

# Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility Named Naval Supervising Authority and Lead Maintenance Activity for Submarine Rotational Force – West



[Release from Naval Sea Systems Command](#)

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By NAVSEA Office of Corporate Communications and AUKUS  
Integration and Acquisition Program Office Public Affairs

WASHINGTON – Commander, Naval Sea Systems Command Vice Adm. Bill Galinis named Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) as the Naval Supervising Authority (NSA) and Lead Maintenance Activity (LMA) for Submarine Rotational Force – West (SRF-W) July 26. As the NSA/LMA, PHNSY & IMF will support the establishment of SRF-W, which is the first phase of the AUKUS Pillar One effort that is delivering conventionally armed nuclear-powered attack submarines (SSNs) to Australia. SRF-W will host up to four Virginia-class and one United Kingdom Astute-class attack submarines (SSNs) at HMAS Stirling on a rotational basis in Western Australia starting in 2027.

Initially announced in September 2021, the AUKUS trilateral agreement between Australia, the United Kingdom, and the United States is a strategic endeavor aimed at strengthening the security and defense capabilities of the three nations that also promotes stability and security in the Indo-Pacific region. Australia will acquire SSNs under Pillar One of AUKUS via a plan known as the “Optimal Pathway” announced by the heads of the three partner nations on March 13, 2023.

With the extended rotations lasting between three and five years, Virginia-class SSNs will require voyage repair and Intermediate-Level (I-Level) maintenance that generally lasts several weeks and does not require dry docking. As the NSA/LMA, PHNSY & IMF will support training Australian military and civilian personnel to execute the required work.

“There is no doubt that Pearl Harbor is the right shipyard to serve as the NSA/LMA for SRF-W,” said Galinis. “Having completed numerous maintenance availabilities, they know the Virginia-class. When you add in the exceptional skill of the Pearl Harbor workforce, it is the right decision.”

“It is an honor and a formidable responsibility to have PHNSY & IMF chosen to serve as the NSA/LMA for SRF-W,” said the shipyard’s commanding officer Capt. Richard A. Jones.

“Significant effort will be required, but we understand our efforts will sharpen the tip of the Royal Australian Navy’s spear and set their submarine force on the path to sovereign readiness to operate and maintain their own conventionally armed nuclear-powered attack submarines. PHNSY & IMF’s mission is to keep the fleet fit to fight and we look forward to sharing our knowledge and dedication to a culture of excellence that returns submarines safely to the fleet on time, every time.”

In the near future, Australian and United Kingdom personnel will travel to PHNSY & IMF to refine their understanding of the requirements associated with maintaining SSNs.

“Soon, Australian and UK nationals will be at our naval shipyard, embedded within our maintenance organization, learning skills that are unique to only six countries in the world,” said Rear Adm. Scott Brown, Naval Sea Systems Command’s Deputy Commander, Industrial Operations. “PHNSY & IMF will be charged with leading a trilateral effort to develop the capability to repair and maintain SSNs in Australia. We are committed to ensuring that Australia has all the local knowledge, training, and skills needed to maintain SSNs in accordance with our standards.”

To ensure PHNSY & IMF can meet its future obligations, additional personnel will be hired to support the AUKUS effort. “We recognize we can’t absorb this added workload with our current workforce,” said Jones. “Working with NAVSEA, we will be looking to add people across numerous shops throughout the shipyard to support this effort so we don’t overburden our systems or impact any planned maintenance availabilities.”

“The AUKUS Integration and Acquisition Office is extremely happy to have PHNSY & IMF designated as the NSA/LMA for SRF-W and we are honored to have them as part of the AUKUS `Ohana,” said Captain Lincoln Reifsteck, the AUKUS Integration and Acquisition Program Manager. “The men and women of the Navy’s

Nō Ka ‘Ōi (of the best) shipyard in the heart of the Pacific are critical to our overall success and I am looking forward to building a strong working relationship with them and our Australian shipmates.”

The AUKUS partnership is a strategic endeavor that strengthens the three nations’ national security and promotes peace and stability in the Indo-Pacific region. Australia will acquire conventionally armed SSNs for the Royal Australian Navy under AUKUS Pillar One via the Optimal Pathway announced by the heads of the three partner nations on March 13, 2023. The AUKUS Integration and Acquisition (I&A) Program Office is responsible for executing the trilateral partnership to deliver conventionally armed, nuclear-powered attack submarines to the Royal Australian Navy at the earliest possible date while setting the highest nuclear stewardship standards.

