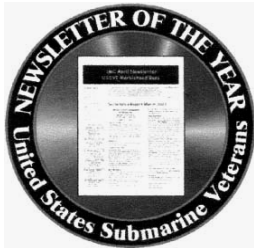


American Submariners Inc.
4370 Twain Ave.
San Diego, CA 92120-3404



The Silent Sentinel

August 2014



Our Creed and Purpose

To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds, and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution.

In addition to perpetuating the memory of departed shipmates, we shall provide a way for all Submariners to gather for the mutual benefit and enjoyment. Our common heritage as Submariners shall be Strengthened by camaraderie. We support a strong U.S. Submarine Force.

The organization will engage in various projects and deeds that will bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. The organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today.

SUBVETS BREAKFAST

SUNDAY, 31 AUGUST, 2014

AT THE VFW HALL ON TWAIN AVENUE.

DOORS OPEN AT 8 A.M.

BE THERE! IT'S THE BEST DEAL IN TOWN.

U.S. Submarine Veterans San Diego Base

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The Silent Sentinel via Email

To all of my Shipmates and families who currently receive our Great newsletter via the mail who would like it sent via email or continue to receive it via mail, please fill out the form and mail it to the base or myself. We are trying to cut the cost of the newsletter down from \$3700 to about \$1900 a year. By receiving the Silent Sentinel via email will cut down the printing and mailing cost. The other plus to receiving it via email is you can save it on your computer and not have the paper lying around the house.

A subscription to the Silent Sentinel newsletter will be available to surviving family members via internet email, at no charge, upon notification of the Membership Chairman. If a printed hard-copy is preferred, via US Post Office delivery, an annual donation of \$5.00 will be requested to cover costs.

NAME: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

EMAIL: _____

TELEPHONE: _____

Would like the SILENT SENTINEL emailed: YES _____ NO _____

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*DUE TO LOGISTICS CONSTRAINTS, ALL INPUTS FOR THE SILENT SENTINEL MUST BE IN MY HAND NO LATER THAN **ONE WEEK** AFTER THE MONTHLY MEETING. IF I DO NOT RECEIVE IT BY THIS TIME, THE ITEM WILL NOT GET IN. NO EXCEPTIONS! MIKE*

AUGUST Meeting

Our monthly meeting is held on the second Tuesday of the month at VFW Post 3787, 4370 Twain Ave., San Diego. Our next meeting will be on 12 August, 2014. The post is located one-half block West of Mission Gorge Road, just north of I-8. The meeting begins at 7 p.m. The E-Board meets one hour earlier at 6 p.m.

*Check us out on the World Wide Web
www.ussvisandiego.org*

BINNACLE LIST

Al Strunk, George Koury, Frank Walker, R.C. Thompson, John Grienberger, and Judith Addington

Submarine Losses in July Originally Compiled by C J Glassford



USS S-28 (SS-133)

Lost on July 4, 1944 with the loss of 49 crew members. She was conducting training exercises off Hawaii with the US Coast Guard Cutter Reliance. After S-28 dove for a practice torpedo approach, Reliance lost contact. No distress signal or explosion was heard. Two days later, an oil slick was found near where S-28. The exact cause of her loss remains a mystery.

USS Robalo (SS-273)

Lost on July 26, 1944 with the loss of 81 crew members while on her 3rd war patrol. She struck a mine about 2 miles off the coast of Palawan. Four men survived and swam ashore, then were imprisoned by the Japanese. Unfortunately, they were put on a Japanese destroyer and lost when that destroyer was sunk.

USS Grunion (SS-216)

Lost on July 30, 1942 with the loss of 70 crew members while on her first war patrol near Kiska Harbor. She radioed that she sank two sub-chasers and damaged a third, but was never heard from again. Grunion's mangled remains were found in the Bering Sea in 2006 off the Aleutian Island of Kiska.



