

DON'T MISS: SIDC STANDS READY FOR LIGHTS, CAMERA, ACTION!

SERVICE TO THE FLEET

Norfolk Naval Shipyard

We Are America's Shipyard

May 2020



**Minimize
the Spread;
Maximize the
Mission**



FORD FORGES FORWARD THANKS TO OFF-YARD CARRIERS TEAM



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1630 AM

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READ STTF ONLINEwww.issuu.com/nnsy**THE CASE OF THE FORBIDDEN USB PORT**

STORY BY TROY MILLER • PUBLIC AFFAIRS SPECIALIST

It wasn't often that a case would take Det. Jonas Quinn outside the gates of Norfolk Naval Shipyard (NNSY). However, with the Coronavirus 2019 (COVID-19) pandemic on the rise, there was an influx of shipyard personnel teleworking from the safety of their homes. Teleworking wasn't the only thing that had increased though.

"Hello, I see we have another Universal Serial Bus (USB) policy violation," said Quinn as he arrived on scene.

"We had a shipyard employee plug their government phone into the USB port on their government computer," said Information Technology and Cybersecurity Department's Cybersecurity Workforce Program Manager Manuel Hart.

"Shipyard employees are not allowed to plug their government cell phone into their government computer?" asked Quinn.

"Nothing is authorized to be plugged into a USB port on a government computer," said Information Technology and Cybersecurity Department's IT Specialist Gary Yurkas. "Whether it's government equipment or not, cell phones, thumb drives, MPEG Audio Layer-3 (MP3) players, cameras, and any other USB device you can think of."

"The only exceptions are keyboards and computer mice," said Hart.

"This makes the third USB policy violation this week," said Quinn. He had investigated two other separate cases in the last few days.

"We have approximately five USB policy violations a week," said Hart. "And the number keeps increasing."

Quinn scanned the crime scene. The cell phone was sitting next to the computer.

"Why are USB devices unauthorized?" asked Quinn.

"First off, USB devices and thumb drives are small and easy to sneak out of the office and give the information that was downloaded on it to the wrong kind of people," said Hart.

"They can also carry viruses, malware, spyware and other things that can cripple the computer system," added Yurkas. "A prime example is Stuxnet which is a computer worm that was originally aimed at Iran's nuclear facilities."

Quinn remembered the event that was discovered by the media in 2010. The worm had mutated and spread to other industrial and energy-producing facilities. Stuxnet reportedly destroyed numerous centrifuges in Iran's Natanz enrichment facility by causing them to burn themselves out.

"What's going to happen to the perp?"

asked Quinn.

"His computer account locked up instantly," said Hart. "A USB policy violation incident manager will then interview him. Once the report has been completed, NNSY's Information System Security Manager will review it and then send it to Naval Network Warfare Command. They will determine if the account should be unlocked or not."

Quinn knew from his previous cases that once the perp's account is unlocked, they have 48 hours to complete the Cyber Awareness Challenge. Failure to do so will cause their account to be locked again.

"How long does all this take?" asked Quinn.

"Approximately 72 hours, maybe a little longer due to the modified working conditions because of COVID-19," said Hart.

Quinn did the math in his head. If there were five people who committed an USB policy violation and it took 72 hours per perp that would be 360 man-hours lost. You divide that by a normal eight-hour workday, and basically it was a little over a week of lost time. Time that could've been used to help the shipyard to complete its mission of getting ships and submarines out on time and at cost.

"What's being done to help prevent any more violations?" asked Quinn.

"The biggest thing is education and awareness," said Yurkas. "We are looking into other ways to help deter people from plugging something in an USB port like maybe placing a tamper seal over it. We are also advocating for departments to procure USB power strips to provide a safe option to plug in USB devices."

"Departments can order their own flash media transfer station where they can transfer data from a camera or thumb drive to a CD or DVD," said Hart.

"I believe I have everything I need," said Quinn. "Thank you for your time." He turned and headed out. His cell phone rang. "Quinn...I'm on my way."

For more information on the flash media transfer stations, go to the following links: https://www.gsaadvantage.gov/advantage/catalog/product_detail.do?gsin=11000061528633 and <https://www.youtube.com/watch?v=sio5HW9lCGs>.

Editor's Note: Although the character of Jonas Quinn is fictitious, the witnesses and the issue at hand are real. This is part of an ongoing article series to promote good work practices at NNSY.

From the Commander, Capt. Kai O. Torkelson:

A Balanced Command Plan in America's Shipyard



As we continue minimizing the spread of COVID-19 and maximizing the mission of providing superior quality and reliable delivery back to the Fleet, I wanted to give my personal appreciation for everyone's efforts throughout the last six plus weeks. We continue to adjust as a workforce in this dynamically changing situation, and I'm very proud to be part of the team completing our jobs as a mission critical workforce for the Navy. As I say in my command philosophy, people are at the heart of the mission of NNSY and we are entrusted to maintain the U.S. Navy's ships and submarines, so they are well-equipped, highly capable, and ready to operate at sea far from home. I cannot overemphasize the important role we all play in delivering combat power to the Fleet. You've often heard our NAVSEA Commander VADM Moore describe NAVSEA as the "Force Behind the Fleet." VADM Moore goes on to state, "It's not just a catchy phrase. It describes the vital national and mission essential role we play in everything the Fleet does around the world protecting our freedoms. They cannot execute those missions without us. I, like you and everyone else, am concerned about COVID-19. We are all making sacrifices and the adjustments you are making in these uncertain times are commendable."

While the threat we're facing today is very different than the one 75 years ago, I cannot help but think of World War II and how that shipyard workforce answered the call. Our predecessors showed their patriotism through efforts like rationing, ride sharing, and relentlessly working six to seven days per week while servicing an average of 50 to 60 ships per day. While a pandemic is very different than a world war, there is a reason I'm drawing this parallel. In taking an oath to the U.S. Navy and being entrusted to maintain its ships and submarines, more is required of us than that of the general public during times of crisis, and I'm proud to see how we're making sacrifices and adjustments to maximize our mission this year. As we know our workload in 2020 is full of opportunities to excel in readiness to the Fleet. From the work on our I-level Fleet

availabilities, our off-yard work at NPTU Ballston Spa, Charleston, and NRMD Kings Bay, our work at Naval Foundry and Propeller Center, and our CNO availabilities and projects in planning, we are seeing successes every day. Our customers are also seeing that and recognizing it. Our success this year in I-Level submarine and carrier work has been particularly impressive, with all submarine continuous maintenance availabilities, repairs and deployments completed on time or early, and 6 out of 7 CVN windows of opportunity completed on time. While our off-yard groups deserve a round of applause, successes like these are made possible thanks to all our combined efforts as the high-performing team of America's Shipyard!

As I reflect on the past two months, this is the most dynamic and swiftly changing event I have seen in my 29 years in the Navy and we are working to mitigate the impacts, particularly in NAVSEA's Mission Priority #1—The On-Time Delivery of Ships and Submarines—that are not tolerable because of both the short and long term effects to our Navy. We are thinking our way through this in a way that values and protects the workforce to the maximum extent possible while still executing our mission. You'll soon see even greater evidence for the importance of our mission, as USS Harry S Truman (CVN 75) arrives this summer for an Extended Carrier Incremental Availability, bringing a second carrier to our waterfront right here in Portsmouth. It was only a few weeks ago that Truman was side-by-side with USS Dwight D. Eisenhower (CVN 69) in a powerful demonstration of our military readiness, and it's because of the work we do--you do!--in America's Shipyard that makes those evolutions possible. The responsibility rests on our shoulders so the carriers and boats in our care can get back to where they belong, out at sea keeping our nation safe.

This month will close out my Commander's Comments series reviewing each of our 2020 focus areas. This month we are highlighting Balanced Command Plan. While much of our attention and discussion

has been rightfully centered on maintaining safety and health during the COVID-19 pandemic, our focus areas remain critical to our success in being able to maintain and deliver ships and submarines on time and with superior quality. We will continue in our important communications of these areas throughout the year. A Balanced Command Plan is the foundation of our Workforce Efficiency/Productive Capacity and Staffing and People Development focus areas, enabling us to achieve the requisite capability, quality and safety needed to support the demands of combatant commanders. A Balanced Command Plan is an integrated system requiring a teaming effort across NNSY departments, other shipyards and contractors to manage the health of our shipyard by maintaining an optimal balance between workload, workforce and budget. It ensures personnel are available across the shipyard and are properly allocated across all our projects, effectively managing the daily changes in our work environment.

May brings Memorial Day and to many what's considered the unofficial start of summer. While I know so many of us look forward to a holiday/services only weekend, I encourage you to also take time to reflect on the true significance of Memorial Day. We should each think about those fallen service members, be they family, friends or fellow citizens, who paid the ultimate sacrifice to keep our nation safe and secure. I thank our Veterans-Employee Resource Group for their work in continually recognizing and honoring our nation's and our shipyard's veterans. While our usual Memorial Day events here at NNSY and in Portsmouth have been modified in light of the pandemic, I will be filming a Memorial Day message later this month paying tribute to our fallen heroes. Enjoy your well-deserved Memorial Day weekend, but continue to minimize large gatherings and practice effective social distancing.

I wanted to mention our Meritorious Advancement Program (MAP), allowing commanders to provide advancement opportunities for their best and brightest Sailors at the E4, E5 and E6 level. Electrician's Mate Third Class Jetzer was NNSY's E4 nominee last month, working as a high pressure calibration technician. After only three months onboard America's Shipyard, he has assumed responsibilities as Hazardous

Material Petty Officer maintaining multiple storage lockers of nearly 200 items, keeping them inspection ready at all times. Our Command Master Chief Gene Garland said EM3 Jetzer "is a shining example for my Sailors as to what both a positive attitude and hard ethic do for him and his shipmates. Our Sailors are undoubtedly the best and brightest this nation has to offer and will continue to bring nothing but great things to the United States Navy and their country."

