DON'T MISS: NNSY HOSTS ANNUAL PATRIOT DAY CEREMONY

SERVICE TO THE FLEET

Norfolk Naval Shipyard | We Are America's Shipyard | October 2020

NNSY Undocks USS George H.W. Bush (CVN 77)

WELCOME USS PASADENA (SSN 752) TO AMERICA'S SHIPYARD!

IN THIS ISSUE

Features:

3 TAKE ONE MINUTE FOR VPP

4 SIGHT LINE: NAVSEA COMMANDER'S VIEW

6 ON THE COVER: NNSY UNDOCKS USS GEORGE H.W. BUSH (CVN 77)

7 COMPETENCIES AND YOUR DEVELOPMENT

8 NNSY HONORS THE FALLEN IN PATRIOT DAY CEREMONY

10 EYE ON INNOVATION: NNSY T&I LAB AND VIRTUAL REALITY

14 THE PHOTO APPROVAL PROCESS: HOW NNSY'S VISUAL SNAPSHOTS ARE SHARED ACROSS THE ENTERPRISE

16 SHIPYARD SPOTLIGHT: KENNETH KINSTLER

18 NNSY CELEBRATES BREAST CANCER AWARENESS MONTH, REMEMBERS ONE OF OUR OWN

20 NNSY CELEBRATES HISPANIC HERITAGE MONTH

21 NNSY WELCOMES USS PASADENA (SSN 752)

22 NNSY INVESTS IN NEW EQUIPMENT FOR ENVIRONMENTAL TEAM

SHIPYARD COMMANDER
Rear Admiral Howard Markle

EXECUTIVE OFFICER
Capt. Daniel Rossler

COMMAND MASTER CHIEF
CMDCM Gene Garland

EXECUTIVE DIRECTOR (CODE 1100)
Fred McKenna

PUBLIC AFFAIRS OFFICER
Terri Davis

SERVICE TO THE FLEET EDITOR
Kristi Britt

PUBLIC AFFAIRS STAFF
Hannah Bondoc, Michael Brayshaw, Allison Conti, Troy Miller, Jennie Rentas, Jason Scarborough, Curtis Steward

EMAIL THE PUBLIC AFFAIRS OFFICE
nfsh_nnsy_pao@navy.mil

EMPLOYEE INFORMATION HOTLINE
(757) 396-9551

FRAUD, WASTE & ABUSE HOTLINE
(757) 396-7971

SHIPYARD RADIO ADVISORY
1630 AM

SERVICE TO THE FLEET is a Department of Defense publication and is authorized for members of the DoD. Contents of *Service to the Fleet* are not necessarily the official views of, or endorsed by, the U.S. Government, the DoD, or Norfolk Naval Shipyard. *Service to the Fleet* is published monthly. Submissions are due on the 10th of each month. The public affairs staff reserves the right to edit submissions for content and brevity.

LIKE US ON FACEBOOK
www.facebook.com/NorfolkNavalShipyard1

FOLLOW US ON TWITTER
www.twitter.com/NNSYNews

WATCH VIDEOS ON YOUTUBE
www.youtube.com/NNSYBroadcast

FOLLOW US ON INSTAGRAM
@norfolknavalshipyard

READ STTF ONLINE
www.issuu.com/nnsy

TAKE ONE MINUTE FOR VPP!

PHOTOS BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

Norfolk Naval Shipyard's Safety, Health and Environmental Office (Code 106) may have already sent off the application earlier this summer to recertify as a Voluntary Protection Program (VPP) Star Site, but the goal doesn't stop there. Employee knowledge of the program's benefits and involvement to ensure its continued success is a cornerstone of VPP. To help ensure that, VPP Managers Brian Olson and Doug Vick, along with department safety advocates and members of the shipyard's VPP Education and Awareness Team, are cycling through the shipyard's industrial area buildings with a VPP Information Booth. This provides a convenient opportunity for production personnel to learn more about how they can practice VPP by speaking with program leads and getting information like the Employee Safety Handbook, a mishap investigation and reporting handout, and the "Take One Minute for VPP" pamphlet. Helpful reminders like hardhat stickers and VPP cards for badge holders are also being provided. Employees are encouraged to take "one minute for VPP" by checking out the booth when it visits their building! VPP signs have also been posted at the main entrances to the industrial area to encourage employees to think safety prior to starting their workday. For questions about how you can support VPP in America's Shipyard, contact Olson at brian.s.olson@navy.mil or 818-0710, or Vick at douglas.vick@navy.mil or 403-9127.

Sight Line: NAVSEA Commander's View

A few weeks ago, I announced my Intent as Commander of NAVSEA and shared a preview of the "Campaign Plan to Expand the Advantage 3.0." My Mission Priorities should not be new to you as they are an extension of and build on what we have been working on for the last several years.

My top priority is and will continue to be Delivering Combat Power through the on-time delivery of ships, submarines and systems. This is what our four Naval Shipyards are about—maintaining and modernizing the Navy's front-line warships. In spite of the many challenges we face, you continue to impress me with your focus in this area. Your innovations are paying fleet readiness dividends across NAVSEA. At Pearl Harbor Naval Shipyard & IMF, you completed USS MISSOURI's EDSRA five days ahead of schedule earlier this year; At Puget Sound Naval Shipyard & IMFs you completed USS CARL VINSON's DPIA in late August; At Norfolk Naval Shipyard you undocked USS GEORGE H.W. BUSH in late August; and at Portsmouth Naval Shipyard, the Super Flood Basin work currently underway, a part of the Shipyard Infrastructure Optimization Program (SIOP), will yield significant fleet readiness dividends in the future.

Providing you with modern facilities and equipment is a force multiplier, and these state-of-the-art tools will give us the edge we need to meet our future workload demands. The same is true of Mission Priority #2, Transform our Digital Capability. This is a critical component of our modernization effort, one long overdue for our shipyards. This effort will require time and patience, but we're progressing steadily on a wide-range of improvements that includes a complete refresh of our ship repair centers' digital backbones. The Navy Maritime Maintenance Enterprise Solution – Technology Refresh (NMMES-TR) began in 2016 as a joint NAVSEA/NAVWAR (Naval Information Warfare Systems Command) program. Starting in Fiscal Year 2022, you will begin to see major changes: increased operational performance; stability, enhanced cyber resiliency, and the ability to share data across the shipyards and down to the waterfront. Each of these elements will reduce wasted connectivity time, create fresh opportunities for collaboration, and pave the way for your future innovations.

Our third mission priority, Build a Team to Compete and Win, is the foundation upon which NAVSEA is built. I am very passionate about this priority. We operate today in an era of great power competition, and for us to provide the Navy with the capability to retain its warfighting supremacy, we must ensure we hire, train and retain a team built on a constructive culture that allows all of us to reach our full professional potential. We are the Navy's ship design, construction, maintenance, and modernization experts. The Fleet does not sail without the work of the NAVSEA team. As I stated, our technical superiority and the advantage it provides our Fleet is not guaranteed; it needs to be earned every day. To maintain our technical superiority, we need the full focus of every employee – your experience, your thoughts, and your ideas. That means everyone must be able to report to work knowing their contribution matters; that they are valued and respected; and that their collective efforts have a true impact on our national defense effort. Creating the One NAVSEA Team; the One NAVSEA Culture where everyone has equal professional opportunities and an environment that fosters fairness, inclusion, empowerment, and transparency is a Force Multiplier that will maximize the talents and collective efforts of our multi-dimensional workforce.

NAVSEA's Missions Priorities will continue to evolve to address new challenges and changing requirements. Change is the one constant, and as long as we continue to Delivery Combat Power, Transform our Digital Capabilities, and Build a Team to Compete and Win we will continue to expand our Navy's advantage.

KEEP CHARGING!
V/r,
VADM William Galinis

Now Open!