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## **Navy Approves Service Life Extension for Four Arleigh-Burke Class Destroyers**




[Release from the Office of the Chief of Naval Operations](#)

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03 August 2023

WASHINGTON (August 2, 2023) –The Office of the Chief of Naval Operations, Surface Warfare Division (N96) recently approved the service life extension of four Arleigh Burke class guided-missile destroyers.

 USS Ramage (DDG 61), homeported in Norfolk, VA, and USS Benfold (DDG 65), based in Yokosuka, Japan, have been extended by five years to FY 2035 and FY 2036, respectively.

USS Mitscher (DDG 57), also homeported in Norfolk, and USS Milius (DDG 69), homeported out of Yokosuka, have been extended by four years to FY 2034 and FY 2035, respectively.

These extensions follow the March 2023 extension of USS

Arleigh Burke (DDG 51) by five years through FY 2031. The extension puts each destroyer beyond their estimated service life of 35 years.

“These service life extensions demonstrate the Navy’s commitment to ensuring the surface fleet has the right capability and capacity,” said Rear Adm. Fred Pyle, director of Surface Warfare (N96). “Adding 23-years of service life cumulatively over the last six months is a significant investment in surface warfare. These extensions align to Secretary of the Navy Del Toro’s commitment to Congress during the FY-24 posture hearings to analyze service life on a hull-by-hull basis and extend the correct ships in order to be good stewards of resources invested in the U.S. Navy by the American people.”

Each of these ships have received Aegis baseline nine upgrades through the DDG Modernization program. The program provided a comprehensive mid-life modernization to these destroyers, ensuring they have the right systems to remain capable and reliable to the end of their service life. Based on analysis by the Navy’s technical community, these extensions were feasible because each ship properly adhered to lifecycle maintenance plans and were well maintained in good material condition by their crews.

“These DDGs bring the right capability and capacity to our operational commanders in an affordable manner maximizing the Navy’s targeted return on investment for these ships,” Pyle added. “Each of these extensions takes into account where these ships are in their lifecycle maintenance schedules. Extending Mitscher and Milius by an additional year to five years would require each ship to spend a year of that extension in a docking availability, which would not be a prudent use of resources entrusted to the Navy.”

The surface community will continue to evaluate the service life of each surface ship based on combat relevance,

reliability data, and material condition. Currently, the Navy has 73 Arleigh Burke-class destroyers in service and is continuing to modernize the class with the latest technologies and capabilities.

For more information on the Arleigh Burke-class guided-missile destroyer, please visit:  
<https://www.navy.mil/Resources/Fact-Files/Display-FactFiles/Article/2169871/destroyers-ddg-51/>

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## **Amentum      Awarded      \$818M Contract to Modernize U.S. Navy F-16 Adversary Fleet**



## [Release from Amentum](#)

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CHANTILLY, Va., August 2, 2023 – Amentum was awarded an \$818 million contract for adversary aircraft sustainment and modernization of the U.S. Navy F-16 fleet. Amentum will manage all aspects of the Viper Maintenance Group Aircraft Maintenance and Contractor Logistics Support (CLS) contract by providing technical, sustainment and logistics solutions for the Navy F-16 aircraft based at Naval Air Station (NAS) Fallon, Nevada.

“Amentum has been an essential partner to the Navy at Fallon on F-16 Adversary flight operations for the Navy’s premier weapons schools like TOPGUN, as well as Navy Air Wing Training, and fleet support detachments across the U.S.,” said Dr. Karl Spinnenweber, President of the Critical Missions Group. “Navy F-16 Vipers play a vital role as the aggressor in fighter combat training, and our work securing Viper modernization is key to the Navy and Marine Corps fighter squadron’s combat readiness.”

Under this contract, Amentum maintains F-16/A/B/C/D aircraft and provides full system maintenance and supply chain support to support continuous flight operations, along with many detachments executed simultaneously with home station operations. During the contract period, Amentum will support the Navy in growing their F-16 Adversary fleet across all sites.

“Our F-16 Adversary CLS work combined with our similar support of the Navy and Marine Corp’s F-5 Adversary program positions Amentum as the premier partner to the Department of the Navy for their organic Adversary services across the fleet,” said Joe Kelly, SVP of Sustainment, Analytics and Aviation Solutions. “Amentum is committed to the mission of the Navy’s top weapons schools to sustain operational combat readiness

and defeat peer competitors.”