CONSTANT BEARING, DECREASING RANGE

San Diego Base Sunday Breakfast
 VFW Post 3787
 August 31 – 0800 to 1200
 *

Poway Days Parade
 September 1 – No participation this year;
 Float to San Francisco for USSVI Convention
 *

USSVI 50th Anniversary National Convention
 Burlingame, CA
 September 1-7
<http://www.ussvigoldenanniversary2014sf.org>
 *

Kickoff Event for 2014 Veterans Walk
 American Legion Post 434 – Chula Vista
 September 13
 *

National POW/MIA Day
September 19
All Flags at 52 Boat Memorial
 *

Borrego Springs Parade
 San Diego Base USS Los Angeles SSN-688 Float
 October 25 – start time 1000
 *

Chula Vista Veterans Walk
 Fund raiser for Chula Vista Veterans Home
 November 1
 *

San Diego Military Book Fair
 USS Midway Museum
 November 8 – 0900 to 1700
<http://www.militarybookfair.org/event.html>
 *

Veterans Day
November 11
All Flags at 52 Boat Memorial
 *

San Diego Veterans Day Parade
 San Diego Base USS Los Angeles SSN-688 Float
 November 11- starts at 1100
 *

San Diego Base Sunday Breakfast
 VFW Post 3787
 November 30 – 0800 to 1200

Minutes for Submarine Veterans San Diego Base 8 July 2014

1900 - Meeting of the Submarine Veterans Inc., San Diego Base was called to order by Base Commander Bob Bissonnette.

Conducted Opening Exercises:

Pledge of Allegiance lead by Secretary Jack Ferguson

Chaplain Jack Lester lead us in prayer.

Conducted Tolling of the Boats for July.

Observed a moment of Silent Prayer for our lost shipmates.

Recognized past and present E-Board members and Officers, and National Officers.

Secretary Ferguson announced 31 members and 2 guests (Juanita Williams, John Ramos) present.

The meeting minutes of 10 June 2014 were approved.

Treasurer report was given by Base Commander. \$18747.24 total including \$2136.00 in the Charlie Marin Memorial Scholarship Fund.

Call for Committee Reports:

Chaplain Lester announced Al Strunk, George Koury, Frank Walker, R.C. Thompson, John Grienberger, and Judith Addington on the binacle list. He asked the members with information on those on binacle list to keep him informed.

Base Commander Bissonnette announced that Dex Armstrong (Robert) of "After Battery Stories Fame" was on eternal patrol.

Parade Committee: Joel Eikam reported the Julian Parade was cancelled due to fires in the area. Next parade at Borrego Springs 25 October with 1000 start time.

Membership Committee: Ray Ferbrache announced 289 current members and asked all present to assist in recruiting new members.

Scholarship Report: Paul Hitchcock - No report.

Storekeeper Report: Phill Richeson has sterling silver dolphins available for \$50. Maritime Museum has book for sale "100 years of Submarines".

Breakfast Committee: Warren Branges announced 74 breakfasts served with \$230 profit. Next breakfast 31 August.

52 Boat Memorial: Warren Branges - No report.

Float Report: David Kauppinen - No report.

Base Commander announced Holland Club memberships for : Jose Acay, Dick Bingman, John E. Harris, Edward L. Krahner, Walter May Kulsky, Larry M. Morse, James L. Nugent, and John P. Turner.

Base Commander called for a break at 1925.

Base Commander called the meeting back to order at 1940.

Unfinished Business:

2014 National Convention 1-7 September in San Francisco. Joel has room for 3 in his truck.

Picnic 26 July 0900-1600, 2 boat tours 0930 and 1300. Flyers available to gain entrance to Subbase for those without ID cards.

Christmas Party Saturday 13 December 1330-1600, dinner at 1400, \$20 per person.

Veterans Walk November 1st, Base Commander wants a team of 4 from our Base to enter. The Book Fair on the Midway Museum is November 8th.

New Business: None.

Good of the Order:

Base Commander Bissonnette discussed voting for the National election that closes 28 August.

Tom Polen announced the San Diego High School “stand down” 18-19 and 20 July.

Bill Earl reminded the members of the Western Australian get together on 1 November.

It was announced that our Base Commander Bob Bissonnette was appointed Western Regional Director to fill out the term. Bob is also running for the position in the National elections.

The meeting was adjourned at 2002.

