NNSY HOSTS FIRST NAVAL ADDITIVE MANUFACTURING PART IDENTIFICATION EXERCISE

SERVICE TO THE FLEET

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

APPRENTICE GRADUATION

Norfolk Naval Shipyard celebrated 186 graduates during the first-ever "drive-thru" style ceremony Nov. 6

NNSY VET-ERG HOSTS VETERANS DAY FALL-IN FOR COLORS

IN THIS ISSUE

Features:

SHIPYARD COMMANDER
Rear Admiral Howard Markle

EXECUTIVE OFFICER
Captain Todd Nichols

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

2020 has been a crazy year for a lot of us at Norfolk Naval Shipyard, especially with the COVID-19 pandemic looming overhead. Yet America's Shipyard continues to move forward, working hard to service the fleet and our nation. I salute you all for your efforts and thank you for everything you do.

I did want to take a moment to address some questions our team has received about how employees, teams, or wins are recognized in Service to the Fleet magazine and in our other communication tools throughout Norfolk Naval Shipyard. All story submissions are brought to our attention through others reaching out to us to share their good news, via email, a phone call, or even just seeing one of our team out and about across the waterfront and talking to us in person.

We in the Public Affairs Office are always welcoming new stories coming down the pipe and we love being able to recognize all of you who work hard and get the job done every day at America's Shipyard. However, in order to cover the full spectrum of stories across the shipyard, we need YOUR HELP to do that.

You think one of your coworkers is what we look for as Shipyard Spotlight? LET US KNOW!

Did an idea you had spark innovation and change at the shipyard? LET US KNOW!

Did your shop or code deliver something to the fleet of exceptional quality through perseverence and teamwork? Something that you believe everyone across the installation should know about? LET US KNOW!

America's Shipyard has a plethora of communication tools to help spread the word, including our Service to the Fleet magazine, This Week at NNSY newsletter, digital signage, and all hands messages. And let's not forget our social media platforms including Facebook, Twitter, Instagram, YouTube, LinkedIn, and Issuu - and we're constantly experimenting with other platforms to see what would work best for our command. We will find what best fits your story and help spread the word for you.

So if you have a story idea, please email us at NFSH_NNSY_PAO@Navy.mil and we'll get back to you as soon as possible. We'll do our absolute best to assist in sharing the good news of the shipyard and those who make things happen!

I hope that all of you are able to take some time over the holidays to recharge and recooperate, spending your well-deserved curtailment period with your loved ones. 2021 is a new year and we'll all see what the future holds for us together!

Kristi Britt
Public Affairs Specialist
Service to the Fleet Editor

From the Commander, RDML Howard Markle:

Our Focus Areas for 2021

December is the ideal month for taking stock of the challenges and accomplishments of the past 12 months, while preparing our resolutions and expectations for the coming year. That's particularly important for us at Norfolk Naval Shipyard (NNSY) right now, as we consider all we have learned as an organization throughout the year in the pandemic while still meeting our commitments to our Navy and our nation. As we look ahead, NNSY has a great opportunity in 2021 with Capt. Dianna Wolfson coming aboard to lead this shipyard team.

While the pandemic has challenged us as individuals, in our families, in our work groups, and across our organization, collectively we have tapped into a great spirit of resilience and perseverance this year. NNSY undocked USS George H.W. Bush (CVN 77) on time despite the project team working at reduced personnel levels for much of the year. NNSY undocked USS San Francisco (SSN 711) so it can complete the final leg of its moored training ship conversion. NNSY completed the Engineered Refueling Overhaul on USS Wyoming (SSBN 742) so it could return to sea to support our nation's nuclear deterrence strategy. NNSY finished all its I-Level availabilities on time for 2020, leveraging great teamwork and coordination.

These are just the most visible highlights; I know there are many more accomplishments across our shipyard and our support sites, far too many to mention here. So wherever you work, Portsmouth, Norfolk, Kings Bay, Charleston, Philadelphia, Ballston Spa, soon to be Yokosuka once again, or the many other places and forward deployed areas and ships we support, you and your work are vital to successfully accomplishing our mission and I am greatly appreciative of your many achievements. I commend each of you for the great work you provided to our Navy and nation during the year. The fact that you achieved all these accomplishments during a pandemic only makes them more impressive. You have showcased our ability to maximize the mission while we continually work to minimize the spread of COVID-19.

While we've done some great things, we realize there are many ways we can do better. As we prepare for the year ahead, NNSY leadership is seizing on four focus areas to improve our shipyard, develop our people, and achieve our mission. As we work to finish 2020 strong and take some much needed rest and relaxation with our loved ones during the holidays, I wanted to share these focus areas with you and detail why they are important for the shipyard's future.

Our first focus area is improving our leadership performance. To be successful, our leadership must demonstrate that we value all 10,000-plus members of the shipyard team, and recognize the unique capabilities each of us bring to bear on our mission. We must empower our people, encouraging their participation, and getting the needed input and discussion from those most affected by major decisions at the shipyard. Leadership must also resolve to change calcified issues of inadequate performance, short-term mindsets for strategic improvements, and defaulting to "the same old way of doing business" because it's more familiar. To drive change, our leaders must be aligned, must share coordinated approaches to strategic initiatives, and demonstrate accountability to results.

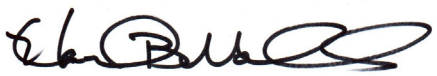
Our second focus area is improving our culture. We must demonstrate a commitment in our everyday actions to equal opportunity, diversity and inclusion—to make it a "level playing field for all" as NAVSEA Commander Vice Admiral Bill Galinis said during his NNSY visit. For diversity and inclusion to succeed, it should not be a periodic training, but a daily way of life. The shipyard has a Cultural Change Team of dedicated individuals and they are working to streamline efforts promoting diversity, inclusion and opportunity across NNSY and its support sites. You will be hearing much more about their efforts in the coming year. In addition, I have briefed VADM Galinis on the results of our DEOCS survey from earlier this year. Our top three areas of strength as identified by our workforce were sexual assault response; engagement; and trust in leadership (immediate supervisor). Our three areas of concern were sexual assault reporting knowledge; organizational processes; and senior leadership. The focus groups and specific comments in individual surveys also identified some areas for improvement in IT and in behaviors, actions and those focus areas I discussed within the culture area above. I want to ensure everyone who participated your feedback has been heard, and we are working to address the areas of concern and share our corrective actions with each of you. Additionally, you will have the opportunity to provide your feedback as part of the DEOCS that is required to be performed post CAPT Wolfson assuming command.

Aligned with improving our culture, our third focus area is developing our people. To deliver ships tomorrow, we must adequately invest in developing our people today. If we devote time and effort to this important area, we can foster a motivated and self-critical workforce that works to attack problems at the source to both quickly resolve them and drive process improvement. For the future of our organization, we can no longer be mired in the mindset of analyzing problems after they occurred. We must all have a perspective of looking down range to potential problems before they occur and determining ways to mitigate them.

For the final focus area of Executing our Mission, we must align high priority initiatives using a strategic framework. This serves to eliminate redundancy between work groups, allow us to better gauge our ability to achieve mission goals, and ensure ownership and accountability within the departments that drive the wrench turning work. Additionally, we must identify ways to force multiply the high performing team successes we've seen on our flyaway teams,

special emphasis teams and in our I-Level work. Many of our work groups know excellence; we must study their practices, seize them and share them.

If it sounds like there's a lot of work ahead in 2021, there is. The results will be more than worth it—both in the priorities of developing our people, as well as delivering in our mission. Given Captain Wolfson takes command next month, in closing I would like to thank you all for your contribution to the America's Shipyard team. It has been a wonderful experience working with all of you, and I'm truly humbled and immensely proud of what you have achieved during our short time together. I have every confidence that this team has the leadership, capability and know-how to accomplish the many challenges you face and you will be supported by Captain Wolfson's deep care and commitment for each of you. She is truly the right leader at the right time for NNSY. Have a great holiday, and I look forward to recognizing all of your achievements in 2021!



RDML Howard Markle
Norfolk Naval Shipyard's
109th Commander

Sight Line: The Commander's View

Without a skilled and motivated workforce, we would not successfully meet NAVSEA's Mission Priority #1, Delivering Combat Power through the on-time delivery of combat-ready ships, submarines, and systems to the fleet.

That's why NAVSEA's Mission Priority #3 is Building a Team to Compete and Win.

You know better than most how in-demand our aircraft carriers and submarines are. You also understand the critical role our Naval Shipyards play in delivering combat power to the Fleet. You, the workforce, form the heart of this capability, and our ability to maintain your unique technical competencies is crucial to everything NAVSEA does. Your technical edge and skilled artisanship create a true advantage and the potential to Expand that Advantage lands squarely on this Mission Priority.