New World War II exhibit in Norfolk Naval Shipyard's (NNSY) Heritage Room commemorating the 75th anniversary of Allied victory! This exhibit features rarely seen photographs and noteworthy artifacts of the era. The NNSY Heritage Room is located next to the Command Briefing Room on the first floor of Bldg. 1500.

NNSY Undocks USS George H.W. Bush On Time Aug. 29

STORY BY MICHAEL BRAYSHAW • LEAD PUBLIC AFFAIRS SPECIALIST
PHOTO BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

Norfolk Naval Shipyard (NNSY) undocked USS George H.W. Bush (CVN 77) on time Aug. 29, a key milestone in the carrier's Drydocking Planned Incremental Availability (DPIA).

Bush has been on blocks the past 18 months, undergoing the most extensive maintenance period in the carrier's history and one of NNSY's most complex CVN CNO availabilities ever. This drydocking period marked the first time Bush had not been waterborne since 2006.

For the first time in NNSY history, two aircraft carriers will be sharing a pier. Bush is now neighbors with USS Harry S Truman (CVN 75), currently undergoing an Extended Carrier Incremental Availability which began in July.

Undocking on time, despite challenges associated with COVID-19, is something Burchett credited to teamwork and perseverance across all working levels and groups supporting the availability, from the project team and Ship's Force to Alteration Installation Teams and contractors. "We have been laser-focused throughout on getting Bush out of dock on time, and the folks that worked throughout the pandemic kept us on schedule," said Burchett. "They stepped up their game, and it was incredible how they kept us going to make us successful. I can't stress enough of how proud I am of this team. The camaraderie and the relationships have been amazing, and the driving force behind the success of this availability."

"The crew and the project team have worked tirelessly for the past 18 months to get to this point," said Aguilar. "I couldn't be more proud of their work and I look forward to completing future milestones as we get closer to bringing our warship back in service."

NNSY has been implementing a number of 21st century capabilities and innovations to facilitate work throughout the availability, including the use of cold spray to repair components in the U.S. Navy's first organic cold spray repairs conducted at any of the four public shipyards. Laser scanning was used to facilitate installation of sponsons onboard, supporting first time quality in the fit-up. Burchett added the shipyard's special emphasis group developed unique weight handling equipment using electric winches for servicing components while in the dry dock.

In addition to working innovatively, the team is also working safely. Bush currently has the best safety record of the past three DPIAs at NNSY.

Now that the carrier is pierside and the team turns to testing work and restoration of habitability, Burchett looks forward to the availability's final phase and getting the crew back onboard. "I know how important undocking is to this availability," he said. "What's even more important is returning the ship back to the Fleet to conduct its mission. There's a quote from George H.W. Bush himself that we took on as the project team motto: 'This is my mission and I will complete it.'"

Competencies and Your Development

STORY BY SHELLEY SIMPSON • CODE 900T.2 COMMAND UNIVERSITY

Companies worldwide are using competencies to increase employees' knowledge, skills, abilities and behaviors in an effort to enhance the employee proficiency needed to accomplish their job. The four government naval shipyards (Norfolk, Portsmouth, Puget and Pearl Harbor) are using competencies to develop their workforce and have been collaborating on aligning their efforts on competency programs.

Training is only one part of an employee's development. The industry standard shows that a proficiency development model of 70 percent experience, 20 percent exposure, and 10 percent education has proven to increase an employee's proficiency. Experience is where most of their development is through purposeful assignment of work. Exposure opportunities provide intentional learning through others, such as shadowing or mentoring another person. Lastly, education includes not only training and qualifications, but also self-study opportunities including books, online learning and formal education.

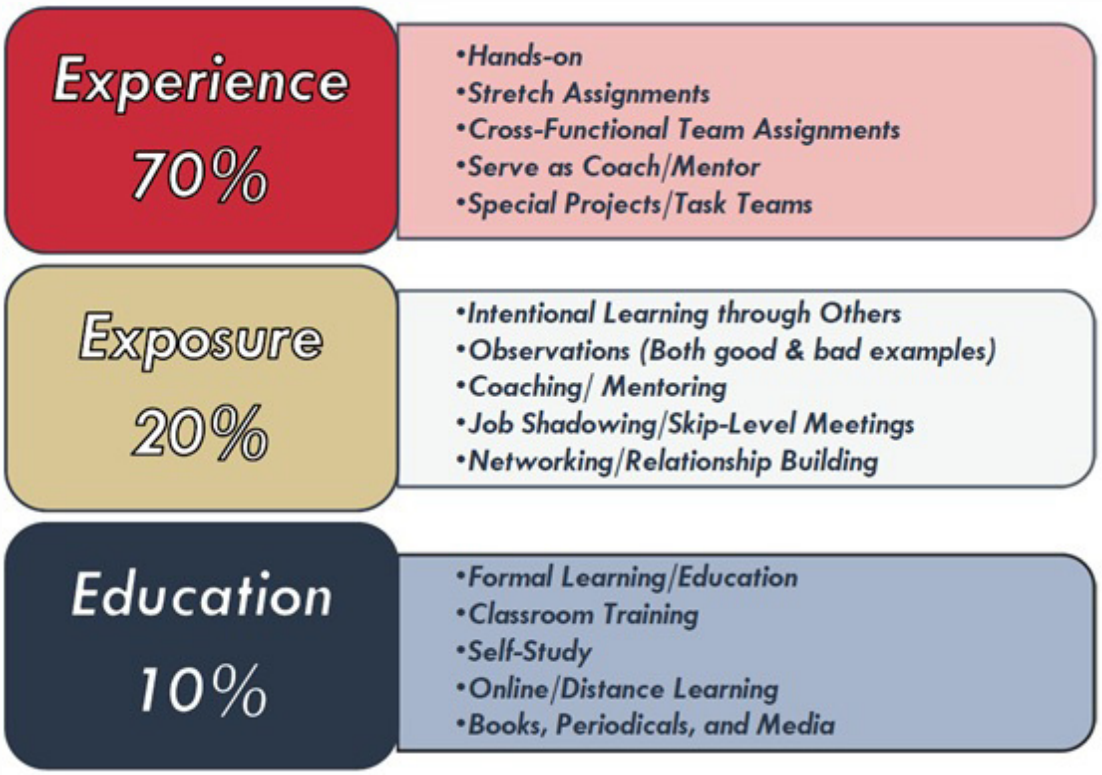
At Norfolk Naval Shipyard (NNSY), competency cards are the standardized way to capture and track developmental pathways. All employees will have at least one or more competency cards displaying what steps and areas needed to increase their proficiency for their job.

This is especially important given nearly 50 percent of NNSY employees have five years or less experience. Competency cards allow employees to gain the necessary proficiencies in their current roles and future career pathways to support NNSY's mission and foster individual development.

Supervisors and employees should meet on a regular basis (at a minimum quarterly) to discuss the employees' progress and proficiencies in assigned competencies using their assigned competency cards. Through this conversation, the supervisor will access the employee's proficiency levels within each competency. These conversations build trust between the supervisor and employee regarding career development . This small investment in time will allow purposeful development of the employee in support of NNSY's mission and aligns with NNSY's organizational C.O.R.E. values of Care, Ownership, Respect, and Excellence.

Measuring competency proficiency is about developing the employee and it is not used for performance appraisals. Remember, competency pathways are used to increase the employee's proficiencies in a required skillset and performance appraisals are rating previous job performance.

C900T.2 Command University's Shelly Simpson, NNSY's Competency Management Specialist, is working with departmental POCs to improve competencies command-wide. Companies worldwide are using competency management to identify and close organizational and individual skill gaps as a strategic ingredient for building an engaged culture of high performance. Employees looking to learn more can email the People Development team at NNSY_People_Development_Leads@navy.mil. Employees can regularly review communication tools such as Service to the Fleet, This Week at NNSY, and NNSY's social media for updates and information from the People Development team.



