ICEX ’18
Advancing Cooperation and Capabilities in the Arctic

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Undersea Warriors,

As my three-year tenure as Commander, Submarine Forces draws to a close, I want you all to know that it has been the greatest privilege of my career to be your Force Commander. It has been an honor to work with the best people on the best warships supported by the best families!

For much of the last century, we really only had one main competitor on which to focus. We are now in a world where we not only have two near-peer competitors with which to contend, but also three non-near-peer adversaries—overall a much broader field.

As far as missions go, ours has historically been fairly focused. There has not always been the broad range of missions that our submarines have today: strategic deterrence, strike, anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance, mine warfare, arctic operations, and insertion of Special Operations Forces. I challenge you to find another platform in the entire Department of Defense that has that breadth of mission sets, from Phase Zero strategic deterrence to Phase Two kinetic high-end warfare.

Then there are the domains in which we operate. Today we are under the ice, on the seabed, interacting with the surface, shooting ballistic and cruise missiles thousands of miles, conducting electromagnetic warfare, and using unmanned aerial and undersea vehicles. It’s a full spectrum of cross-domain interaction. You’ll read about a great example of this throughout this edition of Undersea Warfare, discussing how earlier this year the fantastic crews of USS Hartford (SSN 768), USS Connecticut (SSN 22), and HMS Trenchant (S-91) conducted multinational submarine operations in the Arctic. These teams validated and enhanced our ability to sustain maritime superiority and preserve freedom of the seas in the most challenging undersea domain.

Despite all of the changes we’ve had to adapt to, one thing remains consistent—our people continue to be the foundation of our strength. Everything we do is only made possible by our fantastic Sailors and their families who support them. I’m extremely proud to have served with every single one of you, and I can’t thank you enough for your devoted leadership, your tireless dedication, and your selfless sacrifice. Thank you for all you do. Keep charging!

J.E. Tofalo
Undersea Warfare, Team.
It was a busy spring for the Undersea Warfare Community and our allies. In the last several months we executed a spectrum of operations. USS John W. Binar (SSN 785) supported U.S. and Allied forces to enforce the President’s policy in Syria and became the first Virginia-class submarine to launch Tomahawk missiles while deployed. USS Maryland (SSBN 738) conducted an overseas port visit to Faslane, Scotland demonstrating U.S. capability, flexibility, and continuing commitment to NATO. USS Connecticut (SSN 22), USS Hartford (SSN 768), and HMS Trident (S 91) participated in the biennial Ice Exercise (ICEX) in the Arctic to evolve our tactics, techniques, and procedures for operating in this harsh and unique environment. The Submarine Force’s ability to execute a wide range of missions worldwide is what helps maintain the United States’ maritime superiority.

The last couple months of submarine operations is a demonstration of our unparalleled dominance in undersea warfare. We operate the best platforms, train the best crews, and continue to foster a culture of integrity and high-velocity learning to maintain our competitive edge. Our competitors know our strengths and equally value the importance of advantage in the undersea domain, which makes us a target. Our competitors across the globe are improving their capabilities at a fast rate, are determined to further erode our undersea dominance, and are willing to do it by any possible means. We not only need to protect our classified technologies, but we should also know that our adversaries can use the aggregation of unclassified and FOUO procedures and capabilities to gain advantage. Protecting our capabilities, tactics, and operating patterns is paramount to the safety of our Sailors. Each Sailor, despite his or her experience and seniority, knows something that would benefit our adversaries in closing that gap. It is time to tighten our discipline with operational security; every use of classified and FOUO procedures and capabilities to gain advantage. Protecting our capabilities, and are willing to do it by any possible means. We not only need to protect our classified technologies, but we should also know that our adversaries can use the aggregation of unclassified and FOUO procedures and capabilities to gain advantage. Protecting our capabilities, tactics, and operating patterns is paramount to the safety of our Sailors. Each Sailor, despite his or her experience and seniority, knows something that would benefit our adversaries in closing that gap.

It is time to support the Fleet through proper resourcing to ensure that our ships, submarines, and aircraft are ever more capable. Our competitors know our strengths and equally value the importance of advantage in the undersea domain, which makes us a target. Our competitors across the globe are improving their capabilities at a fast rate, are determined to further erode our undersea dominance, and are willing to do it by any possible means. We not only need to protect our classified technologies, but we should also know that our adversaries can use the aggregation of unclassified and FOUO procedures and capabilities to gain advantage. Protecting our capabilities, tactics, and operating patterns is paramount to the safety of our Sailors. Each Sailor, despite his or her experience and seniority, knows something that would benefit our adversaries in closing that gap. It is time to tighten our discipline with operational security; every use of classified and FOUO procedures and capabilities to gain advantage. Protecting our capabilities, and are willing to do it by any possible means. We not only need to protect our classified technologies, but we should also know that our adversaries can use the aggregation of unclassified and FOUO procedures and capabilities to gain advantage. Protecting our capabilities, tactics, and operating patterns is paramount to the safety of our Sailors. Each Sailor, despite his or her experience and seniority, knows something that would benefit our adversaries in closing that gap.

SUMMER 2018 UNDERSEA WARFARE

“Make no mistake, our Submarine Force is ready to confront the adversary—any time, any place, and at the time of our choosing—and today’s investments will ensure that we can maintain this confidence in the future against an ever more capable adversary.”

2018 marks a return of the UK to the Arctic, demonstrating our ability to operate with our allies in this challenging environment. The Submarine Force (SSN 22), USS Hartford (SSN 768), and HMS Trident (S 91) supported U.S. and Allied forces to enforce the President’s policy in Syria and became the first Virginia-class submarine to launch Tomahawk missiles while deployed. USS Maryland (SSBN 738) conducted an overseas port visit to Faslane, Scotland demonstrating U.S. capability, flexibility, and continuing commitment to NATO. USS Connecticut (SSN 22), USS Hartford (SSN 768), and HMS Trident (S 91) participated in the biennial Ice Exercise (ICEX) in the Arctic to evolve our tactics, techniques, and procedures for operating in this harsh and unique environment. The Submarine Force’s ability to execute a wide range of missions worldwide is what helps maintain the United States’ maritime superiority.

It is my responsibility to support the Fleet through proper resourcing to ensure that our ships, submarines, and aircraft are ready for both their peacetime and wartime missions year-round. Our current budget prioritizes restoring Fleet readiness while making the necessary targeted investments in future capabilities to maintain our undersea advantage against a backdrop of growing competition. Make no mistake, our Submarine Force is ready to confront the adversary—any time, any place, and at the time of our choosing—and today’s investments will ensure that we can maintain this confidence in the future against an ever more capable adversary.

J.W. Tammen, Jr.
ICEX is part of the U.S. Navy Submarine Arctic Warfare program sponsored by the Chief of Naval Operations, Undersea Warfare Division (OPNAV N97). The biennial Submarine Arctic Ice Exercise (ICEX) program, along with other routine Arctic transit, is the long-standing means by which our Submarine Force develops and hones its Arctic operational and warfarefighting skills. ICEX dates back to the 1940s after recognition of a potential threat and operational need in the Arctic. Since 1947 when Dr. Waldo K. Lyon, founder of the Arctic Submarine Laboratory, made the first dive beneath the Arctic on a U.S. Navy submarine, over 120 submarine operations and more than 70 ICEXs have been conducted near and under the ice.

