

Navy to Christen Newest Attack Submarine Oregon



The attack submarine USS John Warner arrives at Naval Submarine Base New London in Groton, Connecticut. The latest of the Virginia class, the USS Oregon, is set to be christened on Oct. 5 in Groton. U.S. Navy/Mass Communication Specialist 1st Class Steven Hoskins

ARLINGTON, Va. – The U.S. Navy will christen its newest attack submarine, the future USS Oregon, during a ceremony Oct. 5 at General Dynamics Electric Boat in Groton, Connecticut, the Defense Department said in a release.

Rep. Greg Walden (R-Ore.) will deliver the ceremony's principal address. The submarine's sponsor is Dana Richardson. She will highlight the ceremony by breaking a bottle of sparkling wine across the bow to formally christen the ship, a time-honored Navy tradition.

"The future USS Oregon will play an important role in the defense of our nation and maritime freedom," said Navy Secretary Richard V. Spencer. "She stands as proof of what teamwork – from civilian to contractor to military – can accomplish. I am confident USS Oregon and her crew will ensure our Navy remains safe and strong to proudly serve our nation's interest for decades to come."

Oregon, a Virginia-class submarine designated SSN 793, is the third Navy ship to honor the state. The first USS Oregon was a brigantine ship purchased in 1841 and used for exploration until 1845.

The second Oregon (Battleship No. 3) was commissioned on July 15, 1896. Known for one of the most dramatic voyages ever undertaken by a Navy ship, Oregon sailed more than 14,000 miles in 66 days, leaving San Francisco in 1898 and travelling

south through the Straits of Magellan until finally arriving at Jupiter Inlet, Florida, where she reported for battle in the Spanish-American War. While the ship demonstrated the capabilities of a heavy battleship, it also eliminated any opposition to the construction of the Panama Canal, as the country could not afford two months to send warships from one coast to another in times of emergency. Decommissioned in 1906, she was later recommissioned in 1911 and remained in the reserve, until stricken from the Navy list in 1942.

The new attack sub Oregon is the 20th in the Virginia class and the second Block IV boat in the class. The ship began construction in fall 2014 and is expected to be delivered next fall. Block IV subs include design changes to reduce total ownership cost and increase operational availability by decreasing the planned number of depot availabilities from four to three.

Virginia-class submarines are built to operate in the world's littoral and deep waters while conducting anti-submarine warfare; anti-surface ship warfare; strike warfare; special operation forces support; intelligence, surveillance, and reconnaissance; irregular warfare; and mine warfare missions.

Their inherent stealth, endurance, mobility and firepower directly enable them to support five of the six maritime strategy core capabilities – sea control, power projection, forward presence, maritime security and deterrence.

Navy to Commission Littoral

Combat Ship Cincinnati During Oct. 5 Ceremony



The future littoral combat ship USS Cincinnati underway during acceptance trials. U.S. Navy

ARLINGTON, Va. – The Navy will commission its newest Independence-variant littoral combat ship, the future USS Cincinnati, during a ceremony on Oct. 5 on west pier in Gulfport, Mississippi, the Defense Department said in a release.

The principal speaker will be Rep. Brad Wenstrup (R-Ohio). Former Commerce Secretary Penny Pritzker will serve as the ship's sponsor. The ceremony will be highlighted by a time-honored naval tradition when Pritzker gives the first order to "man our ship and bring her to life!"

"USS Cincinnati and her crew will play an important role in the defense of our nation and maritime freedom," Navy Secretary Richard V. Spencer said.

"She stands as proof of what teamwork – from civilian to contractor to military – can accomplish. This fast, agile platform will deliver her motto, 'Strength in Unity' worldwide thanks to their efforts."

The future USS Cincinnati is the fifth U.S. Navy ship to honor Ohio's third largest city. The first was a stern-wheel casemate gunboat that served during the Civil War and was sunk by Confederate fire on two separate occasions. Raised both times and returned to service, she was decommissioned following the war.

The second Cincinnati was a cruiser commissioned in 1894. She served extensively in the Caribbean before, during and after the Spanish-American War before being decommissioned in 1919.

The third ship to bear the name was a light cruiser commissioned in 1924 that served around the world and earned a battle star for World War II service that included convoy escort and blockade duty. She was decommissioned in 1945 after the war ended.

