SECNAV Names Two Future Virginia-class Submarines Tang, Wahoo

The first USS *Tang* (SS-306), shown off the Mare Island Navy Yard, California, in 1943. U.S. Navy

ARLINGTON, Va. – Secretary of the Navy Kenneth J. Braithwaite announced Nov. 17 that two future Virginia-class attack submarines will be named USS Tang and USS Wahoo.

USS Tang (SSN 805) and USS Wahoo (SSN 806) will carry the names of two storied World War II submarines.

"The success in battle both previous namesakes endured will undoubtedly bring great pride to the future crews of USS Tang and USS Wahoo," said Braithwaite. "Along with the previously named USS Barb (SSN 804), these boats will honor the strong traditions and heritage of the silent service."

This will be the third time that the name Tang and Wahoo will be used for U.S. Navy submarines.

USS *Tang* (SS-306) was a Balao-class submarine and the first U.S. Navy ship to bear the name Tang, a surgeon fish popular in the waters of the Pacific Ocean. She was built and launched in 1943, and under the command of Lt. Cmdr. Richard H. O'Kane, she was credited with sinking five enemy ships during the boat's first war patrol. In her five patrols, *Tang* is credited with sinking 31 ships, totaling 227,800 tons and damaging two for 4,100 tons. *Tang* received four battle stars and two Presidential Unit Citations for her service during World War II, and O'Kane received the Medal of Honor for Tang's final, heroic actions.

A second USS *Tang* (SS-563), the first ship in the Navy's Tang-

class of Diesel submarines, was commissioned in October 1951. She was among the first post-WWII submarines designed under the Greater Underwater Propulsion Power Program (GUPPY). She went on to complete multiple patrols supporting the Vietnam War, and later became a training vessel in Groton, Connecticut, before decommissioning in February 1980. *Tang* earned four battle stars for service in Vietnamese waters.

USS *Wahoo* (SS-238) was a Gato-class submarine and the first U.S. Navy ship to be named for the wahoo fish, a scombrid fish found worldwide in tropical and subtropical seas. Construction on the submarine started before the U.S. entered World War II, and commissioned after the U.S. entered the war. On October 11, 1943, *Wahoo*, under the command of the renowned Lt. Cmdr. Dudley Walker "Mush" Morton, was sunk with all 79 hands onboard by air and surface attack as she was attempting to exit the Sea of Japan via La Perouse Strait. At the time of her loss, *Wahoo* was the most storied boat in the fleet. In her seven war patrols, she earned six battle stars and a Presidential Unit Citation. The boat would be credited with sinking 20 Japanese ships, 19 of them during her last five war patrols. Morton was later awarded the Navy Cross and the destroyer USS *Morton* (DD-948) was named in his honor.

The second USS *Wahoo* (SS-565), a Tang-class submarine, was commissioned on Memorial Day in 1952. After training exercises in the waters off the Hawaiian Islands, *Wahoo* embarked on tours of duty in the western Pacific as part of Seventh Fleet. She then completed two tours of duty in support of the Vietnam War and was decommissioned in June 1980. *Wahoo* was also recognized for her actions in Vietnamese waters.

Rules for giving certain types of names to certain types of Navy ships have evolved over time. Attack submarines, for example, were once named for fish, then later for cities and states. However, Braithwaite supports naming future submarines after past vessels with historic naval legacies.

“Naming Virginia class submarines is a unique opportunity to reclaim submarine names that carry inspirational records of achievement,” Braithwaite added.

Attack submarines are designed to seek and destroy enemy submarines and surface ships; project power ashore with Tomahawk cruise missiles and Special Operation Forces; carry out Intelligence, Surveillance and Reconnaissance missions; support battle group operations; and engage in mine warfare. For more information about attack submarines, visit https://www.navy.mil/Resources/Fact-Files/Display-FactFiles/Article/2169558/attack-submarines-ssn/

Indian Navy Grows its Boeing P-8I Fleet with Delivery of 9th Patrol Aircraft

A Boeing P-8I. The country has now taken delivery of its ninth such aircraft. Boeing

SEATTLE – Boeing is continuing to expand the Indian navy’s long-range maritime reconnaissance anti-submarine warfare capabilities with today’s delivery of the country’s ninth P-8I, Boeing said in a Nov. 18 release. The patrol aircraft is an integral part of the Indian navy’s fleet and has surpassed 25,000 flight hours since it was inducted in 2013.

The ninth P-8I is the first aircraft to be delivered under an option contract for four additional aircraft that the Indian Ministry of Defence placed in 2016. The Indian navy was the first and is the largest international customer for the P-8 and recently completed seven years of operating the fleet. In

addition to maritime reconnaissance and anti-submarine warfare capabilities, P-8I have been deployed to assist during disaster relief and humanitarian missions.