Initially, ICEX deployed diesel submarines conducting short excursions beneath the ice pack and in the Marginal Ice Zones. Throughout the Cold War era, the Sturgeon-class submarines were the workhorses of the Arctic, participating in numerous ICEXs, many of which were conducted with the support of drifting research ice stations. Since 2007, ICEX has become a formal program of record focusing on submarine operational proficiency and tactical capability of three fast attack class submarines used by Navy-operated ice camps.

The Need and the Challenges

With growing international interest in the region, it is important that the Navy sharpen its skills in the Arctic to maintain a stabilizing presence there. “From a military, geographic, and scientific perspective, the Arctic Ocean is truly unique and remains one of the most challenging ocean environments on earth,” said Rear Adm. James Pitts, commander of OPNAV N97. “It is important that the Navy submarine, over 120 submarine operations and more than 70 ICEXs have been conducted near and under the ice.

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ICEX 2018

USS Connecticut (SSN 22), USS Hartford (SSN 768), and the Royal Navy hunter killer submarine, HMS Trenchant (S-91) were all able to conduct operational training, testing the ship systems in this unique environment during ICEX 2018. The three submarines conducted joint operations at Ice Camp SKATE in the Beaufort Sea from March 7-21, 2018 before rendezvousing and surfacing at the North Pole on March 27, 2018. Each submarine followed its own route to the Arctic Ocean, demonstrating assured access and proficiency in submarine Arctic operations.

The three submarines spent 105 days under ice while steaming over 21,000 nautical miles. Combined, they performed 20 through-ice surfacings including the first three-submarine ICEX since 1991. This was the first under-ice deployment of a Royal Navy submarine since 2007 and through-ice surfaced since 2004. Submarine operations at SKATE consisted of four exercise torpedo firings and recoveries during a Torpedo Exercise (TORPEX) and six submarine tactical development tests.

Pioneering

The journey to ICEX 2018 began months before the submarines arrived in the Arctic. In October 2017, experts from the Naval Ice Center (NIC) and the University of Alaska Fairbanks (UAF), in collaboration with ASL, began tracking satellite imagery to identify ice floes that could be suitable sites for the drifting ice station. Satellite images were used to track ice floes that survived the summer months.

“To select a site to build the drifting ice camp, the team needed to identify a floe consisting of both first-year and multi-year ice. The site needed to be within flight range of our support aircraft in order to continue delivering supplies and personnel,” said Larry Estrada, ASL Director.

“First-year ice is characterized by flat, providing an ideal location for grooming a runway, whereas multi-year ice, or ice that survives the summer months, produces a stronger, thicker, and more stable floe, ideal for supporting ice camp structures.”

Approximately one week before the start of camp build, a small team with members from ASL, UAF and NIC conducted a surveillance flight from U.S. Coast Guard Air Station Kodiak. During the flight, the Coast Guard dropped tracking buoys onto multiple ice floes that the team evaluated as potential sites for an ice station. Two days later, members of ASL, Ukpeaġvik Iñupiat Corporation (UIC) Science, and UAF embarked on a chartered plane to conduct pioneering surveys on the previously identified candidate ice floes.

Once on the ice, the team drilled and collected ice cores on each of the ice floes surveyed. Additionally, a specialized sled carrying an Electromagnetic Induction (EMI) instrument was pulled across each floe to determine the varying ice thicknesses. The EMI can distinguish between the different properties of sea ice to identify ice thicknesses. These data were used along with other logistics considerations to select an ice floe that was the most likely to support four weeks of personnel on the ice.

Ice Camp SKATE

After selecting the most suitable ice floe, construction of Ice Camp SKATE began. Tons of thousands of pounds of tents, food, supplies, snowmobiles, diving equipment, and additional support equipment were delivered to the site. This was achieved through two methods. The primary method was by aircraft. The second method was via an airdrop facilitated by the Alaska Air National Guard’s 176th Wing.

The 176th Wing partnered with U.S. Marine Corps riggers from 1st Air Delivery Platoon, Landing Support Company, Combat Logistics Regiment 17, 1st Marine
TTPs under the ice, and this exercise allows us to do so on a larger scale alongside our U.S. Navy and academicians alike. “The advantage of having a camp on the ice floe is to provide a stable platform to simulate the tracking range, sensors, and environmental equipment for the exercise,” Estrada said.

From the tracking range, range safety officers monitor and control all movements of the submarines and provide the team with TORPEX. Additionally, from the command center, camp personnel keep tabs on everyone leaving or returning to camp and coordinate the movement of vehicles and aircraft. U.S. Navy Meteorology and Oceanography Command (METOC) officers also monitored any changes in the weather and the ocean environment to ensure safe operations for ice camp personnel and provided support for the three submarines.

The Royal Navy continued its long history of participating in ICEX with the return of one of their hunter-killer submarines, HMS Trenchant (S-81), as well as Sailors participating on the ice as camp safety officers.

The Royal Canadian Navy also continued support of ICEX by providing experienced Sailors to serve as camp safety watch and range safety officers in addition to pilots and aircrew who flew numerous flights carrying personnel and cargo to and from the camp.

After the completion of the exercise and departure of the submarines, ASL, UIC, and UAF, the combined efforts of the three submarines and the crew were trained to operate this equipment. ASL also provided Arctic Operations Specialists, commonly called ice pilots, to each submarine to provide guidance in operations under ice and experience in arctic operations.

Each route to and from ICEX provided the submarines with unique navigational and operational challenges. On its way to Ice Camp SKATE, USS Connecticut had to transit areas with very shallow water in the vicinity of ice keels deeper than 60 feet. Along their paths to, USS Hartford and HMS Trenchant transited routes containing icebergs, detected with active SONAR, tracked, and avoided.

Before the submarines can surface, they must find open water or ice feature that meets the ice breakthrough criteria for the particular submarine class. Due to the limitations for surfacing, each submarine was equipped with the HMS Trenchant’s MDSU-2 as part of the Arctic Nuclear Propulsion Program, and was attended by professional staff members for Congress, the Office of the Secretary of the Navy, and the White House Military Office. The second event was hosted by Adm. Bill Moran, Vice Chief of Naval Operations, and was attended by influential leaders in Congress, the Intelligence Community, and the UK Defence and Armed Forces.

Additional multinational and UK Distinguished Visitor engagements were conducted at ICEX 2018. Rear Admiral Pitts hosted submarine professionals from the United Kingdom at Ice Camp SKATE, and then the contingent proceeded to Ice Camp Hartford for another multi-national visitor engagement and submarine leadership conducted a memorial for HMS Trenchant (S-88) crewmembers who lost their lives on an Arctic deployment to support ICEX in 2007.

Torpedo Exercise

While TORPEXs are conducted every other ICEX, 2018 stood apart as the first time military divers were used to recover the torpedoes. Divers from U.S. Navy Mobile Diving and Salvage Unit (MDSU)-2, Underwater Construction Team One, and the U.S. Coast Guard braved the Arctic waters to play a critical role in recovering the torpedoes.