The fourth Cincinnati was a Los Angeles-class fast attack submarine commissioned in 1978. The boat served for 17 years before being decommissioned in 1995.

VT Group Acquires DELTA Resources

CHANTILLY, Va. – VT Group has acquired DELTA Resources Inc., a firm that specializes in naval systems engineering and technical services for critical U.S. Navy shipbuilding and fleet modernization programs, VT Group said a release.

Founded in 2000 and headquartered in Alexandria, Virginia, DELTA Resources provides Naval Sea Systems Command and the Navy's program executive offices (PEOs) with C5I and weapons systems engineering, integrated product support and other technical services. DELTA Resources also delivers information technology, cloud implementation and cybersecurity engineering services to a customer base that also includes the U.S. Army and the Defense Information Systems Agency.

"I am excited to welcome the DELTA Resources team to VT Group," said John Hassoun, VT Group's president and CEO.

"This acquisition adds differentiated technical expertise to our portfolio of fleet modernization capabilities and positions VT Group as a leading provider of full life-cycle

naval engineering services for the next generation of naval platforms and weapons systems.”

DELTA Resources founder and CEO Maria Proestou added: “I am immensely proud of the DELTA Resources team, their commitment to our customers and the business we’ve built together. This combination is the next chapter in our story.” Proestou will continue to lead DELTA Resources as a subsidiary of VT Group.

Submarine Group Two Reborn as Response to ‘Great Power Competition’

NORFOLK, Va. – Taking another step in response to the re-emergence of the ‘great power competition,’ the U.S. Navy re-established Commander, Submarine Group (SUBGRU) Two in Norfolk, Virginia, on Sept. 30 following its hiatus since August 2014, U.S. Submarine Forces public affairs said in a release.

The move follows the re-establishment of commander, U.S. 2nd Fleet, in 2018 and is aimed at enhancing the Navy’s capacity to command and control its undersea warfare forces seamlessly across all of the Atlantic area, from the U.S. eastern seaboard to the Barents Sea and even into the southern Atlantic.

“The security environment continues to grow more challenging and complex – particularly in the North Atlantic,” said Vice Adm. Charles Richard, commander of Submarine Forces.

“To maintain America’s undersea superiority, we must increase

naval power and our readiness for high-end blue water warfare. How we're organized to command that employment will be a driving factor in our success – that's why we're re-establishing Sub Group Two today.”

SUBGRU 2 is commanded by Rear Adm. James Waters, who also assumed duties as commander, Task Force 84. CTF 84 is the theater anti-submarine warfare commander for U.S. Fleet Forces Command.

“Our motto, ‘Praeparavit Regnatura,’ means ready to dominate. We will prepare forces to control the undersea domain through rigorous competitive training and a thorough understanding of our adversaries and the environment where we both operate,” Waters said. “Further, we will innovate and advance the art of theater anti-submarine warfare through complex fleet exercises and war games.”

Additionally, the command can operate as an embedded CTF within C2F when it is activated as a Maritime Command Element and to serve as the TASW commander for commander, U.S. 4th Fleet, as assigned. SUBGRU 2 will have more administrative control responsibilities delegated from Commander, Submarine Force Atlantic.

“As you carry out your day-to-day duties, you must understand that winning decisively in a potential ‘Fourth Battle of the Atlantic’ should be your guiding vision,” said Adm. Christopher Grady, commander of U.S. Fleet Forces Command. “The best way to prevent a fight is to be prepared to win decisively should anyone choose to threaten us. We believe in power for peace.”

Littoral Combat Ship Successfully Launches Naval Strike Missile



USS Gabrielle Giffords launches a Naval Strike Missile on Oct. 1 during exercise Pacific Griffin. The NSM is a long-range, precision-strike weapon that is designed to find and destroy enemy ships. U.S. Navy/Mass Communication Specialist Kenneth Rodriguez Santiago

PEARL HARBOR, Hawaii – The Independence-variant littoral combat ship USS Gabrielle Giffords successfully demonstrated the capabilities of the Naval Strike Missile (NSM) on Oct. 1 during Pacific Griffin, U.S. Pacific Fleet public affairs announced in a release.