In closing, May brings Asian Pacific American Heritage Month celebrating the many contributions of Asians and Pacific Islanders to our country's past and present. Having served in a variety of assignments at Pearl Harbor Naval Shipyard, I have a special appreciation for the importance of this month's observance. The month of May commemorates dual anniversaries, the immigration of the first Japanese citizens to our country on May 7, 1843, and the completion of the transcontinental railroad on May 10, 1869, with the majority of the railroad builders being Chinese immigrants.

As in the past two months, I will be continually updating you on any important information as we continue together in our fight against COVID-19. Thank you again for all you do, and being committed to our C.O.R.E.!



Capt. Kai Torkelson
Norfolk Naval Shipyard's
108th Commander

THE SIDC STANDS READY FOR LIGHTS, CAMERA, ACTION!

STORY BY KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST | PHOTOS BY DANNY DEANGELIS AND SHELBY WEST • NNSY PHOTOGRAPHERS



LEFT: Code 1170 Videographers Greg Boyd and Alim Jordan run the teleprompter and film NNSY Commander Capt. Kai Torkelson as he provides his latest COVID-19 update to the workforce; **ABOVE:** Code 1170 Visual Information Specialist Eric MacLeod laminates and cuts a COVID-19 poster he designed.

The warm glow of spotlights fill the Shipyard Instructional Design Center's (SIDC) (Code 1170) studio at Norfolk Naval Shipyard (NNSY) as the room buzzes to life, a small team prepping to film. Switches are flipped, microphones tested, a script is uploaded and ready to scroll on the teleprompter. Poised in position, Shipyard Commander Capt. Kai Torkelson, stands ready for the signal. A red light flashes atop the camera as Videographer Greg Boyd takes up residence behind the tripod. With a hand raised, he begins the countdown...

"Three...Two...One...Action!"

This particular scene has been a frequent occurrence at NNSY, Capt. Torkelson and other members of leadership getting in front of a camera to film updates related to coronavirus (COVID-19), along with other important announcements and workforce congratulations. With current social distancing procedures in place, messages for new employee onboarding, safety, and sexual assault awareness and prevention month (SAAPM) have been filmed vice holding meetings in large group settings, as part of keeping safety at the forefront at NNSY.

"There's understandably a lot of questions and concerns right now about COVID-19 and its continued impacts of America's Shipyard while we work to fulfill our critical mission," said Capt. Torkelson. "It's a constantly evolving situation and we're working continuously to stay up-to-date and provide as much information as we can to our workforce."

Thanks to the teams in the SIDC and the Public Affairs Office (Code 1160), content with the latest messaging is being prepared and

shared across the shipyard, on social media platforms, and beyond. Video messaging and digital signage functions have increased to meet the mark in alerting the workforce.

"Code 1170/SIDC is here to assist and support all of the public shipyards in a unique way," said SIDC Director Dave Pastoriza. "We bring your ideas and thoughts to the forefront, and try and enhance the vision in a creative way."

The SIDC has been working around the clock filming videos, capturing photos of cleaning efforts, and developing posters and signs to be placed in key areas across the shipyard.

"Recently it has been a little hectic at times working with a skeleton crew, like other codes in the shipyard I'm not working with a full staff due to COVID-19, but our services tend to be in demand when new policies or information needs to reach the masses with a quick turnaround time," said Pastoriza. "We have created 12 different signs, nine posters, seven videos as well as taking many pictures all over the shipyard. I also have instructional system designers thinking ahead to design and develop eLearning training content because we don't know how long this will last and people may have to train remotely in the future if this outbreaks again in the fall."

As the shipyard continues to move forward, it is important to stay ahead of the curve and provide as many answers as possible to the workforce. The SIDC and 1160 strive to do just that.

"People are at the heart of what we do to accomplish the mission of NNSY, and your safety, security, health and well-being are my top



ABOVE, TOP: Code 1170 Photographer Danny DeAngelis captures photos of the shipyard-constructed sanitation boxes; **ABOVE, LEFT TO RIGHT:** Code 1170 Videographer Alim Jordan sets up the microphone for Deputy Shipyard Commander Capt. Dan Rossler before he films a video regarding tips for minimizing the spread of COVID-19; Code 1170 Visual Information Specialist Marisa Berkey laminates and cuts a COVID-19 poster to be distributed across the waterfront; Code 1170 Videographers Greg Boyd and Alim Jordan set up the teleprompter to film NNSY Commander Capt. Kai Torkelson as he shares the latest COVID-19 update with the workforce.

priority,” said Capt. Torkelson. “We’re doing everything in our power to ensure a safe work environment. I have confidence in all of you that as members of the high-performing Norfolk Naval Shipyard team we’ll effectively meet this challenge head on and fulfill our mission for our Navy and our nation.”

“The foundation of SIDC is to help inform, inspire and educate the Naval Sea Systems Command (NAVSEA) and the naval shipyard

workforce by producing innovative multi-media products, effective training content and visual aids that can benefit the integrity and security of us all through photography, graphic design, videography and corporate instructional system design,” said Pastoriza. “Stop by anytime in Bldg. 13 on the 1st floor we are happy to assist you all, in any way we can.”

Ford Forges Forward Thanks to Norfolk Naval Shipyard Off-Yard Carriers Team



LEFT: NNSY Shipyard Commander Capt. Kai Torkelson addresses the Off-Yard Carriers Team on their efforts in bringing the USS Gerald R. Ford (CVN 78) to certified status and readiness for naval aviation training; **RIGHT:** Capt. Torkelson and the Off-Yard Carriers Team line up to film a video congratulating the team on their efforts with the USS Gerald R. Ford (CVN 78) project.

STORY BY KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST | PHOTOS BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

Norfolk Naval Shipyard (NNSY) Commander Capt. Kai Torkelson recognized personnel involved with the USS Gerald R. Ford (CVN 78) project Apr. 17 for their support in bringing the carrier to certified status and readiness for naval aviation training.

During this Window of Opportunity (WOO) for the Ford Project, the NNSY Off-Yard Carriers (OYC) Team planned and executed several tasks for the Structural Department (Code 920). These tasks included fabricating and installing components, and replacing multiple sections of ventilation. A team of more than 100 people worked to help the Ford project, from planning to working on the deckplate, to delivering the ship safely and on schedule.

“Although the deckplate execution was not overwhelming, the assimilation of the team to conform to Supervisor of Shipbuilding; Conversion and Repair (SUPSHIP) and Huntington Ingalls Industries (HII) processes and practices was substantial,” said OYC Deputy Project Superintendent J.E. Scruggs. “The team functioned flawlessly in an environment outside of our normal operations. With the priority placed on Ford by the Secretary of the Navy (SECNAV) and the daily drumbeat of Navy leadership, the team answered the bell by creating new work relationships, setting up new lines of communication, integrating with corporate isolation and work-to-test plans, and developing products for scheduling and tracking of work.”

The Acting SECNAV recently stated in a Bravo Zulu to the crew and supporting civilians of the Ford, “We have watched from afar with great joy as you brought your ship to life, as one united team. And it is clear how proud you are of your warship – and justifiably so. Even though there are still hurdles ahead until we reach final operating capability, you have proven without a doubt that nothing can stop the crew and Navy civilian team of the Ford. We are ‘Making Ford Ready’ and our adversaries are taking notice, and soon they will come to fully understand the immense capacity of the most powerful warship in the history of the world.”

The OYC team came together during an awards ceremony at

Naval Station Norfolk. Key personnel were recognized during the ceremony, presented with certificates as well as monetary awards for going beyond the call of duty while contending with COVID-19. These personnel were Operations Department (Code 300) Assistant Project Superintendent (APS) Randall Hall and Zone Manager Stephen Jackson, Engineering and Planning Department (Code 200) Project Engineering and Planning Managers C.W. Shaver and David New, Chief Test Engineers (CTE) Dan Bitner and Carl Penland, Test Engineer Troy Curliss, Code 920 Supervisor John Pippin, Work Leader Lena Hartry, and Mechanic Doug Langley.

“The OYC did amazing work to help make Ford ready, assimilating with other teams and providing critical assistance so that the Ford could begin naval aviation training,” said Capt. Torkelson. “As Ford continues to forge forward, I want you to remember that you were a piece in getting this carrier certified and ready to go. It’s a significant milestone. I appreciate you all doing the job you do every day safely and at first time quality. Amidst all the challenges we face every day, you take them with stride and maximize the mission. I couldn’t be prouder of your accomplishments.”

“NNSY and the OYC Team’s BIG win from this will be the relationships built across corporations and overcoming the learning curve that will continue to ensure our ability to provide superb repair and maintenance efforts for the Ford,” said Scruggs. “I’m very proud of the work our team has done and continues to do to service our fleet. They are all top notch and I truly believe this is one of America’s finest off-yard carrier repair teams. Amazing work!”

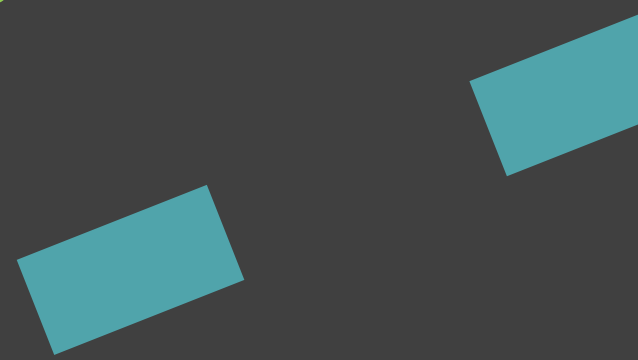
To watch the recognition video completed by the Shipyard Instructional Design Center (Code 1170), visit <https://youtu.be/A9Dy0RwArfw>.