Norfolk Naval Shipyard Honors the Fallen in Patriot Day Ceremony

PHOTOS BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

THINGS TO KNOW SO YOU *don't get towed*

REGISTRATION:

All vehicles accessing any military installation must be registered at any military Pass & ID office. The vehicle owner or person cited on the registration must register the vehicle. The vehicle's license plate must match the make and model. Note: If you no longer own a vehicle that was registered in your name, the vehicle must be deleted from your registration record at Pass & ID. Vehicles not registered with the military are subject to towing.

ITEMS NEEDED TO REGISTER:

Driver's license, DMV registration, state inspection (if applicable) and proof of insurance.

PARKING PLACARDS

Placards are assigned to all drivers by each department's parking coordinator and must clearly be displayed at all times. If the placard is not visible, the vehicle may be cited and is subject to towing.

IF VEHICLE IS NOT REGISTERED AND YOU PARK ON THE INSTALLATION WITHOUT A PLACARD PROPERLY DISPLAYED, YOUR VEHICLE WILL AUTOMATICALLY BE TOWED.

CITATIONS/TOWING:

If a vehicle is cited for three or more parking infractions within a 12-month period, the vehicle is subject to towing. If a vehicle receives three or more **Armed Forces Traffic Tickets** for illegally parking, within a 12-month period - base driving privileges can be suspended for up to 90 days. Driving on NNSY during a suspension may result in suspension for up to one year.

TOWED VEHICLES

Towed vehicles may be retrieved from Scott Center Annex (Bldg. 1559) Mon-Fri 9 a.m. - 5 p.m. at a cost of $85, $10 each additional day. MUST provide proof of ownership, insurance and driver's license.

YELLOW

Issued to personnel assigned a reserved space by the Parking Control Administrator.

BLUE

Issued to personnel who are authorized to park in any General Parking Lot, and only in spaces not reserved or marked for handicapped, vanpool, GOV, etc.

ORANGE

Issued to submarine and carrier personnel to park **only** in designated parking areas. Does *not* authorize parking in any other area of the installation.

GREEN

Issued to official shipyard visitors..and not to be used as a daily convenience by those issued general blue or yellow placards.

LOST PLACARD?

Lost or stolen placards must be reported to the NNSY Security Office (Bldg. 1618) where a Voluntary Statement, OPNAV 5580/2 should be filled out. If a parking placard is damaged, broken, torn or split, return the placard to your department's parking coordinator for a replacement.

Sailors attached to a vessel at NNSY should ask their specific command what area has been designated for their for parking. All commands have been briefed on their respective areas of designated parking. Active Duty assigned to NNSY on orders should contact the parking coordinator in their department.

QUESTIONS OR CONCERNS?

If you have questions the parking policy, please email the Base Support Office at NNSY-Base-Support-Officer@navy.mil

parking checklist:

- ☐ vehicle registered
- ☐ park in assigned lot
- ☐ placard displayed
- ☐ don't get towed!

Public Affairs Specialist Kristi Britt tests drives the virtual reality simulation in the NNSY Technology and Innovation Lab.

NNSY'S TECHNOLOGY AND INNOVATION LAB USES VIRTUAL REALITY TO GO BEYOND THE LIMITATIONS OF THE REAL WORLD

STORY BY KRISTI BRITT •
PUBLIC AFFAIRS SPECIALIST

PHOTOS BY DANNY DEANGELIS •
NNSY PHOTOGRAPHER

Have you ever thought it possible to, at one moment, be standing inside Norfolk Naval Shipyard's (NNSY) Technology and Innovation (T&I) Lab, the next moment soaring through the cosmos high above Earth? It may seem like science fiction – but this is possible thanks to virtual reality (VR) being implemented at America's Shipyard.

Ready to try out this technology firsthand, I dashed over to the NNSY T&I Lab, slipped on the virtual headset and fastened it across my line of sight. Nuclear Test Engineering Division (Code 2340) Assistant Shift Test Engineer (ASTE) Joey Hoellerich carefully handed me a pair of controllers and asked, "Ready to dive in?" With a nod, I saw the screens alight before me. No longer was I standing inside the T&I Lab at America's Shipyard. I was standing onboard the USS Innovation, a spaceship soaring through the cosmos.

"Seems like something out of an episode of Star Trek," I said with a grin behind my mask, my character spawning inside the captain's quarters of the USS Innovation. A screen lit up along the wall, with a smiling artificial intelligence (A.I.) guide named Craig greeting me as I awoke from a calm slumber. There was work to be done aboard the ship and it was Craig's duty to help me on my mission.

"We based the simulation and its holodeck on Star Trek and other science fiction media out there," said Hoellerich. "We wanted to create a space where users could test out the waters of VR and its controls. VR itself is a very useful tool to develop training, virtual walkthroughs, and more. So we wanted to make something that could utilize all those different avenues and show what folks can do with the technology and what benefits it would bring to the mission of the shipyard.

For example, using VR provides a space for personnel to train in a virtual setting, learning procedures before stepping onto the job itself. It can also save manhours in the planning stages for ship evolutions by providing a digital platform where changes could be made instantly to the plans laid out. VR is a very handy tool and it can do a lot for NNSY as a whole."

The mission started with my character testing out the controls, showing me how to move around the rooms and pick up items with the push of a button. I turned my head from side-to-side, taking in every inch of the virtual space. It was almost as if I was really there, adventuring through the sea of stars. And I must admit, it was really cool to pick up a potted plant and toss it across the room and see fluid motions at work – just for fun in VR though, I don't advise throwing plants across the room in real life.

Once satisfied I understood the basics of the system, Craig opened up the door, which led me into the length of the ship and to the control room of the vessel where a map of the star system awaited. Everything seemed to be going great until red flashes of light caught my attention, filling the space with a warning. Something was wrong with the ship.

"Looks like the plasma pump for the ship is malfunctioning and in need of repair," said Hoellerich. "This is the first mission in this training simulation. We created a fictional pump that the user would follow the directions to repair in VR. It's a fun way to really test out how the controls work and if the user is able to follow along while in the virtual space."

Fun was an understatement – I was having an absolute blast! I maneuvered my character through the inner workings of the ship and into the compartment where the plasma pump was stationed. The A.I. Craig popped up on a nearby screen, sharing the instructions on how to take apart the pump and replace the broken fan blade. Systematically I began taking out bolts and pipes from the pump, switching out tools with a press of a button to ensure I was using the right tool for the job. Within minutes, I had completed the repair and had the pump running smoothly. Mission complete!

"This was no different from following a procedure in real life, except instead of having a drill in my hand I had a controller to help train me in the steps of what I needed to do," I said as Hoellerich cheered for me on a job well done. "I can see how this would be a handy training tool for folks still learning the ins-and-out of their job."

"Exactly! There's a lot of advantages to using VR to help folks learn in a controlled environment," said Hoellerich. "It's also a handy way to put the user right in the middle of the action."

My character then ventured into the USS Innovation Holodeck, two options for a virtual experience awaiting me on the screen before me. One read Dry Dock 3 Experience, the other T&I Lab Walkthrough. I motioned for the Dry Dock 3 Experience and was immediately teleported into a room with an animated Dry Dock 3 model on the table before me. I ventured close to the model, having a bird's eye view of a submarine pulling into dry dock, cranes and forklifts working in tandem to ensure a successful docking of the ship.

"Pretty cool, huh?" Hoellerich said. "But that's not the only viewpoint you can have in VR. We've stationed a teleporter in the room for you to use. Check it out!"