Ultimately, Building a Team to Compete and Win begins with an organizational culture that ensures a level playing field for all NAVSEA employees, one built on a foundation of trust, respect and fairness. By ensuring everyone has equal access to training, professional growth, and advancement opportunities, not only do we build a stronger, more cohesive workforce, we also create a solid professional culture that will attract the next generation of bright young Americans to follow in your footsteps.

To guide our efforts, we're focusing on some key areas:

- Building and sustaining technical and leadership competence in all functional areas and at all levels
- Developing, instilling, and sustaining a constructive culture and workplace environment that maximizes mission success and employee fulfillment
- Building a learning organization through collaboration and teamwork across the NAVSEA Enterprise
- Ensuring fairness and equal opportunity for advancement, mentoring, training, and all areas of professional development
- Ensuring succession planning and talent management that utilizes workforce analytics to anticipate future workforce requirements
- Implement effective retention strategies to affirm an attractive workplace culture.

Puget Sound Naval Shipyard and Intermediate Maintenance Facility wrote a great article about their Deputy Apprentice Program Manager, Mr. Mtume Salaam. Mtume started his Navy journey after being laid off as a truck driver. Following enrollment and graduation from Southwest Regional Maintenance Center Apprentice Program's first class in 2014, he's earned consistent promotions: work leader, supervisor, pipefitter instructor, and now, Deputy Director. Read his story here: https://www.navsea.navy.mil/Media/News/Article/2366522/plank-owner-graduate-selected-as-new-deputy-director-for-southwest-regional-app/.

Mtume's success story is one of many careers in progress across the NAVSEA enterprise that reflect our culture, our service, and this Mission Priority, Building a Team to Compete and Win, in action. My goal is to ensure everyone—from our senior stewards to our newest shipmates including the 776 men and women who've graduated from Naval Shipyard Apprentice Programs this year — has the potential and the encouragement to excel within NAVSEA's shipyards.

KEEP CHARGING!
V/r,
VADM William Galinis

NORFOLK NAVAL SHIPYARD WELCOMES NEW JOURNEYMEN IN ITS FIRST-EVER DRIVE-THRU APPRENTICE GRADUATION

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

Rear Admiral Howard Markle congratulates the 186 graduates of the Norfolk Naval Shipyard Apprentice Program as they prepare for their next steps as journeymen for their trades; Shop 57 Insulator Evan Webb noted he and his fellow apprentices would not be where they were today without the support of their families, friends, and their fellow employees at America's Shipyard.

Friends and family gathered Nov. 6 at Scott Center Annex to celebrate the achievements of the graduates of the Norfolk Naval Shipyard (NNSY) Apprentice Program. With concerns to the COVID-19 environment, the ceremony was held "drive-in style" for the first time in its expansive history – allowing participants to celebrate the graduates while still taking all the proper precautions.

The 186 graduates, representing 20 trades across the shipyard, have completed a four-year training program, which includes academics, trade theory, and on-the-job experience. Upon graduation, the apprentices will receive a Technician Career Studies Certificate and will be converted to the journeymen level of their trade.

"For more than 100 years, Norfolk Naval Shipyard's Apprentice Program has ensured a continuous pipeline of skilled tradespeople who have gone on to attain significant leadership positions across the shipyard," said Shipyard Commander Rear Admiral Howard Markle. "This four-year program involving academics, trade theory and on-the-job training is challenging even in ideal and predictable circumstances. As we all know, this year has been anything but ideal and predictable. But our graduates have risen to meet every challenge and exceed all expectations. I commend their perseverance and thank them for their continued service to our shipyard. I look forward to seeing their numerous accomplishments in the many years to come making our Navy - and our nation - safer, stronger and more combat ready."

The NNSY Apprentice Program Class of 2020 valedictorian was Evan Webb, a Shop 57 Insulator. The 30-year-old Portsmouth Christian School graduate completed the program with a 3.932 GPA, which earned him an early promotion. "I'm very proud to be our class' valedictorian – it shows me that with hard work and a good support system that I can achieve whatever I put my mind to," said Webb. "It also gives me the confidence that I can use to be a good role model for my son – showing him that hard work and dedication can truly open new opportunities for you."

Webb continued, "My experience in the apprenticeship has allowed me to grow as a person at work and at home. It helped me be disciplined in my every day job as well as motivating me to look toward the next goal and make it happen. To my fellow apprentices, whether you're just starting out in the program or graduating like myself, always be conscious of your reputation from day one. Word travels fast at NNSY and you don't want to be known for being a problem. Be known for being a hard-working individual that your fellow shipyarders can count on. You all have the potential to be great here – you just got to take that step and make it happen."

Salutatorian Kelly Albert said, "My time in the apprentice program was very educational and I learned about things that I have never been around in my life. I remember my first day in the shipyard and being so overwhelmed with it all. However, being surrounded by so many knowledgeable folks who took the time to train me and help me get to that next step – NNSY now feels like home to me. I feel part of something much bigger than myself and I'm so proud to be part of America's Shipyard."

This year marks the 107th anniversary of NNSY's Apprentice Program, one of the most historic and honored apprentice programs in the nation. The program has been recognized by the U.S. Department of Labor, in partnership with the Secretary's Advisory Committee on Apprenticeship (ACA), as a 21st Century Registered Apprenticeship Trailblazer and Innovator.

A Date of Infamy: December 7, 1941

STORY BY KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST

The hum of the engines of 353 Japanese fighter, bomber and torpedo planes echoed through the skies as they moved in two waves from their six aircraft carriers: their mission, to prevent the U.S. Pacific Fleet from intervening in their military plans to take action against Southeast Asian territories of the United Kingdom, the Netherlands and the United States. Thousands of unsuspecting Americans attended to their duties at the naval base of Pearl Harbor that day, unaware of the nightmare that would soon befall them. The crescendos of the propellers and the whistling in their ears from the bombs being dropped were the only true warnings the Americans had before the base around them began to be torn apart by the attack.

In the early morning of Dec. 7, 1941, the Imperial Japanese Navy conducted a military strike on the naval base of Pearl Harbor, resulting in one of the most shocking events in American history. There were eight sunk or damaged U.S. Navy battleships in addition to three cruisers, three destroyers, an anti-aircraft training ship, one minelayer and 188 U.S. aircraft. Americans lost 2,402 lives while 1,282 were left injured; the Japanese had only 65 casualties and 29 aircraft and five midget submarines lost.

The majority of lives lost during the attack were due to the detonation of USS Arizona's (BB-39) front magazine, resulting in 1,177 deaths alone. A Pennsylvania-class battleship, the 2,600-ton dreadnaught began construction in 1914 at the New York Navy Yard. It first launched on June 19, 1915, leading on to train in Chesapeake Bay before joining naval forces in British waters. Arizona served in the Atlantic, Caribbean and Mediterranean until being transferred to the Pacific in 1921.

In July 1929, Arizona pulled into Norfolk Naval Shipyard for a full modernization including its weapon systems and armor which spanned the next 20 months.

Arizona escorted both President Woodrow Wilson to France and President Herbert Hoover to the West Indies during its time away from the Pacific Fleet. The battleship returned to Pearl Harbor Navy Yard on Feb. 3, 1941 and underwent a brief overhaul there beginning Oct. 27.

On the day of the attack, Arizona was targeted by eight Japanese bombers and a torpedo plane, which hit the ship with the modified 40 cm (16 in.) shell that ultimately determined its fate.

The ship was sunk to the depths of the ocean, unable to be salvaged. Instead, the U.S. Navy dedicated the USS Arizona Memorial in 1962 to those who died during the Pearl Harbor attack.

The attack on Pearl Harbor was a shocking moment in American history and ultimately led to the United States entering World War II; the following day, the United States declared war on Japan. The lack of a formal warning led President Franklin D. Roosevelt to proclaim his historic quote, "a date which will live in infamy." Though 79 years have passed, those who had lost their lives are still remembered.

The USS Arizona (BB-39) burning after the Japanese attack on Pearl Harbor Dec. 7, 1941. (Photo from the National Archives and Records Administration).

EYE ON INNOVATION

The Norfolk Naval Shipyard Steam Plant Cleanliness and Temporary Services Branch (Code 269) and Temporary Services Shop (Code 990) with the new dewatering pump test tank.