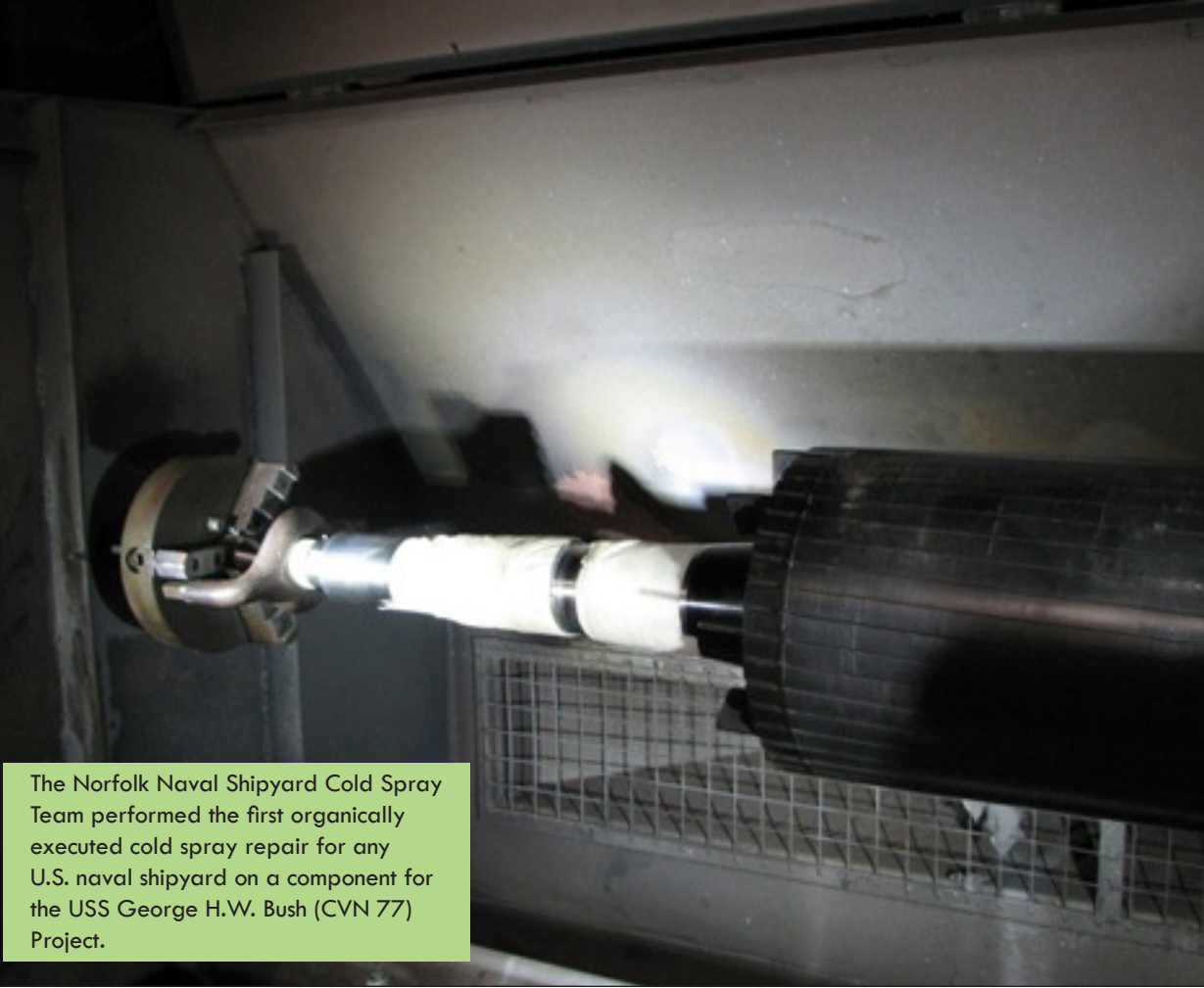


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Applications will be received Apr. 27 - May 26.
For more information, contact Shelby Simpson
at shelby.a.simpson@navy.mil or 757-403-3759.





The Norfolk Naval Shipyard Cold Spray Team performed the first organically executed cold spray repair for any U.S. naval shipyard on a component for the USS George H.W. Bush (CVN 77) Project.

FIRST ORGANICALLY EXECUTED COLD SPRAY REPAIR DEVELOPED AND COMPLETED AT NNSY

STORY BY KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST

PHOTOS COURTESY OF DAN STANLEY

Norfolk Naval Shipyard (NNSY) had a momentous win in innovation recently, developing and completing the first organic cold spray repair of the U.S. naval shipyards.

USS George H.W. Bush (CVN 77) had a repair opportunity arise in March 2020 after the discovery of damage to a water pump motor shaft. With the shipyard working to balance the mission while fighting the spread of COVID-19, a repair plan began to develop.

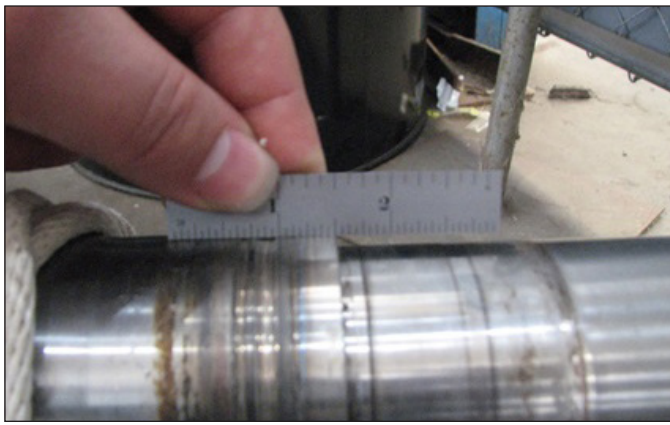
The solution: utilize the innovative repair process

called cold spray. Cold spray is an additive repair process where the expansion of a compressed and heated gas is used to accelerate metal powder to sufficient velocity to cause the powder to deform and create a mechanical bond upon impact with a base material. The cold spray process occurs at significantly lower temperatures than traditional repair methods such as welding and thermal spray.

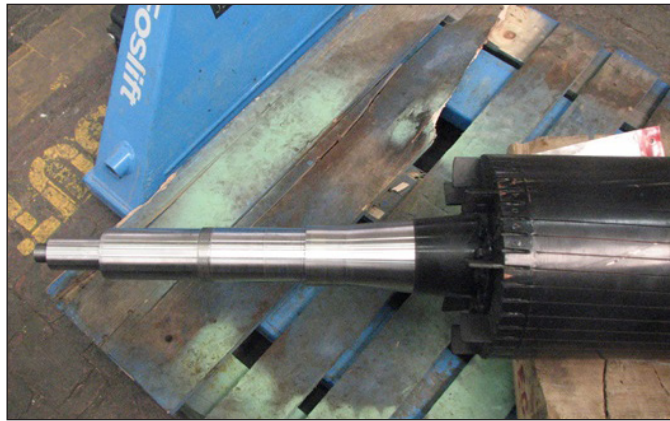
In Jan. 2019, America's Shipyard began the process to retrofit the existing thermal spray booth in Bldg. 163 to support cold spray operations. As the NNSY Cold Spray team neared the final stages of the booth retrofit and towards attempting its first organic cold spray repair, the Bush component was identified and fit the criteria to be cold spray repaired.

"In order to execute this repair with cold spray, we had to utilize the recently published Uniform Industrial Process Instruction (UIPI) for cold spray and prove through a battery of required tests that cold spray would be a valid repair for the specific component," said Code 265 Submarine Mechanical/Piping Branch Head Daniel Stanley, NNSY Transformation Manager for Cold Spray. "With the cold spray repair plan developed and tests identified, we manufactured and performed the application of cold spray on the necessary test coupons and mockup to support analysis by the Mid-Atlantic Regional Test Laboratory (Code 134). With the necessary testing passing Code 134 analysis and proving cold spray was a viable repair, we then pre-machined the component to support application of cold spray. With the part prepped and mounted within the cold spray booth, NNSY Mechanical Group Code 930 and Code 265 applied the cold spray and subsequently Code 930 did post machining on the part to return it to its final dimension."

As this was the first cold spray repair performed at the



ABOVE: An emergent repair was needed for a component for the USS George H.W. Bush (CVN 77). **BELOW:** Final machining took place for the component Apr. 1.



shipyard, there was some initial hesitation to perform this process on the component. Stanley explained that the Bush project was initially hesitant to accept the risk of utilizing a technology which had never before been completed organically at NNSY taking into consideration their overall tight project schedule.

“With the first time execution of this process, as expected, we had encountered a number of situations we had not previously envisioned and gained many lessons learned,” said Stanley. “Even though the UIPI for cold spray was approved by both the shipyard and NAVSEA, this was the first time it was tested/executed in a shipyard environment. As issues arose, the NNSY team was able to leverage relationships with the cold spray team at Puget Sound Naval Shipyard (PSNSY) and Penn State Applied Research Laboratory (PSU ARL) to overcome the barriers encountered and provide ways to better improve our processes for the future.”

Another unexpected challenge was the safety precautions being put in place to combat COVID-19. “It was when we sent the cold spray repair coupons to the Code 134 lab for testing that the first high risk guidance was established at the shipyard,” said Stanley. “This greatly reduced the ability of the lab to complete testing as well as the number of production resources capable of doing the pre-machining for the component, cold spray repair itself, and the post-machining.”

In those times of uncertainty, Stanley and his team sought answers for how to perform the work safely and ensure the mission was upheld. “With the lab aspect complete, the team was able to obtain some assistance from Code 200 and Code 930, providing the necessary personnel to be put in place to support the pre/post-machining of the component. Meanwhile, Code 265 assisted Code 930 with execution of the cold spray application

of the component,” said Stanley. Final machining of the component took place Apr. 1. The component is currently being assembled for shipboard use.