This single-award indefinite delivery/indefinite quantity contract begins August 31, 2023, has a five-year base period and a three-year option period, and is contracted through Naval Air Systems Command (NAVAIR) supporting the Naval Aviation Warfighting Development Center (NAWDC) and the Naval Air Forces Reserve, Tactical Support Wing (TSW).

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## U.S. 4TH FLEET ANNOUNCES CONTINUING PROMISE 2023 DEPLOYMENT



CARTAGENA, Colombia (July 2, 2023) Colombian Navy Sailors

observe as the expeditionary fast transport USNS Burlington (T-EFP 10) arrives at Colombian Base Naval Logistica ARC "Bolivar", Colombia in preparation for UNITAS LXIV, July 2, 2023.

[Release from U.S. Naval Forces Southern Command/U.S. Fourth Fleet Public Affairs Office](#)

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By U.S. Naval Forces Southern Command/U.S. Fourth Fleet Public Affairs Office

02 August 2023

CARTAGENA, Colombia – The U.S. Navy expeditionary fast transport USNS Burlington (T-EFP 10) will deploy to the U.S. Southern Command area of operations over the next two months as part of U.S. Naval Forces Southern Command/U.S. 4th Fleet's Continuing Promise 2023 mission.

Detailed planning has wrapped up for the Burlington to visit Panama, Colombia, Trinidad and Tobago, and Grenada. During these mission stops, Continuing Promise medical teams will focus on working alongside partner nation medical personnel to provide care in community clinics to increase medical readiness, strengthen partnerships, and enhance the combined capabilities of the U.S. Navy and partner nations to respond to public health disasters and humanitarian crises.

"The Continuing Promise mission reflects our enduring commitment to the region as we work collaboratively with our friends to ensure a secure, free, and prosperous hemisphere," said Rear Adm. Jim Aiken, commander of U.S. Naval Forces Southern Command/U.S. 4th Fleet. "Continuing Promise 2023 allows us to work together with our friends in partner nations to improve lives."

The Burlington will bring a medical engagement team to each

mission stop to provide some direct patient care in community clinics and through host nation medical facilities. The team includes veterinarians who will work with animals in the host nation, biomedical technicians, Navy Seabees who will conduct small engineering projects, and the U.S. Fleet Forces Navy Band Detachment, which will entertain people through school visits and concerts.

Cmdr. Charles Castevens will serve as the Continuing Promise 2023 Mission Commander. "This is an ideal opportunity for us to make a difference in four partner nations," said Castevens. "Continuing Promise 2023 will strengthen partnerships and positively impact the people we come into contact with," he said.

Continuing Promise 2023 will also include training and subject matter expert exchanges on various medical and humanitarian assistance/disaster relief topics, and leading seminars on Women, Peace, and Security (WPS).

WPS is a United Nations initiative that started with UNSCR 1325 signed in 2000. It was a public acknowledgment that women are more adversely impacted by conflict and crisis, and that including women in security planning will lead to a more peaceful world. The Department of Defense (DoD) signed the WPS Implementation Plan in 2020. It outlines defense objectives and goals that the DoD will strive to achieve in order to move the bar toward full WPS implementation. U.S. Southern Command and U.S. 4th Fleet are dedicated to WPS and the promotion of gendered perspectives.

Continuing Promise 2023 marks the 13th mission to the region since 2007 and the first involving USNS Burlington. The mission will also foster goodwill, strengthen existing partnerships with partner nations, and encourage the establishment of new partnerships among countries, non-government organizations, and international organizations.

The USNS Burlington is an Expeditionary Fast Transport (EPF), a shallow draft, all aluminum, commercial-based catamaran capable of regional transport of personnel and cargo lift, providing combatant commanders high-speed sealift mobility with inherent cargo handling capability and agility to achieve positional advantage over operational distances. The Burlington will bring the personnel, equipment and supplies necessary to conduct the Continuing Promise mission.

U.S. Naval Forces Southern Command/U.S. 4th Fleet supports U.S. Southern Command's joint and combined military operations by employing maritime forces in cooperative maritime security operations to maintain access, enhance interoperability, and build enduring partnerships in order to enhance regional security and promote peace, stability and prosperity in the Caribbean, Central and South American region. Learn more about USNAVSOUTH/4th Fleet at <https://www.fourthfleet.navy.mil>, <https://www.facebook.com/NAVSOUS4THFLT> and @NAVSOUS4THFLT.