Jack Ferguson, Secretary

Sailing List for 8 July 2014

Phill Richeson	Bill Earl	Jack Lester
Ed Farley	Chris Stafford	Jack Ferguson
Michael Hyman	Bob Farrell	Tom Polen
Bob Bissonnette	Russ Mohedano	Benny Williams
Jack Addington	Mert Weltzien	Ray Ferbrache
Joel Eikam	David Kauppinen	Joe Acay
Rocky Rockers	Dennis Mortensen	Jim Harer
Bud Rollison	Jack Kane	Warren Branges
James Pope	Paul Hitchcock	Seymour Phillips
Manny Burciaga	Peter Lary	Bob Welch
Fred Fomby		

Current News

“Plataginet, I will; and like thee, Nero,
Play on the lute, beholding the towns burn” (*Henry VI*, Shakespeare)

Cuts Threaten 306-Ship Fleet Goal

Kris Osborn, DoD Buzz, Aug 7

The Navy’s recently released 2015 30-year shipbuilding plan says the service is in danger of not realizing its anticipated vision for a fleet size of more than 300 ships and submarines because there simply is not enough money available to meet stated requirements.

The planned pace of retirement for many of the surface ships built between 1980 and 1990 and the funding needed to secure production in 2021 for the first next-generation ballistic missile submarine, the Ohio Replacement program, are placing extensive strain on available resources, according to the plan.

Navy acquisition executive Sean Stackley recently told Congress that the shipbuilding plan seeks to correctly identify this problem.

“In order to meet our 306 ship requirements, the funding that’s needed greatly exceeds what we have had for the past 20 years,” he said. “We’re identifying this problem years in advance so that we collectively have the opportunity to work on it. The 306-ship plan is under great budget stress.”

The plan, called the “Report to Congress on the Annual Long-Range Plan for Construction of Naval Vessels for FY2015,” breaks down required funding for future ships into three ten-year blocks and specifies that the Navy will need \$19.7 billion per year for shipbuilding from 2025 through 2034 due to the expected production of the Ohio Replacement Program, or ORP.

Production for the lead ship in a planned fleet of 12 ORPs is expected to cost \$12.4 billion - \$4.8 billion in non-recurring engineering or development costs and \$7.6 billion in ship construction, the plan states. Detailed design for the first ORP is slated for 2017 and some development and early construction is already underway. The Ohio Replacement Program is scheduled to serve out through the 2080s.

“If the DON [Department of the Navy] is unable to sustain the average annual shipbuilding budgets of \$19.7 billion over the course of the mid-term planning period, which is unlikely to be the case, the battle force will fall short of meeting requirements,” the plan states.

The ORP, now being engineered with a host of new technologies, is designed to replace the existing Ohio-class ballistic missile submarines and provide global undersea strategic nuclear deterrence. At the moment, there isn’t enough money to support this priority, according to the shipbuilding plan.

“The average cost of this plan during the period which the DON is procuring OR SSBN (Ohio Replacement) cannot be accommodated by the Navy from existing resources,” the plan states.

Some influential members of Congress such as House Armed Services Committee Seapower and Projection Forces subcommittee chairman Rep. Randy Forbes, R-Virginia, have long been concerned about discrepancies between the dollars needed for the service’s shipbuilding plan and the actual dollars spent.

“The 30-year shipbuilding plan normally has had a shortfall in it, as much as four to six billion per year, between what the average amount the Navy has had over the last couple of decades and what it is going to take to do the shipbuilding plan that they are showing us,” he told *Military.com* in an interview.

The congressman advocates several possible avenues for making more shipbuilding funding available, such as increasing the budget or shifting priorities within DoD accounts.

“At some point in time, we need a realistic shipbuilding plan where we come together and say, ‘How do we get the dollars to build the ships the Navy is going to need to defend and protect this country for the next ten to twenty years or longer?’” Forbes said.

If money for the Ohio-replacement is taken from the existing shipbuilding budget and not placed in stand-alone funding stream, then remaining shipbuilding efforts will be severely compromised, he said.

“If we do the Ohio-class - which we are going to have to do -it is going suck out everything else for shipbuilding and it will significantly impact our industrial base,” he explained. “Do you bring funding in from other non-DoD funds? You may have to look within DoD and say what are our priorities? One to one-and-a-half percent of the DoD budget can build the ships we need for the next several decades.”