During the exercise, Connecticut and Hartford conducted a TORPEX in which one submarine acted as a target while the other fired exercise torpedoes under the ice. Exercise torpedoes have no warheads and carry less fuel.

“The primary objective of this year’s ICEX was to test new under-ice weapons systems and validate tactics for weapon employment,” said Ryan Dropek, Naval Undersea Warfare Center (NUWC) Division Newport, R.I. Weapons Test Director. “Once the divers recovered these torpedoes, we were able to extract important data about how they performed and reacted in these conditions.”

After the submarines fired the torpedoes, the divers were able to extract important data about how they performed and reacted in these conditions. The divers attached warheads and torpedoes, we were able to extract important data about how they performed and reacted in these conditions.
On August 3rd, 1958, the crew of USS Nautilus (SSN 571) successfully navigated the Arctic ice pack and was the first vessel to ever reach the geographic North Pole. The achievement, while almost commonplace today, was the culmination of centuries of research and exploration. Beginning in 1553 the world had searched for the elusive Northeast and Northwest passages that would allow a vessel to transit from the Atlantic Ocean to the Pacific Ocean without having to transit south past the southern tips of South America or Africa, or later through the Suez and Panama Canals. The first successful transit of the Northeast Passage was in 1878-1879 by Finland and the first continuous transit was accomplished in 1932 by the Soviet Union. The first successful transit of the Northwest Passage was in 1903-1906 by Norway, and the first continuous transit was completed in 1944 by Canada. Despite the success in finding a route through the ice, these passages were only open for a few months each year. A year-round passage seemed impossible until the submarine was considered.
The first submarine expedition occurred in 1931 with Sir Hubert Wilkins. Wilkins had traversed the North Pole in 1913 by airplane and he realized that a submarine could be used to successfully transit the Arctic ice cap and submerge beneath the ice floes. In 1931 Wilkins assembled his research team and leased the USS D-22 (SS 73), built by the Lake Torpedo Boat Company of Bridgeport, Conn., from the U.S. Navy for $1.00 per year. The boat was taken to Mathis Shipyard in Camden, N.J. to have modifications made for its arctic journey. On March 23rd, 1931, the boat pulled into the Brooklyn Navy Yard of New York and Sir Wilkins’ wife, Lady Suzanne Bennett, christened the ship Nautilus. While in New York, Nautilus was outfitted with a hydraulically operated vertical probe and drill that were designed by Simon Lake and company. These modifications were intended to provide Nautilus with a means to measure the clearance between the ice and the top of the hull and allow for drilling through the ice in the event fresh air was needed and they were unable to get to the surface. On May 10th Nautilus traversed to the submarine base in Groton, Conn. for provisions and further testing. On June 3rd Nautilus went to Provincetown, Mass. for speed testing and finally set out for the Arctic on June 4th, 1931. Wilkins’ first attempt to reach the North Pole aboard Nautilus ended with engine trouble on June 13, 1931. Nautilus was rescued by USS Wobamisco (BB 32) and towed to Queens town, Ireland and later on to Davenport, England for repairs. After numerous delays due to parts availability, Nautilus made her second attempt on August 5th, 1931. On August 31st the Nautilus was about to attempt her first dive under an ice floe when the conning tower, Stan Danchower, noticed the stern diving planes were gone. How they were lost remains a mystery but Capt. Danchower and Sir Wilkins believed it was sabotage as the rudder was part of the same housing but it was completely undamaged. Despite this hindrance, Wilkins pressed on and were able to submerge Nautilus under multiple ice floes and continue their experiments by flooding the ballast tanks and setting a 2.5 degree downward trim. Wilkins conceded a few days later that the voyage was no longer safe and the crew set sail for Longyearbyen, Svalbard, Nautilus sailed out for England again, but a storm that caused massive hull damage and engine failure forced them to Bergen, Norway. The United States Shipping Board agreed that Nautilus would not be returned to the United States and ordered her sunk in a Norwegian Fjord on November 20th, 1931.

Operation NANKOK was a U.S. Navy Arctic expedition in 1946 that consisted of USS Nereus (AV 11), USS Ame (SS 469), USECGC Northwind (WAG 283), USS Ama (AK 157), USS Belbruni (AK 162), and USS Whittaker (AN 63). The operation was to be predominantly cartographic but was also used to erect a radio and weather station near North Star Bay, Greenland. Operation BLUE NOSE was a U.S. Navy Arctic mission in the Chukchi Sea designed to explore under the polar ice cap. The operation took place in 1947 and consisted of USS Caiman (SS 323), USS Baarfish (SS 27), USS Cabezon (SS 334), and the submarine tender USS Nerva (AS 17). On August 1, 1947, USS Baarfish conducted the first under-ice transit of an ice floe in the Chukchi Sea. The transit lasted over an hour and at the end Baarfish proved that extended under-ice navigation was practic. The expedition achieved a maximum latitude of 72° 15’ North. Since the nuclear-powered USS Nautilus (SSN 571) traversing of the Arctic on August 3rd, 1958 and Shate’s surfacing thereon on August 11th, 1958, the U.S. Navy has conducted Arctic operations on a consistent basis. The most recent operation was this past March when submarines homported at Groton, Conn, Bangor, Wash., and Plymouth, England converged at Camp SKATE for ICEX 2018. The USS Hartford (SSN 768), USS Connecticut (SSN 22), and HMCS Trentoa (SS 91) are the latest participants in the U.S. Navy’s under-ice ops, but they won’t be the last. The Arctic has become even more relevant in today’s era, and the U.S. and Submarine Force will continue to test and prove its capabilities beneath the roof of the world.

Operation Sunshine Arctic Facts

• This was the first transpolar voyage by a ship in history.
• Nautilus was equipped with a closed television network and are the best firsthand accounts we have of the thoughts and feelings of the crew as they completed this historic achievement. They have been edited only to correct typos and one letter was redacted for classified information.

The Ohio State University, Byrd Polar and Climate Research Center Archival Program, Sir George Hubert Wilkins Papers

### Operation Sunshine

**Message**

**Capt. J.R. McCormick**

The crew of the USS Nautilus (SSN 571) have at this time accomplished one of the greatest feats that is possible for a peaceful nation composed of average citizens. We have reached a point that has never been attained before this time. Many courageous men have tried—and succeeded—in all things that have seemed impossible.

**Message from the Captain: OIB W.K. Anderson**

With continued good fortune NAUTILUS will soon accomplish two goals long sought by those who sell the ships. First, the opening of a route for rapid voyages between the great Pacific and Atlantic Oceans. Second, the attainment of the North Pole by ship. Our remarkable ship has been blessed with...
An Often Overlooked Metric and Leading Indicator in Your Crew’s Performance

by Cmdr. Scott McGinnis, USN

In our data-infused world, we try to measure each aspect of our crew’s performance. Whether it’s training and qualification progress measured against the expected glideslope or the trends in continuing training examination scores, we are constantly looking for an accurate method to gauge and predict operational performance. There is a historic lever the Navy has provided us that is often overlooked but, if used correctly, will improve long-term crew performance and enhance a crew’s cohesion. By looking at both your leave balance and crew lost-leave days, you can gauge your team’s health and rather easily affect positive change.