Pacific Griffin is a biennial exercise conducted in the waters near Guam aimed at enhancing combined proficiency at sea while strengthening relationships between the U.S. and Republic of Singapore navies.

“Today was a terrific accomplishment for USS Gabrielle Giffords crew and the Navy’s LCS class,” said Cmdr. Matthew Lehmann, the ship’s commanding officer. “I am very proud of all the teamwork that led to the successful launch of the NSM.”

The NSM is a long-range, precision-strike weapon that can find and destroy enemy ships at distances up to 100 nautical miles. The stealthy missile flies at sea-skimming altitude, has terrain-following capability and uses an advanced seeker for precise targeting in challenging conditions.

Rear Adm. Joey Tynch, commander of Logistics Group Western Pacific, who oversees security cooperation for the U.S. Navy in Southeast Asia, said Gabrielle Giffords’ deployment sent a

crystal-clear message of the continued U.S. commitment to maritime security in the region.

“LCS packs a punch and gives potential adversaries another reason to stay awake at night,” Tynch said. “We are stronger when we sail together with our friends and partners, and LCS is an important addition to the lineup.”

The NSM aboard Gabrielle Giffords is fully operational and remains lethal. The weapon was first demonstrated on littoral combat ship USS Coronado in 2014. It meets the Navy’s over-the-horizon requirements for survivability against high-end threats, demonstrated lethality, easy upgrades and long-range strike capability.

The Gabrielle Giffords deployment marks the first time that an NSM has sailed into the Indo-Pacific region.

Gabrielle Giffords, which is on its maiden deployment, arrived in the 7th Fleet area of responsibility on Sept. 16 for a rotational deployment to the Indo-Pacific region. This marks the first time two LCS have deployed to the Indo-Pacific region at the same time. Gabrielle Giffords is the fifth LCS to deploy to U.S. 7th Fleet, following USS Freedom, USS Fort Worth, USS Coronado and the currently deployed USS Montgomery.

Gabrielle Giffords will conduct operations, exercises and port visits throughout the region as well as work alongside allied and partner navies to provide maritime security and stability, key pillars of a free and open Indo-Pacific.

General Atomics Wins Contract for Supporting Hypersonic Glide Body Prototype Development

SAN DIEGO, Calif. – General Atomics Electromagnetic Systems (GA-EMS) has been awarded a contract by the U.S. Army's Rapid Capabilities and Critical Technologies Office (RCCTO) to further the development of the Common Hypersonic Glide Body (CHGB) and Flight Test Vehicle in support of the U.S. Army Long Range Hypersonic Weapon and the U.S. Navy's Intermediate Range Conventional Prompt Strike Program, the company said in a release.

The contract award follows work performed by GA-EMS under a previous contract with the Army Space and Missile Defense Command for the Advanced Hypersonic Weapon technology demonstration program.

"As new threats continue to emerge, advancing the development and flight testing of hypersonic vehicle prototypes has become an urgent priority," said Scott Forney, president of GA-EMS.

"Over the past 13 years, we have worked closely with the Army and Sandia National Laboratories to design, manufacture and test hypersonic glide body components and technologies. We look forward to leveraging that expertise as this critical capability transitions out of the lab and into a production-ready asset to support the warfighter."

GA-EMS will provide manufacturing, production, engineering and technical support to integrate, test and evaluate CHGB and flight test vehicles through system and subsystem-level ground and flight test activities.

Deliverables include the manufacture of components, test and integration of vehicle flight components and assemblies, flight test planning and execution and simulation, validation and verification support.

HII Completes Dry Dock Work on George Washington



The final piece of the new main mast of the aircraft carrier USS George Washington is installed at Huntington Ingalls Industries Newport News Shipbuilding in March. With the dry dock portion of its refueling and complex overhaul complete, the ship is now in an outfitting berth, scheduled for delivery to the fleet in late 2021. Huntington Ingalls Industries/Matt Hildreth

NEWPORT NEWS, Va. – Huntington Ingalls Industries’ Newport News Shipbuilding division has completed the dry dock portion of the aircraft carrier USS George Washington’s refueling and complex overhaul (RCOH).