“Our focus has been, and will be, on delivering the world’s best maritime patrol aircraft to the Indian navy,” said Surendra Ahuja, managing director of Boeing Defence India. “The P-8I, with its exceptional maritime surveillance and reconnaissance capabilities, versatility and operational readiness, has proven to be an important asset to the Indian navy. We remain committed to supporting the modernization and mission readiness of India’s defense forces.”

Boeing supports India’s growing P-8I fleet by providing training of Indian Navy flight crews, spares, ground support equipment and field service representative support. Boeing’s integrated logistics support has enabled the highest state of fleet readiness at the lowest possible cost.

Boeing is currently completing construction of the Training Support & Data Handling Centre at INS Rajali, Arakkonam, Tamil Nadu, and a secondary center at the Naval Institute of Aeronautical Technology, Kochi, as part of a training and support package contract signed in 2019. The indigenous, ground-based training will allow the Indian navy crew to increase mission proficiency in a shorter time while reducing the on-aircraft training time resulting in increased aircraft availability for mission tasking.

Boeing’s advanced aircraft and services focus play an important role in mission-readiness for the Indian Air Force and Indian navy. Boeing is focused on delivering value to Indian customers with advanced technologies and is committed to creating sustainable value in the Indian aerospace sector – developing local suppliers, and shaping academic and research collaborations with Indian institutions.

Coast Guard Cutter Returns Home after Crewmembers Test Positive for COVID

The Coast Guard Cutter Stratton, seen here near Annapolis in 2011. U.S. Coast Guard / Petty Officer 2nd Class Patrick Kelley

ALAMEDA, Calif – The U.S. Coast Guard Cutter Stratton (WMSL-752) returned to its homeport Wednesday at Coast Guard Island in Alameda after 11 crew members tested positive for COVID-19 during the deployment, the Coast Guard Pacific Area said in a Nov. 18 release.

The affected crew members reported mild symptoms and are receiving medical care.

The cutter was met by Coast Guard medical staff, who conducted testing of the entire crew. Following testing, the crew went into quarantine. The cutter will continue to meet all in-port watchstanding requirements while at homeport.

“The crew’s health and safety is my highest priority,” said Capt. Bob Little, Stratton’s commanding officer. “Stratton has a highly resilient crew, always dedicated to the mission. Our mission today is to get healthy so we can continue our service to the nation.”

The Stratton departed Alameda Oct. 28 to begin a counter-narcotics patrol in the Eastern Pacific. Prior to getting underway, the crew underwent a restriction-of-movement period where members were required to self-quarantine and pass two COVID tests.

On Nov. 11 and Nov. 12, several crew members began to develop COVID symptoms and were administered rapid testing kits. All affected personnel and close contacts were identified and quarantined.

“The safety of our people and the public remain my top priority,” said Vice Adm. Linda Fagan, U.S. Coast Guard Pacific Area commander. “We continue to perform all statutory missions while taking the necessary precautions to protect our members and the public. We are committed to maintaining our operational readiness and will continue to perform critical missions that protect our national interests, promote economic prosperity and ensure public safety.”

Ward Leonard to Supply Motors for the U.S. Navy’s Mark 41 Vertical Launch System

An SM-2 telemetry surface to air missile is launched from the forward Vertical Launch System of the Ticonderoga-class guided-missile cruiser USS Shiloh (CG 67) while conducting a live-fire exercise in this March, 2020 photo. U.S. Navy / Mass Communication Specialist 2nd Class Ryre Arciaga

Thomaston, Conn. – In support of the U. S. Navy’s fiscal 2018-2023 contract awarded to Lockheed Martin Rotary and Mission Systems, Ward Leonard will be providing the motors that will open and close the missile and exhaust hatches on all newly built Mark 41 Vertical Launch Systems.

The Mark 41 Vertical Launch System is part of the Aegis Combat System and has been in service since 1986. This missile launch

system is used in Arleigh Burke-class destroyers and Ticonderoga-class cruisers in the U.S. Navy, as well as in 16 allied navies and ashore locations.

Ward Leonard's custom engineering department designed a modified version of the previous Tech Systems motor used in the early stages of the Mark 41 program. This new upgraded motor complies with updated requirements by the U. S. Navy and meets current MIL-Specs.

"It is an honor to provide a critical component to the Mark 41 Vertical Launch System which helps protect our country," said Chris Spafford, vice president of Sales and Marketing of Ward Leonard.