TEAMWORK AND AMBITION BRINGS NEW DEWATERING PUMP TEST TANK TO LIFE

STORY BY KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST

PHOTOS BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

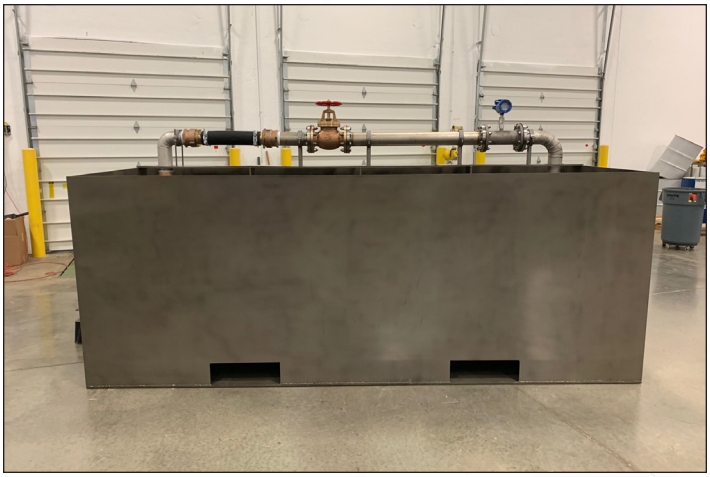
Back in 2018, the Norfolk Naval Shipyard (NNSY) Steam Plant Cleanliness and Temporary Services Branch (Code 269) and the Temporary Services Shop (Code 990) saw the need to establish a new process to provide a safer, more efficient, and more environmentally friendly way to test dewatering pumps. The team took charge and built the concept for a new testing tank, their innovative idea soon becoming reality in 2020.

"To support safety requirements whenever we take submarines pierside, we install temporary dewatering pumps capable of pumping up to 1,000 gallons per minute," said Code 269 Steam Plant Cleanliness and Temporary Services Manager Matthew Meads. "It's very important that these pumps are tested to prove their performance. However, it was clear there was a need for a change in how those pumps were being tested."

"In the past, we would test the pumps directly in the drydock," said Code 990 Pipe Section Inside Shop Manager Brian Swain. "We would have the Rigging Shop (Shop 72) help us get the pumps into the drydock and then run six-inch hoses all around the wall of the drydock to drains. When we started the test there would be a lot of pressure and movement from the hoses as we tested the pumps – plus all the water pumped into the drain would have to be treated after touching the drydock floor. We needed to come up with a solution on how to best protect our people while also finding a better way to test these pumps so we could best benefit the shipyard."

In search of a way to safely streamline the process, Code 269 got to work with designing some ideas for how to address the need, taking Code 990's input for what would best fit the shop's needs.

"We were coming up with ways to simulate the testing



either with a test stand or a tank setup," said Code 269 Submarine Temporary Service Lead Scott Henning. "It was a year-long process developing the plans before we came to the funding stages. We drafted up our matrix chart and took things to the Continuous Process Improvement & Innovation Executive Steering Committee (CPI&I ESC) to present what we came up with and what benefits it could bring the shipyard and its workforce if we were able to fabricate this new tank for our dewatering pump tests."

The team presented the plans to the CPI&I ESC in 2019, providing details on how this new tank would be able to provide a more efficient way to test the pumps while being safest for the employees conducting the testing. As soon as the team saw its benefits for the employees, the CPI&I approved the venture and funded the project for $90,000. "I was very impressed with the timeliness and ease to get the funding secured for the project through the CPI&I ESC," said Meads. "They showed a high level of interest in what we were working towards and were ready to help!"

"I firmly believe that shipyard workers are innovative by nature and when given a real opportunity to improve our processes, plant and/or people, they will," said NNSY Innovation Program Manager (IPM) Dan Adams. "Sometimes a great idea will turn into dust and blow away if not nurtured and provided water. The CPI&I ESC is dedicated to providing that water whether it's in the form of funding, guidance, or simply making a phone call to remove a barrier that seemed impassable or too difficult to climb. We applaud the efforts of Code 269 and Code 990 that saw a need and took action to develop a method to not only significantly improve a process but at the same time increase the level of safety for our people."

Once the funding was secured, the team began the process to get the dewatering pump test tank fabricated and on-site. Today, the tank is now onboard NNSY and already in use.

"Everything is now contained in the one unit so they don't even need to be in drydock to test the pumps anymore. It's a lot safer and more environmentally friendly which is a huge win for all us here at NNSY," said Code 269 Mechanical Engineer Thomas Slawski. "Since its completion, we've been able to use the new tank for dewatering pumps with the USS San Francisco (SSN 711) project. We're also going to be testing more pumps down the line to ensure everything works smoothly across the board. The tank was fabricated to handle all the pumps we work with so we look forward to seeing it in action."

In addition, from the success of the project, Code 269 and Code 990 are looking for new opportunities to innovate other processes, including developing new firefighting nozzle and hose test fixtures. "We've seen a successful idea fruition into a huge win for our shipyard and we want to keep that momentum going. We want to look at what other potential improvements we can do together," said Henning.

"Code 990 is very thankful to the CPI&I ESC for hearing our plans and helping us fund this endeavor, it truly made a difference for us," said Swain. "And a huge thank you to Code 269 for leading the charge in getting this developed for us. Our people are protected and the shipyard is in a better place because of your efforts."

For more information regarding innovation and the CPI&I ESC, contact the NNSY Technology and Innovation (T&I) Lab at 757-396-7180 or email the REAL Ideas program at NNSY_REALIdeas@navy.mil.

BREAKING GROUND: NNSY'S DRY DOCK FLOODWALL PROTECTION IMPROVEMENTS PROJECT

STORY BY JASON SCARBOROUGH • PUBLIC AFFAIRS SPECIALIST

PHOTOS BY SHELBY WEST • NNSY PHOTOGRAPHER

Norfolk Naval Shipyard (NNSY) took another step in the Shipyard Infrastructure Optimization Program (SIOP) Nov. 4 by holding a groundbreaking ceremony for the new Dry Dock Floodwall Protection Improvements Project.

The $43.6 million project, designed by Moffatt & Nichol of Norfolk, Va. and built by Mid-Eastern Builders of Chesapeake, Va., is broken down into 12 construction phases to minimize the impact to maintenance schedules. The project is scheduled to be completed in June 2023.

"A perimeter floodwall will be constructed around the dry dock area in order to protect critical facilities, infrastructure and equipment from surge and waves associated with a 100-year storm, and to provide protections from a 500-year flooding event," said NNSY's Public Works Officer, Capt. Bill Butler.

NNSY's Dry Dock Floodwall Protection Improvements Project is a part of SIOP, a 20-year, $21 billion program dedicated to completely refurbishing the nation's four public shipyards by modernizing equipment, improving workflow and upgrading dry docks and facilities.

"This is a critical project for NNSY, SIOP, and the Fleet," said SIOP Program Manager Steve Lagana. "The permanent floodwall will protect the small docks and their associated facilities, infrastructure, and equipment from flooding from the Elizabeth River. It ensures continuity of operations for the shipyard to effectively complete their mission in support of the Fleet."

BUILDING A SHIPYARD THE NATION NEEDS: NNSY'S NEW INDUSTRIAL WASTE WATER TREATMENT PLANT (IWTP)

STORY BY JASON SCARBOROUGH • PUBLIC AFFAIRS SPECIALIST

PHOTOS BY TONY ANDERSON • NNSY PHOTOGRAPHER

Norfolk Naval Shipyard (NNSY) kicked off its next Shipyard Infrastructure Optimization Program (SIOP) project Nov. 4 for a new Integrated Wastewater Treatment Plant (IWTP). The IWTP is part of an Energy Savings Performance Contract (ESPC) with the energy solutions company Ameresco, providing critical energy and infrastructure upgrades and improving the energy efficiency of NNSY and its annexes.

The IWTP replaces a 44-year old facility that began operating in 1976. The new facility will increase wastewater treatment capacity and incorporate newer, more efficient technologies, which will result in an estimated $1.3 million savings annually for the Navy.

"The new Industrial Wastewater Treatment Plant (IWTP) replaces the current 44-year old plant that has been performing well beyond its service life," said NNSY's Public Works Officer, Public Works Officer Capt. Bill Butler. "It will significantly increase wastewater treatment capacity and reliability. It will contain two parallel treatment trains, which will provide NNSY increased flexibility in treating wastewater, to support critical waterfront industrial operations. It is also another example of NNSY's dedicated efforts to be environmental stewards, protecting the Elizabeth River, Chesapeake Bay, and other natural resources."

SIOP is a 20-year, $21 billion program dedicated to completely refurbishing the nation's four public shipyards by modernizing equipment, improving workflow and upgrading dry docks and facilities. Modernizing, improving and upgrading the shipyard will improve the timely return of ships and submarines to the Fleet.