The Navy’s shipbuilding road map appears to agree with this assessment, stating that the service will only be able to afford ORP procurement costs with significant increases in the budget top-line to fund the submarine, without reducing other resourcing levels.

At the same time, the Navy claims it is making progress with efforts to lower costs for the Ohio Replacement Program.

“A top priority outlined in our plan includes Ohio Class submarine replacement which will continue to provide strategic nuclear deterrence,” Navy spokesman Lt. Robert Myers said. “While our current fiscal environment provides resourcing challenges for the proposed ship building plan, we continue to work with Congress on a way forward and are committed to identifying cost savings for the Ohio Replacement without sacrificing required capability.”

In particular, the ORP program has recognized savings of \$800 million to the submarines non-recurring engineering costs, according to a blog post from Rear Adm. Joseph Tofalo, director of undersea warfare.

Additional cost savings are being achieved by re-using the Trident II D5 missiles and technologies developed for the Virginia-class attack submarines, Tofalo wrote.

Tofalo also added that the Navy has identified a 12-ship class cost reduction of \$500 million in construction and \$130 million in operation and sustainment costs.

Overall, the Navy needs to make more progress if it hopes to meet its goal of producing the Ohio Replacement Submarines for \$4.9 billion each in 2010 dollars.

Working with ORP-builder Electric Boat, a subsidiary of General Dynamics Corp., the Navy has finished the ship specifications for the boat and made progress with a few cost-cutting initiatives.

The Navy is only building 12 Ohio Replacement submarines to replace 14 existing ones because the new submarines are being built with an improved nuclear core reactor that will better sustain the submarines, officials have said. As a result, the Ohio Replacement submarines will be able to perform a greater number of deployments than the ships they are replacing and not need a mid-life refueling in order to complete 42 years of service.

Also, Navy officials point to a “bankers score card” which catalogs every cost-saving measure identified in the Ohio Replacement program development. The program looks for savings in construction, saving in operation and support and design savings.

For instance, Ohio Replacement program developers saved millions in developmental costs by removing a technology called Salvage Air, a mechanism to bring air into the tank in the event of catastrophe or disaster, service officials said.

On average, the Navy says it will need \$16.7 billion per year for the next three decades to reach its goal of 306 ships. Beginning fiscal year 2020, the service will need about \$17.2 billion per year for shipbuilding, an amount that is about \$4 billion more than the Navy’s historical average annual investment of \$13 billion per year, service officials said.

This goal is also complicated by the fact that most of the ships in the fleet were built between 1980 and 1990 at a rate of three or four per year and they’ll likely reach the end of their service life around the same time. In short, surface ships and submarines will retire at a faster rate than they can be replaced.

“These retiring ships will need to be recapitalized at rates that are unaffordable in today’s environment,” according to the shipbuilding plan. “This phenomenon leads to a requirement to increase shipbuilding funding over historic levels. Only with additional funding in 2020 and beyond will we mitigate the impact of these requirements.”

Addressing this issue is a key part of why the Navy plans to lay up one-half of its fleet of Ticonderoga-class cruisers for a period of years to work on maintenance and modernization before returning them to service.

Is China Preparing MIRVed Ballistic Missiles?

Zachary Keck, The Diplomat, Aug 8

China tested two of its intercontinental ballistic missiles (ICBMs) last week, the Washington Times reported on Thursday.

According to the Washington Times report by Bill Gertz, who cited unnamed U.S. officials, China tested its Dong Feng 31A (DF-31A/CSS-10) and Dong Feng 5A (DF-5A/CSS-4) ICBMs last week.

The DF-5A is an upgraded version of the DF-5 ICBMs that China first tested in 1971. It is a three stage, liquid propellant silo-based missile with a range of 13,000 km and a throw weight of roughly 3,000 kg.

The DF-31A is China’s new road-mobile ICBM, based off the older DF-31 ICBM that China first tested in 1999. It is a three stage solid-propellant rocket with a range of roughly 11,200-12,000 km. This is the fourth known testing of the DF-31A ICBM. Its sea-based variant, the JL-2, will provide China with its first credible sea-based nuclear deterrent when it is deployed on China’s Type 094 Jin-class ballistic missile submarines (SSBN) sometime this year.