“Despite a significant decrease of personnel reporting to work and in the middle of the shipyard ramping up our fight against COVID-19, innovation forged ahead,” said Code 200 Engineering Planning Manager Michael Zydron. “Our shipyard family was able to come together to plan and complete this historic repair – even in the midst of a pandemic. Our team is a great example of excellence – maximizing the mission while minimizing the spread. Thank you to everyone involved!”

“It was a true teamwork experience working with the limited resources at hand,” added Stanley. “This is a huge win for the shipyard and the Cold Spray Community. The repair NNSY performed allowed the team to evaluate its facilities and identify improvements needed for future repairs. For the cold spray community, this repair is a major accomplishment as it shows that our efforts to implement cold spray within NAVSEA and the Department of Defense (DOD) are being successful.”

Stanley continued, “Having a cold spray facility in place at NNSY allows other shipyards and DOD facilities to establish a roadmap in respect to developing their own cold spray capabilities. In contrast to other technologies, cold spray’s primary challenges have been the facilities to support the operation. A running facility at NNSY also gives a conduit for organizations such as Penn State Applied Research Laboratory (ARL) or the Army Research Lab to transition some of their technology from the lab into a real world application.”

Stanley explained that this is only the beginning for cold spray being utilized directly at America’s Shipyard. “The cold spray team at NNSY has spent the last year renovating, upgrading and designing the facilities that are capable of supporting the operation of cold spray, driven mostly by the premise of a technology that would directly result in better repairs,” he said. “In respect to the shipyard, it has required a high-level of support both with funding and assistance in overcoming obstacles to get the facilities where they are today. As a result, we have nitrogen generation capabilities, two large rooms to perform cold spray operations, two robotic arms, a large array of workstations to handle a variety of components, and an exterior work cell with onsite machining capabilities.”

He continued, “In addition to this repair, NNSY recently completed a large cold spray repair for a seawater component from the USS San Francisco (SSN 711) project in support of its undocking. Cold Spray was VADM Thomas Moore’s (Commander, NAVSEA) number one priority for innovation in 2019 and we aim to continue to push the boundaries of how we could use this technology.”

For more information regarding Cold Spray at NNSY, Contact Daniel Stanley at daniel.p.stanley@navy.mil. For more information regarding innovation opportunities at NNSY, contact the NNSY T&I Lab at 757-396-7180 or email the REAL Ideas program at NNSY_REALIdeas@navy.mil.

Members of the NNSY Cold Spray Team included: Code 930’s Nick Allen, Jim Wiseman, Sean Schuffert, Sterling Slaughter, Rick Smith, Robert Ward, Tim Holland, Richard Griswold; Code 134’s Lenka Ovcina; Code 265’s Kyle Paragian and Stanley; and the Welding and Non-Destructive Test Engineering Department’s (Code 138) Mike Mannix.



EDP HIGHLIGHT: ROBERT JARMAN

STORY BY KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST

Code 361 Nuclear Zone Manager Robert Jarman, also affectionately known by many as "Red Beard", has always had Norfolk Naval Shipyard (NNSY) in his veins. His great grandfather, grandfather, and mother all found a calling at NNSY's waterfront. Therefore, it was no surprise that his journey would also bring him to America's Shipyard.

In the early days of his career at 17 years old, Jarman was a procedural air traffic controller in the United States Marine Corps (USMC), spending five years on active duty. He was primarily stationed in California but was afforded the opportunity to travel around the world to Okinawa, Japan; South Korea; and Thailand. He completed his contract with the USMC in 2006 and began working job after job, looking for the next move in his career. At the time, his mother, Peggy Jarman, was working in the Information Technology (IT) Department. "She told me that the shipyard was the way to go," said Jarman. "I was looking for stability and hoped to find a lasting career so I applied. It took me two years to get my foot in the door; but as soon as I got into the Lifting and Handling Department (Shop 72) as a Rigger Mechanic, I absolutely loved NNSY and I've been here for eight years now."

Jarman continued to progress in his professional journey moving through the ranks of the Lifting and Handling Department (Code 740) making work leader and supervisor, eventually finding himself in Code 361 as a Nuclear Zone Manager. An opportunity came up in the form of the Journey Level Leaders (JLL) Program, a mid-level leadership development program designed to advance the enterprise's top performers with unique opportunities to practice and expand leadership skills. Interested in applying, Jarman began his application and turned to his department head,

Code 361 Project Superintendent Joe Singer.

"Mr. Singer was a past graduate of the Executive Development Program (EDP) and when I came to him, he shared about his experience and told me that the EDP was the way to go if I was looking for more leadership opportunities," said Jarman. "I decided to change course and apply for the EDP. I worked with Mr. Singer on my application and he mentored me on what I needed to do and how to better myself."

He was recently selected as one of the four candidates in Cadre 9 of the EDP and is very excited to step outside of his comfort zone and develop his leadership skills for his future and the future of America's Shipyard.

"There are so many things I want to accomplish with this program," said Jarman. "I've found that I need to work on improving my interpersonal skills so I don't come across as abrasive or uncompassionate to those I work with. I also need to open myself up to what the rest of the shipyard does as a whole. Like my counterparts within the program, I had always understood fully what my area of expertise does for the shipyard, but anything outside of that I wasn't sure how it fit into the bigger picture. Being able to go out into the shipyard and visit the various shops and learn firsthand what they do and how they function is huge. I get to see how the shops work both independently and as part of the shipyard family."

The EDP is a six-month program designed to give qualified personnel the opportunity to experience, first-hand, the leadership competencies and styles, as well as the operational parameters and guidelines, that make up the total picture of successful naval shipyard operations. To learn more about the program, visit <https://webcentral.nnsy.navy.mil/departments/c900/C900CU/leadership%20development/NNSY%20Executive%20Development%20Program.aspx>.

Getting to Know Robert "Red Beard" Jarman

Q. What is some advice you'd give to your fellow shipyarders?

A. With hard work and determination, the sky is the limit! If you're willing to put in time and effort into your job, this is an amazing place to be.

Also, if there's anything you're interested in doing, go for it! Apply for as many positions as possible. Try something new! The worst thing that can happen is they tell you no or things don't work out. There's nothing wrong with trying to better yourself. It's up to you to take those steps.

Q. Are there any mentors you've had that have played a role in your career?

A. Shop 72 Rigging Trades Manager Colby Wallace played an essential role in helping me understand the lay of the land from a shipyard perspective. He helped me establish myself as a leader within Shop 72.

Code 361 Deputy Project Superintendent John Gordan opened my eyes to how little I knew about the shipyard and was instrumental in pushing me to further develop myself.

I truly appreciate these gentlemen's efforts and persistence to help me grow and develop both personally and professionally.

Q. Has any changes been made to your program due to Coronavirus-19 (COVID-19)?

A. We have currently halted our shadowing, interviewing, and travel plans due to COVID-19; however, we have been redirected as the singular point for COVID-19

PPE requests and are working hand-in-hand with the Senior Leadership Team (SLT) to ensure the workforce is getting the PPE needed to perform work safely. We're here to help minimize the spread while maximizing the mission.

Q. Talk a little bit about your family.

A. Many of us have been part of the shipyard in some way. Even my wife, Karen, is now here as a Shop 51 Apprentice.

My wife and I have been married for 14 years. Together we have two children, Brandon (17) and Rylee (12).

Brandon is attempting to be the fifth generation employed at NNSY. He recently submitted his application to the apprenticeship program and is looking forward to joining the ranks of our shipyard family.

Rylee is a horse enthusiast. She dreams of growing up to be an equine veterinarian.

Q. What's it like outside of work for you?

A. I'm a big-time hunter and am on the executive committee of the Meherrin Bow and Gun Club. I really love being outdoors. I also love to cook and grill. I also enjoy small woodworking projects, even though I'm not very good at it. I really enjoy working with my hands. And I'm a die-hard Minnesota Vikings fan!

I also enjoy raising a garden with my wife and tending to our various animals. Currently we have two dogs, Sweet Pea and Pixie; two cats, Chewbacca and Vader; a rabbit, Queen Wintergreen Jellybean Wolverine; a 150 gallon tank with lots of fish; and six chickens.

WHAT IS THE EDP?