Leave is the new sleep

Before we address leave, we should begin by looking at the evolution in our cultural acceptance of sleep. It used to be that we would brag about how much sleep we didn’t get. We saw the person who could perform with little to no sleep as a hard worker and dedicated. Now we know that dedicated, hard-working Sailors prepare themselves by being properly rested and that leadership requires a priority to be placed on crew circadian rhythm and proper rest. “Sleep as a weapon” is popularly quoted, and sleep is now scrutinized on ride reports and something we discuss in most of our operational plans. In a relatively short amount of time, the Submarine Force has fully embraced the concept that sleep deprivation leads to poor individual performance and crew-rest planning is a vital part of our operations.

Today, similar to the old view of sleep, when the leading yeoman posts the leave report on the bulkhead (or emails it out), some people who have a high leave balance remark at their dedication to the Navy or how invaluable they are to the team. If this was a sleep log being posted, we would hold a critique if a watch section had gone 24 hours without sleep. So why is it that there is no reaction to a Sailor who has more than 60 days of leave on the books and hasn’t rested from the ship in over two years?

Maybe we justify Sailors losing leave by casually believing that manning shortfalls and/or a perceived, high operational tempo (OPTEMPO) prevents us from executing a successful leave plan. What if, like sleep, we are treating this all wrong and that high leave balances indicate that our team isn’t ready? Unlike sleep, leave is directly measurable and predictable. Contrary to our culture, high leave balances on a Leave and Earning Statement do not indicate positive value to the organization. What it may represent is a lack of planning or training in your organization and a poorly prepared operational team. If we have a people-centered focus, where does leave fit in to our priorities? If we were to recognize a direct correlation between high leave balances and crew performance, would we allow one Sailor, or even ourselves, to lose leave?

In the same vein that a command would seriously consider removing a tired Sailor from watch, commands should work to critically understand why their crew members are not afforded the opportunity to take leave or have simply not taken leave. We could ask ourselves the following questions.

• Is there a cultural issue in a particular division?
• Is this an indicator that we have a hidden fit-or-fill manning issue?
• Does this indicate that our training program is ineffective or improperly structured to meet the watchbill’s need?
• Does a division have a difficult time managing its people’s time?
• Or is there a personal problem in the Sailor’s life?

Is leave a liability or an asset?

In addition to a well-rested crew, we all want an engaged, highly-trained crew that is working at the lowest level possible and operating at their peak performance. A well-exa-
cuted leave plan could be one of the most important aspects of achieving these goals. Lost leave or high leave balances could indicate a shallow bench, clearly indicate misplaced priorities, and could eventually lead to poor crew morale and crew family issues, which will manifest themselves at the worst possible times.

While there are times that our operations and our manning do not support Sailors taking their earned 30 days of leave, that generally is not the case. If we are honest with ourselves, leave may fall in to the category that sleep used to—a sometimes perceived as extra and only needed by the weak. Although it is earned as a Sailor’s compensation package and we know that Sailors typically return from leave energized, taking leave is seen in some commands as abandoning one’s watch and a lack of dedication to the mission. The culture in these cases simply does not support taking leave.

Some may see leave as a liability to crew performance because this is that key player is not present, whether in port or at sea. While seemingly logical, this philosophy doesn’t look deep enough. If we encourage and require our teams to take leave, they then have a motivation to train their relief. During the time that a key player is on leave, the junior personnel receives an invaluable training experience. Admittedly, there could possibly be things that get dropped, but the benefit in overall team training and personnel growth outweighs this potential negative. If used properly, leave is an asset that intrinsically motivates Sailors and allows opportunities for personal and professional growth.

The submarine is too often at sea

Skeptics will say that during a year of submarine deployments, it would be impossible to achieve 100 percent leave execution. However, deployments provide an excellent example of how to plan and execute a successful leave plan. First, crew leave is high on the priority list during the post-deployment leave period. Almost all Sailors are offered the opportunity to take two weeks of leave, and this is typically only possible due to the fact that the crew is at the peak of qualification level. Second, commands typically execute an augment plan throughout the deployment. By placing 10 or so Sailors ashore for part of the deployment, you are ensuring that they are preparing for the correct watches and executing leave. Third, because the crew understands that they will be enjoying leave at the end of deployment, they work diligently to ensure that each Sailor is qualified and ready to stand the watch to support the impending stand down plan. The deployment provides a structure that gives a goal and ample time to achieve this goal.

However, the six months prior to deployment are frequently a high-tempo, OPEP/PO periods marked by inspections and certifications. Looked at one way, this is the worst time to place Sailors on leave. Looked at another way, frequent Brief Stop for Personnel (BSPs) and a plethora of available shipyard Sailors needing submaring rides make this time a rich opportunity for a technique Sailors ashore. Unfortunately, commands sometimes have a standing “Noah’s Ark” approach to crew underway planning, meaning everyone in the crew is underway for all underway. While this method is seemingly a way to maximize crew training, it may not provide the solution that our complex manpower management requires. Maintaining the entire crew aboard reduces rack space, increases hotel loads, and doesn’t allow junior Sailors the opportunity to step up when their supervisor isn’t present. By placing five to 10 Sailors ashore for each underway, you could intentionally make room for multiple riders from shipyard crews. This would maintain the manpower you need aboard while building backup crewmembers to support future personnel contingencies.

This habit will provide you a deeper bench that is more well qualified, allows for more crew deployment crews while simultaneously affording the opportunity for leave. Although some may say that it’s easier for a submarine in a long shipment to achieve 100% leave execution, it is probably more difficult in most circumstances for a submarine in the shipyard. If leave is not prioritized, the command could justify leave balances due to the seemingly unquantifiable challenge of balancing underway and leave time.

However, by seeking out other manpower pools that can support your watch, all four can be achieved. In fact, it is probable that you will clearly show the benefits of extended availabilities to properly execute leave for crew morale and retention.

Leave as a responsibility

Beyond the rational, positive impacts leave has on a crew, we should also highlight that affording leave to a crew is a command’s responsibility. By Navy regulation (Chapter 11, Section 5, Article 1157) and MILPERSMAN 1050-010, leave is a Sailor’s legal right; in another words, it’s part of the Sailor’s compensation package. Just as we understand that we must ensure that our people receive their proper pay, we are also required to afford them the opportunity to take leave. However, we often allow Sailors to lose leave, incorrectly justifying it by saying we have lost many days of leave ourselves, or that it’s required to get the job done. These, of course, are poor excuses and only demonstrate our true priorities. Additionally, by accepting high leave balances, we are pushing our responsibility onto a Sailor’s next command to rectify.

We clearly understand our responsibility in the case of pay issues. If a Sailor had not been paid for a month, we would put forward a full court press to understand why and how to rectify the pay issue. Why then do we fall short when it comes to lost leave? A possible explanation is that when our Sailors do not get paid, it typically reflects an issue within our organization, so we are eager to rectify this error. When a Sailor loses leave, it could reflect a command cultural issue and internal retrospection is more difficult. Because leave is not tangible, possibly perceived as not valued, and may point to a command’s values, we marginalize its loss. By not addressing lost leave, either consciously or unconsciously, we are not fulfilling our responsibility and unintentionally communicating how we value our people.