Both the DF-5A and the DF-31A are capable of hitting the United States.

The Washington Times article did not specify exactly where the tests had occurred, but it did not that previous DF-31A tests have taken place at China’s Taiyuan Space Launch Center in Shanxi Province in northern China.

However, it seems quite possible that the ICBM tests were part of the ongoing military drills that China announced late last month in the eastern parts of the country. As previously noted, these drills have caused significant delays to civilian air travel in eastern China. Earlier in the drills, China conducted what it claimed was an anti-ballistic missile test, but which the U.S. believes was really an anti-satellite test.

The earlier anti-missile/anti-satellite test, along with the new ICBM tests, underscore the growing attention China’s military is placing on its strategic and missile capabilities. Last week China inadvertently confirmed the existence of a new generation ICBM, the Dongfeng-41 (DF-41), which the U.S. Department of Defense has said may be capable of carrying multiple independently targetable re-entry vehicles (MIRVs).

MIRV missiles can deliver multiple (usually nuclear) warheads to different targets, and were seen as widely destabilizing to the nuclear balance during the Cold War when the United States and Soviet Union began deploying them in the

1970s. The U.S. just phased out the last of its land-based MIRV ICBMs, although it continues to deploy MIRV submarine launched ballistic missiles (SLBMs). Russia continues to field MIRV ICBMs.

Interestingly, the new reports about the DF-5A and DF-31A ICBM tests also highlight China's potentially growing interest in acquiring a MIRV capability. According to the Federation of Atomic Scientists, "in November 1983 China inaugurated a DF-5 modification program to arm these ICBMs with MIRVed warheads." Although technical difficulties prevented that program from reaching fruition, it is also believed that China later designated the DF-5A as its MIRV missile.

It has also been widely speculated, including by the U.S. Department of Defense, that the DF-31A may be MIRV capable. Most analyses suggest that the road-mobile ICBM may be capable of carrying up to 3 warheads. At this point, most believe that China is only deploying single warheads on its DF-5A and the DF-31A ICBMs, although some foreign analysts have claimed that it has already MIRVed some of its missile forces.

Japan, US Planning Unmanned Submarine

RIA Novosti, Aug 8

MOSCOW - The Japanese Defense Ministry and the US Navy are planning to jointly develop a 10-meter-long unmanned fuel-cell powered submarine, Japanese newspaper Yomiuri Shimbun reported Friday.

According to the unnamed sources in the Japanese Defense Ministry cited by Yomiuri Shimbun, the move comes as China is modernizing its Navy.

The jointly designed submarine will be used for warning and surveillance activities and will be able to remain underwater for up to 30 days. The project will cost the Japanese Defense Ministry 2.6 billion yen (\$25 million) over the next five years.

This is the second international submarine project Japan has announced this summer. In June, Japan signed a defense cooperation agreement with Australia, allowing the two countries to jointly develop submarine technologies.

Landmark US Navy contract for Sheffield Forgemasters

Rachel Covill, The Business Desk, Aug 7

SHEFFIELD Forgemasters International (SFIL) has won a landmark \$6.2m contract to supply crucial castings for service in the US Navy submarine fleet.

The contract will see SFIL deliver 84 castings, to General Dynamics Electric Boat Corporation, the company responsible for the design, construction and lifecycle support of submarines for the U.S. Navy.

SFIL has a history of supplying high specification steel castings for both the US and the UK Navy submarine programmes.

SFIL is only one of a handful of companies around the globe qualified by the US Navy to produce these high integrity casting, having undergone an extensive qualification program involving both Electric Boat and the US Navy.

Dr Graham Honeyman, chief executive, said: "This is a landmark order for Sheffield Forgemasters and for the UK and it cements our long-standing working partnership with Electric Boat Corporation.

"The specifics of the components are classified, but we can confirm that the order is valued at 6.2m US Dollars and is a significant body of work for our foundry, which will be required to deliver a series of complex castings over a period of 10 months."

SFIL has been a supplier to Electric Boat Corporation for six years and has also been a key components supplier to the UK Navy's submarine defence programme for more than 30 years.