Following the recent flooding of more than 100 million gallons of water into the dry dock, George Washington was successfully moved to an outfitting berth, where it will begin final outfitting and testing. The overhaul is more than two-thirds complete and on track to be finished in late 2021.

“Getting George Washington out of the dry dock and back into the water is an important milestone in the overhaul process for shipbuilders, Sailors and our government partners,” said Chris Miner, Newport News’ vice president of in-service aircraft carrier programs.

“Over the next 24 months, we will focus on readying the ship

for the next 25 years of its operational life. Once our work is complete, George Washington will leave Newport News Shipbuilding as the world's most technologically advanced Nimitz-class warship."

During the dry dock phase of the RCOH, George Washington underwent significant upgrades and extensive repair work both inside and outside the ship. In addition to defueling and refueling its nuclear power plant, Newport News shipbuilders have re-preserved about 600 tanks and replaced thousands of valves, pumps and piping components.

On the outside, they performed major structural updates to the island, mast and antenna tower; upgraded all aircraft launch and recovery equipment; painted the ship's hull, including sea chests and freeboard; updated the propeller shafts; and installed refurbished propellers.

During the next phase of the complex engineering and construction project, shipbuilders will finish the overhaul and installation of the ship's major components and test its electronics, combat and propulsion systems before the carrier is redelivered to the Navy. This period also will be dedicated to improving the ship's living areas, including crew living spaces, galleys and mess decks.

"Taking the ship successfully out of the dry dock and over to our waterside pier marks a significant moment in the ship's history and in our RCOH period," said Capt. Kenneth A. Strong, the carrier's commanding officer.

"With the ship back in the water, we can turn our attention to our next major milestones and finishing our maintenance period to return this vital national asset back to the fleet."

USS George Washington arrived at Newport News in August 2017 and is the sixth Nimitz-class aircraft carrier to undergo its RCOH midlife refueling overhaul and maintenance availability.

Vigor Wins Modernization Contract for Two More Navy Cruisers



The guided-missile cruiser USS Cape St. George during a 2015 training exercise. U.S. Navy/Mass Communication Specialist 3rd Class Susan C. Damman

SEATTLE, Wash. – Vigor has been awarded a \$255 million contract for modernization of two Ticonderoga cruisers, USS Chosin and USS Cape St. George, according to a company release.

The contract includes options, which if exercised would bring the cumulative value of the deal to \$303.6 million.

Work will include a combination of maintenance, modernization and repair. The modernizations will keep these ships combat effective to support fleet operations for years to come.

Work will be performed at Vigor's Harbor Island facility in Seattle, growing the ship repair workforce at the facility to approximately 650 employees.

"Ship repair and service life extension in the defense sector has been a growth area for Vigor's Pacific Northwest shipyards," said Adam Beck, Vigor's executive vice president of ship repair.

"This contract award allows us to maintain and build upon the quality, skilled workforce so necessary to maintain the mission readiness of the U.S. Naval Fleet. We are honored to have that opportunity and we are thrilled for the job growth

it represents.”

Other recent work for Vigor’s Navy program includes the USS Sampson, the USS Coronado and the USS Manchester. Work on the cruisers is expected to begin in December and be completed by November 2021.

Cutter Returns to Boston After Offloading More Than 12,000 Pounds of Cocaine



The Coast Guard Cutter Seneca crew offloaded more than 12,000 pounds of cocaine on Sept. 20 at Coast Guard Sector Miami. The drugs were interdicted in international waters of the eastern Pacific Ocean off the coasts of Mexico and Central and South America. U.S. Coast Guard/Petty Officer 2nd Class Jonathan Lally

BOSTON – The U.S. Coast Guard Cutter Seneca returned home to Boston on Sept. 27 after a 93-day patrol in the eastern Pacific Ocean, the Coast Guard 1st District said in a release.

Seneca intercepted three drug smuggling vessels transporting cocaine from South America that were bound for the United States. The interdictions during this patrol resulted in the apprehension of nine suspected narcotics traffickers and more than 12,000 pounds of cocaine with a street value of nearly \$174 million dollars.