Following Hollerich's directions, I had my character step into the teleporter and was immediately transported to inside the dry dock itself, gaining a first-person viewing of the submarine pulling in and the waters being drained. Several teleporters were stationed throughout the simulation, each one taking me to a different spot inside the simulation to watch the docking unfold, including atop the cranes lifting conex boxes, and at the nose of the vessel pulling in. I was even able to enter a compartment in the submarine – a server

NNSY Photographer Danny DeAngelis test drives the virtual reality simulation in the NNSY Technology and Innovation Lab while Assistant Shift Test Engineer Joey Hoellerich stands by to assist.

room with multiple racks and a computer station that I could tour and get a feel for the space.

"In this simulation, you can control the speed of the entire animated process and pause where you need to," said Hoellerich. "This simulation greatly benefits anyone working the project, from the mechanics, to the dock masters, to the crane operators, to the Sailors, and more. They can see firsthand how the evolution should go, what piece needs to go where, and see the flow of the evolution as a whole."

"This must have taken forever to make," I replied, to which I heard a chuckle from outside the simulation.

"Actually – I took hardly any time and all to create this simulation thanks to work already being done in 3-D modeling," said Hoellerich as he called over his coworker Code 2340 ASTE James Keim. "James was part of the project last year that was tasked with developing a digital counterpart to 2-D drawings of the dry dock for planning purposes."

"Myself and Pipe Shop (Code 960) Mechanic Kris McKenzie worked together to compare 3-D scanned data and the 2-D drawings, developing a scale representation of the dry dock," said Keim. "Code 300 wanted to have the model for future planning purposes for the dry dock. A lot of times with paper drawings, they fill in 2-D representations of conex boxes, dumpsters, equipment, and more to accompany the project itself. So if adjustments had to be made with how the project was laid out, it was difficult and time consuming to keep everything together in 2-D. We made a 3-D model digitally so edits could be made easily and we 3-D printed a replica of the dry dock for their use on future projects."

Keim continued, "Once that job was completed, we in the lab were curious how we could expand what we created to best benefit project planning. So we took the 3-D model and developed an animation in 3D Studio Max. It took a couple weeks to make but we were able to show the full evolution of the submarine pulling into dry dock."

"And from there, it only took a small file conversion for me to drop it into a VR setting," added Hoellerich. "Simulations like this are fairly easy to complete thanks to the hundreds of scans being completed by engineers on base. They are able to develop these digital spaces that can be turned into a virtual, interactive space. And we can fit in ways to interact with items and expand on the experience for the user."

I exited the Dry Dock 3 Experience and returned to the Holodeck, stepping into the remaining adventure through the T&I Lab – only this time, in virtual reality. Unlike the functioning animation of the Dry Dock 3 model, the lab looked more textured. I could see the same expansive floorplan I'd seen in the real world before slipping on the headset to enter VR.

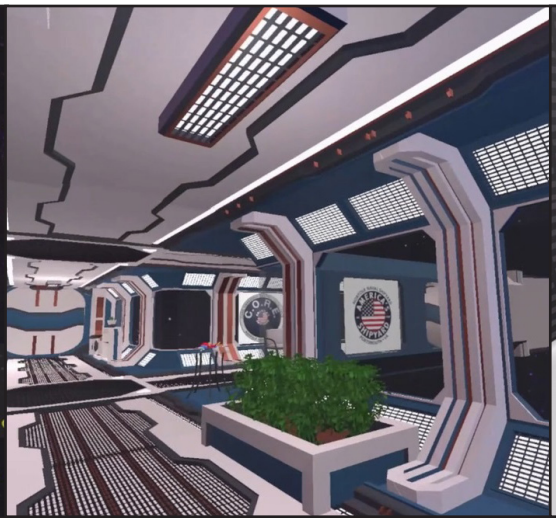
"The lab simulation is an example of what we can do with our FARO Focus Large Area Laser Scanner," said Hoellerich. "The scanner was able to pick up millions of individual measurements and mesh them together to create a solid geometric shape or space. This process helps save us a substantial amount of time to produce a virtual space. Where it took James and Kris weeks to create a modeled, virtual animation, the scanner only took us a couple of hours to scan the entire lab and create a model that folks could tour. We'll have the same obstacles and objects in the room like we do in real-life, like our desks, chairs, and technologies. We can even include functioning objects to interact with, such as the potted plants we had onboard the USS Innovation and even people. There are so many spaces within NNSY and onboard vessels that we could develop in VR for folks to tour and see firsthand what's inside without leaving the lab. It's a great training tool that could do a lot of great things for the shipyard and the Navy."

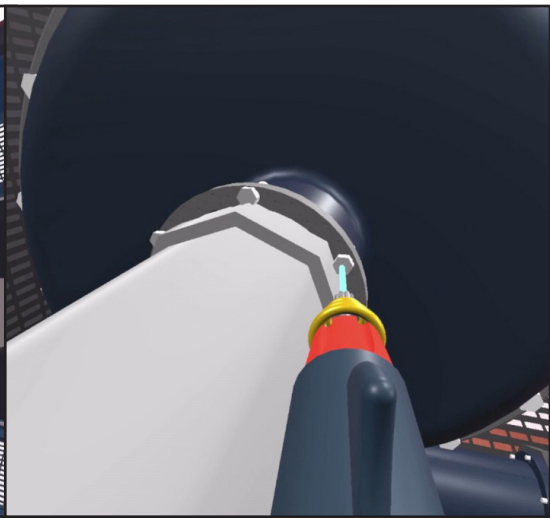
As my testing completed, I switched off the device and lifted the headset. Once again, I was back inside the familiar T&I Lab, Hoellerich and Keim welcoming my return to solid ground. I was sad to no longer be adventuring through the cosmos onboard the USS Innovation, but it was nice to find my way back to America's Shipyard.

"So what's next for VR at NNSY?" I asked. "Is it already being used in the shops and codes here?"

"It's become quite the handy training tool for several codes," Hoellerich answered. "I know the Nuclear Reactor Servicing Engineering Division (Code 2370), Radiological Controls Department (Code 105), and the Lifting and Handling Department (Code 700) have all been using it to help train their folks. For example, Code 700 has been using VR simulations to practice crane operations at the shipyard. The user would use this function to ensure they understand what they need to do in the cockpit of the crane before sitting down in the driver's seat in reality. It's really cool and really helpful to those in need of training or refreshers in their daily operations. And this is just some of what's being utilized here, I'm sure many others are testing the waters as well. We in the T&I Lab want to help whoever is interested in taking those first steps into VR. Together we can share ideas and help propel America's Shipyard into the future."

Well, I, for one, can't wait to see what's next for VR at NNSY. For more information regarding VR and the REAL Ideas Program, contact the NNSY T&I Lab at 757-396-7180 or email the REAL Ideas program at NNSY_REALIdeas@navy.mil. Have an innovation story you'd like to share in Service to the Fleet? Email us at NFSH_NNSY_PAO@navy.mil. Check out the Shipyard Pickers series on YouTube, including Episode 5 on the Virtual Reality Crane Simulator for Code 700, at https://tinyurl.com/ShipyardPickers.





DISABILITY AWARENESS MONTH

October 1-October 30

The Photo Approval Process: How NNSY's Visual Snapshots Are Shared Across the Enterprise

STORY BY KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST

PHOTOS BY SHELBY WEST AND BIANCA WILSON • NNSY PHOTOGRAPHERS

"A picture is worth a thousand words."

That saying sound familiar? This English adage, or a similar saying under the same premise, has been shared through history since the early 1900s. It means that a single still image can channel such complex, even multiple, ideas and can be more effective in conveying those ideas than a mere verbal description.

As we continue into the digital age and experience the ease of capturing moments in a still image, we find ourselves surrounded by photographs ranging from a selfie for one's social media platforms to panoramic shots of landscapes and more.