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**Navy Awards DDG 51 FY23-27  
Multiyear Procurement  
Contracts**



[Release from Naval Sea Systems Command](#)

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Aug. 1, 2023

From Team Ships Public Affairs

WASHINGTON – The Navy awarded contracts to Huntington Ingalls Industries, Ingalls Shipbuilding Division (HII Ingalls) and General Dynamics Bath Iron Works (GD BIW) for the fiscal years (FY) 2023 – 2027 multiyear procurement (MYP) of DDG 51 Arleigh Burke class destroyers, August 1.

“Arleigh Burke class destroyers are the backbone of the surface fleet and one of the most successful shipbuilding programs in the history of the Navy,” said Carlos Del Toro, Secretary of the Navy. “These awards provide a long term stable demand signal to the shipbuilder and industrial supply base, encouraging industry investment in the workforce. With our industry partners, we are going to continue to build them;

and they will continue to secure the seas for decades to come!”

“These contract awards will allow the Navy to continue delivery of lethal capacity in an affordable and effective manner,” said Frederick J. Stefany, acting Assistant Secretary of the Navy for Research, Development and Acquisition. “The Navy saved \$830 million for these nine ships through multiyear procurement contracts and also has options for additional ships to accelerate delivery of the critical DDG 51 Flight III capabilities to our naval force.”

HII Ingalls is being awarded a fixed-price-incentive firm target (FPIF) contract for the design and construction of six DDG 51 class ships, six in FY 2023-2027.

GD BIW is being awarded a FPIF contract for the design and construction of three DDG 51 class ships, three in FY 2023-2026.

These multiyear procurement awards are for nine MYP ships. Additionally, each shipbuilder’s contract contains options for additional ships over the next five years, providing the Navy and Congress flexibility to increase DDG 51 build rates, if authorized and appropriated.

“These contracts will provide next-generation Integrated Air and Missile Defense capability for our future fleet while ensuring a stable shipbuilding and defense industrial base for the foreseeable future,” said Capt. Seth Miller, DDG 51 class program manager, Program Executive Office (PEO) Ships. “The Navy is proud to be teaming with the dedicated shipbuilders at HII Ingalls and GD BIW to construct and deliver these warships to the fleet.”

The destroyers are being procured in a Flight III configuration, relying on a stable and mature design while delivering critical Integrated Air and Missile Defense capability with the AN/SPY6(V)(1) Air and Missile Defense

Radar. The Navy's first Flight III destroyer, Jack H. Lucas (DDG 125), was delivered by HII Ingalls in June 2023.

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special mission and support ships, boats, and craft.

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## **USS Zumwalt (DDG 1000) Homeport Shift**



[Release from Commander, Naval Surface Force, U.S. Pacific Fleet](#)

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02 August 2023

From Commander, Naval Surface Force, U.S. Pacific Fleet

SAN DIEGO- USS Zumwalt (DDG 1000) departed San Diego, Aug 1, and will shift its homeport from San Diego to Pascagoula, Mississippi.

USS Zumwalt (DDG 1000) departed San Diego, Aug 1, and will shift its homeport from San Diego to Pascagoula, Mississippi to enter a modernization period and receive technology upgrades including the integration of the Conventional Prompt Strike weapons system.

The upgrades will ensure Zumwalt remains one of the most technologically advanced and lethal ships in the U.S. Navy.

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**HII Authenticates Keel of  
Virginia-Class Attack  
Submarine Oklahoma (SSN 802)**



## [Release from HII](#)

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NEWPORT NEWS, Va., Aug. 02, 2023 (GLOBE NEWSWIRE) – HII’s (NYSE: HII) Newport News Shipbuilding (NNS) division authenticated the keel today for *Virginia*-class attack submarine *Oklahoma* (SSN 802).

“We enjoy participating in Navy traditions like this one because they remind us of the important role we play in our nation’s defense,” NNS President Jennifer Boykin said. “The nuclear submarines we build help ensure our peace and freedoms, and we take great pride in being a nuclear shipyard.”