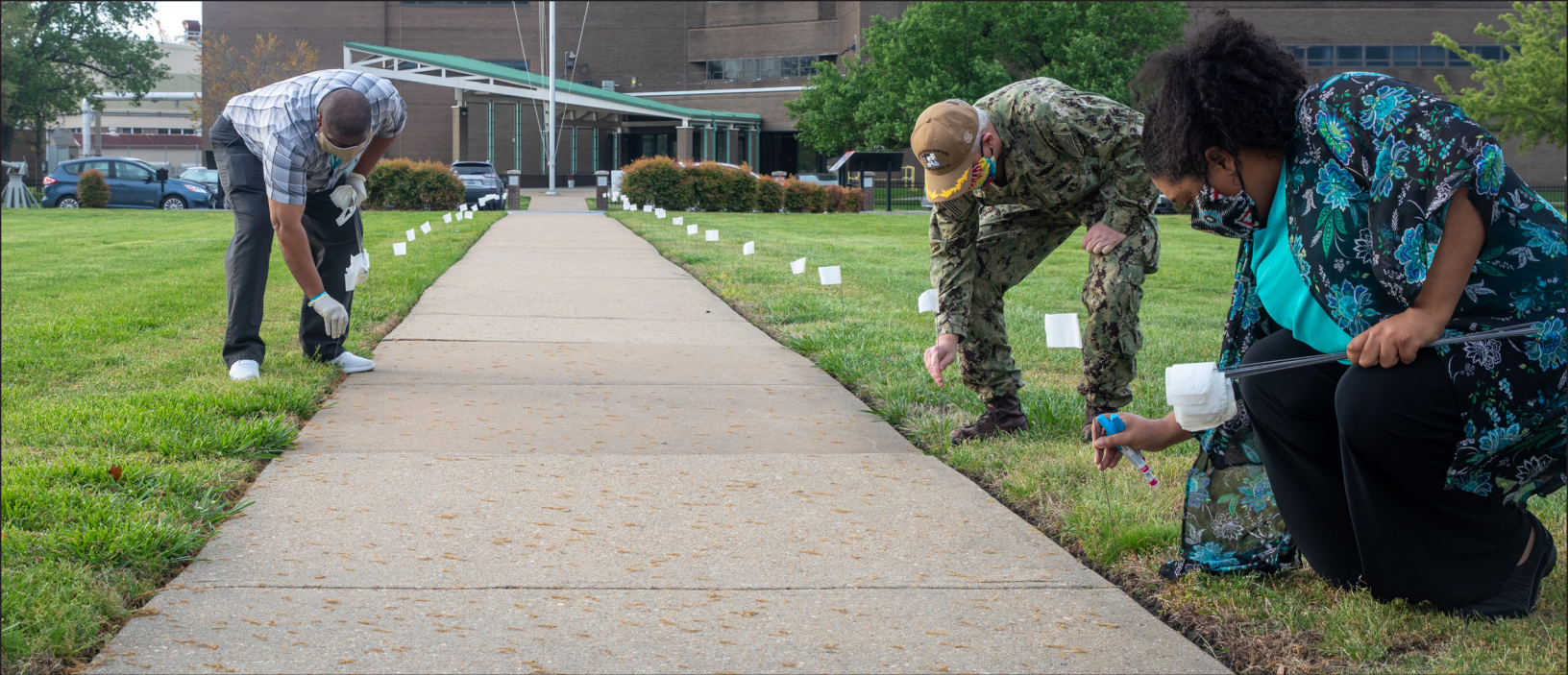
The Executive Development Program, or EDP, is an annual program that opens its doors to candidates with a common goal: to learn from senior leadership from across the enterprise.

It's a competitive, corporate program across the four public shipyards. It's open to all NNSY civilians who are at a permanent GS-12 or GS-13 level who've been in their position for at least one year.

Each candidate is given the opportunity to directly mentor under some of the most influential senior leaders within America's Shipyard. In addition, they get to travel to the other public shipyards as well as Naval Sea Systems Command (NAVSEA) Headquarters.

For more information about the program, please contact Danielle Larrew at danielle.larrew@navy.mil.





Norfolk Naval Shipyard's (NNSY) and Suffolk Complex's Sexual Assault Response Coordinator (SARC) Shalise Bates-Pratt and select individuals continued to observe the yearly tradition of placing small flags along the walkway in front of the Norman Sisisky Management and Engineering Building in honor of Sexual Assault Awareness and Prevention Month (SAAPM), each flag with handwritten message's to victims of sexual assault in a show of support.

NNSY Participates in Sexual Assault Awareness and Prevention Month

STORY BY KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST | PHOTOS BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

Each year in April, the country comes together to increase the knowledge and awareness of sexual assault and what we can do to prevent this violence from occurring. At America's Shipyard, the message rings true all year round, with efforts being made around the clock to protect our Sailors, workforce, and their families.

"The Navy's 2020 Sexual Assault Awareness and Prevention Month Theme is 'Respect – Protect – Empower', which aligns closely with the NNSY C.O.R.E values," said Shalise Bates-Pratt, Norfolk Naval Shipyard's (NNSY) and Suffolk Complex's Sexual Assault Response Coordinator (SARC). "April provides us with an opportunity to reflect on how we can foster developing healthy relationships, protect each other and empower survivors and their families to get the support that they need to heal."

Due to Coronavirus-19 (COVID-19), many planned events related to SAAPM were unfortunately cancelled to minimize any potential spread and ensure the safety of those who would be in attendance. However, that hasn't stopped NNSY from recognizing the significance of SAAPM at the shipyard.

NNSY Commander, Capt. Kai

Torkelson, read and signed a proclamation for SAAPM, calling upon America's Shipyard, Sailors, and family members to increase their participation in efforts to prevent sexual assault and strengthen the Navy community.

"Sexual assault is an affront to the shipyard's C.O.R.E. values we promote and practice as proud military members and civil servants of today's Navy," said Torkelson. "We must work together to educate our community about what can be done to prevent sexual assault and to support sexual assault victims by ensuring they are provided all necessary assistance."

He continued, "While we are unable to stand together in a mass gathering alongside our Navy members given the ongoing concerns of COVID-19, we're still working to highlight how SAAPM is a nationwide event where both civilian and military communities come together to highlight efforts to care for sexual assault victims and identify ways to incorporate prevention practices into the daily mission."

In addition, Bates-Pratt and select individuals continued to observe the yearly tradition of placing small flags along the walkway in front of NNSY's Norman Sisisky

Management and Engineering Building, each flag with handwritten messages to victims of sexual assault showing support.

"In spite of the challenges we are all currently facing, we want to emphasize that there is still support out there. Many have questions about accessing care after a sexual assault and wonder if support is still possible, given some of the latest COVID-19 prevention efforts," said Bates-Pratt. "However, the NNSY Sexual Assault Prevention and Response (SAPR) Program continues to be available 24 hours a day, 7 days a week, and the flag planting is a visible reminder that here at NNSY we protect victims and empower them to take the steps to get to a positive place again. As shipmates and colleagues, we can support this sentiment both on base and off. Even a simple thing like posting a sexual assault awareness message on your social media account, with links to supportive resources like the DoD Safe Helpline, can go a long way to reminding others of ways to help. It also sends a message to survivors who think that they have no one, that someone does care. We can all participate in SAAPM no matter where we are, or what our status is.



ABOVE: Members of the NNSY Sexual Assault Prevention and Response (SAPR) Program, including Jeffrey Lee, continued to observe the yearly tradition of placing small flags along the walkway in front of the Norman Sisisky Management and Engineering Building, each flag with handwritten message to victims of sexual assault showing support; BELOW: NNSY Commander Capt. Kai Torkelson read and signs a proclamation for SAAPM, calling upon America's Shipyard, Sailors, and family members to increase their participation in efforts to prevent sexual assault and strengthen the Navy community.

Believing survivors and getting them to appropriate, qualified help can go a long way as well.”

If you or any of your co-workers or shipmates need help, you can reach out to Bates-Pratt for assistance or to request resources available at 757-402-2566. You can also contact NNSY’s victim advocate line at 757-402-2567 or the DoD Safe Help Line at 1-877-995-5247 or online at selfhelpline.org.

“I’d like to thank our SAPR Program Installation Staff, Command Point of Contacts and Victim Advocates, for your hard work and the ongoing supportive services and prevention efforts you provide on a regular basis,” said Capt. Torkelson. “During some of the darkest hours an individual has in their lifetimes, it is each of you who help point the way back to the light.”

Bates-Pratt added, “Our SAPR Victim Advocates and Command point of contacts are the lifeblood of the program. They are the ones that ensure that victims of sexual assault and their families get the timely, sensitive assistance that they need, when they need it. I would also like to thank our many community partners, who show their support year round, to include the USS George H.W. Bush (CVN 77), Morale, Welfare, Recreation (MWR), Civilian Morale, Welfare, Recreation (CMWR) and the Federal Women’s Program (FWP). Each year these partners and others step up and do so much to support NNSY’s awareness and prevention efforts, and on behalf of survivors, the SAPR office thanks you.”

You can view the Shipyard Commander’s SAAPM video at <https://youtu.be/LZrEzsf-sTI>.





SHIPYARD SPOTLIGHT: CHRIS HICKS

STORY BY HANNAH BONDOC • PUBLIC AFFAIRS SPECIALIST | PHOTO BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

In response to COVID-19, Norfolk Naval Shipyard (NNSY) has provided cleaning and screening kits, hand sanitizer, and Personal Protective Equipment (PPE) in an effort to prevent the spread of the virus—none of which were a possibility without NNSY teamwork. One of the key players behind this effort is Strategic Analysis and Compliance’s (Code 510.2) Production Controller Chris Hicks, who is credited with sourcing materials for all of the provisions.

Hicks grew up in Hampton Roads and graduated from Booker T. Washington High School in Norfolk. After briefly attending what is now Chowan University, he enrolled in NNSY’s Apprenticeship Program in April 1999. From shipwright to locksmith, he has held many roles before finally settling into NNSY’s Supply Department (Code 500). “I was fortunate that I had a skillset that Code 500 needed at the time,” Hicks said.

When tasked with material sourcing and ordering supplies for the cleaning kits, he threw himself into the task and worked on it for weeks. “A lot of the material I was tasked with sourcing is already kept on hand in Shop Stores, but additional identification was needed to ensure the application was appropriate,” Hicks explained.

Although hand sanitizers are part of the cleaning kit, having them ready to distribute proved to be its own challenge. They had to be made from scratch using the World Health Organization’s recipe

(WHO) of isopropyl alcohol, hydrogen peroxide, and glycerol—all of which were relatively easy to procure, but the bottles were the challenge. “We are gradually finding more sources, but the need should level off as long as people reuse their bottles,” said Hicks.

The biggest challenge of sourcing materials, however, was working with the imbalanced ratio of demand to supply for PPE. “Due to the spike in demand, we had to identify alternative items and new supply sources without impacting private industry negatively because medical/first responders need many of these very same items,” Hicks said. “Ideally we want to have more than enough PPE for every employee to have everything they need, but so does everyone else.” He went on to explain that they even had items sold from under them numerous times before they could even get the document to the buyer, and had to make calls not just in the U.S., but around the world to get what they needed.