“Counter-drug operations are a vital component to the Coast Guard and Department of Homeland Security’s mission and our national security,” said Cmdr. John Christensen, commanding

officer of the Seneca. “I am exceptionally proud of this crew who, over the course of the last three months, rose above the challenges of conducting operations at sea, persevered through many personal sacrifices and showed an unwavering dedication to serving our nation.”

Throughout the patrol, Seneca rescued 22 Haitian Migrants, conducted joint exercises with the Honduran navy, transited the Panama Canal and spent several months combating illicit narcotics smuggling across the eastern Pacific with a deployed armed Coast Guard helicopter team from Helicopter Interdiction Tactical Squadron Jacksonville.

These interdictions were in support of Operation Martillo, a regional initiative targeting illicit trafficking that threatens security and prosperity at the national, regional and international levels.

Coast Guard Commissions Newest Fast Response Cutter in Honolulu



The crew of the Coast Guard Cutter William Hart sets the first watch during the cutter’s commissioning ceremony at Base Honolulu on Sept. 26. U.S. Coast Guard/Petty Officer 3rd Class Matthew West

HONOLULU – The U.S. Coast Guard commissioned the newest Hawaii-based 154-foot fast response cutter (FRC) in Honolulu on Sept. 26, according to a Coast Guard 14th District release.

“There is no greater reflection of the commandant’s strategic

vision and commitment than the fact that as we commission the William Hart today, it will be the fifth Coast Guard cutter commissioned in the last two years here at Base Honolulu that will operate in the heart of Oceania,” said Rear Adm. Kevin Lunday, commander of the 14th District.

“There is no question that by our actions and not our words alone, the Coast Guard is here and committed along with the rest of the United States in the Pacific.”

The Coast Guard Cutter William Hart (WPC 1134) is the third Sentinel-Class FRC to be homeported at Coast Guard Base Honolulu. While these ships’ crews call Honolulu home, they will operate throughout the 14th Coast Guard District, which covers more than 14 million square miles of land and sea, with units in Hawaii, American Samoa, Saipan, Guam, Singapore and Japan.

The FRCs are some of the newest Coast Guard vessels to come online, replacing the aging Island-Class patrol boat fleet. The FRCs represent the Coast Guard’s commitment to modernizing service assets to address the increasingly complex global maritime transportation system.



Margaret Hart Davis, sponsor of the William Hart, brings the cutter to life with Lt. Cmdr. Laura Foster, the cutter’s commanding officer, during the Sept. 26 ceremony. Davis is the daughter of William Hart, the ship’s namesake. U.S. Coast Guard/Petty Officer 3rd Class Matthew West

William Hart “is a remarkable ship with increased seakeeping, endurance, range, combat capability, telecommunications, everything about this is a game-changer for the Coast Guard,” Lunday said.

FRCs feature advanced systems as well as over-the-horizon response boat deployment capability and improved habitability for the crew. The ships can accommodate a team of 24, reach speeds of 28 knots with a range of 2,500 nautical miles and

patrol up to five days.

Recently, FRCs already stationed in Honolulu participated in longer over-the-horizon voyages to the Republic of the Marshall Islands and Samoa, displaying the potential of these cutters and their importance to the Coast Guard's overall Pacific strategy and regional partnerships.

The crew took delivery of the William Hart, which was built by Bollinger Shipyards in Lockport, Louisiana, in Key West, Florida, and arrived in Honolulu on Aug. 17. Three more FRCs are scheduled to be homeported in Guam, increasing the 14th Coast Guard District's total number of the cutters to six. Servicewide, the Coast Guard is acquiring 56 FRCs to replace the 110-foot Island-class patrol boats.

William C. Hart, the cutter's namesake, was a Gold Lifesaving Medal recipient who rescued a crewmember of the tug Thomas Tracy.

In November 1926, Hart dove into the water in a 70-mph gale off Absecon, New Jersey, to save the mariner, who went overboard in the storm. Throughout the 1930s, Hart served in the U.S. Army Corps of Engineers before returning to the Coast Guard in 1939, advancing to the rank of chief petty officer and serving as a boatswain's mate.

When the United States entered World War II, he was commissioned as a lieutenant junior grade and saw action in both the Atlantic and Pacific theaters. He served as commanding officer and executive officer for several ships before retiring from the Coast Guard as a lieutenant commander in 1950.