The ship’s sponsor is Mary “Molly” Slavonic, an Oklahoma native. Slavonic has long supported both the state of Oklahoma and the Navy. She worked alongside her husband, former acting Under Secretary of the Navy Greg Slavonic, in building the USS *Oklahoma* (BB 37) Memorial in Pearl Harbor, Hawaii, to honor the 429 sailors and Marines who died aboard the battleship during the Dec. 7, 1941 attack on Pearl Harbor.

During Wednesday's authentication, NNS welder Alex VanCampen etched Slavonic's initials onto a metal plate, signifying the keel of SSN 802 as being "truly and fairly laid." The metal plate will remain affixed to the submarine throughout its life.

Photos accompanying this release are available at: <https://hii.com/news/hii-authenticates-keel-virginia-class-attack-submarine-oklahoma-ssn-802>.

"I am deeply honored to be the sponsor for *Oklahoma*, named in honor of my beloved home state," Slavonic said. "This milestone marks the beginning of what will be a lifelong bond between my family and *Oklahoma*, including the incredible shipbuilders constructing her and the brave sailors who will serve aboard this mighty submarine."

*Oklahoma* is the 29th *Virginia*-class fast attack submarine, the first of Block V and the 14<sup>th</sup> to be delivered by NNS.

"This time-honored tradition celebrates the hard work of thousands of shipbuilders from HII who have been working on *Oklahoma*, the first Block V *Virginia*-class submarine," said Cmdr. Aaron Stutzman, commanding officer of the pre-commissioning unit. "This important step brings to life Congress' charge in our constitution to maintain a Navy. I am very grateful for the opportunity to be *Oklahoma*'s first commanding officer, training our sailors to work alongside the shipyard community building *Oklahoma* and to be ready to take the world's most technologically-advanced submarine to sea."

NNS is one of only two shipyards capable of designing and building nuclear-powered submarines for the U.S. Navy. The advanced capabilities of *Virginia*-class submarines increase firepower, maneuverability and stealth.

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# Naval Reactors Celebrates 75 Years



UA 475.05.02 Launching of USS Nautilus (SSN-571)  
[Release from Naval Reactors Public Affairs](#)

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31 July 2023

From Naval Reactors Public Affairs

WASHINGTON - August 4 marks the birthday of the Naval Nuclear Propulsion Program, a joint Department of Navy and Department

of Energy organization responsible for all aspects of the Navy's nuclear propulsion, including research, design, construction, testing, operation, maintenance, and ultimate disposition of naval nuclear propulsion plants.

In 1946, shortly after the end of World War II, Congress passed the Atomic Energy Act, which established the Atomic Energy Commission to succeed the wartime Manhattan Project and gave it sole responsibility for developing atomic energy. At this time, Capt. Hyman G. Rickover was assigned to the Navy Bureau of Ships, the organization responsible for ship design.

Rickover recognized the military implications of successfully harnessing atomic power for submarine propulsion and knew it would be necessary for the Navy to work with the AEC to develop such a program. He and several officers and civilians were sent to the AEC laboratory at Oak Ridge, Tennessee, for a year to learn the fundamentals of nuclear reactor technology.

Although theories of nuclear power were understood, the technology to build and operate a shipboard nuclear propulsion plant did not exist. There were several reactor concepts; the real challenge was to develop this technology and transform the theoretical into the practical. New materials had to be developed, components designed, and fabrication techniques worked out. Furthermore, installing and operating a steam propulsion plant inside the confines of a submarine and under the unique deep-sea pressure conditions raised a number of technical difficulties. Faced with these obstacles, the team at Oak Ridge knew that to build a naval nuclear propulsion plant would require a substantial commitment of resources and a new level of Government and Industry commitment.

Rickover returned to Washington and used every opportunity from his post at Navy Bureau of Ships to argue the need to establish a Naval Nuclear Propulsion Program. On August 4, 1948, the Navy created the new Nuclear Power Branch (Code 390)

with Rickover as its head within the Bureau's Research Division.

Just seven years later, Rickover and his team put the world's first nuclear-powered submarine, USS Nautilus (SSN 571) to sea. Three years later, on Aug. 3, 1958, Nautilus accomplished the impossible when the ship reached the geographic North Pole, 90 degrees North. Cmdr. William Anderson was in command and had a crew of 116 Sailors aboard.

"Such a journey was previously unthinkable," said Adm. Frank Caldwell, Director of the Naval Nuclear Propulsion Program. "But this single event demonstrated the awesome, asymmetric advantage that nuclear power afforded our submarines and America's national defense. The Nautilus could go to any ocean in the world, anytime, and remain there virtually as long as desired."