Dr Honeyman added: "We have been in negotiations with Electric Boat Corporation on specifics of this contract for 12 months now and confirmation of the order comes at a very important time for us as we continue to fight the effects of a global recession and late-cycle orders."

U.S. Navy SEALs Are Getting New Mini-Subs
Navy Times, Aug 5

The U.S. Navy is hard at work developing new underwater transports for its elite commandos. The SEALs expect the new craft – and improvements to large submarine “motherships” that will carry them – to be ready by the end of the decade.

SEALs have ridden in small submersibles to sneak into hostile territory for decades. For instance, the special operators reportedly used the vehicles to slip into Somalia and spy on terrorists in 2003.

Now the sailing branch is looking to buy two new kinds of mini-sub. While details are understandably scarce, the main difference between the two concepts appears to be the maximum range.

The Shallow Water Combat Submersible will haul six or more naval commandos across relatively short distances near the surface. The SWCS, which weighs approximately 10,000 pounds, will replace older Mark 8 Seal Delivery Vehicles, or SDVs.

The other sub, called the Dry Combat Submersible, will carry six individuals much farther and at greater depths. The most recent DCS prototype weighs almost 40,000 pounds and can travel up to 60 nautical miles while 190 feet below the waves.

Commandos could get further into enemy territory or start out a safer distance away with this new vehicle. SEALs could also use this added range to escape any potential pursuers.

Both new miniature craft will also be fully enclosed. The current SDVs are open to water and the passengers must wear full scuba gear – seen in the picture above.

In addition, the DCS appears to pick up where a previous craft, called the Advanced SEAL Delivery System, left off. The Pentagon canceled that project in 2006 because of significant cost overruns.

But the Navy continued experimenting with the sole ASDS prototype for two more years. The whole effort finally came to a halt when the mini-sub was destroyed in an accidental fire.

Special Operations Command hopes to have the SWCS ready to go by 2017. SOCOM’s plan is to get the DCS in service by the end of the following year.

Underwater Motherships

SOCOM and the sailing branch also want bigger submarines to carry these new mini-sub closer to their targets. For decades now, attack and missile submarines have worked as motherships for the SEALs.

Eight Ohio- and Virginia-class subs currently are set up to carry the special Dry-Deck Shelter used to launch SDVs, according to a presentation at the Special Operations Forces Industry Conference in May.

The DDS units protect the specialized mini-sub inside an enclosed space. Individual divers also can come and go from the DDS airlocks.

The first-in-class USS Ohio – and her sisters Michigan, Florida and Georgia – carried ballistic missiles with nuclear warheads during the Cold War. The Navy had expected to retire the decades-old ships, but instead spent billions of dollars modifying them for new roles. Today they carry Tomahawk cruise missiles and SEALs.

The Virginias – Hawaii, Mississippi, New Hampshire, North Carolina and the future North Dakota – are newer. The Navy designed these attack submarines from the keel up to perform a variety of missions.

SOCOM projects that nine submersible motherships – including North Carolina as a backup – will be available by the end of the year.

The Navy has a pool of six shelters to share between the subs. SOCOM expects the DDS to still be in service in 2050.

But prototype DCS mini-sub cannot fit inside the current shelter design. As a result, a modernization program will stretch the DDS units by 50 inches, according to SOCOM’s briefing.

The project will also try to make it easier to launch undersea vehicles and get them back into the confines of the metal enclosure. Right now, divers must manually open and close the outside hatch to get the SDVs out.

Crews then have to drive the craft back into the shelter without any extra help at the end of a mission – underwater and likely in near-total darkness. The sailing branch wants to automate this process.

With any luck, the SEALs will have their new undersea chariots and the motherships to carry them ready before 2020.

***Following In The Wake of USS Nautilus – A Renewed Focus On The Arctic
Rear Adm. Jonathan White, Navy Live Blog, Aug 3***

On August 3, 1958, USS Nautilus (SSN 571), the world's first nuclear powered submarine, also became the first submarine to complete a submerged transit to the geographic North Pole. While that achievement captivated the world, the real accomplishment was that Nautilus sailed from the Pacific Ocean through the Bering Strait, transited through the Arctic Basin completely under ice, and surfaced to the northeast of Greenland in the Atlantic Ocean.

This was the first time a submarine had used the Arctic basin as a transit between the two major oceans.