SIOP Program Manager Steve Lagana stated, "The new IWTP will have the capability to support NNSY's mission by treating a vast variety of contaminated wastewater and carrying on the Navy's long standing tradition of environmental stewardship. Implementation of energy conservation measures will have long-term positive impacts on NNSY's infrastructure with these energy efficient upgrades."

The construction is phased into two parts so that the current plant can maintain operation during the construction process.

Norfolk Naval Shipyard VET-ERG Leads America's Shipyard in Celebration for our Nation's Veterans

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

Every year in November, our nation comes together to celebrate our veterans – those who serve and ensure the freedom of the American people. At Norfolk Naval Shipyard (NNSY), the Veteran Employee Readiness Group (VET-ERG) led the charge in celebration, hosting the annual Veterans Day Fall-In for Colors Nov. 10.

"This is one of our most significant events of the year as we gather together and pay tribute to the many service members—both active duty and retired—here at our shipyard, in our families, and throughout our country who have devoted their lives to protecting our nation," said NNSY Executive Officer Capt. Todd Nichols. "So many of our nation's veterans have served in the face of adversity without regard for self, and in the face of danger. They have modeled for us the qualities of heroism, leadership, sacrifice, honor and devotion to duty. Chances are many of you recognize and appreciate that some of the most influential persons in your lives have been veteran friends, family and mentors—through their life-changing advice, through lighting our life's path, and through constant modeling of what right looks like."

Veterans Day originated from Armistice Day, marking the end of World War I, which occurred on the 11th hour of the 11th day of the 11th month in 1918. Each year at NNSY, the shipyard workforce comes together to support the men and women who fought and continue to fight for the freedom of the nation. At NNSY alone, there are more than 3,000 veterans employed with more than 650 considered Naval Sea Systems Command (NAVSEA) Wounded Warriors.

The fall-in invited all shipyard personnel, tenants, and Sailors to attend in the current COVID-19 safety regulated environment, with attendees wearing face coverings at all times and practicing physical distancing. Following

Pictured from left to right: Norfolk Naval Shipyard (NNSY) Executive Officer Capt. Todd Nichols was the speaker during the annual Veterans Day Fall-In for Colors Nov. 10; Retired NNSY Employee Rick Nelson and members of the NNSY Command Duty Office raise the flag over America's Shipyard during the ceremony; NNSY Commander Rear Admiral Howard Markle hosted a cake cutting at the conclusion of the ceremony. He was joined by Oscar Thorpe and Rashad Williams, the oldest and youngest veterans employed at America's Shipyard; NNSY employees, Sailors, and tenants attending the ceremony.

the ceremony, Shipyard Commander Rear Admiral Howard Markle hosted a cake cutting with Oscar Thorpe and Rashad Williams, the oldest and youngest veterans employed at America's Shipyard.

"Veterans Day honors all of those who have served the country in war or peace — dead or alive — although it's largely intended to thank living veterans for their sacrifices. Celebrating Veterans Day is a matter of historic and patriotic significance reaching back to the end of World War I, which ended on Nov. 11, 1918, and dubbed Armistice Day. With 2020 being an interesting and challenging year, especially with restrictions and precautions for COVID, it is even more significant to continue with traditions to keep a sense of normalcy alive and strong and celebrate our Veterans," said Nicholas Boyle, VET-ERG President. "For me as a Navy-Retiree, as well as President of the VET-ERG, it is important to celebrate the service of those who came before us, those that are currently serving on Active Duty, and the future Veterans who are yet to serve. "

For VET-ERG Officer Ricky Burroughs, celebrating Veterans Day at NNSY is something he looks forward to each year, as a reminder to others of those who have sacrificed so much to service the nation. "My military service was the ultimate test for me that manifested and became my destiny," said Burroughs, a Navy-Retired Chief Warrant Officer (CWO4). "Being part of the service strengthened me both mentally and physically and opened up the world to me. I feel it brought out the best in me as I've seen it do for others as well. I have so much respect for those who served or continue to serve – and to see that the pride that resides in us also resides in those who celebrate our accomplishments really brings me joy."

For more information regarding the VET-ERG, email Nicholas.Boyle@navy.mil.

NNSY VET-ERG Partners with NSA Hampton Roads Portsmouth for Flag Planting Ceremony in Honor of Veterans Day

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

Norfolk Naval Shipyard's (NNSY) Veteran Employee Readiness Group (VET-ERG) collaborated with Naval Support Activity (NSA) Hampton Roads, Portsmouth Annex, for a flag placement ceremony Nov. 9 at the Captain Ted Conaway Memorial Naval Cemetery in Naval Medical Center Portsmouth (NMCP) in honor of Veterans Day, placing flags on more than 880 graves of fallen service members from eight countries.

"We've been doing this for about eight years and it's wonderful to see members of our base and those with the NNSY VET-ERG come together to show our support for our fallen service members," said NSA Hampton Roads Portsmouth Site Director Kenneth Pugh. "We're able to safely pay our respects for those who gave their all in defense of our nation, and I am very proud of all of those who came out today and each day to honor these brave men and women."

NNSY has been attending this annual event for six years to celebrate those men and women who fought for the freedom of our nation.

"It's an honor to be able to assist our brothers and sisters at NMCP in celebrating those who have sacrificed so much to protect our nation's freedom," said VET-ERG Founding Member Jonathan Echols, who has been coming to the cemetery since the partnership began to honor the fallen. Even in the face of the COVID-19 pandemic, Echols worked to ensure NNSY members came out to support this cause. "I'm a proud veteran and I always want to do my very best to honor those who served and went above the call of duty for the American people. Even in the face of COVID-19, we're out here safely showing respect our fallen heroes for Veterans Day – and I encourage others to do their part to celebrate those who have serviced and those who continue to service our nation."

"Although I am not a veteran myself, I am honored to be a part of placing the flags on all the graves of the men and women who have fought and died for the freedom we all get to enjoy," said VET-ERG member Julie Pritchard. "It is my little way of giving back to them to show my appreciation."

Veterans Day originated from Armistice Day, marking the end of World War I, which occurred on the 11th hour of the 11th day of the 11th month in 1918. Each year at NNSY, the shipyard workforce comes together to support the men and women who fought and continue to fight for the freedom of the nation. At NNSY alone, there are more than 3,000 veterans employed with more than 650 considered Naval Sea Systems Command (NAVSEA) Wounded Warriors.

For more information regarding the VET-ERG, email Nicholas.Boyle@navy.mil.

THE ASSISTANT SECRETARY OF THE NAVY
(RESEARCH, DEVELOPMENT AND ACQUISITION)
1000 NAVY PENTAGON
WASHINGTON, DC 20350-1000

NOV 0 3 2020

MEMORANDUM FOR AMERICA'S SHIP BUILDERS, MAINTAINERS, AND SUPPLIERS

SUBJECT: Thank you and Keep Them Sailing

Keeping the US Navy's ships operating non-stop around the globe has been a hallmark of the United States Navy and its shipyards since the beginning of our great nation. The onset of the COVID pandemic this year, during a period of high operational demand on our Navy, required an unprecedented level of dedication, mission focus, and resiliency from our entire shipbuilding and ship maintenance enterprise and YOU DELIVERED!

Over the last several months, I had the privilege to visit many of you in our Public and Private shipyards. I have seen the pride with which you work every day in support of the fleet, and witnessed your sacrifice in accomplishing the mission during this challenging period. Seeing, first-hand, the COVID safety precautions in place to protect the workforce and processes that have evolved to ensure the work and delivery of ships and submarines continues during COVID, is inspiring and truly appreciated. If America could see what I have witnessed, they would be grateful for your resiliency and productivity to keep the equipment flowing to our military's deployed women and men.

As we enter another period of increased COVID challenge across the Nation, we must continue to maintain the highest levels of safety and vigilance in all of our shipyards. Doing so will continue to support our Sailors and Marines as they operate at high operational tempo around the world to protect our freedom. They are counting on you, as am I, to not let your guard down and let COVID negatively impact our ability to support the fleet.

The Department of the Navy is only as strong as the women and men operating in our shipyards around the country and the world to keep our forces equipped and ready. THANK YOU to the entire team and all those that support the construction, repair and supply efforts to ensure warfighting readiness for our Navy and Marine Corps.

James F. Geurts

THANK YOU
AND
KEEP THEM SAILING!