Let’s take a look at how a civilian organization sees time off. A typical business sees time off as a liability on their books that they must carry until it is liquidated. Leave, or in the civilian case, paid time off, is carried on the company’s balance sheet as an expenditure, committed to prior to the employee taking the time off. It is viewed as a debt owed to their people. Our Navy supply reports do not reflect leaves, nor should they, but the description of leave as a “debt owed to our people” is valuable to take away from this. Also, some credit unions have a requirement that all personnel must annually take five consecutive days off. This policy is in order to have a second pair of eyes reviewing each employee’s work. This has the secondary benefit of reducing internal fraud and has many potential parallels throughout a submarine.
Cmdr. Cameron Aljilani: David, thank you for taking the time to speak with me. You've tweeted that the Submarine Force gave you everything you need to succeed in life. I would like to go back to that today. Let's start at the beginning. I understand that you had a troubled childhood. Can you explain what was happening in your life at that time?

David Ayer: I was a little bit of a bad kid. I wasn't focused, I wasn't serious, and I never really applied myself. I was self-motivated, I always read and studied, but I just never really saw the value in school. I lived in a really bad neighborhood with a lot of bad influences and bad situations. I needed to get away from that. I could draw the trend lines and they weren't good.

CA: How did you happen upon the Navy?

DA: My grandfather is a 30-year retired commander, and he enlisted when he was 15 years old. He was serving on a submarine as an Electrician's Mate First Class during the attack at Pearl Harbor. He was on an immediately attacking unrestricted warfare, and was on the first submarine to get a Japanese kill in the war. He was awarded the unstained Enlistedman's Medal and rose from Enlistedman to commissioned officer. His service in the Navy is what instilled that sense of discipline and structure.

CA: You saw the Navy, but what was it about submarines that interested you?

DA: There's a lot of showmanship in the Submarine Force and that really drew me in. There's a ton of mystique to submarines. At the time, I didn't really understand what submarines did, but I was drawn to them. I think a lot because of my grandfather, but also it really is an elite force within the Navy. It just seemed like the right fit for me.

CA: What experiences stand out from boot camp?

DA: This was the 1980s. The old school, Navy boot camp was very tough back then. We got “mashed” (additional grueling physical exercise, usually conducted under demeaning circumstances) all the time, and our division was the farthest away from the chow hall so we were always the first ones up marching. It’s fascinating how that process works. You go in as a sort of disorganized civilian, and by the end you’re not only physically fit, but also a cohesive group. The attention to detail that process instills is something that never leaves you.

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After boot camp, did you go straight to Groton, Connecticut?

No. I stayed in Great Lakes for Basic Electricity and Electronics (BEE) school. I learned about troubleshooting electronic components. It was cold, I'll never forget that wind coming off the Great Lakes. It was a tough school but interesting. It was a self-paced course with all these milestones and then the final. I was living in the Gunners Mate barracks. There were no Submariners there. We were the lone wolves trapped amongst the skinners.

The ocean, exactly. It's the ocean.

DA: I was a phone talker when we were doing the damage control training program. When you're underway on there with a real respect for what I'd gotten myself into. Finally, you can smell the water, you can smell the amine. I'd go down to the waterfront and look at the boats and there was that sense of mystery. "What's going on out there?" Where are those guys going? You could hear the motors. This was the height of the Cold War and anti-submarine warfare (ASW). There was this great game out there. I just wanted to get in the game.

CA: You were motivated just from being in that environment?

Oh, yeah. I was an Honor Man in Sub School. I studied all the time, and that's the irony. A guy that was basically failing high school, and then I discovered the Navy educational pipeline, how to study, and how to focus. I had a great relationship with my instructors and, at that time, I was very career-focused… a "diggit." No. I stayed in Great Lakes for Basic Electricity and Electronics (BEE) school. I learned about troubleshooting electronic systems. After boot camp, did you go straight to Groton, Connecticut?

CA: No. I stayed in Great Lakes for Basic Electricity and Electronics (BEE) school. I learned about troubleshooting electronic components. It was cold, I'll never forget that wind coming off the Great Lakes. It was a tough school but interesting. It was a self-paced course with all these milestones and then the final. I was living in the Gunners Mate barracks. There were no Submariners there. We were the lone wolves trapped amongst the skinners.

CA: The ocean is your constant enemy, and that's what is hard to get people to understand. I'm so glad you have appreciation for that. After you finished Sub School where did you go next?

DA: Sub School, then to the Fleet ASW Base in San Diego to do SONAR training. I loved finally getting into SONAR. You think you're learning so much, but then when you get to the fleet it's like, "No, that's just basic, so basic, what you're learning." Learning the BQQ-5 SONAR system was a slog. We got a lot of training, but then when you get to the fleet you're still just a nub.

CA: Can you still do an Ekelund range?

DA: I could probably bust out some TMA (Target Motion Analysis). Give me a 30-degree fast pass, left, right, I might be able to get it.

CA: When I drive a car, especially in L.A., I'm always thinking about range rate. What's the range rate to the car in front of me?

DA: I used to do that all the time.

CA: Opening is okay; closing is not good.

DA: CPA (Closest Point of Approach), here we go, right there… mark. It really bleeds into how you see the world. It's incredible how transformative it is. It's funny, when you meet a Submariner, when I ran into someone who served on submarines, I find I have more in common with that person than anyone else in my life because there's something profound about being on a submarine that you can only understand by living it. It's incredible.

CA: Absolutely. Let's talk about when you got to USS Haddo (SSN 694). When you showed up, was SONAR division welcoming to you? What was your experience when you reported aboard?

DA: They were shorthanded. They needed people, and you're the mystery package when you show up to the boat. They don't know who you are, and it took me a while to understand their trust and interdependence and the workload of being on a submarine. When a new guy shows up, they wonder if he's going to be squared away. It was immediately overwhelming and partly disorienting. My first underway was just a weekly op, and I think we were out for seven or eight days. I was in the Pacific on a 594-class submarine.

CA: Vice Adm. Mers (OPNAV N9) was a division officer on Haddo when you were aboard. He recalls his experience, “Don’t all boats catch fire? Isn’t there a fire every day?”

DA: Every week or so, yeah. It was an older boat. We had weapons handling gear off the Thresher. It was a very demanding boat, which required a lot of work. I was thrown into this group and I could see there was such cohesion and familiarity; it's this huge family and I'm the stranger showing up. It took a long time to earn my way into that family, and I wasn't ready for the qualification process. Even though I excelled in my training pipeline, I wasn't ready for the practical nature of the qualification process. It was really difficult until I got into a groove on quals. Then I excelled and went overboard.

I spent a lot of time in the engine room and learned as much as I could. SONAR qualification was pretty ruthless as well. For SONAR, you had to be able to stand outside the boat and describe the path sounds take from the SONAR sphere through the entire system as it's converted into an electronic signal; through each cabinet, each cable until it reaches the display in SONAR. It's really heavy duty and it seemed like overkill, but then when you're doing the bread and butter of submarining, which is like special operations, being forward-deployed and getting out there, it all sorts of come together and makes sense.