In 1958, the Arctic was largely covered in solid multi-year ice all year-round. With icebreaker support, ice-strengthened surface ships could operate on the edge of the Arctic's ice zone for short durations, but there was little practical reason to be up there. During the early years of the Cold War, military vessels spent some time in Arctic waters helping to set up the Distant Early Warning radar system (DEW line), designed to deter and defend against Soviet missile attack across the Arctic basin. But by 1965, the Navy turned over its icebreaker assets and the ice-breaking mission to the U.S. Coast Guard. As the Navy has turned its attention to the warmer waters of lower latitudes, Arctic-capable surface ships largely disappeared from the Fleet.

Submarines, however, continued to transit under the ice pack since that was the shortest route between the Atlantic and Pacific Oceans. Submarines used upward-looking sonar to determine the thickness of the ice so that they could identify thin areas to break through to perform communications downloads. In the ensuing years, warming air and sea temperatures around the globe began to have a notable impact, and by the mid-1990s submarines were starting to report significantly thinner ice. This means that Arctic sea ice is losing volume as thick, multi-year ice disappears and is replaced by thin seasonal ice that melts away each summer and freezes back each winter.

Sea ice extent, the area of sea ice coverage, is also decreasing. The first satellite imagery of the Arctic was received in 1979 and we have had a continuous satellite record of Arctic sea ice extent ever since. This has shown conclusively a net diminishment, and the summer of 2012 set the record for the smallest amount of sea ice in recorded history, roughly a 40 percent reduction of sea ice compared to the observed mean.

There is an unequivocal consensus among climate and ocean scientists that the Arctic ice will continue to diminish, opening up the region for increased commercial enterprise. The region is already seeing expansions in Arctic shipping, oil, gas and mineral exploration, commercial fishing, and adventure tourism.

In 1958, when President Dwight D. Eisenhower publicly announced the accomplishment of Nautilus, he imagined a time when nuclear powered cargo submarines would use the Arctic Ocean as a far shorter transit between the Pacific and Atlantic Oceans. The president could not have known then that within 50 years the Arctic sea ice would diminish to the point that cargo would indeed transit the Arctic Basin – but on surface ships!

The U.S. Navy is a global fleet. We are America's away-team and often the first responder to international crises. While we do not anticipate any conflict in the Arctic in the foreseeable future, we must be ready to respond to contingencies and operate forward in this ocean, just as we do in all the others.

Arctic capabilities will require preparation and commitment. Last February, Chief of Naval Operations Adm. Jonathan Greenert released the U.S. Navy Arctic Roadmap 2014-2030, a document that presents the Navy's perspectives on the changing Arctic, offers a predicted timeline of the opening of various sea routes through the Arctic Basin, and provides an implementation plan to prepare the Navy for future operations in all dimensions as the Arctic evolves.

The accomplishment of USS Nautilus did not happen on a whim. It required systematic planning and preparation, and design modifications like a new inertial navigation system, a specialized gyro, and an ice-hardened hull. We are similarly preparing the Navy for future Arctic missions – missions that will change the way we do business in the high latitudes. We will do this methodically, with an eye towards the safety of our fleet and an emphasis on ensuring that we do not invest limited fiscal resources unnecessarily or before need.

Rear Adm. Jonathan White is Oceanographer/Navigator of the Navy and Director, Task Force Climate Change.

Navy Planning to Introduce Enlisted Women to Bangor Submarines Kitsap Sun, July 26

BANGOR, Wa.— The Navy plans for women to comprise 20 percent of the enlisted crew on seven of the 18 Ohio-class submarines by 2020, according to its latest integration plan.

Four of the subs — ballistic-missile subs USS Maine and USS Louisiana and cruise-missile-carrying USS Ohio and USS Michigan — are based at Naval Base Kitsap-Bangor and introduced female officers nearly three years ago. Those four boats and three at Naval Submarine Base Kings Bay in Georgia will also be the first to integrate enlisted women, beginning in 2016, a Navy official confirmed.

A task force led by Rear Adm. Ken Perry, head of Submarine Group 2, has been working on the plan to bring enlisted women into submarines since May 2013. It was approved by Navy leadership early this summer. The Department of Defense formally provided it to Congress this month. The notification process requires Congress to be in session for 30 days, which likely won't be reached until the end of the year.