Ward Leonard has supplied the U.S. Navy for more than 120 years, and today specializes in the provision of state-of-the-art motor, control, component and systems integration solutions for surface, subsurface, and land-based applications.

"We are proud of our long-standing history supporting the U.S. Navy and look forward to continuing the partnership to provide the military with mission-critical motors, controllers, and electrical components," said William Berger, business development manager for Ward Leonard.

EODGRU-1 Integrated Exercise Enhances Fleet, Joint

Abilities

Sailors assigned to Explosive Ordnance Disposal Group (EODGRU) 1 establish a secure radio connection on a field expedient antenna at Naval Base Ventura County-Point Hueneme, Calif., Nov. 11. U.S. Navy / Lt. John J. Mike

PORT HUENEME, Calif. – Explosive Ordnance Disposal Group (EODGRU) 1 enhanced its ability to operate within the Navy Expeditionary Combat Force (NECF), fleet and Joint Forces by completing a Navy Expeditionary Combat Command (NECC) Integrated Exercise (NIEX) at Naval Base Ventura County-Port Hueneme, Calif., Nov. 13, EODGRU-1 Public Affairs said in a Nov. 17 release.

The one-week exercise simulated EODGRU-1 commanding a deployed task unit designed to support NECF and Joint Forces conducting security, supply and combat operations.

“EODGRU-1 is always focused on capability development, which includes war-gaming and assessment. Participating in a NIEX is an example of how we accomplish a Navy EOD strategic objective while building towards our vision of a nation undeterred by explosive threats,” said Capt. Oscar Rojas, EODGRU-1’s commodore.

NIEX 21-1 tested the staff’s ability to command and control a distributed force in an austere, expeditionary environment, while also challenging them to analyze and solve evolving problem sets under tight time constraints.

“Navy EOD plays a critical role within the NECF by eliminating explosive threats so the fleet and nation can win whenever, wherever and however it chooses,” said Rojas, who emphasized that the NECF is greater than the sum of its parts. “NIEX 21-1 made us prove our ability to also integrate and command components of Navy EOD, Mobile Diving and Salvage, and the Naval Construction and Maritime Expeditionary Security Forces

– a capability that is essential to achieving superiority in a contested maritime environment."

A NIEX is designed to ensure NECC major commands, such as EODGRU-1, can integrate with the NECF to support theater commanders in executing the National Defense Strategy. It also serves as the culminating event before a numbered fleet can certify them for major combat operations, which includes deploying as a task force staff. NIEXes are assessed by Expeditionary Warfare Development Center (EXWDC), who train the NECF to plan and execute distributed operations to increase lethality and survivability.

"EXWDC's role was to strain EODGRU-1's capabilities so they can maximize their ability to train subordinate forces to deploy," said Gregory Gates, a member of NECC's assessments and certification department. "We wanted to see them properly communicate within their staff, and to subordinate commands and higher headquarters to solve problems and complete mission taskings."

"To accomplish this, they needed to come together as a staff and focus on clear, secure, build and protect," said Gates, referring to the NECF's specialized skills that enable distributed maritime operations by maintaining open and secure logistic routes, providing the capability to construct and repair critical infrastructure, and the ability to defend critical assets.

Operating from Naval Amphibious Base Coronado, Calif., EODGRU-1 oversees the manning training and equipping of EOD Mobile Units 1, 3, 5 and 11; Mobile Diving and Salvage Unit 1; EOD Expeditionary Support Unit 1; and EOD Training and Evaluation Unit 1. EODGRU-1 is also capable of deploying as a battalion-level staff to command task forces in theater.

Raytheon’s SM-3 IIA Intercepts ICBM Target, Creating New Option for Missile Defense

An SM-3 Block IIA missile is on its way to intercept a target missile in this 2018 photo. In a new test, the missile intercepted an ICBM target outside Earth’s atmosphere. Missile Defense Agency

TUCSON, Ariz. — As part of a historic Missile Defense Agency demonstration and for the first time ever, an intercontinental ballistic missile target was intercepted and destroyed outside Earth’s atmosphere by an advanced SM-3 Block IIA ballistic missile defense interceptor made by Raytheon Missiles & Defense, a Raytheon Technologies business, the company said in a Nov. 17 release. The interceptor was co-developed with Japan’s Mitsubishi Heavy Industries.

“This first-of-its-kind test shows that our nation has a viable option for a new layer of defense against long-range threats,” said Bryan Rosselli, vice president of Strategic Missile Defense at Raytheon Missiles & Defense.

The SM-3 family of ballistic missile defense interceptors has executed more exo-atmospheric intercepts than all other missiles combined and is the only weapon of its kind employed from both ships and land.