Message from the Assistant Secretary of the Navy (Research, Development and Acquisitions) - James F. Geurts

Following the North Star Concept: Norfolk Naval Shipyard Hosts First Navy Additive Manufacturing Part Identification Exercise for the Public Shipyards

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

The North Star Concept for any business represents the unwavering definition of its purpose, its products, and its customers. It clearly outlines the goals for that business – the North Star leading all involved on the path towards success. For the U.S. Navy and Naval Sea Systems Command (NAVSEA), the North Star Concept for additive manufacturing (AM) technologies is to design, print, approve, and install critical, obsolete, or Level One components – establishing a process and exercising component development on vessels even after undocking.

To jumpstart this effort, a NAVSEA team led by Engineering Duty Officers Lieutenant Commander David P. Johnsen and Lieutenant Commander Jake Lunday reached out to workers and Sailors across the globe and developed the Navy Additive Manufacturing Part Identification Exercise (NAMPIE) to identify what parts could be printed and installed shipboard or for use by waterfront workers. Efforts reached San Diego Naval Base in Ca.; Mid-Atlantic Regional Maintenance Center (MARMC) in Norfolk, VA; Naval Station Rota in Spain; and Naval Station Mayport in Jacksonville, FL. Now, it has made it to the four public shipyards – with Norfolk Naval Shipyard (NNSY) leading the charge.

"This whole initiative started with a group of people who wanted to find ways to 3-D print parts onboard a ship – greatly reducing the amount of time it takes to make repairs while underway," said NAVSEA04TI AM Program Lead Dalia McGlone. "While touring these other locations, the NAMPIE team started with identifying and producing smaller parts such as hooks and plugs with lower entry requirements, such as form and fit. And they had a lot of success with what they were doing, so we saw the value of the exercise for the shipyards."

Together, McGlone and NNSY Innovation Program AM Lead Jessica Roberts went to the NAMPIE at MARMC to see the initiative in action firsthand. It was clear to them this was something that could see a lot of success at the public shipyards.

"We're looking to identify parts that support our capabilities of the Center of Excellence and identify future capability requirements - anything to benefit the Navy and the workforce of America's Shipyard that work hard to maintain the fleet," said Roberts. "In addition, with the NAMPIE and the efforts of the AM Program in connecting with those within the shipyard, we're able to develop the technical data packages (TDP) for the parts to be routed, reviewed, and tested to establish it as a lasting component for the system."

As of Oct. 2020, NAVSEA has a total of 182 approved 3-D printable parts in the JTDI database and more than 600 parts undergoing NAVSEA engineering review. With the NAMPIE, they hope to expand these numbers significantly, continuing to build the database of parts accessible to anyone across the enterprise.

NNSY held its NAMPIE in late Oct., providing shops and code representatives an opportunity to share their ideas with the NAMPIE team. Though in previous NAMPIE events there was a large group of team members involved spanning multiple commands, McGlone and Roberts were the leads running the event alongside Lieutenant Commander Lunday, who participated virtually due to the safety procedures in place with the ongoing pandemic.

One individual who met with the team was Non-Nuclear Surface Ships Propulsion Piping Division (Code 268) Mechanical Engineer Michael Nourse.

"During the NAMPIE, I was able to provide recent scenarios where we had to manufacture or procure a part in a short amount of time," said Nourse. "I sent the team

the part descriptions and drawings that we discussed so that they could have examples of what we worked on. I explained that for one part we had to machine bar stock in order to make a fitting to be installed on the ship. For another fitting, we had to order a new flange that came in after we needed it. With the AM Program, it could allow us to fabricate these parts on these short notice scenarios so we have what we need when we need it."

Nourse continued, "This program could allow rapid development of ready-to-use parts. One of my main questions I asked the team was what materials could be used with these printers – depending on what's available could greatly expand the capabilities of the shipyard and what could be developed."

At this time, there are polymer printers throughout the shipyard available for use. In addition, there are four metal printers en route to the shipyard that could be used to develop prints from stainless steel, tool steel, Inconel, aluminum, and more.

"I'm looking forward to the success of this program as it would greatly benefit our mission at the shipyard and the Navy," said Nourse. "There is a high level of excitement

Norfolk Naval Shipyard Additive Manufacturing Lead Jessica Roberts shares some of the tools and prints begun as part of the Navy Additive Manufacturing Part Identification Exercise (NAMPIE).

for this program and I hope to help out however I can."

With the NAMPIE completed, Roberts and McGlone are already looking towards the future for not only NNSY but the enterprise as a whole.

"This is a shared initiative and we want to expand our reach as far as we can and get as many involved as possible," said McGlone. "The goal is we can take parts from concept to creation, those that are obsolete, those with complex geometries and 3-D print them to speed up the process for getting parts installed or replaced. What's more, we can even reverse engineer existing parts or develop parts that don't exist yet but could help the mission."

The desire is to have NAMPIE events at Puget Sound Naval Shipyard and Intermediately Maintenance Facility (PSNS&IMF), Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY&IMF), Portsmouth Naval Shipyard (PNSY), and the U.S. Naval Ship Repair Facility and Japan Regional Maintenance Center in Yokosuka (SRF-Yokosuka). In addition, NNSY and NAVSEA will continue to work with others to develop those ideas brought to the table.

"We want to encourage folks to come to us and share their ideas at any time; even if we don't currently have the technology in place to make it happen right away, we want to know what the need is and look for ways on how we can help," said Roberts. "Without the input from the workforce, we won't truly know what the needs are. We want to build that connection and make innovation happen."

For more information regarding innovation, contact the NNSY T&I Lab at 757-396-7180 or email the REAL Ideas program at NNSY_REALIdeas@navy.mil. To learn more about the AM Program, contact Roberts at Jessica.f.Roberts@navy.mil.

From the Classroom to the Home: Norfolk Naval Shipyard's Sailors Support STARBASE Victory Teachers

STORY BY HANNAH BONDOC • PUBLIC AFFAIRS SPECIALIST

PHOTOS BY SHELBY WEST • NNSY PHOTOGRAPHER

In 2002, Executive Director Bill Hayden, the founder of Science and Technology Academies Reinforcing Basic Aviation and Space Exploration (STARBASE) Victory at Victory Elementary School in Portsmouth, VA coordinated with Norfolk Naval Shipyard's (NNSY) then Shipyard Commander Capt. Mark Hugel to help jump start the nonprofit school program to life. A dozen NNSY Sailors were engaged to STARBASE's first facility to clean up, paint and assemble desks and chairs. This program would go on to provide further Science, Technology, Environment, and Math (STEM) education to the potential future employees of America's Shipyard. Thus when COVID-19 struck this year and forced students to attend school from home, NNSY came to help STARBASE teachers make project packages so Portsmouth students could better continue their education.

"We conduct the class from here in the school, but we have to mail them the packages first so the kids can do it at home," said Hayden. "Most of the items in the kits are probably in their home, but the children may not know where they are, and the parents may or may not be there to help." After they get the packages, the students follow their teachers via video conference. "We have the children follow along through an application called Schoology, which is a learning management system—something I didn't even know how to say three weeks ago," STARBASE teacher Bill Lee chuckled. "The first virtual classroom I ever saw was the first one that I taught."

With virtual lessons to prepare, packages to put together and adapting to this new learning landscape, the teachers could use any extra help. Thus, in coordination with NNSY's Outreach Coordinator Valerie Fulwood and Command Community Relations Coordinator Culinary Specialist First Class Petty Officer Matthew Yacobellis, an email went out to NNSY's Sailors asking for volunteers to help put together lesson packages—and a number of them responded. "They took care of the lion's share of the work in putting these packages together during the couple of hours they have spent with us," said STARBASE Volunteer Board Member and retired NNSY employee Robert Fogel. "We really appreciate the response from the shipyard to come out and be a part of this."

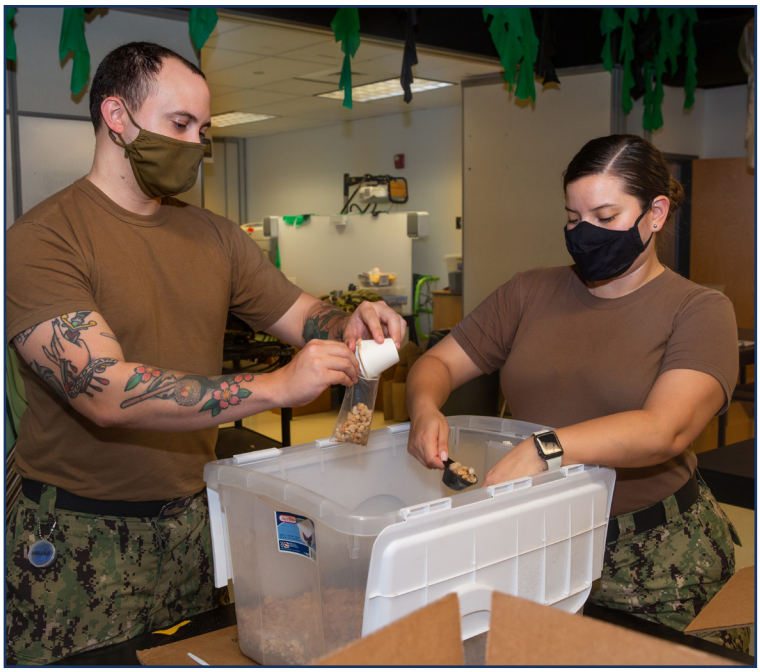
Along with their duties at the shipyard, many of the Sailors were more than happy to help as they wanted to give back to the community. "I love children so whenever there's an opportunity to give back to them, I am always willing to volunteer and help out," said volunteer Second Class Petty Officer Khadijah Sam.