Currently, 1,400 cleaning kits have been distributed to NNSY employees, but the sanitation effort does not stop there. “The next wave of purchases are about to begin, but we are hoping that this round will go much smoother, now that the initial leg work is done,” Hicks said. The screening kits have also been shared with NNSY’s detachments in Charleston, SC, Kings Bay, GA, and Ballston Spa, NY.

Strategic Analysis and Compliance's (Code 510.2) Production Controller Chris Hicks (left) is one of the key players in sourcing materials related to the cleaning and screening kits, hand sanitizer, and personal protective equipment (PPE) for the workforce. Also pictured: Rob Bogle (right).



His efforts did not go unnoticed. In a supply update to Shipyard Commander Capt. Kai Torkelson and other senior leaders, NNSY's Supply Officer (Code 500) Capt. Mark R. Garrigus commended Hicks specifically for the long hours put in to meet the goal. "Thanks to his efforts, we have successfully tracked down a lead for every requirement needed," said Garrigus.

Yet Hicks made it clear that he was only one part of a collaborative effort. "The disinfectant was highly concentrated when it came in," he explained, "so we had the Mid-Atlantic Regional Materials Test Laboratory (Code 134) and Occupational Safety, Health and Environment (Code 106) dilute it and refill the bottles in their facilities." He also said that the Defense Logistics Agency helped Code 510.2 in expediting PPE, Project Support's (Code 530) Job Readiness Cell team transported and distributed the cleaning kits across the yard, and the Nuclear Material Division (Code 2305) were crucial in procuring the no-contact infrared thermometers included in the screening kits.

Procuring items for the provisions is not just a job to Hicks, but a necessity to care for his family and the families of his co-workers—a true demonstration of the C.O.R.E. value of Care. "We all have our families we go home to," Hicks said. "I've been at NNSY for 20 years and I know the families of many of my friends who work here. We're a community and we should all care for each other."

7 Things You May Not Know About Chris Hicks

1. He was once an avid bowler.
2. He and his wife have three young children.
3. He has been married to his wife for 14 years.
4. He enjoys softball and coordinating teams.
5. He has coached junior varsity baseball at Granby High School.
6. His two favorite shows are Ozark and Breaking Bad.
7. His Favorite Color is green.



7 Things You May Not Know About GSE1 Shin Thant

1. He plays soccer.
2. His favorite color is gold.
3. He has been married since 2010.
4. His favorite food is curry.
5. His favorite memory growing up is riding his bike around the neighborhood.
6. He plays piano.
7. He is currently taking programming classes to further develop his skills.
8. His hero is his dad because he was a hard-working man.

Norfolk Naval Shipyard (NNSY) Leading Fleet Maintenance Support (FMS) Petty Officer (GSE1) Shin Thant is known for his hard work serving FMS, where he's been since May 2019.

OBSERVANCE SPOTLIGHT: GSE1 SHIN THANT

STORY BY HANNAH BONDOC • PUBLIC AFFAIRS SPECIALIST | PHOTO BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

In the spirit of Asian American/Pacific Islander Month, this special spotlight briefly turns its attention to a little sovereign nation in Southeast Asia called Myanmar. Once known as Burma, Myanmar lives on the border of India, Bangladesh, China, Laos and Thailand. Home to beautiful scenery of parks, lakes, and the Shwedagon Pagoda (a Buddhist temple that dates back to the sixth century), Myanmar is also the birthplace of Norfolk Naval Shipyard's (NNSY) Leading Fleet Maintenance Support (FMS) Gas Turbine Systems Technician First Class Petty Officer (GSE1) Shin Thant.

Born in Yangon, Myanmar, Thant's family immigrated to the United States in 2007. After graduating from high school, he attended Indiana University-Purdue University Indianapolis and majored in computer science. Following college, he enlisted in the Navy in 2012. Thant said that joining the Navy helped him both financially and personally. "I was very introverted growing up, but the Navy helped me break out of my shell. My public speaking is better now; I can give a training in front of 30 to 70 people with no problem!"

Enabling his ability to develop his leadership skills would prove to be preparation for the next chapter in his life at NNSY. In May 2019, he chose to be assigned to NNSY's FMS program—the shipyard's in-house support in "maintenance and repair of reactor and propulsion plant systems through training and engineering assistance" according to the Naval Sea Systems Command website, so he could be a little closer to his family in Virginia. As a GSE1, he manages the other GSE sailors to support electrical systems. "The electrical floor where we work has a range of different task stations," Thant explained. "Our shop however works with motors from different ships and facilities in the yard." Additionally, he trains others in FMS.

Thant's drive and hard work have not gone unnoticed. "Petty Officer Thant is a highly adaptive, motivated, and consummate professional with a can-do attitude." Thant's supervisor and Leading Chief Petty Officer (LCPO) for Diesel, Pump, Valve, and Inside Electrical FMS Shops Travis Weber said. "He is always willing to take on more challenging tasks." SurgeMain Program Manager Lieutenant Commander (LCDR) Emmanuel Sayoc, who is also in his chain of command and works directly with him says that Thant his one of his "best guys."

Like some at the shipyard are currently experiencing, Thant says that working with less people due to COVID-19 has been challenging, but he credits the FMS team with rising to the challenge. "Everyone is playing their part and everyone in the chain of command has been understanding and empathetic," he said.

Thant is proud of his team, the chain of command, and the NNSY community for taking care of each other—not just because it's a good application of the C.O.R.E. value of Care, but because it is the necessary thing to do. "A command is as strong and as resilient as the least resilient individual," said Thant. "We all have to be empathetic at times like this and allow our high risk sailors to stay home while the rest of us step in, and keep moving toward the mission."



PREVENTING HIGH WIND HAZARDS: NNSY'S COMMITMENT TO CLEANLINESS

STORY BY JASON SCARBOROUGH •
PUBLIC AFFAIRS SPECIALIST

The dangers of wind combined with loose debris is often greatly underestimated. Mother Nature's storms that produce high winds can turn simple objects into missile hazards. Loose debris such as pieces of wood, wooden pallets, metal, and unsecured equipment can cause serious damage to buildings, equipment and vehicles. But more importantly, flying debris or unsecured equipment can cause severe injury or even death to Norfolk Naval Shipyard (NNSY) personnel.

More often than not, these winds cannot always be predicted. Everyday cleanliness is one of the simplest tasks we can accomplish in avoiding danger and risk to our most valuable assets - members of the workforce! This can be easily accomplished and injuries can simply be avoided by taking ownership in and around your workspace. Maintain situational awareness, place garbage or larger items in the proper trash receptacles, secure loose material or move it to a secure location, and make sure equipment and materials are left in a safe manner when they're not in use.

On Apr. 13, NNSY reached destructive level winds during a weather event and one of our shipyard teammates was injured when a piece of plywood became airborne, shattering a window, and causing glass to fly into the office space. Luckily, the injuries were minor and the window protected the employee from sustaining severe injuries. If the airborne plywood had struck an employee transiting outside, the injuries would have been severe. This particular injury could have been avoided if loose debris and objects were secured and put in their proper place.

Due to the uncertainty of weather events, all personnel onboard NNSY are expected to maintain Tropical Cyclone Conditions of Readiness (COR). Typically enforced during hurricane season (Jun. 1 – Nov. 30), the minimum state of readiness to be maintained year round is COR 5.

Certain preparatory actions are required within each COR to properly secure the installation and prepare personnel. The level of preparation increases with the progression of each COR level (i.e. from picking up loose gear in COR 5, to removing awnings in COR 3, to reporting to shelters in COR 1).

The time in which these Conditions of Readiness are set is as follows: COR 5 is set when destructive force winds are possible within 96 hours and is the minimum daily condition maintained, COR 4 when destructive force winds are possible within 72 hours, COR 3 when destructive force winds are possible within 48 hours, COR 2 when destructive force winds are anticipated within 24 hours, and COR 1 when destructive force winds are

imminent within 12 hours.

Code 970 Preservation Group Superintendent Charlie McVey stated, "We strive to keep our assigned areas of cleanliness in COR 5 to prevent accidents from happening. However, it takes an army of over 10,000 NNSY employees and tenant command employees to ensure that high winds will not result in damage, injury, or death. It is the responsibility of each and every individual that enters America's Shipyard to prevent future injuries from happening."

Proactive measures have been taken to ensure cleanliness and to support our C.O.R.E. values within NNSY. Members of NNSY's National Association of Superintendents (NAS) Chapter, whose objective is to lead, manage, and coordinate with other groups for the betterment of the shipyard has assigned areas of responsibility in regard to cleanliness. The expectation is that all areas are maintained to COR 5 standards at all times. Personnel are assigned to do cleanliness tours throughout each month and ensure that the areas meet the conditions of COR 5; if not, the cleanliness area owner ensures that it is returned to that condition.

The expectation for all NAS members is that our areas are maintained to COR 5, and when notified that they are not, get it to that condition immediately to prevent injury, damage, or worse. Monthly cleanliness assignments, along with the cleanliness zone maps, and weekly team reports are included in ongoing submittals. The expectation for the report is that surveys are conducted throughout the week, identifying areas that need attention, notifying the cleanliness area owner of what needs to be done, and that the area has been returned to the standard.

Preparation is key for unexpected weather events and it is extremely important to recognize that cleanliness throughout NNSY, free of debris and loose objects, is the first step in that preparation. This will help ensure the safety of our workforce. Ultimately, cleanliness is the responsibility of everyone that passes through the gates of America's Shipyard and your commitment to cleanliness will prevent injuries and may even save lives.



Code 530 Division Head Jimmy Broom and Code 500 Pier Master Jean Heitzman puts together a sanitizing cleaning kit that will be distributed to shops and codes across NNSY.