Each photograph has its own story to tell – and sometimes, that story being shared can be the glimmer of chance an adversary needs in pinpointing and gathering information they could use to hurt that person or their country in some way. For example, if someone takes a snapshot of themselves with their hardhat on, it may seem like a simple selfie they can share with their friends. However, what if that hardhat had key information about that person that someone could use against them – like their badge number visible to others? With how quick and easy it is to hold up a phone or camera and snap a quick picture, sometimes folks don't take a moment to look at what they're about to share and ask the simple question – is what I took a photo of safe? That is how you use an Operations Security (OPSEC) mindset in your day-to-day life.

At Norfolk Naval Shipyard (NNSY), OPSEC must be a priority, especially when it comes to what photos are taken around the yard. A camera pass is required for anyone to take photos and they have to undergo an approval process in order to be used in-yard, with contractors or other naval commands, as well as be used for public release.

"At America's Shipyard, it's important to ensure that whatever photographs are being taken and shared have been cycled through the approval process led by the Public Affairs (PA) Office," said Don Ritchson, Code 1122, Naval Nuclear Propulsion Information Control Officer (NNPICO). "Public Affairs Specialist Kristi Britt is in charge of the process and files the photos, determining with the requestors what the photos are of and what their intended purposes is. For example, photos that remain in-house and are being used for standard workbooks would be classified for official use

only (FOUO), while a photo that the requestor would like to share on the Facebook page would need to be cleared for public release."

After the PA Office finalizes the intent of the photographs, they are then routed through a group of subject matter experts (SMEs) to ensure the photos meet the criteria for release. These SMEs look at the photos from their individual perspectives in order to ascertain if the content violates some safety principle, or shows some security discipline (information, personnel, operations or physical) not suitable for release.

"For our safety team, we're here to ensure that the proper personal protective equipment is used in the photos as well as ensuring that there are no safety violations visible in the photo," said Safety Representative Mark Riggs.

"This approval process is used for photos/videos that could be used for public release, For Official Use Only, or Naval Nuclear Propulsion Information. If the photos are classified, they are reviewed by the NNPICO either by providing them via CD or emailing them on SECNET or SIPRNET depending on classification," said Ray Fisher, Information and Industrial Securirty Branch Head.

As a photographer at the shipyard, it is important to know what would and wouldn't be approved for public release and for official use only (FOUO) so that you can utilize that knowledge and help make the photo approval process as quick as possible. FOUO photos are intended for limited audiences. In a special case, contractor photos and photos to acquire bids only have to go through an internal security review by the Industrial Security Manager, Chad Johnson and a second review by a security specialist prior to allowing the FOUO photos to be used for their intended purpose.

Events such as images/recordings of employees or U.S. Navy personnel participating in award ceremonies, local celebrations, partnerships with local governments, and photographs of non-sensitive subjects where no sensitive information is revealed in any part are likely to be approved for public release. Photographers should pay attention to the surroundings and the subjects in the photographs and make sure everything is Safety and OPSEC-friendly before snapping the photo, that way the approval process will go quickly. Removing badges prior to taking the shot is a very important piece to speeding up the approval process, for example.

The SMEs examine every inch of the image/recording for guaranteeing nothing sensitive is on it. Any release of classified information, controlled unclassified information, occupational safety and health issues, poor work practices, inappropriate signs (i.e., radiological control signs), potential security vulnerabilities and any other photographs considered politically sensitive or convey an adverse liability to the Navy, Naval Sea Systems Command (NAVSEA), or the shipyard will not be approved for release.

"What we do in the shipyard is common knowledge. How we accomplish that work is not," said Ritchson. "Some of our work practices could allow adversaries (friend or foe) to gain knowledge that would bring them up to our level of knowledge without the cost of what we spend in research and/or development."

This is not just a shipyard practice; one should utilize their skills in OPSEC on a daily basis to eliminate the threat of any sensitive information getting into the wrong hands. It is your job to know what is right and wrong. A good source for Naval OPSEC is The Naval OPSEC Support Team (NOST) who are located at the Navy Information Operations Command (NIOC) Norfolk. You can find more information on their website at http://www.public.navy.mil/fcc-c10f/niocnorfolk/Pages/OPSECMission.aspx.

For more information on the photo approval process, email Kristi.Britt@navy.mil.

SHIPYARD SPOTLIGHT: KENNETH KINSTLER

STORY BY KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST
PHOTOS FROM NNSY ARCHIVE AND DANNY DEANGELIS • NNSY PHOTOGRAPHER

"You know, Norfolk Naval Shipyard (NNSY) could use someone like you onboard, Kenny. Don't worry about your age – your talent and drive is what matters."

Sheet Metal Mechanic Kenny Kinstler first came to America's Shipyard at 56 years old after being told that by a friend. He had previously worked at Ford Motor Company for 31 years, diving into every trade he could in order to support his teammates. When the plant closed, Kinstler worked one construction job after another; however, nothing stuck – until he found out about the opportunities at the shipyard – and how he would be the perfect fit to join the workforce in servicing the fleet.

"I was hired in almost immediately upon applying. I originally was told I would be joining as a shop layout guy but they quickly put me on the USS West Virginia (SSBN 736) Project to assist there," said Kinstler. "I was doing various jobs on the waterfront, helping out where I could. Then they started teaming me up with apprentices so I could help them in their on-the-job training. I absolutely loved working with them all and helping them to grow as tradesmen."

One of his earliest apprentices – Sheet Metal Mechanic Jonathan Hasty – said working with Kinstler has been one of the best experiences of his time at NNSY. "Kenny is someone who could do anything and excel at it. He's a mechanical genius and I was very fortunate to get paired with him during my apprenticeship," said Hasting. "I got to learn so much working with him. We've both continued to grow in our positions here and been able to work side-by-side on a lot of projects. Even now, he's still teaching me so much and I'm very thankful for him. Kenny is one of the greats!"

Kinstler quickly became known as a man who would do whatever he could to help others within the shipyard, a trait he also showed in his time at Ford Motor Company with looking to innovate the work being done to best benefit the workers. When a need came up for a sheet metal mechanic to join an innovative team looking to create prototypes to help the workforce at large – it was clear Kinstler was the man for the job. He was brought onto the Rapid Prototype Center (RPC) team and has been working there for six years.

"We call him 'Mr. Amazing' here," said Process Improvement Program Manager Martrail Parker. "He has an innovative mindset where he's always looking for ways to improve how a job is done. He can look at a process or procedure and see in his mind ways to best adjust – whether it be adding a new tool to the mix or maybe changing the layout. He has always set his sights on helping others – and he makes it happen. A lot of folks have left the RPC as happy customers because of what Kenny did for them."

Toolmaker John Tate added, "Kenny has been a great fit for the RPC. His skill set, along with his wide trade experience is invaluable when we are designing, and developing prototypes for the workforce."

Kinstler has been involved with hundreds of jobs during his time at the RPC, ranging from large sheet metal prototypes to something so small that some may think it too simple to be impactful at the shipyard. But to Kinstler, every single job he does has a great impact – even the small ones.

"I did a toolbox lid holder prototype a few years ago for Lindsey Riddick who was a Shop 11 shipfitter apprentice at the time. One

Sheet Metal Mechanic Kenny Kinstler has been with the Rapid Prototype Center for several years and has been a big advocate for helping his fellow shipyarders with ways to make their jobs easier. Some of these devices include the breaker stand fixture, the thermoluminescent dosimeter mounting bracket, and the toolbox lid holder. He's working something new every day to make ideas reality at America's Shipyard. *NOTE: Photos range from 2015 to Present.*

day her arm got slammed shut in her toolbox when something jostled the lid. She came to us with hopes of creating something that could be put into the toolboxes to ensure they don't injure anyone else. It was such a small device I worked on but it made her and so many others so happy. And it helped keep them safe – and that's what matters to me. I want to ensure everyone is safe in what they do every day."