"I was helped a lot when I was in school at that age, and I felt it was important to turn around and help other school age kids now that I am an adult," added volunteer Third Class Petty Officer Sarah Wise. "I think more people should volunteer. It's easy because the school is right down the street from NNSY, and there are some commands that will give time off for Sailors to volunteer. It's run by an admiral, and the school has a military structure, so it's familiar territory."

Fogel said that the process of planning this outreach would not have been possible without Fulwood and Yacobellis. "Valerie was the one who got us in touch with Petty Officer Yacobellis and has been our touchpoint between the shipyard and STARBASE," said Fogel. "It's going to make the rest of the year easier for the teachers and take a lot of the stress off of them."

Not only will the Sailors' volunteered efforts help the teachers, but Hayden says that it will ultimately help NNSY in the long run by ensuring the continuation of the STARBASE students' education and the option to apply to the shipyard—regardless of what the future brings. "To me, we are the starting point of technicians and engineers of NNSY," Hayden explained. "There are jobs in the shipyard that will one day need to be filled—and we're working on it."

For those interested in the program, please contact Yacobellis at matthew.j.yacobellis@navy.mil.



Are You Taking A Minute for VPP?

As part of the ongoing importance with applying Voluntary Protection Program (VPP) principles to our work, personnel are encouraged to take a short timeout every day to reflect on VPP and why it's important. For supervisors, taking a minute for VPP could involve work group discussions on employee rights and responsibilities under the Occupational Safety and Health Administration (OSHA), how safety hazards should be reported, and types of safety and health training available. For employees starting the workday or preparing for a job, taking a minute for VPP might entail thinking why this program is important to you, ensuring you have the right Personal Protective Equipment (PPE) available, and asking yourself how you can help ensure a safer shipyard. You can help by joining a safety committee, participating in a crew talk or pre-job brief, performing inspections or reporting safety hazards, just to name a few. All of this information is available in Code 106's "Take a Minute for VPP" trifold. Make a difference by taking at least a minute for VPP today! For more information on how you can be involved with VPP, contact VPP Executive Steering Committee members Don Harrington at 377-4862; Doug Poynter at 719-1107; Antonio Lamb at 636-2576 or Jeff Medrano at 636-4847. You can also contact your safety representative or NNSY's VPP Program Managers Doug Vick at 403-9127 or Brian Olson at 818-0710.

Federal Benefits Open Season

Open Season is here for 2021 - going until Dec. 14! Federal employees can enroll, change, or cancel enrollment for the Federal Employees Health Benefits (FEHB) Program and Federal Employees Dental and Vision Insurance Program (FEDVIP) during this timeframe. Information will be available for pickup at Bldg. 163 Waterfront Support Office for the duration of Open Season.

Got a question regarding this announcement? Please contact (757) 396-7422 for more information.

Safety Award Winners

Congratulations to Norfolk Naval Shipyard's (NNSY) Lifting and Handling Shop (x72), winner of the June and July 2020 Safety Flags! NNSY Production Resource Officer Captain Scott Tracey presented the award on Sept. 16. Shop 72 has recently reduced its injuries by 50 percent by having more in-person discussions, displaying visual reminders that support safety protocols, and increasing safety surveillances. Congratulations to Shop 72 as a whole, but also to several individual employees who were honored with certifications of appreciation for their efforts in ensuring a safe work place. The employees honored with individual safety awards include Brent Sclater, Thomas Mayo, Lisa Morgan, and Danny Williams. Photo by Shelby West, NNSY Photographer.

Congratulations to Norfolk Naval Shipyard's (NNSY) Wood and Fabric Shop (x 64), winner of the August 2020 Safety Flag! NNSY Acting Shipyard Commander Rear Admiral Howard Markle presented the award on Oct. 14 in Bldg. 369. With continued oversight and commitment, Shop 64 has seen a reduction in injuries this year and had zero for the month of August. The shop achieved this by implementing new initiatives, hanging signage, and introducing a video monitoring system for the band saw. Congratulations to Shop 64 as a whole, and also to several individual employees who were honored with certifications of appreciation for their efforts in ensuring a safe work place. The employees nominated for individual safety awards include Jeremy Wood, Willis Austin, and Matthew Noll. Photo by Shelby West, NNSY Photographer.

CODE 700 WINS THIRD QUARTER OPSEC AWARD

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

Each quarter a competition is held at Norfolk Naval Shipyard (NNSY) to determine which shop or code showcases top excellence in the practices of Operations Security, or OPSEC. This competition sees many within the workforce go above and beyond the call of duty in protecting critical information. After another close race for the coveted title of "best of the best," the 2020 Third Quarter OPSEC Awards saw a new reigning champion – the Lifting and Handling Department (Code 700).

OPSEC is the systematic method used to identify, control, and protect critical information and subsequently analyze friendly actions associated with military operations and other activities. All shipyard employees are expected to do their part in protecting information, storing and disposing of information properly so that it doesn't fall into the wrong hands. With the help of each code's designated OPSEC Coordinator, they strive to achieve the goal of protecting NNSY and the nation as a whole.

For any shop or code to win the title as the leader in OPSEC for NNSY, it takes a continuous effort in good OPSEC practices. Members of the OPSEC program do a thorough search through locations, scanning for storage of information, checking trashcans, as well as speaking with team members to see how well they know OPSEC.

"It's been impressive seeing how many of our shipyard family have stepped up to the plate in helping to protect critical and unclassified information at the shipyard," said OPSEC Program Manager Teresa Coon. "It's been a close race the last two quarters, showing just how passionate these teams are in being good stewards of OPSEC. And I'm very excited to see our results continuing to improve each quarter."

Code 700 received the 2020 Third Quarter OPSEC Award Nov. 12 for leading NNSY in controlling information as needed. The team received the OPSEC flag and pennant, as well as the Purple Dragon trophy named Violet to display in their code for the quarter.

"OPSEC is an important part of all we do to keep things secure," said Shipyard Commander Rear Admiral Howard Markle. "I know it takes a lot of hard work and diligence and I appreciate you all in Code 700 continuing to beat the drum and doing what you can to protect our shipyard, our Navy, and our nation."

In addition, Code 700 OPSEC Coordinator James Nguyen, who has been in the position for a year, was presented with a Certificate of Achievement for his efforts in leading the charge for OPSEC within the code.

"Mr. Nguyen has really done a good job in his efforts since taking on the role of Code 700 OPSEC Coordinator – he and his code have done a marvelous job and we're thrilled to be presenting them the award," said Coon. "With COVID-19 looming overhead, it's easy for some to get complacent in how they handle information as a whole. But Code 700 hasn't slowed down or faltered in their efforts, truly showing they are a force to be reckoned with in protecting information."

Nguyen said, "It really means a lot to me to see our hard work and dedication recognized and I'm very thankful to have my team in Code 700 by my side every step of the way."

Lifting and Handling Director Terri Makely said, "I'm very proud of our team's efforts. I look forward to our team continuing forward as leaders in the world of OPSEC. Our team was very close to winning the second quarter award and when the Quality Assurance Department (Code 130) issued the challenge to beat them, we stepped up to the plate and made it happen. Code 700 is going to fight hard to keep this title and do our part for America's Shipyard and the Navy."

To learn more about OPSEC, visit https://www.navy.mil/ah_online/opsec/.

NNSY Piping Team Stands Ready to Perform with New Freeze Seal Trailers

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

Norfolk Naval Shipyard's (NNSY) Pipe Shop (Shop 56) was recently outfitted with two new freeze seal trailers – providing the team with the equipment needed to perform their duties for vortex freeze seal repairs.