Team Effort Arms NNSY for Fight Against the Coronavirus

STORY BY TROY MILLER • PUBLIC AFFAIRS SPECIALIST | PHOTO BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

Tables, doorknobs, light switches, phones, remote controls, keyboards, toilets and sinks are a small sample of items that hands from multiple people touch every day. Rubbing your eyes, biting your fingernails, licking your thumb to turn a page, and licking your fingers after eating fried chicken are ways that our hands and fingers come in contact with our face and mouth.

The Coronavirus Disease 2019 (COVID-19) is a highly contagious virus that is sweeping through the world. As of April 30, there are over 1,005,147 reported cases with over 57,505 deaths related to COVID-19 nationwide. Because there is no vaccine for COVID-19, areas you use frequently need to be cleaned and disinfected daily at a minimum. This will help prevent the spreading of COVID-19 to others.

Several weeks ago, Norfolk Naval Shipyard (NNSY) put together a team to develop, manufacture and distribute cleaning and disinfecting kits to all its shops and codes.

“Even though at the time we had no positive cases here at NNSY, we wanted to

stay ahead of the curve,” said Production Specialist Chris Hicks of the NNSY’s recently re-established Supply Department (Code 510.2). “For the health of the workforce, it is always better to be proactive than reactive.”

There have been over 1,400 cleaning kits assembled and delivered with the numbers rising each day. Plus when the cleaning kits supplies run out, a new kit is issued. Putting together the cleaning kits was not a clean sweep.

“We have had significant challenges finding sources with on hand supplies to satisfy our requirements,” said NNSY’s Supply Officer Capt. Mark Garrigus. “In some cases the material is sold out from the suppliers while finalizing our procurement.”

“Fortunately, nearly all of the ingredients needed for these kits were already available here at NNSY,” said Hicks.

Various codes came together with their own expertise to help build the cleaning kits.

“Creating the kits was a joint effort of NNSY’s Supply Department (Code 500), NNSY’s Safety Department (Code 106), Defense Logistics Agency (DLA) and Mid-

Atlantic Regional Materials Test Laboratory (Code 134),” said Code 530 Division Head Jimmy Broom. “All of these groups are experiencing the same shortages as the rest of the yard, but we were able to pull together and create these kits to help our employees to defend against the virus so we can continue to operate and support the fleet.”

The cleaning kits consist of a commercial disinfectant spray, disposable gloves and paper towels. Instructions and safety precautions are also included.

For more information on how to prevent the spread of COVID-19 go to the Centers for Disease Control and Prevention webpage: <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>



Coping with COVID-19

Information & Referral Resources



Your Next Steps

If you and your family are experiencing challenges, there are a number of services locally, regionally and nationally to help you take control.

Your Local FFSC



Limited services may be available, primarily via telephone, at your local Fleet and Family Support Center. Please feel free to reach out with questions or for information.

HAMPTON ROADS, VA

Dam Neck	757-492-6342
Little Creek/Fort Story	757-462-7563
Newport News	757-688-6289
Norfolk	757-444-2102
Northwest	757-421-8770
Oceana	757-433-2912
Portsmouth	757-953-7801
Yorktown	757-887-4606

CT - New London	860-694-3383
IL - Great Lakes	847-688-3603, ext. 100
NH - Portsmouth	207-438-1835
NJ - Earle	732-866-2115
NY - Saratoga Springs	518-886-0200, ext. 146
RI - Newport	401-841-2283

The Mid-Atlantic Region



Additionally, the Mid-Atlantic Fleet and Family Support Program is offering a call center information line with information and referral resources throughout the Mid-Atlantic Region.

Call Center Information & Referral staff will be available:
Monday-Friday, 7:30 a.m. – 4:00 p.m. at
1-800-FSC-LINE (1-800-372-5463)



Connect with a Mid-Atlantic
Chaplain 24/7
757-438-3822

More For Federal & Military

More Sources of Help



DoDSafeHelpline
safehelpline.org • 877-995-5247

cfpb Consumer Financial
Protection Bureau
www.consumerfinance.gov
1-855-411-2372



**National Suicide Prevention
Lifeline** • 1-800-273-8255



Connect with a Chaplain
1-855-NAVY-311
Text: navy311@navy.mil



**Non-Appropriated
Fund Employee
Assistance Program**
Call ACI at 800.932.0034
or email at eapinfo@
acispecialtybenefits.com



**DON Civilian Employee
Assistance Program**
https://magellanascent
or by phone 1-844-DONCEAP

MILITARY ONESOURCE

Military Crisis Line
at 800-273-8255, then press 1,
or access on line chat by
texting 838255

F*O*C*U*S

**Families OverComing
Under Stress**
www.focusproject.org/covid19

For more information on COVID-19, please visit: www.cdc.gov/covid19



Norfolk Naval Shipyard (NNSY) began enhanced screening procedures April 22 for personnel entering the installation, with qualified personnel taking temperatures and asking questions to ensure employees are not exhibiting any symptoms or at increased risk for having COVID-19. NNSY is the first installation in the region and first of the four public shipyards to conduct temperature checks at its gates.



NORFOLK NAVAL SHIPYARD CONTINUES TO EXPAND WAYS OF PROTECTING WORKFORCE SAFETY AND HEALTH

STORY BY NORFOLK NAVAL SHIPYARD PUBLIC AFFAIRS | PHOTO BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

Norfolk Naval Shipyard (NNSY) is continuing to expand ways of protecting workforce safety and health in response to the COVID-19 pandemic. Enhanced screening measures and issuance of face masks are among the new initiatives for employees who are working to minimize the spread while maximizing the mission.

NNSY began enhanced screening procedures April 22 for personnel entering the installation, with qualified personnel taking temperatures and asking questions to ensure employees are not exhibiting any symptoms or at increased risk for having COVID-19.

NNSY is the first installation in the region and first of the four public shipyards to conduct temperature checks at its gates. To prevent delays at the gates, personnel are encouraged to show a completed daily self-assessment or inform screeners if they have performed it at home.

“The safer we maintain NNSY, which takes all our efforts, makes our ultimate goal of preventing spread at the shipyard achievable,” said Shipyard Commander Captain Kai Torkelson. “We’re helping to flatten the curve through preventions such as self-screening at home, undergoing enhanced screening at the shipyard, maintaining physical distancing, and using our hand sanitizers and cleaning kits, all in effort to protect ourselves and our co-workers. Additionally, we have greatly expanded our availability and issuance of cloth face masks, thanks to the capabilities of our very own Sail Loft, Insulation Shop and volunteers from home.”

The shipyard has issued face masks throughout all projects, shops and departments to support employees having multiple masks they can alternate daily and launder as needed. Individuals on DoD property, installations, and facilities are required to wear cloth face coverings when they cannot maintain six feet of physical distance and onboard submarines. As of April 22, NNSY’s Sail Loft and Insulation Shop has produced more than 23,000 cloth face masks, with an additional 1,200 made by teleworking personnel.

These are the latest in ongoing efforts in the past several weeks to protect the safety and health of the shipyard workforce. NNSY has implemented several initiatives to benefit employees both at the job sites as well as teleworking. For those on site, the shipyard has provided

personnel longer lunch breaks to allow more time for handwashing and hygiene, as well as increased shift options. For those teleworking, the shipyard procured additional IT equipment and enabled desktop computers to be transported home so employees can more effectively perform their duties.

Protecting the safety and health of shipyard project teams on the piers and dry docks was prioritized by several new handwashing stations with foot pump faucets along the waterfront. Per guidance from the Centers of Disease Control and Prevention, handwashing is more effective than using hand sanitizer, which prompted attaining and installing these stations in close proximity to brows and project trailers. These stations will be serviced several times a week to replenish water, soap, and paper towels. John Schmeckenbecher, NNSY Port Operations Installation Program Director, said the handwashing stations are strategically located next to the projects and are similar to ones found at a carnival. “They don’t take up much space, they are standalone and don’t take any power,” he said. “We put them where they are convenient for people to use.”

NAVSEA Senior Civilian Jim Smerchansky cautioned the workforce not to get complacent and to remember what’s truly at stake for individuals and their loved ones. “This isn’t about numbers, it’s about our collective health. ‘Cases’ are people who may be fighting for their lives. Each ‘case’ has people around them scared for their sick loved one, fearful for their family’s health, and their own health too. Now is not the time to ease up and start thinking we’re in the clear. To beat this virus we must continue to practice what is working—physical distancing, reducing the number of trips away from your home to the bare minimum, washing your hands, wearing a mask in public, and taking the physical and mental health breaks that work best for you.”

10

Ways NNSY is Protecting Workforce Safety and Health

1. Making and Ordering Facemasks to Provide to Employees

2. Installing Handwashing Stations Throughout the Industrial Area

3. Establishing Designated Cleaning Times Throughout the Day

4. Implementing Enhanced Screening Measures to Include Taking Temperatures

5. Leveraging All Three Shifts to Promote Social Distancing and Increase Employee Options

6. Providing Longer Lunches to Allow More Time for Handwashing and Hygiene

7. Expanding Cleaning Services at NNSY Using Products Effective at Killing COVID-19

8. Assembling and Distribution of Cleaning Kits

9. Production and Distribution of Hand Sanitizer

10. Improving IT Capabilities to Better Enable Teleworking





NNSY Satellite Locations Persevere in Face of Pandemic

STORY AND PHOTOS BY TROY MILLER • PUBLIC AFFAIRS SPECIALIST

Norfolk Naval Shipyard (NNSY) has been working diligently to ensure the safety and health needs of 10,000 plus employees are met during the COVID-19 pandemic. According to Shipyard Commander Capt. Kai Torkelson, people are at the heart of accomplishing NNSY's mission of getting ships back to the fleet on time and at cost.

