins Center for Transgender Health. Neira will christen the ship by breaking a bottle of sparkling wine across the bow in a time-honored Navy tradition.

“Tomorrow we christen the future USNS Harvey Milk,” said Del Toro. “Leaders like Harvey Milk taught us that diversity of backgrounds and experiences help contribute to the strength and resolve of our nation. There is no doubt that the future Sailors aboard this ship will be inspired by Milk’s life and legacy.”

The Navy’s Military Sealift Command will operate the future USNS Harvey Milk, the second ship in its class. The ship is named in honor of the late politician and civil and human rights activist, who served in the Navy during the Korean War as a diving officer. After his naval career, Harvey Milk was elected to the San Francisco Board of Supervisors in 1977, becoming the first openly gay elected official in California. Milk was assassinated on Nov. 27, 1978.

The John Lewis-class ships are based on commercial design standards and will recapitalize the current T-AO 187-class fleet replenishment oilers to provide underway fuel replenishment to Navy ships at sea. Fleet replenishment oilers are part of the Navy’s Combat Logistics Force.

In June 2016, the Navy awarded a $3.2 billion contract to General Dynamics NASSCO in San Diego to design and construct the first six ships of the Future Fleet Replenishment Ship, the John Lewis-class (T-AO 205), with construction commencing in September 2018. The Navy plans to procure 20 ships of the new class.

Norfolk Naval Shipyard Returns USS Pasadena to the Fleet

USS Pasadena (SSN 752) returned to the fleet Oct. 31 following successful completion of its Drydocking Selected Restricted Availability at Norfolk Naval Shipyard (NNSY). *NNSY / Tony Anderson*

NORFOLK NAVAL SHIPYARD, Portsmouth, Va. – USS Pasadena (SSN 752) returned to the fleet Oct. 31 following successful completion of its Drydocking Selected Restricted Availability (DSRA) at Norfolk Naval Shipyard (NNSY), said Michael Brayshaw, NNSY deputy public affairs officer for Norfolk Naval Shipyard.

The Los Angeles-class attack submarine spent just over a year at NNSY to replace, repair and overhaul components throughout the boat, as the shipyard's first DSRA in a decade.

Pasadena served as NNSY's pilot project leveraging the Naval Sustainment System–Shipyards (NSS-SY) program. NSS-SY is underway at all four public shipyards, leveraging industry and government best practices on shipyard processes to drive quick and visible improvements in ship maintenance. During the overhaul, Navy leaders such as then-Acting Secretary of the Navy Thomas Harker visited NNSY and met with the Pasadena team to pledge their support and discuss the drive to "get real, get better," encouraging shipyarders to candidly discuss any constraints so they can be resolved.

NSS-SY initiatives included establishing an Operations Control Center to drive project team communications and resolve barriers in work execution, and "crew boards" to track jobs supporting the boat's overhaul. Deputy Project Superintendent Mike Harrell was brought onto the project for standing up the center and was instrumental in breaking down barriers to ensure non-stop execution of the critical chain of work, driving through issues and constraints to completion. While Pasadena did not meet its original completion date, these improvements helped deliver the boat back to the Fleet and are being implemented on other NNSY overhauls, to include USS Toledo (SSN 769) and USS Dwight D. Eisenhower (CVN 69).

"Following a tremendous amount of effort and teaming on a very challenging availability, Pasadena has returned to the fleet to meet its significant operational commitment for our Navy and nation," said Shipyard Commander Capt. Dianna Wolfson. "The Pasadena project team met our Navy leadership challenge to 'get real, get better' in several significant ways, and their efforts will pay off as we leverage their learning across America's shipyard and our NAVSEA enterprise."

Project Superintendent Frank Williams said the project team stayed focused throughout all phases of the availability on knowledge sharing and maintaining schedule. Beyond NSS-SY improvements, Pasadena's team incorporated lessons learned from Portsmouth Naval Shipyard's USS Newport News (SSN 750) DSRA in planning the availability and executing similar jobs. Additionally, when Pasadena missed its original undocking date in the spring, the project team worked to perform more jobs with the boat on keel blocks to condense the schedule following undocking.

"Sailors and ships are meant to be at sea and not in a repair environment and throughout all phases of the availability, it's been our job to get them back there," said Williams. "The project team has done a great job keeping focused on this throughout the past 13 months. Thanks to all the efforts of our team and Ship's Force, we have now gotten Pasadena back to sea where she belongs."