Freeze seals consist of an intentional mass of ice within a pipe that prevents water movement similar to a shut valve. The entire process is planned, closely observed and the seal itself is capable of holding back pressure from a combination of surface adhesion, and friction with no deformation of the pipe.

NNSY uses several different types of freeze seal techniques – such as freon, liquid nitrogen, liquid carbon dioxide and compressed air that utilize a vortex tube to supply a cooled air stream around the pipe. The vortex tube, also known as the Ranque-Hilsch vortex tube, is a device that separates compressed gases into hot and cold streams – reaching temperatures as hot as 260 degrees Fahrenheit and as low as -58 degrees Fahrenheit. The low temperatures are ideal for freezing pipes to seal them, a method NNSY utilizes not only on the main installation, but across the enterprise.

"Our team here supports our local area including America's Shipyard and Naval Station Norfolk; however, we also travel to wherever the need is – including Kings Bay, Georgia; Charleston, South Carolina; and Diego Garcia," said Shop 56 Trade Zone Manager John Wade. "Freeze seal efforts are utilized in a number of availabilities and we're always ready to travel to meet the needs of the Navy."

In 1997, the shipyard purchased used steel shipping containers and outfitted them so that the team could perform vortex freeze seals on the installation, containing compressors, fans, and more to perform the work. These trailers fit the need of the Navy and the workers; however, as they continued to age, it was becoming harder and harder to repair leaks and the flooring. In order to continue to perform vortex freeze seals and to ensure the safety of the personnel working the jobs, NNSY needed a fix.

"Reactor Engineering Division (Code 2310) and Shop 56 came together for a common goal and began designing an all-aluminum 40-foot conex box that could act as the maintenance free enclosure for vortex freeze seals," said Code 2310.5 Nuclear




Pictured from left to right: Code 2310.5 Lead Nuclear Engineer Brandon Waltemyer, Code 2310.5 Nuclear Engineer John Fraser, Shop 56 Work Leader Charlie Minnick, Jr., Shop 56 Work Leader London Hatten, Shop 56 Supervisor Chris Brown, and Shop 56 Zone Manager John Wade. This team of shipyard employees helped bring new freeze seal trailers to America's Shipyard.

Engineer Brandon Waltemyer. "These new enclosures would be watertight and outfitted with the equipment needed. The goal for these new conex boxes was to help save the Navy and NNSY funds in maintenance for the trailers while also providing a more habitable space for the workers who would be manning the equipment around the clock. They could also double as a power source for the availabilities should the need arise for it."

With a plan in place, the team then presented the designs to the Equipment Engineering Branch (Code 981) that acted as liaison for capital equipment between Code 2300 and Naval Facilities (NAVFAC). In support of this endeavor, Naval Sea Systems Command Industrial Operations (NAVSEA 04) agreed to help fund the project so that the project could come to fruition. As of now, two new freeze seal trailers have been fabricated and delivered to NNSY, and two more are on the way to meet the demand.

"Our guys are on the job 24/7 and needed to have the equipment and facilities to get the job done wherever it was needed to be done," said Wade. "With these new trailers installed, the new equipment is used to get the job done right as safe and quickly as possible. Moreover, insulated walls have been installed to lower the amount of noise inside and a split air conditioning unit to regulate temperatures to keep everything running smoothly. In addition, the trailers are set up to be ready to move whenever we get the call for action. All-in-all, it's a great asset to our team and to the mission."

"This team has the coolest jobs in the shipyard in my opinion and I'm excited to see them getting the tools they need to succeed," said Waltemyer.

Shop 56 Work Leader London Hatten is thrilled to have these new trailers fitted and ready to use. "As a worker, it's always appreciated when we're able to get new equipment and facilities to get the job done. A lot of what we do in Shop 56 is hard work, and seeing our shipyard working hard to take care of us means a lot to me."

Norfolk Naval Shipyard Celebrates Pink Out Day and Employee's Life

STORY BY HANNAH BONDOC • PUBLIC AFFAIRS SPECIALIST

PHOTOS BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

Since 1985, Breast Cancer Awareness Month has been celebrated every October to educate people about breast cancer and maintaining breast health. Norfolk Naval Shipyard's (NNSY) Federal Women's Program supported this tradition on Oct. 22 with its annual Pink Out Day. As its name suggests, attendees gathered outside and wore pink in reference to the breast cancer awareness ribbon people carry to show support of the cause.

Additionally, the ceremony celebrates those who have been lost to, survived, or are still fighting breast cancer. This year in particular was dedicated to someone who not only fought her breast cancer bravely until the end, but whose memory is also very dear to many at NNSY: Alfreda "Frieda" McCray.

An NNSY community cornerstone and breast cancer awareness advocate, she retired in 2014. In 2015, she discovered she had breast cancer, sadly passing away earlier this year. As she had been the one to take initiative to start Pink Out Day many years ago, it was only fitting that the FWP dedicated this year's celebration to her.

McCray's family was also in attendance as her co-workers gathered around them. In honor of her memory and everything that she did for NNSY, the FWP presented McCray's family with a framed copy of the article that was previously written about her in the October Service to the Fleet issue, and a Challenge Coin for Leadership Excellence.

"We the FWP just wanted to offer our condolences and show just how much we appreciated and loved Frieda," Culture Change Co-lead Carlynn Lucas said. "Thank you for sharing her with us," FWP President Aiya Williams added. "We just wanted to honor her and all the contributions she made to the program."

Former coworker Marilyn Dixon-Grant also spoke at the ceremony as she had been friends with McCray since 1979, and presented the family with memento boxes representing everything

As is tradition, the Federal Women's Program held Pink Out Day Oct. 22 in honor of Breast Cancer Awareness Month. In addition to the shipyard attendees, also in attendance was the family of Alfreda "Frieda" McCray, a former member of America's Shipyard and the Federal Women's Program (FWP) who recently passed away from breast cancer. Donning matching masks that bore her name, the family joined in the celebration of Breast Cancer Awareness Month, a passion McCray held fondly during her time at the shipyard. In honor of McCray's member, the FWP presented her family with a framed copy of the article written for her in the Nov. Service to the Fleet and a Challenge Coin for Leadership Excellence. In addition, former coworker Marilyn Dixon-Grant also spoke at the ceremony as she had been friends with McCray since 1970, and presented the family with mementos boxes representing everything McCray did for America's Shipyard.

she did for the shipyard and who she was to the workforce. "What she really wanted was employees to become winners and overcomers," Dixon-Grant said. "When it came to breast cancer, she wanted to make sure that everyone knew that they were supported and could tell their story."

Commander, Navy Regional Maintenance Center (CNRMC) Program Manager, Eugenie Jones shared, "I met Frieda in 2001 when I started my government career at NNSY as an apprentice and Frieda was one of my training instructors and mentors. Frieda would always give me sound spiritual advice, provide a listening ear, a shoulder to lean on, and she was a strong advocate for me, which is why I quickly gravitated towards her. Frieda quickly became a part of my close circle of friends and she was a mother figure to me. In October 2017, eight of us ladies went on a "Girls Trip" to Las Vegas and we celebrated Frieda as a 'Breast Cancer Survivor' and we had "Frieda Wins" t-shirts made for each of us. I decided to wear my "Frieda Wins" t-shirt today at this Breast Cancer Awareness Pink-Out Day event to honor and celebrate my friend, Frieda. Frieda will always hold a special place in my heart and I love and miss her dearly."

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

To read more about Frida McCray, go to https://www.dvidshub.net/news/379893/norfolk-naval-shipyard-celebrates-breast-cancer-awareness-month-remembers-one-our-own.

SHIPYARD SPOTLIGHT: TERESA COON

STORY BY HANNAH BONDOC • PUBLIC AFFAIRS SPECIALIST
PHOTOS BY SHELBY WEST • NNSY PHOTOGRAPHER

Many people at Norfolk Naval Shipyard (NNSY) are familiar with the purple dragon that represents Operations Security (OPSEC), or the signs and training videos that are shown to employees to remind them to protect their work from prying eyes. But they may be less familiar with the individuals are the driving force behind the department—particularly Teresa Coon, NNSY OPSEC Manager.

The beginning of her story started in San Antonio, Texas with her five siblings and parents, where she often played outside in the woods with the rest of the neighborhood kids. After high school, she joined the Navy as a Seaman Apprentice because she wanted to see the world. "At the time I wasn't really sure what I was doing, but it sounded like a good idea," Coon said.