CA: You said you spent a lot of time in the engine room. Was there a coner/mike rivalry?

DA: Absolutely, and I think it just comes from the nature of Navy nuclear power and the Navy nuclear power culture; it's brutal. You're a forward guy and you pull into port and say, "Okay, let's shut down SONAR, hit the brow, bye!" and those guys, if the reactor is critical, they've got to be back there working. It takes forever to shut down.

The consequences of nuclear power and the cultures go all the way back to Adm. Rickover. No, I was really envious of that because it's like another family within the boat and it was so intense. I became kind of like an honorary nuke because I just got super heavy on engineering. For me, this submarine became almost like a living organism. I understood how all the systems interconnected and how everything worked together. I really enjoyed boat qualification. Once I got into that rhythm, I just spent a lot of time on the boat. When I was off duty, I'd work and study, going through the manuals just memorizing and drawing things. I really enjoyed it and tried to learn about the other watches and what everybody did aboard.

CA: Then you got to your final ship's qualification board. Do you remember your board?

DA: It was brutal because they knew how hard I had worked; there was no mercy. The Engineering Department Master Chief (EDMC) was on the panel. I remember I was so nervous, and I got one or two look ups, I think they were small, easy things. All the hard stuff I knew, and I was really proud to get my board before we pulled in. We pulled into the P.I. (Philippine Islands) and I got my fish on the pier. We mustered the crew for quarters. It was right around the time of the submarine ball, and the crew was in white. The old man pinned my fish on. It was just an incredible moment. I knew I had earned something that my grandfather had
DA: I had written some sea stories when I was an electrician. I was working on this guy's house and he turned out to be a screen writer. I mentioned the stories, and he wanted to see them. He saw in them some talent for writing, and he inspired me to write my first script. It was awful, but there was something there. Putting that Navy discipline and focus to work, I was able to put in the hours sitting in a chair typing. I know so many people that want to become writers, but you just need to have the discipline to just write.

CA: Are there any other skills from your submarine training that you take with you on the set?

DA: It's funny because you get so much mechanical knowledge on submarines, it's just like special effects and rigging. I understand how all that stuff works. You use a lot of hydraulic systems and electronic systems. Like in “Suicide Squad,” we were using this very advanced camera called a “Phantom” to shoot a raw sequence and the camera stopped working. The camera technicians weren't getting it going. We had the only Phantom camera in Canada, and we were calling around to get one flown out to us. I decided to take a look at it, and it was like troubleshooting 101. It was like any other piece of equipment on the boat. I isolated the problem, which turned out to be a bad connection to the power supply. I took it apart, adjusted it, and put it back together. The camera was working and we were filming again, and it only took a few minutes. The crew was standing there with their mouths open as the director was troubleshooting the piece of equipment.

CA: Do you find that the tradesmen have a respect for you, because of that?

DA: Absolutely. Because I was in construction, because I'm a hands-on guy, I have that experience and I know their jobs, I know why it's like it is. You treat people with respect and I think a lot of directors or a lot of senior people in Hollywood can be a little bit aloof or autocratic. On the boat, you know your officers have gone through the same process; they've qualified. Those officers were in a similar position when they showed up. Any qualified person, you know they've been through, whether it's an officer or enlisted, even the old man at some point was a new junior officer on some platform.

CA: Going back to the boat, what was it like to stand watch and be at sea on a submarine?

DA: SONAR was hot. We'd strip off our peaute suits and we just stood there sweating; we would open up all the vents; it was brutal. When I first showed up and put on the headphones, all I heard was static, everything sounded like muck. Then, after a while, I could call out a lot of information about the ocean environment. My problem now is, if I hear any rotating machinery when I'm trying to sleep, I'm trying to do a nam count or I'm trying to figure out what it is. If I hear any noise, electrical noise, rotating machinery, I can't sleep.

There's something magical about being underwater and being isolated, and it's that independence that I was talking about, the independence of submarine duty. I got to experience some incredible things. It was the classic experience of being able to see the world back on it with pride. It's an honor to be in that community; it's an honor to wear dolphins. Pride runs deep, and it's real. You don't have that in the civilian world, you don't have that anywhere outside the military.
Undersea warfare

By Lt. Cmdr. Luke Kelvington

Life After PNEO

Congratulations! You have done it. That final monkey has just been dislodged from your back. What has felt like years of never-ending qualifications, stress, and pressure is finally over. You are a qualified engineer. So now what?

It is time to move beyond survival mode and use your remaining time on-board wisely. You now have the opportunity to learn more about yourself, your job, and your people than at any previous point in your career. Here are a few recommendations:

• Read. Take a few books on your next underway. The CNO’s Reading List or The Leadership Bookshelf from Adm. Stavridis are good starting points. Start with some submarine classics like Toshio’s The Brazen Man on Alexander’s The Iliad. Other topics: Thinking Fast and Slow, Lagrange, The Flight at Flood Tide, Peak, or The Field Guide to Understanding Human Error. Take advantage of the Navy’s free e-library to load up your e-reader and consider subscribing to the US Naval Institute’s Proceedings.

• Journal. Capture leadership lessons in a professional journal. I am not talking about something you need to write in every day or something detailed enough to write a chapter in Fluckey’s Thunder Below or a Tom Clancy novel. I am talking about experiences and lessons you may want to revisit and scars you will never want to forget.

• Pick your leaders’ brains. Talk to your leadership about how they make decisions. After a key event, allow an appropriate amount of time and ask them how they dealt with it. How did they craft the email to the commodore? How did they make the risk assessment? How did they generate guidance to achieve their desired effect?

• Learn how to handle bad news well. The way you handle bad news is a shaping moment for you as a leader. Those interactions play a large role in how transparent your Sailors are and how likely are they to approach you the next time. You can still have high standards for what and how information is presented, but keep an open and honest dialogue.

• Define and foster trust. Unpack the elements of trust: character and competency. It is no coincidence that the CNO’s recently published Navy Leader Development Framework (Version 2.0) focuses on developing both. Your job as a leader is to build both of these in yourself, your fellow officers, and your Sailors.

• Learn the department heads’ jobs. Start with the one you know the least about. Maybe you have been stuck as #CRAALIFE. Go spend time in Radio during comms, qualify to assist in a weapons load, audit a program, or volunteer to plan the next major event. Get uncomfortable.

• Paint a Command Qual card. It will continue to keep you challenged by looking for opportunities to learn, and frankly, your interest will likely motivate the department heads to get moving on their own command goals.

• Become an expert. “Expert in what?” you might ask – people. Learn how to read people, particularly how to spot their talents and weaknesses. Learn to ask the right questions. It will be your job to help balance the team.

• Lead more training. Challenge yourself to learn to teach effectively. Struggle with how to keep your Sailors engaged and assist the department heads in determining if what you presented actually stuck in the Sailors’ brains.

• Take the time to see and speak to the broken winger. There is so much pride that goes into successful troubleshooting. When the fired card, burnt O sing, or worn out valve finally makes its way into the light, take the time to see it. You will learn more about the components/system involved, and the Sailors want to share their successes.