Other jobs Kinstler worked on includes the Breaker Stand Fixture, shadow boxes and a molded case breaker assembly test stand for the Electrical Department (Code 950). Kinstler also got to work side-by-side with his son, Radiation Health Division (Code 105.) Health Physicist Greg Kinstler, to create a Thermoluminescent Dosimeter (TLD) Mounting Bracket to be placed within the facilities and vessels within the shipyard.

"It was truly a neat experience for me to work with Greg. It's not every day I get to work together with my son, not since I coached him growing up," said Kinstler.

Greg added, "It was awesome. I didn't know if I'd ever get an opportunity to work with my dad on something coming into the shipyard since we worked in different codes. Any chance I get to be around my father, I get excited. I'm sure this project together will be something we will both look back on and cherish forever."

The two have continued to work on jobs together throughout his nearly nine years at NNSY, Kinstler helping Greg and many others with the prototypes he creates for them. For everything he's accomplished, Kinstler says he couldn't have done it alone.

"Every single person who's helped me along the way has been such an impact in my life and career," he said. "From my partner in the lab, John, to the folks from all the shops I've worked with – the Inside Machinists/Toolmakers (Shop 31), Tool Repair Team (Shop 06), Marine Machinists (Shop 38), Temporary Services (Shop 99), Woodcrafters (Shop 64), Sheet Metal Mechanics (Shop 17), Shipfitters (Shop 11), Electricians (Shop 51), and Welders (Shop 26) – everyone has aided me in the work I do and the lessons I've learned. From advice to helping me get material, they've all been part of what I do here and I'm forever thankful for everyone I've worked with. There's so many folks here at the shipyard that genuinely want to help others in any way they can. They aspire so many to go beyond their daily jobs and truly ask the question, 'What can I do to help you?'."

So what's on the horizon for Kinstler? Well, he's not slowing down anytime soon. He and his team at the RPC are continuing to innovate at the shipyard, bringing the ideas of the workforce into reality. "I think if anyone has any idea on how to make their job easier, it's important to try it and see if it works," said Kinstler. "I've seen it firsthand, even the simpliest of ideas can make all the difference for someone. I want to continue to help make a difference – so come on down to the RPC and let us help you in any way we can."

Have an innovative idea you'd like to have prototyped into reality? Reach out to the RPC at NFSH_NNSY_RAPID_PROTOTYPE@navy.mil.

Alfreda "Frieda" McCray was part of the Norfolk Naval Shipyard family for more than 35 years and had a huge impact on those around her.

Norfolk Naval Shipyard Celebrates Breast Cancer Awareness Month, Remembers One of Our Own

STORY BY KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST I OFFICIAL U.S. NAVY PHOTOGRAPHS

Every October, Norfolk Naval Shipyard (NNSY) joins the nation in celebrating Breast Cancer Awareness Month – a month dedicated to bringing awareness to a disease that has rocked the core of both women and men alike. Breast cancer is a disease in which maligned (cancer) cells from within the tissues of the breast develop a mass that forms a lump, growth, or tumor. One in eight women will be diagnosed with breast cancer in her lifetime. Though it's rare and affects less than one percent of all known cases, men are also susceptible to this disease. Because of this and the importance of detection, efforts during the month of October go directly into research for causes, prevention methods, diagnosis, treatments and the cure for breast cancer.

For Oct. 2020, NNSY wanted to take a moment to reflect on the recent passing of one of our history's biggest advocates for Breast Cancer Awareness and Prevention, and the impact she brought to her fellow shipyarders – Alfreda "Frieda" McCray.

McCray had been part of the shipyard family for more than 35 years, officially beginning her journey April 4, 1974. "Frieda was a champion and a great influence to those around her," said former coworker Marilyn Dixon-Grant. The two had met in 1979 in a training course and quickly became friends. Dixon-Grant said that McCray was always enthusiastic and excited to be part of each new day with her NNSY family. "She was able educate rising shipyard apprentices and employees on working beyond their believed capabilities. She knew the importance of her students working together to achieve their academic goals and was able to foster a working relationship with each of her students who wanted to excel in the shipyard." She added that McCray also spearheaded community outreach programs, such as the Personal Partnership Excellence Programs (PPEP), Angel Tree Drive, and more.

Dixon-Grant continued, "Frieda had a profound connection with women in and around the shipyard. She wanted women to know they could aspire and achieve at any level. In addition, she was a huge advocate for our breast cancer survivors. Frieda encouraged those women to continue to share their stories and ensured that they knew that they always had a family at NNSY. It was her mission to help our survivors flourish and thrive – especially every October for National Breast Cancer Awareness Month. As the Federal Women's Program (FWP) Chairperson, she knew there was hope for those survivors who felt alone and afraid to share their stories. She helped

them all feel heard; feel appreciated, and helped bring awareness to the shipyard at large."

Code 900R Project Resource Manager Zuleika "May" Aldegeon shared, "I met Miss Frieda in 1998, when she was one of my apprenticeship mentors. She mentored me not only at work, but throughout life. She helped me unlock so much untouched potential within myself that I did not know I possessed. She helped me as I transitioned from the military to the waterfront. She was a pathfinder for most women in the shipyard. Failure and quitting was not an option. Many days I wanted to quit as a female in the shipyard, but she would impart so much wisdom, prayers and unconditional love in me that I fought for my place, and now 22 years later, I am glad that I didn't give up. She was one of my best friends and a mother figure. Ms. Frieda was full of life and would assist ANYONE who requested or required her mentorship, an ear, or wisdom."

Code 740 Quality Assurance Manager Lolita Lea said, "I recalled meeting Frieda when I came to work in Shop 72 in 1987. She was truly a sweet and warm lady, who was always willing to help anyone. She was genuinely a true friend. As years past, she became another "loving family member" to my entire family and me. She became my big sister! We shared so many memorable moments together. I was grateful for her support as a big sister, when I was experiencing some trying times. When my 2 month old son was diagnosed with cancer, she was right there with me through it all and he is now 16 years old and doing fine. My son, family, and I are so grateful for her beautiful support. I will forever be thankful for her kindness, love and compassion during those uncertain days in my life. Before retirement, I observed how she became a driving force in and around NNSY. Frieda was indeed a shipyard icon! She made a difference in the lives of many shipyard employees and managers. Her hands-on knowledge and leadership skills with shipyard apprentices were not overlooked. She gave us all hope that we could work and learn beyond our potential."

McCray retired in 2014 and spent her time following continuing her efforts outside NNSY's gates. The next year, McCray discovered she had breast cancer and began her treatments. "Frieda was unstoppable even then, and continued to encourage and support other survivors, even as she set out on her own breast cancer journey," said Dixon-Grant. "Frieda's pep talks and her vision for a better day for shipyard women inspired me to move forward. She wanted women to have exposure and visibility in the workforce. Many times, she told us we were winners and overcomers. She was indeed a true friend, who left an impressive impact on me. She will be truly missed."

Frieda passed away from breast cancer Aug. 28, 2020; however, her legacy remains as strong as ever from her efforts in life. The FWP and many others whom McCray influenced during her time here work hard to bring awareness to this disease and host events to help spread the word. For example, the FWP sponsored the Chesapeake Regional Healthcare Breast Center in bringing in their 3D Mobile Mammography Unit, allowing employees to schedule screenings while on the installation.

"Both the Waterfront Ombudsman and Community Outreach Committees ensure that FWP maintains a strong focus on the health and well-being of the workforce," said Carlynn Lucas, a member and former chairperson of the FWP. "Among their many initiatives are the progress we are making together to defeat breast cancer. We will continue to uphold the legacy of Frieda McCray in our future programs and projects with a focus on awareness - breast health seminars, prevention- screening via mobile mammography mobile, support- showing solidarity/unity of cancer patients, as well as survivors and honor- remembering those lost to the disease."