Raytheon Intelligence & Space sensors were also part of the historic test from low-earth orbit. The sensors detected and tracked the target and relayed the data to decision makers in

a demonstration of space-based early warning.

Acting SECDEF Announces Flag Nomination

ARLINGTON, Va. Acting Secretary of Defense Christopher C. Miller announced Nov. 13 that the president has made the following nomination:

Rear Adm. Jeffrey W. Hughes for appointment to the rank of vice admiral, and assignment as deputy chief of naval operations for warfighting development, N7, Office of the Chief of Naval Operations, Washington, D.C. Hughes is currently serving as commander, Navy Personnel Command; and deputy chief of naval personnel, Millington, Tennessee.

Coast Guard Provides Humanitarian Assistance to Honduras after Hurricane Eta

Coast Guard members with the Coast Guard Cutter Seneca and the Helicopter Tactical Squadron (HITRON) MH-65 Dolphin aircrew forward deployed aboard the Seneca assist Hondurans near Puerto Lempira, Honduras by providing urgent search and rescue and redistribution of relief aid. U.S. Coast Guard

PUERTO LEMPIRA, Honduras – A Coast Guard Helicopter Tactical

Squadron (HITRON) MH-65 Dolphin aircrew forward deployed aboard the Coast Guard Cutter Seneca (WMEC-906) provided humanitarian assistance, Nov. 13, to Honduran villages after Hurricane Eta impacted the country, the Coast Guard 7th District said in a Nov. 15 release.

The HITRON aircrew and Seneca crew medevaced multiple people and redistributed relief aid across the hurricane impacted area as needed.

“I am very thankful to have been able to assist in the medevac and rescue efforts following the wake of Hurricane Eta in Honduras,” said Petty Officer 1st Class James Mann, a HITRON flight mechanic. “Our thoughts and prayers go out to the Honduran people and our fellow service members continuing to help them rebuild. We wish for a speedy recovery to all those affected.”

“The Seneca is proud to be assigned to CTF-45 and support humanitarian assistance and disaster relief operations in Honduras,” said Cmdr. Matthew Rooney, commanding officer of the Coast Guard Cutter Seneca. “Our embarked MH-65 helicopter was well suited to provide medical evacuations, conduct aerial surveys of critical infrastructure and deliver emergency supplies in remote areas. The Seneca’s crew performed magnificently and I am grateful that we could provide assistance after Hurricane Eta made landfall in Honduras.”

Joint Task Force-Bravo is leading the humanitarian aid disaster relief efforts under the responsibility of U.S. Southern Command. The mission of JTF-Bravo includes being prepared to support disaster relief operations in Central America, South America and the Caribbean, when directed by SOUTHCOM. JTF-B’s training and strategic location allows them to mobilize and respond to an emergency with very short notice, enabling them to rapidly respond to the needs of our partners.

Coast Guard Seventh District, along with regional partners, are monitoring Hurricane Iota and urges caution to all mariners in the Western Caribbean Sea. The Coast Guard stands ready, relevant and responsive to aid and render assistance when needed.

The Coast Guard Cutter Seneca is a 270-foot medium-endurance cutter with a crew complement of 100, with missions ranging from counter-narcotics, migrant interdictions, search and rescue to living marine resource operations from the Gulf of Maine to the Pacific Ocean. The cutter was commissioned in 1987 and is homeported in Boston, Massachusetts.

Navy Announces New Flag Assignments

Rear. Adm. Alvin Holsey, the new commander of Navy Personnel Command, shown in this 2019 photo speaking during Los Angeles Fleet Week. U.S. Navy / Mass Communication Specialist 1st Class Sarah Villegas

ARLINGTON, Va. – The secretary of the Navy and chief of naval operations announced on Nov. 13 the following flag assignments:

Rear Adm. Alvin Holsey will be assigned as commander, Navy Personnel Command; and deputy chief of naval personnel, Millington, Tennessee. Holsey is currently serving as special assistant to commander, Naval Air Forces/commander, Naval Air Force, U.S. Pacific Fleet, with additional duty as director, Task Force One Navy, Washington, D.C.

Rear Adm. (lower half) Richard J. Cheeseman Jr. will be

assigned as commander, Carrier Strike Group Ten, Norfolk, Virginia. Cheeseman is currently serving as commander, Carrier Strike Group Two, Norfolk, Virginia.

Rear Adm. (lower half) Brendan R. McLane will be assigned as commander, Navy Warfare Development Command, Norfolk, Virginia. McLane is currently serving as commander, Carrier Strike Group Ten, Norfolk, Virginia.