• Peer leadership. Help shape the wardroom you want by training and mentoring junior officers. Build camaraderie, assist in writing watchbills, and coordinate team-building events.

• Humility. Embrace and learn the power of humility. In this line of work, we live and die by feedback. Be humble enough to learn from your mistakes. Expect this from our people, and we lose credibility if we cannot do it ourselves. Being unresponsive to feedback is a slippery slope to failure.

This is not a time to atrophy, but a time to get stronger. It is about stretching, failing, learning, and growing. The weight of qualifications is off your shoulders, which means you can run faster than you ever have before. The day you walk off your ship you need to be ready to be a department head, regardless of your future plans. People frequently change their minds on a short tour. Give yourself options. What do you have to lose?

All your life it has been about your grades, your accomplishments, your class standing, your qualifications, you, you, you. You are starting one of the biggest transitions of your career where life no longer revolves around you and your individual performance. In your next step, your individual performance will no longer be the key to your success. From now on, you will be judged on your team’s performance. That, my future department heads, is a tough switch to flip.

Lt. Cmdr. Kelvington recently completed his tour with OPNAV N97 as the Columbia Class SSBN Requirements Officer and has commenced the EXO pipeline. Check out his article at USNLive titled, “Chock Your Ego at the Hatch,” where he describes lessons learned from his department head tour.

Guam Submariners Join Sister Village to Honor Saint Joseph

Sailors and families assigned to Commander, Submarine Squadron (COMSSUBRON) 15 and Performance Monitoring Team detachment (PMT det) Guam joined their sister village of Inarajan to celebrate Saint Joseph, or San Jose, and the coconut during a festival celebration, May 5 and 6.

The theme for the 2018 San Jose Festival was “Revisiting Our Culture, Revitalizing Our Faith.” The weekend’s events included a re-enactment of the arrival of San Jose in Inarajan Bay, mass, cultural games, vendors, the crowning of the coconut queen and a parade throughout the village.

According to Father Joseph Enore, parish administrator for St. Joseph’s Church in Inarajan, the statue of San Jose used during the re-enactment ceremony is the original, which is more than 300 years old. COMSSUBRON 15 and PMT det Guam Sailors assisted in transporting the statue from Inarajan Bay to the Saint Joseph’s Church on Saturday.

Parade floats were decorated to celebrate the theme and included wooden carvings, weavings, grilled fish and a smoked pig, and local fruits, especially coconuts. The COMSSUBRON 15 submarine float participated in the parade and was full of family members waving flags and handing out candy.

Sailors from COMSSUBRON 15 and PMT det Guam participate in community relation (COMREL) events throughout the year, and volunteers from COMSSUBRON 15 and PMT det Guam participated in events supporting the San Isidro festival and parade in Malojloj, which is part of Inarajan, on May 20.

Welcome Home!

Sonic Technician (Submarine) 2nd Class Michael Misra, assigned to the Virginia-class fast-attack submarine USS Missouri (SSN 782), hugs his loved one during a homecoming ceremony at Joint Base Pearl Harbor-Hickam following a six-month western Pacific deployment.

Photo by Mass Communication Specialist 2nd Class Michael H. Lee

Sailors First

Navy Adjusts Incoming FDNF Sailors’ First-Term Sea Duty Tour Lengths

To improve readiness and reduce turnover of Forward Deployed Naval Force (FDNF) sea duty units, the Navy announced May 1 in NAVADMIN 107/18 that effective immediately, incoming first-term enlisted Sailors assigned to sea duty billets in Japan, Guam, and Spain will be assigned to longer tour lengths.

Prescribed Sea Tours (PST) for first-term Sailors assigned to FDNF sea duty billets will be up to a maximum of 48 months accompanied by dependents and 48 months unaccompanied. If a Sailor’s dependents are not given command sponsorship, a maximum of 24 months unaccompanied orders will be issued.

This change applies only to first-term Sailors on their way to their first sea duty tour in Japan, Guam, and Spain. Sailors and Sailors on their second or subsequent FDNF sea duty tour are encouraged to take advantage of the incentives offered to extend their tours, as outlined in NAVADMIN 150/18.

First-term FDNF Sailors currently assigned to a sea duty tour in Japan, Guam, or Spain and Sailors on their second or subsequent FDNF sea duty tour are encouraged to take advantage of the incentives offered to extend their tours, as outlined in NAVADMIN 150/18.

First-term Sailors with orders issued on or after May 1, 2018 will not be eligible for incentives listed in NAVADMIN 042/18 but will have any remaining PST obligation from their first sea duty tour waived. Sailors will only become eligible for the Overseas Tour Extension Incentive Program if they extend after completion of their assigned 48-month tour.
Navy Releases Official Physical Fitness Mobile App
The Navy announced the release of its official physical fitness assessment (PFA) mobile application May 8. The app offers a PFA calculator function allowing Sailors to calculate their anticipated physical readiness test (PRT) score by inputting age, gender, and anticipated scores in the curl-up, push-up, and specific cardio categories. The app also has body composition assessment (BCA) information available to provide a quick reference for height-to-weight standards and maximum allowable body fat percentage. The app also includes demo videos for body composition, height and weight screening, and proper techniques for curl-ups and push-ups. Sailors can find links to command fitness leader (CFL) administrative duties and responsibilities, and links to PFA NAVADMINs.

The free app was produced for the Navy’s PFM 240 with support from software developer Racen Technologies Inc., a company that specializes in integrated mobile and web solutions. The PFA app and all official Navy mobile applications can be found in the Navy App Locker, www.applocker.navy.mil along with Morale, Welfare and Recreation (MWR) apps for duty stations around the world.

Navy Approves More Tuition Assistance Semester Hours, Raises Funding Cap
The Navy announced changes to the Tuition Assistance (TA) program May 21 in NAVADMIN LTR 18, lifting the fiscal-year limit of 16 semester hours (or equivalent) and allowing Sailors to use TA up to the Department of Defense’s (DOD) fiscal-year funding cap of $4,500 effective June 1, 2018.

These changes are designed to expand Sailors’ professional development opportunities, enhance degree completion, and support Sailor 2025 initiatives to retain the best and brightest talent. TA will continue to be paid up to the current DOD limits of $250 per semester hour, $166.67 per quarter hour, or $16.67 per clock hour.

“Sailors who have already reached the former fiscal-year limit and wish to continue their education can take advantage of these changes by participating in the new TA program,” said Capt. Llyod Bracey, Submarine Development and Education Office’s (SUDEO) chief, “as long as the pending changes to the program are approved by Congress when the Defense Appropriations Bill is signed into law.”