Ten years after the program started, the Navy was sailing four fully-operational nuclear-powered submarines and building the first nuclear-powered aircraft carrier, USS Enterprise (CVN 65), with eight reactor plants. In the next two years, the first strategic ballistic missile submarine, USS George Washington (SSBN 598) went on its first strategic deterrent patrol.

Over the last 75 years, Naval Reactors has operated 273 reactors plants, taken 562 reactor cores critical including 33 different designs, and steamed more than 171 million miles with over 7,500 reactor years of safe operations. The Naval Nuclear Propulsion Program and the Navy's nuclear-powered warships have demonstrated clear superiority in defending the United States – from the Cold War to today's unconventional threats and strategic competition – Naval Reactors ensures the American Sailor and the nuclear-fleet are ready to fight and win the nation's wars.

There is no substitute for presence and nuclear-powered

aircraft carriers remain the most survivable and versatile airfields in the world, while nuclear-powered fast attack and large payload submarines hold adversaries at risk in both contested seas and open oceans. Today, the Navy operates 99 reactors and 79 nuclear-powered warships – including the largest, most capable warship ever built, USS Gerald R. Ford (CVN 78) which is on its maiden deployment in European waters, underway on nuclear power.

“It’s an exciting time in the Naval Nuclear Propulsion Program; we are fully embracing our responsibility to continue powering maritime dominance for the next 75 years,” said Caldwell.

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## **Diving Deep into Naval History, Navy Diving Executive Steering Committee Celebrates Origins of U.S. Navy Diving Community**



SHERIDAN LAKE, British Columbia (March 14, 2023) Divers conduct an emergency search procedures drill under the ice of Sheridan Lake, British Columbia, while participating in an Ice Diving Exercise (ICEDIVEX) involving Mobile Diving and Salvage Unit (MDSU) 1 and the Canadian Armed Forces' Fleet Diving Unit Pacific, March 14, 2023. The ICEDIVEX enhanced interoperability between U.S. and Canadian diving units by accomplishing joint technical diving and unit-level training evolutions. MDSU-1 is a component of Explosive Ordnance Disposal Group (EODGRU) 1 that provides combatant commanders the expeditionary capability to clear ports, piers and waterways; assist vessels in distress; and conduct salvage of ships, aircraft and other objects from the water. (U.S. Navy courtesy photo) 230314-N-N2422-0003

[Release from Navy Expeditionary Combat Command](#)

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By NECC Public Affairs

01 August 2023

VIRGINIA BEACH, Va. – They may dive the world over, but the humble beginnings of U.S. Navy divers first began on August 1, 1882 in local waters off of Newport, Rhode Island according to

Navy leaders who recently voted on establishing an official birth date for the community.

The Navy's diving executive steering committee, comprised of officers and senior enlisted leaders across warfare communities who have a vested interest in Navy diving and undersea operations, worked closely with Naval History and Heritage Command, the Naval Undersea Museum, Navy Diving and Salvage Training Center, and the Man in the Sea Museum, a military diving museum, to research the origins of the U.S. Navy diving inception date.

"Recognizing the birthday of Navy diving gives the entire diving community an opportunity to not only honor our proud lineage but also take a moment to reflect on the monumental contributions of brave pioneers such as William Badders and Robert Barth, along with trailblazers of professional achievement such as Carl Brashear and Mary Bonnin, who have contributed significantly to where we are today," said Master Chief Navy Diver Will Wittman, Navy Expeditionary Combat Command force master diver. "Understanding the arc of our evolution from a single class of six students at the Newport Torpedo School in 1882 to the innovation and capability I have known through the course of my career is truly humbling for me to reflect upon."

During their research, the committee learned Gunner's Mates served as some of the Navy's first divers. The introduction of the torpedo revolutionized naval warfare and prompted the need for additional undersea training to support testing and recovery of the ordnance. In turn, the Navy established a new course of instruction in Newport to provide the most relevant training for the emerging undersea technology at the time.

Historians from the Navy's museums corroborated this information with reports from the Secretary of the Navy's archives from 1882-1883. An excerpt from the report described

the new course of instruction in "submarine diving." According to the documents, six gunners reported on August 1, 1882 for a three-day course directed by the Bureau of Ordnance.