"There are so many things that can be expressed in regards to who Frieda McCray was, but to put it simply; she was an instructor, a mentor, a leader for change; she encouraged all those she touched to do their very best, no matter what their career aspirations. She was very spiritual in her beliefs, was a faithful friend to many, but above all, faithful to GOD," said Code 301.11 Ships Force Training Liaison April Dotson. "Frieda will always hold a special place in my heart. She was my instructor, my mentor, but above all, she was a truly special friend. We that were close with her, already miss her dearly. She will forever be in our hearts."

To learn more about this disease and Breast Cancer Awareness Month, visit https://www.nationalbreastcancer.org/breast-cancer-awareness-month.

As a chairperson for the Norfolk Naval Shipyard Federal Women's Program, Alfreda "Frieda" McCray helped bring breast cancer awareness to the shipyard. She helped organized Pink Out Day, breast cancer awareness walks, and more.

Norfolk Naval Shipyard Celebrates Hispanic Heritage Month

STORY BY KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST
PHOTOS BY SHELBY WEST • NNSY PHOTOGRAPHER

Every year, spanning from Sept. 15 to Oct. 15, our nation comes together in celebration of Hispanic Heritage Month (HHM) to commemorate the expansive history of Hispanic nations and individuals that made an impact on the lives of others. At Norfolk Naval Shipyard (NNSY), we honor our Hispanic brothers and sisters during HHM – and every day – for their contributions to our shipyard and our Navy.

NNSY has come a long way in recent years on building an inclusive and diverse workplace – an installation built on unity. Nuclear Audit and Assessment Branch Engineer Indalecio Arellano has worked at NNSY for 14 years and has watched the shipyard grow into what it is today. "When I first came to the shipyard, I could probably count on my hands how many Hispanics I saw working at the shipyard," said Arellano. "As time went on, I saw our population grow more and more – not just with Hispanics but with all minorities. It really makes me proud and excited to see NNSY being such a diverse and inclusive workplace. And to see so many of our shipyard family embracing each other and learning from each other's experiences – I think it's great!"

"In America – we are a melting pot of individuals bringing their own heritage and their own experiences to the table," said Code 982 Drydock Nuclear Program Branch Head Gilberto Bejarano. "We're able to share with one another what we've seen, what we've learned, and what we hope to accomplish. At America's Shipyard, it's the same way. We've a diverse group built of so many talented individuals who help service the fleet. We all have a purpose, Hispanics included."

In addition to being an inclusive workplace, NNSY has also established the Hispanic Employee Resource Group (H-ERG), one of eight current ERGs to bring people together and aid one another in their personal and professional development. "The H-ERG is a safe place for Hispanics or allies to come together and ask questions and get assistance from each other," said Financial Management Analyst Ivonne Jacome, President of the H-ERG. "We're here to support the deck plates and provide a judge-free zone where members of the workforce can come and share their experiences. I'm always humbled to learn from other Hispanics at our shipyard and learn where they came from. Being a Latina woman myself and overcoming obstacles throughout my life within the Navy – including being one of the first women onboard the USS Kitty Hawk – it makes me proud to help continue to pave the way for my fellow Hispanics and for everyone in our shipyard family."

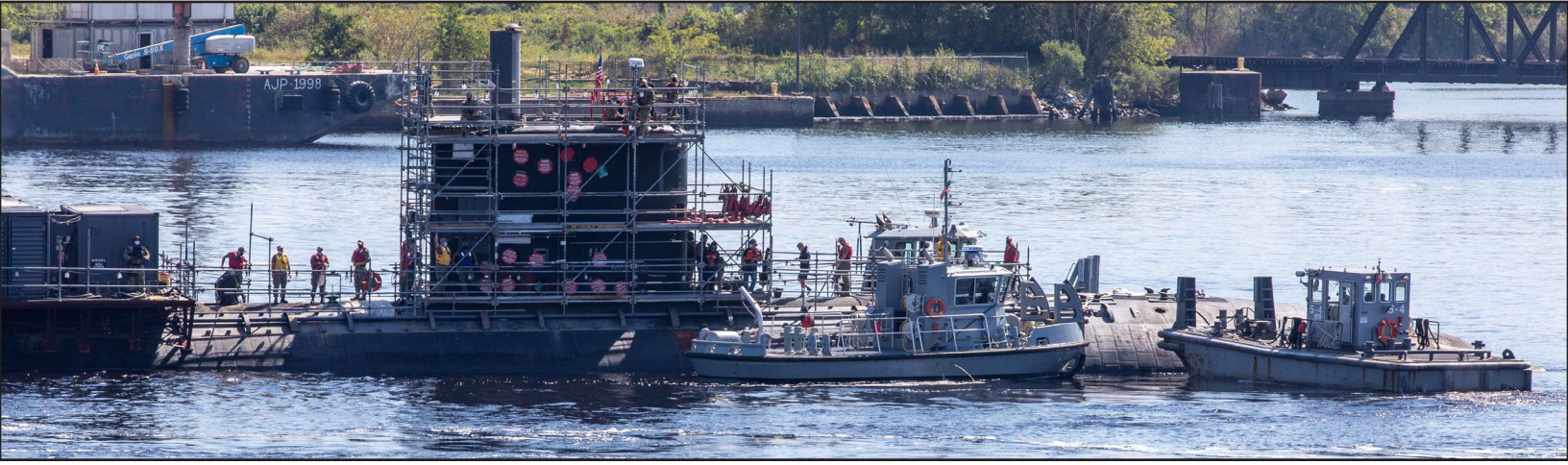
"I like to think of the H-ERG and our entire shipyard workforce as our extended family," said AS 39 Class Tender Support Branch Nuclear Engineer Oralia Hernandez Vazquez. "We are all America's Shipyard – no matter what race or heritage you have. We are all part of what makes our nation so great!"

To learn more about the H-ERG, email Jacome at ivonne.e.jacome@navy.mil. To learn more about Hispanic Heritage Month, visit https://www.hispanicheritagemonth.gov/.

Pictured: Code 982 Drydock Nuclear Program Branch Head Gilberto Bejarano.

Pictured: Public Affairs Administrative Assistant Jennievette Rentas.

Pictured: Financial Management Analyst Ivonne Jacome.



Norfolk Naval Shipyard Welcomes USS Pasadena for Drydocking Selected Restricted Availability

STORY BY MICHAEL BRAYSHAW • LEAD PUBLIC AFFAIRS SPECIALIST
PHOTO BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

USS Pasadena (SSN 752) arrived at Norfolk Naval Shipyard (NNSY) Sept. 28 for a Drydocking Selected Restricted Availability (DSRA).

Requiring approximately 113,000 workdays to replace, repair and overhaul components throughout the boat, this will mark NNSY's first DSRA in a decade.

The project team has spent the past several months coordinating with Ship's Force, streamlining the work package, and gleaning corporate lessons learned from other availabilities. The team has already leveraged an "early start" the past five months at Naval Station Norfolk to accomplish numerous jobs that don't require being in a dry dock. This included all major ship alterations such as battery change-out and upgrading radar systems.

"Our goal as a project team is to over communicate; clear communication leads to a more cohesive and productive project team," said Deputy Project Superintendent, Lt. Cmdr. Tim Olson. "We have emphasized this communication throughout our early start – within the project team, with ship's force, with external stakeholders. In fact, we have been working with the ship since last October to ensure we identify potential issues to minimize adding work late into the availability that can lead to delays. This has also allowed us to better focus our efforts and find efficiencies, such as refining the work package so we can minimize hull cuts."

Pasadena joins several significant projects on the NNSY waterfront, which includes USS George H.W. Bush's (CVN 77) Drydocking Planned Incremental Availability, USS Harry S Truman's (CVN 75) Extended Carrier Incremental Availability, and USS San Francisco (SSN 711), undergoing conversion into a Moored Training Ship. Olson said the project team's motto is "hit 'em with a boom" to not only acknowledge the submarine's capability, but also the project team's urgency is driving to timely delivery alongside the shipyard's other priorities.