"During this challenging time shipyard leadership is doing everything in its power to ensure a safe work environment, protecting the safety and health of our co-workers, ship's force and all those within America's Shipyard," said Torkelson.

The employees of America's Shipyard aren't just located in Portsmouth, Va. NNSY has several satellite locations on the East Coast with a total of approximately 2,000 civilians and Sailors. For NNSY, safety and health takes priority for all employees regardless if they are located in Portsmouth, Va., Kings Bay, Ga., Philadelphia, Ballston

Spa, NY or anywhere in between.

"The COVID-19 pandemic has put a stress on our people, our Navy and our nation that is unprecedented," said NNSY's Operations Officer, Capt. Jip Mosman. "The workforce at NNSY has been affected in many ways, regardless of the location where they work, but we have risen to the challenge of continuing our mission despite the invisible enemy virus. Efforts such as social distancing, wearing sewn or paper masks, and making our own hand sanitizer and cleaning solutions are just a few of the ways we are ensuring our employees remain safe and healthy."

Communication between NNSY and its satellite locations has amped up since the outbreak of COVID-19.

"Communication has always been important, even before the pandemic, but now it's vital to talk to each other to ensure the proper precautions are being taken,"

said Naval Foundry and Propeller Center Director, Bill Craig. "The guidance and support that NNSY has given us ensures that everyone is on the same page. It helps us take the actions required to successfully continue to achieve our mission requirements, which in our case is manufacturing propellers for the Columbia and Virginia class new submarine construction programs."

For some satellite locations, a melting pot of agencies share the same facilities. Kenneth A. Kesselring Site, West Milton, NY, had the challenge to ensure that all agencies were following the most current guidelines at the same time.

"It's been a challenge to integrate the most up-to-date policies and guidance between the various agencies here," said NNSY's Kenneth A. Kesselring Site Superintendent Terri Makely. "Naval Nuclear Laboratory assigned a senior leader as a single point of contact to collaborate with all organizations and align

policies and procedures. In addition, Code 2301 Division Head, Stephanie Walz, was a liaison between us and Saratoga County Department of Health, to ensure we had the latest guidance for our employees for the local area.”

Nuclear Regional Maintenance Department Kings Bay (NRMD-KB), a satellite location of NNSY located in Kings Bay, Ga., had a ship arrive for emergent repair work when the Coronavirus 2019 pandemic broke out in March. The NRMD-KB crew members stepped up to the challenge and overcame any obstacles that came their way during the repair work in order to get the ship back to the fleet on time.

“We are required to wear face masks when onboard a ship,” said NRMD-KB Director, David “Chip” Gaskins. “Until we received face masks that NNSY made for us, we took the Surgeon General’s suggestion and made our own face masks using coffee filters, rubber bands and lint free cloth.”

The number of employees at the sites has decreased due to teleworking and high-risk employees on leave. In some cases, more than face masks and hand sanitizer are needed to get the job done.

“NNSY was willing and able to change its plans for Fleet Maintenance Submarines (FMB) and send us material and personnel to accommodate our work, all in an effort to put submarines back to their ‘Blue Days’ (underway days),” said FMB Deputy Project Superintendent Tim Cox.

Those who are working the front lines against an invisible enemy at NNSY and its satellite locations need to take extra precautions and make a solid plan for any work that needs to be done.

“The object is not to be heroes to get the ships back out to sea,” said Nuclear Regional Maintenance Department Norfolk Director, Ollie Smith. “The object is to take any necessary steps needed to ensure the safety and well-being of our crews while they do what needs to be done to return the ships.”

During this time in uncharted waters where one needs to remain fluid, FMB is looking at these times as an opportunity.

“Working here at FMB during this time of uncertainty has opened my eyes to the capabilities we have as a NNSY community,” said Cox. “There is untapped potential here and the repair officer and I plan to explore it, mine it and utilize it.”

An example that Cox provided was Shop 67HS, the mast and antennas group at FMB. Almost every submarine availability that comes through FMB has sail work. Shop 67HS is comprised of 95 percent military and led by Lt. j.g. Benjamin Abercrombie. It is a multi-rate shop made up of Sailors from electronic technicians, A-Gang, internal communication members, and a few civilians.

“They are a template of what can be done here at FMB,” said Cox. “We are working to fan their flames and have them spread to the other applicable shops. Our plan involves a lot of Code 900T and shop training, but it is certainly executable. It has the great potential of a win-win situation. Win 1 would be returning some civilians in select shops to the shipyard to support those availabilities in execution there. Win 2 would be using FMB as a ‘surge capacity’ if NNSY is in need of short-term qualified mechanics when FMB has capacity for loans.”

Although it is unknown when the COVID-19 pandemic will become a thing of the past, NNSY’s Off Yard Carrier Deputy Project Superintendent James Scruggs believes that one thing is certain.

“The shipyard is coming together as one unit during this national crisis and because of that, America’s Shipyard will come out stronger.”



LEFT: NNSY’s Diesel Shop Code 930 Marine Machinery Mechanic Cordero Cooper, NNSY’s Shop 38 Engineman Second Class Brian Rosenbeck and Diesel Shop Code 930 Work Leader Tony Schwartz are taking readings on an idler assembly to ensure there is proper clearance between the gear teeth onboard USS John C. Stennis (CVN 74) at FMB; ABOVE: NNSY’s Shop 67HS Marine Machinist Davell Lloyd performs a receipt inspection on an antenna cable at FMB; BELOW: NNSY’s Shop 67HS Machinist’s Mate – Submarine Auxiliary Third Class Ruel Peyao (Left) and Technician – Navigation Justin Trippe opens a crate in order to conduct a receipt inspection on an antenna cable at FMB.



10 pandemic coping tips for adults

While the pandemic may be causing you and your loved ones feelings of anxiety and apprehension, now is a good time to look for reasons to be happy. Practice these tips to nurture yourself, improve your mood and help others.

1. **Be kind.** Call your friends and neighbors. Maintain social distancing, but smile to all the grocery workers who are keeping the shelves stocked. Ask an elderly neighbor if they need anything. An act of kindness boosts serotonin, a natural antidepressant in your brain, in both you and others.
2. **Be thankful.** Don't rush through your daily interactions on autopilot. Slow down and notice when someone is kind to you, even in the smallest way, and show them your appreciation. When you practice thankfulness, you become more positive; that helps others feel good too.
3. **Deepen your connections:** Share your feelings about this experience with those closest to you. Encourage each other to make the best of this moment in time and come up with a game plan to support each other moving forward.
4. **Move your body.** Exercise is vital to maintaining physical and mental health. Get your heart pumping by taking a walk in your neighborhood, going on a hike in nature or using an app for a guided training or yoga session. If you do go outside for a walk, maintain social distancing.
5. **Write down your thoughts.** Keeping a journal is a powerful way to get perspective. Clarifying your thoughts and feelings on paper helps you get to know yourself better and release the stresses of daily life.
6. **Meditate.** All you need to do is sit quietly for a few minutes, breathe deeply and let your mind relax. Meditation alleviates anxiety and helps you get in touch with your inner self, helping you face the world in a centered and focused way. Find free guided meditation sessions online.
7. **Determine what is really bothering you.** Vague worries are harder to manage because they are all jumbled together. Try to get clear on what you are specifically concerned about. Finding the root of the worry helps you figure out what to do about it.
8. **Play games.** Engaging in a game with others online, or even by yourself on your phone, helps you take your mind off other things. Give yourself permission to have some fun.
9. **Dine well.** Have fun with food. Make your favorite recipes. Set the table with your finest dishes. Cook a meal with others. If you live alone, share pictures with friends for fun.
10. **Remind yourself that this will pass.** Try and come to terms with what you can't control and focus on what you can do to move through this time in a positive way. Draw on skills you have used during other difficult times and remember how those times eventually passed by.

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C-FRAM FRAUD SCHEME AWARENESS

MAY EDITION: FALSE STATEMENTS AND CLAIMS

Contractor who conceals or covers up a scheme, makes false statements, or falsifies documents

DOD EXAMPLE

In Jun. 2019, PAE Applied Technologies, LLC, has agreed to pay \$4.2 million to settle civil claims stemming from allegations that it submitted false claims to the Air Force. PAE provided services to the Air Force under a support services contract. The Air Force alleged that between 2009-2014, PAE knowingly submitted false claims to the Air Force for employee wages; specifically, PAE submitted false claims for wage rates above the applicable wage caps. The case also included allegations that PAE would not have received award fees under the contract if PAE had disclosed billing for wages that exceeded the wage caps. The settlement resolves the allegations filed in a lawsuit by a whistleblower who formerly worked for PAE. In this case, the government intervened in the action and resolved allegations by the settlement.

DON EXAMPLE

In Feb. 2019, E.M. Photonics Inc. and CEO Eric Kelmelis agreed to pay \$2.75 million to settle alleged violations of the False Claims Act. The Department of Justice asserted that E.M. Photonics Inc. and its CEO bilked federal agencies of funds through the Small Business Innovation Research and Small Business Technology Transfer Programs by:

- Directing employees to falsely charge agencies for direct labor that was either not performed at all or not performed at all or not performed on the contracts for which the timesheets were submitted.
- Seeking and receiving duplicative funding for work already paid by and performed for a different agency, after falsely certifying the work was non-duplicative.

The false charges affected grants or contracts awarded by several agencies, including the Navy.

INDICATORS (RED FLAGS)

Frequent complaints about finished products; inadequate or apparently altered supporting documentation; contractor attempts to explain discrepancies as simple errors; inability or refusal of the contractor to provide supporting documentation; repeated acknowledged errors by a contractor.



LEARN MORE TODAY

Check out the C-FRAM site on WebCentral under C100CE for more information.

Need to report fraud? Contact the NNSY Hotline today at 757-396-7971 or NNSY_IG_HOTLINE@navy.mil.