Changes of Command
COSUBRON 12
Capt. David Yanns relieved Capt. Donna Lewis
Regional Support Group, New London
Capt. William Solomon relieved Capt. Gerhaid Semul
USS California (SSBN 741) G)
Capt. Craig Pratap relieved Cmdr. Matthew Chapman
USS Des Moines (SSN 760)
Capt. John C. Witten relieved Capt. Karl D. Mogel
USS Detroit (SSN 758)
Capt. Jeremy Feilhauer relieved Capt. Paul Dompierre
USS Georgia (SSGN 729) (B)
Capt. Louis Springer relieved Capt. George Pitzel
USS Hulda (SSN 725)
Capt. Andy Carson relieved Cmdr. Seven Pettman
USS Jacksonville (SSN 699)
Capt. David Makara relieved Cmdr. Seven Pettman
USS Jefferson City (SSN 759)
Capt. Seven Dwayne relieved Cmdr. Kevin Meled
USS Maine (SSBN 741) (G)
Capt. Michael Tornor relieved Cmdr. Kelly Luang
USS Alabama (SSN 785)
Capt. Dan Fisher relieved Capt. Brian Turla
USS Massachusetts (SSN 782)
Capt. Marie Turner relieved Cmdr. Eric Booher
USS New Mexico (SSN 779)
Capt. Jim Moorhead relieved Cmdr. Dan Rose
USS Ohio (SSGN 726) (B)
Capt. Nancy Perdue relieved Capt. David Silsvold
USS Pennsylvania (SSBN 735) (G)
Capt. Roger Grime relieved Cmdr. Howard Clark
USS Santa Fe (SSN 763)
Capt. Christopher Hedin relieved Cmdr. Jacob A. Feer
Lt. Melissa Barne US Navy (SSN 737)
Lt. Michael Brun USS New Mexico (SSN 779)
Lt. Nicholas Clerdingen USS Maine (SSBN 741) (B)
Lt. Christopher Cook COMSUBRON 17
Lt. Paul Dozer USS Alabama (SSN 699)
Lt. Carter Anthony Dennis NSTC, Pearl Harbor
Lt. Chase Dillard USS Georgia (SSGN 729) (G)
Lt. Christopher Dolan USS Key West (SSN 722)
Lt. Michael Gillmers USS New Mexico (SSN 779)
Lt. Daryl Goodwin USS Georgia (SSGN 722)
Lt. Karl Hansfaster USS New Mexico (SSN 779)
Lt. John Harahay USS Connecticut (SSN 22)
Lt. Christopher Jack USS Key West (SSN 722)
Lt. Frank Johansen USS New Mexico (SSN 779)
Lt. John Harahay USS Key West (SSN 722)
Lt. Christopher Wilson USS Ohio (SSGN 726) (B)
Qualifieed in Submarines
Lt. j.g. Corbin Allen USS Chicago (SSN 779)
Lt. j.g. David Adcox USS Maryland (SSN 738) (B)
Lt. j.g. David Belober USS New Hampshire (SSN 778)
Lt. j.g. Richard Bradley USS Galena (SSN 778)
Lt. Jg. Jack Brak USS Pennsylvania (SSN 735) (B)
Lt. j.g. Joseph Brock USS Chicago (SSN 776)
Lt. j.g. Michael Brun USS Kennedy (SSN 737) (G)
Lt. j.g. Thomas Buckley USS Tennessee (SSN 774) (B)
Lt. j.g. Joseph Bartkus USS Alexandria (SSN 759) (B)
Lt. j.g. James Delaney USS New Hampshire (SSN 778)
Lt. j.g. Andrew Ekdahl USS Tennessee (SSN 774) (B)
Lt. j.g. Brian Feller USS Providence (SSN 719) (B)
Lt. j.g. Ethan Foster USS Maine (SSN 741) (G)

Downlink

Qualified for Command
Lt. Keith Burman
USS Alabama (SSBN 741) (G)
Lt. Daniel Burke
USS Alexander (SSN 757)
Emory S. Land Demonstrates Sub Replenishment Capabilities

The submarine tender USS Emory S. Land (AS 39) successfully executed Operation AXAJ demonstrating submarine replenishment capabilities during a scheduled port visit in Pearl Harbor with the Los Angeles-class fast-attack submarine USS Santa Fe (SSN 763), May 20.

During Operation AXAJ, Emory S. Land displayed a wide range of support capabilities involving the Santa Fe. The demonstrations included launching force-protection units in rigid-hull inflatable boats, taking a submarine alongside, a medical resupply, weapons handling, and more.

Upon completion of Operation AXAJ and departure from Pearl Harbor, Emory S. Land is scheduled to undergo a mid-term availability for preservation and maintenance on the West Coast.
The Following FY19 Submarine Officers were Selected by the Commanding Officer/Executive Officer Selection Board When it Convened on May 21, 2018:

Commanding Officer
Larry J. Erickson
Eric L. Astle
Lawrence Johnson
David D. Brown

Executive Officer
Jeffrey D. Falkendsen
Christopher N. Fox
Timothy D. Erickson
Anthony S. Ardito

Executive Officer (Submarine Support)
Patrick M. Martinez
Bryce A. Downing
William H. Dorriety
Nicholas W. Eberhart

Downlink

DON'T LET THE SUN GO DOWN ON YOUR CHANCE TO ENTER THE 19TH ANNUAL NSL PHOTO CONTEST

SUMMER 2018 UNDERSEA WARFARE

DOWNLINK

3rd Place: $200 and Honorable Mention: $50.

Entries must be received by August 10, 2018. However, time permitting, photos received after this date will be considered.

Digital submissions must be at least 7" by 7", at least 300 dots-per-inch (dpi), and previously unpublished in printed media. Each person is limited to five submissions, which can be as JPEG or other digital photo format to the email address below. Printed photos may be mailed to the following address:

US Navy Submarine League
300 W. 31st Street, Suite 620
Washington, DC 20001-2000

 Submit your entries to: underseawarfare@ longitudinal.com

Note: Entries must be received by August 10, 2018. However, time permitting, photos received after this date will be considered.

ANNOUNCING:

19th Annual NSL Photo Contest

Entries can be in any of four categories: 1st Place: $500, 2nd Place: $250, 3rd Place: $100.

Voting will begin in the Fall 2018 edition.

Four winning photos each year with the following cash awards: 1st Place: $500, 2nd Place: $250, 3rd Place: $100 and Honorable Mention: $50.

Don't let the sun go down on your chance to enter the 19th Annual NSL Photo Contest!
USS Barb (SS 220)

USS Barb’s final battle flag at the end of World War II presents a symbolic record of the boat’s many wartime accomplishments and significant awards won by its crew.

Across the top are represented the six Navy Crosses, 23 Silver Stars, and 23 Bronze Stars bestowed on individual crew members during the war, as well as the Presidential Unit Citation and the Congressional Medal of Honor awarded to then Cmdr. Fluckey. The 34 merchant ships sunk or damaged by Barb are denoted by white flags with either solid or hollow red suns in the center, or in one case by a Nazi flag emblematic of a tanker sunk in the Atlantic. Rising sun flags represent the five Japanese warships sunk or damaged by the ship, and the largest of these (top center) symbolizes the Unyo, a 22,500-ton escort carrier. The small merchant flags with the superimposed numeral “7” each represent seven smaller victims of less than 500 tons each.

The gun and rocket symbols record significant shore bombardments of Japanese targets, such as factories, canneries, building yards, and a large air base. Most unusual is the representation of a train at the middle bottom, which commemorates the occasion when a landing party from Barb went ashore to destroy a 16-car train by putting scuttling charges under the tracks. This was the sole landing by U.S. military forces on Japanese homeland during the World War II hostilities.

Battle Flag text courtesy of the Submarine Force Museum Groton, Conn.