“There are many very capable women with the talent and desire to succeed in the submarine force,” said Lt. J.G. Eric Durie, spokesman for Navy Secretary Ray Mabus. “Drawing from this talent enables us to maintain our undersea dominance. For these reasons, we have been working diligently to integrate enlisted women into the submarine force.”

Durie said the Navy will discuss the integration plan in detail after the congressional notification process has been completed later this year.

The Navy changed its policy prohibiting women serving on submarines on April 28, 2010. The first ones reported to Bangor boats in November 2011.

Each of the four boats has alternating Blue and Gold crews of about 150 sailors that include three women. Two on each crew are on their first assignments. A third more experienced woman serves as the supply officer and a mentor to the others. There are five officer staterooms. Women share one. There is one head for all 15 officers. It has a sign on the door saying whether it's in use by a male or female.

Overall, there are 27 female submariners at Bangor, Submarine Group Nine spokesmen Lt. Cmdr. Brian Badura said.

The Navy announced in October that the USS Virginia and USS Minnesota, both home ported in Groton, Conn., will be the first Virginia-class fast attack subs to add female officers. They'll have the same female contingent as the Ohio-class subs and will report aboard no later than January 2015. The following year, two Virginia-class boats in Pearl Harbor will add female officers. The Navy's goal at that time was to bring about 30 female officers aboard submarines each year.

The new plan calls for enlisted women to begin serving on attack submarines after 2020, when the latest versions of Virginia-class subs begin entering the service.

[I'd love to be there to see the gals get their Dolphins “tacked-on.” But wait! There's no need for one to even consider this. From what I've been told, the practice (along with tacking-on of aircrew wings) was banned a while ago as “unprofessional and improper behavior for Naval Enlisted Personnel!” I did not check on the current status concerning the ritual of drinking one's Dolphins but I am sure that some Crystal City day-beggar will find a way to deep-six it by the time the ladies arrive. Mike]



Submarine Related Memorabilia Items for Sale

The following items are being offered for sale to the highest bidder—the auction date has not yet been determined (minimum prices [shown] have been set by fair market value—this includes the item's rarity, overall condition, and the current selling price for a similar item taken from completed online auctions). **One-hundred percent of the proceeds from these sales will be placed in the Base Treasury. Your purchase is tax deductible!**

The Memorabilia's Committee's intent is to keep original submarine items within the submarine community—items such as these are part of our heritage and only we submariners can keep it in the family! Consequently, items which do not sell to a San Diego Base member will be offered for sale to other Subvets Inc. bases. Moreover, in order to encourage bidding at San Diego Base, items can be paid for by means of lay-away in \$25 (minimum) increments—for example, a \$50 item can be paid over a period of two months, \$25 per month; or a \$100 item can be divided over a period of four months at \$25 per month or approximately \$33 per month over three months--all reasonable plans will be considered (speak to Mike Hyman). When the item is paid in full, the winning bidder will take possession. ***Lay-away is available for San Diego Base members only. ALL ITEMS ARE DESCRIBED AS ACCURATELY AS POSSIBLE.***



Solid Back War Patrol Pin on Wooden Plaque
(about 15 inches wide) \$35



\$10



\$35



\$45



\$10



\$45



\$10



\$10



\$35

\$35

\$35

\$35

\$15

\$45



Metal Dolphins (Hollow Back) \$12 Each



1939 Shellback Certificate
USS ERIE (patrol gunboat). Struck
by torpedo from U-163. in 1942.
\$99



\$65



\$85 Antique Belaying Pin



\$10



Silver Solid Dolphin Tie Tack \$30



Chilean Navy Dolphins
on USN Plaque \$20



Chilean Navy Insignia
and Dolphins \$20



North Island Plaque \$15 Midway Island Plaque \$20



NAVAIR WINGS--at least two feet wide and all metal
on wood plaque (heavy) \$35



The item of interest here is the **DOLPHINS--OLD STYLE SOLID BACK SILVER**. The rest of the piece includes old ribbons (in poor condition) and a Sperry plaque. The Dolphins are setting the price! \$125