Rear Adm. (lower half) Scott F. Robertson will be assigned as commander, Carrier Strike Group Two, Norfolk, Virginia. Robertson is currently serving as commander, Naval Surface and Mine Warfighting Development Center, San Diego, California.

Strategic Approach Needed for Coast Guard to Exploit Unmanned Technology: NAS

Petty Officer 3rd Class John Cartwright, a Coast Guard Cutter Stratton crewmember, releases the unmanned aircraft Scan Eagle during a demonstration in 2012. The Coast Guard should move more aggressively to use such technology, a new National Academies report concludes. U.S. Coast Guard / Petty Officer 2nd Class Luke Clayton

WASHINGTON – As unmanned systems (UxS) continue to develop and be used by military services and federal agencies, the U.S. Coast Guard should proceed more aggressively and deliberately in taking advantage of UxS advancements, says a new congressionally mandated report from the National Academies of Sciences, Engineering, and Medicine.

The Coast Guard should also produce a high-level strategy with

critical goals and actionable steps toward fully utilizing UxS technology, the report says. UxS technologies include aerial, surface, and underwater vehicles with no human occupants; vehicles that may have a crew but with some level of remote control; and systems that are not vehicles.

As one of the country's six military services, the Coast Guard also serves as a first responder, law enforcement agency, maritime regulator, and member of the intelligence community. Despite multiple initiatives to explore and assess the applicability of UxS to these areas, the Coast Guard lacks a formal means for identifying, investigating, and integrating systems. Meanwhile, UxS technological advancements continue to accelerate, driven by both commercial and military demands.

"A major realignment of the Coast Guard's UxS approach is needed," said Heidi C. Perry, assistant head of the Air, Missile, and Maritime Defense Technology Division at the Massachusetts Institute of Technology Lincoln Laboratory and chair of the committee that wrote the report. "As other military services integrate UxS into their force structure, the Coast Guard will be impelled to do the same."

The new strategy must come from the top, the report says, and therefore, the commandant should issue a high-level strategy that lays out a compelling rationale for UxS, sets forth critical goals for the systems, and outlines the Coast Guard's approach for achieving them. The Coast Guard has issued high-level strategies in the past, which are intended to convey urgency to senior leadership and spur changes needed across the organization, from setting strategic goals and objectives for achieving the new vision to establishing appropriate organizational structures and lines of authority.

One of the reasons for not fully exploiting the advances in UxS technology is the Coast Guard's limited budget, including its modest research and development funding compared with other military services and U.S. Department of Homeland

Security (DHS) agencies. Furthermore, it is unlikely the funding needs for UxS will be met by simply reallocating traditional Coast Guard appropriations, the report stresses. The support of Congress and DHS will be vital for the Coast Guard to fully realize the potential of UxS technology. To properly assess the Coast Guard's UxS funding needs, the commandant should commission an internal study of the multiyear spending that will be required for research, assets, integration, and personnel to fully implement the UxS strategy.

Organizational changes to the Coast Guard may be necessary to most effectively execute a new high-level UxS strategy. The commandant should designate a top Coast Guard official, at the flag officer or senior executive service level, to advocate for and advance the UxS strategy, the report recommends. This official would be responsible for identifying, promoting, coordinating, and facilitating the changes that will be needed across the organization to further the commandant's strategic goals and objectives for UxS. Additionally, the commandant should establish an UxS program office that will work with the top official to plan out, coordinate, assess, and promote UxS activities across the Coast Guard. One of the first initiatives of this program office should be to develop an UxS "road map" that translates the strategic goals into an actionable plan.

"A dedicated program office could play a vital leadership and coordinating role in expanding the use of UxS across the Coast Guard," said retired Coast Guard Vice Admiral Fred M. Midgette, a committee member. "It would foster an organizational environment in which the Coast Guard is better able to leverage UxS technologies."

In order to accelerate the introduction of UxS into the force structure, the report recommends that the Coast Guard expand its efforts to carry out operations-related experimentation with low-cost UxS. This would include potentially designating

field units specifically for experimentation and rapid transitioning of systems into operations. Encouraging experimentation with low-cost UxS technologies will lead to the identification of beneficial uses and would nurture a more technologically proficient workforce.

The study – undertaken by the Coast Guard Maritime Domain Awareness Committee – was sponsored by the U.S. Coast Guard. The National Academies are private, nonprofit institutions that provide independent, objective analysis and advice to the nation to solve complex problems and inform public policy decisions related to science, technology, and medicine. They operate under an 1863 congressional charter to the National Academy of Sciences, signed by President Lincoln.