NNSY Submarine Program Manager Pat Ensley served as Deputy Project Superintendent on the shipyard's last DSRA, USS Montpelier (SSN 765), which finished eight days early and under budget in July 2010. He pointed out Pasadena stands to benefit from NNSY's unbroken record of on-time deliveries in intermediate level (I-Level) maintenance this year at its satellite location Fleet Maintenance Submarines (FMB) at Naval Station Norfolk. "Given USS Pasadena's importance to the Navy, our job is to make sure we get her out on time and ready so the Fleet can put her to use in support of our national defense strategy," said Ensley. "I am excited to get back into the attack submarine depot level business; we have excelled at the I-Level working on both Los Angeles Class and Virginia Class submarines at FMB. The Project Superintendent, Frank 'Mule' Williams, was recently transferred from FMB bringing a broader perspective to his project team from his experience with fast-paced execution on I-Level availabilities."

Williams looks forward to pairing his knowledge with engaging the project team on innovative solutions to the challenging and complex work throughout this availability. "It is my privilege to be able to work with this young, energetic team," he said. "The majority of managers are in positons for the first time and I consider this a great opportunity rather than a concern. They bring new ideas to the table and question the status quo by not accepting answers like 'well, we have always done it like that,' in order to help us improve as a shipyard and get after our top priority which is delivering combat-ready ships and submarines back to the Fleet on time," he said. "Norfolk Naval Shipyard's team is ready, ship's force is ready, and both the Commanding Officer, Commander Sean Flanagan, and I share the same desire to get the work done right so we can get Pasadena out of the yard and back to sea where she belongs!"

Pasadena's team is also incorporating lessons learned from Portsmouth Naval Shipyard's USS Newport News (SSN 750) DSRA as part of the "One Shipyard" concept sharing knowledge and resources across the four public shipyards. This included effective availability planning, expected duration, and handling of similar jobs.

The new wheeler tank cleaning vacuums for oil removal on vessels while in dry dock was recently installed at Norfolk Naval Shipyard.

Norfolk Naval Shipyard Invests in New Equipment for Environmental Team

STORY BY HANNAH BONDOC • PUBLIC AFFAIRS SPECIALIST I PHOTOS BY BIANCA WILSON • NNSY PHOTOGRAPHER

Although Earth Day has long passed, the effort Norfolk Naval Shipyard (NNSY) puts forth to be environmentally friendly is a year round effort. In fact, the shipyard recently invested in a brand new and much needed piece of equipment for the Production Environmental Team (Code 990E)—a new wheeler tank cleaning vacuum system for oil removal on vessels while in dry dock.

Equipment Engineering Branch (Code 981) Engineering Technician and Capital Investment Program (CIP) Project Manager Kamau Adams inherited the project when he first came to be a part of the Equipment Management team. "I have carried this project from its cradle in 2015, all the way to its completion in 2020," he said. "We only just recently received funding to carry out the project last year in 2019."

To someone who is completely unfamiliar with NNSY's water filtration process, what the new device does might not make sense. The way Adams and his team explain it, it removes the excess water from tanks onboard vessels that are contaminated with traces of oil, and eventually pumped to the Centralized Pier Pretreatment Unit (CPPU) that cleans the water and sends it out to river. "By the time the water is sent back to the river, it is cleaner than the river water itself," said Code 990E Dry Dock Environmental Director Ian Womack.

In the past 30 years, the old wheeler has been put to use, but one can tell by looking at it that the delivery of the new one was timely. "Although it served its purpose and helped us get many jobs done, the old one was truly on its last legs," Adams said.

"Moreover, it was getting harder to replace the parts and was almost as expensive to rent new ones as it was to buy one, so we figured the latter would be the better option," Womack added.

To attain the equipment, the team provided a detailed justification to Naval Sea Systems Command (NAVSEA) why it was needed and the long-term benefit. "Code 990E Environmental Zone Manager Patrick Williams assisted me when we did the NAVSEA CIP review of our work with this project," Adams explained. "Anything I did not know the answer to, I just turned to him for help and he brought the answer home."

"Once we, the production managers, received the funding, we conducted the Cost Based Analysis and the Performance Based Analysis to figure out the return investment," Adams explained. "The return investment is how long it will take to gain as much money as we spent getting the new equipment—and it is going to save the shipyard a lot of money in the long run."

After working with an outdated tank for so many years, getting new ones was like Christmas in August. The crew made it clear that they were grateful for the ability to invest in a much needed gift that keeps on giving. "These new ones are cleaner, the tanks holding the water are enclosed off from environmental exposure, and they provide a quieter and safer space for our mechanics," Womack said.

The work involved in getting the new equipment, however, did not stop there. "We went through training with the mechanics from the company the tanks came from," Adams said. "It took two days to train all of our mechanics from all three shifts."

The main players from the Production Environment Team (Code 990E) are Industrial Equipment Work Leader Ricky McCadden, Environmental Supervisor Blake Kalaikai, Engineering Technician and Project Manager Kamau Adams, and Environmental Zone Manager Patrick Williams.

"These tests included operations, how to maintain the tank so it stays in good condition and lasts as long as possible, how to hook it up, and generally understanding the ins and outs of operating the system," Williams added.

Although the team is finally succeeding in getting what they needed, they do not intend on stopping as they have already set their eyes on a new purchase. "As the main adjacent unit that works hand in hand with the tank in our water filtration process, the Dissolved Air Floatation (DAF) unit that processes water from the wheeler tank will most likely be the new equipment we will be aiming for," Williams said.

There will always be challenges in the way of completing the mission of fixing ships, but the team is counting on the new tanks to pave the path to success just a little wider. "In summary," Adams explained, "personnel protection, protection of the tanks against the elements, and efficiency are the main reasons why these new tanks will provide a better way to dewater dry dock submarines moving forward and complete the mission—fix ships and return them to the fleet!"

Environmental Zone Manager Patrick Williams (Code 990E) and Industrial Equipment Work Leader Ricky McCadden (Code 990E) working together in the new tank space.

C-FRAM FRAUD SCHEME AWARENESS

OCTOBER EDITION: MANIPULATION OF BIDS

Contracting Personnel Tampering with Bids After Receipt to Ensure that a Favored Contractor is Selected

GSA EXAMPLE

In Feb. 2020, a federal grand jury returned an indictment charging Alan Gaines with participating in a conspiracy to rig bids submitted to the GSA at online auctions for surplus government equipment. Gaines conspired to rig bids at public online GSA auctions of surplus government equipment from July 2012 until late May 2018.

According to the charge, the primary purpose of the conspiracy was to suppress and eliminate competition at the online auctions. Additionally, the co-conspirators obtained the equipment by agreeing which co-conspirators would submit bids for particular lots offered for sale by GSA Auctions and which co-conspirator would be designated to win a particular lot.

DOD EXAMPLE

In Apr. 2020, a South Korean company agreed to pay the United States $2 million to settle allegations of rigging bids for Department of Defense (DoD) fuel supply contracts. The proposed settlement resolved the government's claims that Jier Shin Korea Co. Ltd. and its president, Sang Joo Lee - in conjunction with five other firms - engaged in anticompetitive conduct for fuel supply services to United States military bases in South Korea, effectively inflating prices for DoD. This is the sixth and final agreement DOJ reached related to the bid rigging scheme; the department previously agreed on settlements totaling over $205 million with the other involved firms.

INDICATORS (RED FLAGS)

Range of bid prices shows a wide gap between the winner and other bidders; all contractors submit consistently high bids; continued presence of glaring price increases; qualified contractors do not submit bids.

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.