Rear Adm. Brad Andros, commander, Navy Expeditionary Combat Command, said recognizing the inception date for the Navy Diving community not only marks a momentous occasion in naval history but also increases diving community connectedness.

"I'm honored to join Navy divers across the service in commemorating our community, past and present," said Andros. "Navy divers are tasked with some of the most difficult and dangerous missions in the world and must be able to operate in extreme environments, under intense pressure, and with a high degree of precision. Our teammates have routinely embraced this challenge throughout our 141-year history, and I anticipate the entire force will continue to rise to the occasion and adapt to new threats, challenges, and adversaries for years to come."

According to Naval History and Heritage Command, since their inception, Navy divers have been involved in nearly every major conflict throughout history and have been a forerunner for advancing the diving and underwater operations industry through technology and tactics. In peacetime or in combat, U.S. Navy divers have rose to the occasion, including seven divers who have been awarded the Medal of Honor, the nation's highest military award.

For Master Chief Navy Diver Jeremy Sylvest of the Navy's Recruiting Command, August 1 now presents an opportunity to inform the next generation of Navy Sailors what a career in diving offers.

"The Navy is always looking for motivated, creative, disciplined, problem-solving candidates to serve as Navy Divers and contribute to the excellent culture we continue to

build,” said Sylvest. “A career in Navy diving offers opportunities for travel and adventure, a unique working environment, specialized training, and the chance to lead and build teams. Navy diving is the best kept secret in the Navy.”

Diving capabilities are not solely restricted to the Navy Diver rating as many other ratings receive specialized dive training to complete their missions including Seabees, special operators, explosive ordnance disposal technicians, engineers, medical personnel, and mass communication specialists.

Navy divers support a number of missions in the Navy including mobile diving and salvage, ship husbandry, research and development, submarine operations and undersea rescue missions, special warfare, expeditionary mine countermeasures, anti-terrorism and force protection, and underwater photography and videography.

While this year’s commemorative events will be celebrated locally at individual commands, the diving community is focused on planning a global event for 2024 that will encompass Navy diver participation from across the world.

“I’m honored to be a part of this community and look forward to advancing our capability with all service and international partners, along with welcoming new leaders of tomorrow into our fold as we honor our historic roots each year,” said Wittman.

For more information about becoming a Navy Diver, visit <https://www.navy.com/careers/navy-diver>.

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# HII Successfully Completes Acceptance Trials for Calhoun (WMSL 759)



[Release from HII](#)

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PASCAGOULA, Miss., July 28, 2023 (GLOBE NEWSWIRE) – HII’s (NYSE: HII) Ingalls Shipbuilding division announced today the successful completion of acceptance sea trials for the U.S. Coast Guard’s newest national security cutter, *Calhoun* (WMSL 759). During the trial, the ship spent time proving the ship’s systems including performing numerous tests in the areas of propulsion, electric plant, and mission systems.

“Our joint Ingalls and Coast Guard team has completed another successful sea trial, and I am pleased to say NSC 10 performed well,” Ingalls Shipbuilding President Kari Wilkinson said. “Our shipbuilders are now one step closer to delivering this highly capable and advanced cutter to the U.S. Coast Guard.”

For over two decades, Ingalls Shipbuilding has designed and built the Coast Guard *Legend*-class national security cutters. These ships are capable of embarking and supporting a wide range of Coast Guard, Navy and NATO missions. National security cutters have proven to be ideal platforms for drug interdiction, global illegal fishing, disaster relief and defense support operations.

A photo accompanying this release is available at: <https://hii.com/news/hii-acceptance-trials-national-security-cutter-calhoun-wmsl-759>.

“It’s an honor to see the hard work of our shipbuilders come to fruition during a sea trial, and I couldn’t be more proud of the team,” Ingalls Shipbuilding NSC Program Manager Amanda Whitaker said. “We stand ready to deliver *Calhoun* and provide our Coast Guard partners with this tremendous national security asset.”

NSC 10 is named to honor Charles L. Calhoun, the first master chief petty officer of the U.S. Coast Guard. Calhoun served in the U.S. Navy for three years during World War II and was honorably discharged in 1946 as a torpedoman’s mate petty officer 2<sup>nd</sup> class. He enlisted in the Coast Guard that same year and held varying positions of leadership over the course of his career.

Ingalls has delivered nine *Legend*-class national security cutters to the Coast Guard further enabling their important missions around the globe.