From there, Coon was stationed overseas in 2001, and was chosen for the Military Working Dog (MWD) program, through which she was deployed to Iraq and Africa; while she was in Iraq, she met her husband. When she decided to leave active duty, she still wanted to work with dogs; however, this unfortunately changed when she was attacked by one of the working dogs. After learning to cope with the trauma, she came back to the Virginia to have reconstructive surgery when she heard that there was an opening at NNSY in the Physical Security Branch (Code 1121). She submitted her resume, and was offered the job in 2014. "At the time I was thrilled because my house was right around the corner," Coon said. "Once I started, I realized what the mission here was—and it was something I could get behind." She also liked it how many fellow veterans she was able to meet. "Being a veteran and having gone through everything I've gone through sometimes makes it hard for people to relate to you," she added. "I feel more accepted with other people who have gone through similar experiences that I have."

Although Coon was initially hired in the Code 1121, she was asked to switch to the Information Security Branch (Code 1122) and run the Safe and Vault Program after she came on board, in which she was responsible for classified storage areas and all the safes at NNSY. While in this position, she began assisting the OPSEC Program Manager at the time, Ernest Fentress, in May 2015. "I'd help teach or whatever he needed," she explained. "I knew OPSEC had always interested me, so when he moved out of the shipyard, I jumped at the opportunity to fill that role." She applied and was selected to fill the position.

After two years, Coon still loves her job and has a full understanding of the value of her job. "My role here is to make sure everyone knows and understands the importance of critical information," she said. "You might not think you play a significant role but you do. You have information someone out there wants. I'm here to remind everyone that the information they have is important and they should be protecting it. Just because something may not be

classified or sound important doesn't mean it isn't—both at work and home."

Not only is she the OPSEC Manager, but she also had had a hand in other things around the shipyard, including creating the Monthly Security Awareness Bulletins, photo reviews, and establishing/disestablishing security spaces. She also is an active member of the Veteran Employee Readiness Group (VET-ERG). "If there's a task and someone's needed, I'm always willing to help," she explained.

Her peers also agree that she is always willing to help, including Public Affairs Specialist Kristi Britt, who has worked with Coon on photo approvals for the past few years. "Teresa is one of the most hard-working and dedicated individuals I've ever had the pleasure of working with," Britt said. "She goes above and beyond in everything she does and she inspires me to be the best I can be for America's Shipyard. Knowing Teresa is knowing you have a lifelong friend, someone who will be there for you and help you however she can. Teresa is truly the best!"

Although many people have helped her along the way to where she is now, the person she still thanks the most is her father. "My dad was the kind of person who would help a complete stranger," Coon recounted. "If he saw someone, regardless of what it was or what they needed, he was always there if they needed help. He taught me that regardless of who it is you should always help people if you can. He was my hero."

Coon takes great pride in her work and NNSY. "I feel like if I can help even one person, then I've accomplished something great," she said. "I might not be an engineer on the waterfront or a mechanic that's working on the ship, but we all play a role in getting our ships back out to the Fleet. What we do both here and at our other locations is important and that is what helps our nation. That's what I'm most proud of in being a part of it."

6 THINGS YOU DIDN'T KNOW ABOUT
Teresa Coon

1. Her favorite color is red.

2. Her favorite music is classic country: Patsy Cline, Waylon Jennings, George Jones, Merle Haggard, Loretta Lynn, and Kenny Rogers.

3. She's married to her supportive husband David, whom she calls her rock. She has a son and a step-daughter, as well as three furbabies.

4. Her favorite childhood memory is going deep sea fishing with her dad and his coworkers every summer.

5. The first thing she wants to do once the pandemic is over is to travel back to Texas to see her family. Her father recently passed away after being diagnosed with a rare, terminal cancer and because of COVID-19 she was unable to be by his side during that time.

6. She likes to work on her yard, such as trimming her roses or weeding. She also likes spending time by her koi pond. If she's not spending time outdoors, she's inside working on her home. Built in the 1900s, Coon and her family have fully restored the home and are always looking for new ways to renovate.

Have an idea for a story for Service to the Fleet?

Want to nominate someone for Shipyard Spotlight?

Need to advertise an upcoming event?

Email the NNSY Public Affairs Office Today!

nfsh_nnsy_pao@navy.mil

Navy Nuclear Regional Maintenance Department Celebrates its People's Accomplishments

STORY BY TROY MILLER • PUBLIC AFFAIRS SPECIALIST

At the end of October, Navy Nuclear Regional Maintenance Department (NRMD), located at Naval Station Norfolk, celebrated its accomplishments from July through September. On the final day of the week, NRMD held an awards ceremony to recognize teams that played a part in NRMD's success.

Some of NRMD's successes included supporting USS John Stennis (CVN 74) with an emergent pump relocation and ship out during inclement weather, completing all assigned Intermediate Maintenance Availabilities on-time for the year and supporting the Fleet as needed to name a few.

"We [NRMD] have the mindset that people come first. It takes people to get the job done," said NRMD Radiological Control Supervisor Peter Tidwell. "By recognizing our people, they will pour back into the effort they are giving you."

"One of our accomplishments is that we passed all of our drills which plays an important role in allowing us to continue to do our job and complete our mission," said Tidwell. "One reason we achieved this is that we don't train our people to pass the drills; instead, we invest and develop our people so that passing drills is automatic."

Unlike the submarines and aircraft carriers located at Norfolk Naval Shipyard (NNSY), the carriers and submarines that NRMD service are still active in the Fleet and have to be ready to deploy when needed.

"We support the Fleet," said NRMD's Repair Coordinator Electricians Mate Nuclear First Class Skylar Martinez. "When a submarine or carrier can't do a particular maintenance action, we support them. Ships need to be out to sea completing the U.S. Navy's mission."

This mindset has enabled NRMD to meet its mission of finishing projects on time and under budget. This is all because the men and women - Sailors, civilians and contractors - are NRMD's primary objective.

"When you see new people engaged that means that your experienced crew is passing down their skills and knowledge to help develop the next group coming up," said Tidwell.

NRMD will continue with the mentality of people first. It knows that it is the people who meet the mission head on and who make NRMD a successful part of NNSY.

Al Roney Becomes New Navy Nuclear Regional Maintenance Department Director

STORY BY TROY MILLER • PUBLIC AFFAIRS SPECIALIST

PHOTO BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

Norfolk Naval Shipyard's (NNSY) Nuclear Regional Maintenance Department (NRMD) sadly lost the patriarch of its close-knit family this spring with the passing of Ollie Smith. With Smith's hardhat encased in a shadow box sitting in his former office, Al Roney humbly accepted the position of NRMD Director in October.

"It took me about a month before I could sit in his chair," said Roney. "He was loved by the NRMD family. Having worked with him for six years, I think is helping the workforce to accept me as their new director."

Roney hails from Louisville, Ky. Upon graduating high school, he decide to continue his family's tradition and became the third generation to serve in the military. He started off as a machinist mate during his 26-year naval career and ended it as a Lieutenant Commander Limited Duty Officer with service on submarines and aircraft carriers. He credits the Navy for preparing him for the job of NRMD Director.

"NRMD is a dual workforce with both military members and civilians," said Roney. "I have a unique perspective on understanding both the military and civilians side of the house."

Upon retiring from the Navy in 2017, he did a short stint as a contractor for Naval Air Force Atlantic (AIRLANT). "It wasn't long after where I took the opportunity presented to me to come to work for Norfolk Naval Shipyard (NNSY)."

For three years, he served as the Lead Incident Commander responding to drills for emergencies at NNSY. He also became the Response Group Leader, ensuring all people involved with emergency response are trained and qualified at a federal level.

In July, Roney became a member of NRMD's family as the Acting Director. This was not the first time that Roney had worked at NRMD. "I served two tours here while in uniform. My second tour, I was the NRMD Deputy Director."

Roney stated that the biggest attribute that he brings to NRMD is his experience on the waterfront and understanding submarine squadrons, AIRLANT and the various repair activities.

Roney has the mindset for him and his team to continually be productive and keep moving forward. "I want to create an environment where people are successful in what I am asking them to do," he said.

Roney's goals are the same as NNSY's mission, getting ships out to the Fleet on time and under costs. "I want to do right by the Fleet and my way to do that is taking care of the people," said Roney.

Although Roney is trying to fill the shoes of Smith, he will continue to be reminded by looking at Smith's hardhat, and knowing that without the people of NRMD, he wouldn't be where he is at now.

10 THINGS YOU DIDN'T KNOW ABOUT
Al Roney

1. Roney has a bachelor's degree in interdisciplinary studies from Norfolk State University and a master's degree in public administration from Troy University.

2. His favorite hobbies are fishing and being with his kids.

3. Peru was his favorite port call when he was in the Navy and Greece being the most beautiful place he's ever been.

4. In addition to English, Roney can also speak fluent Spanish.

5. Red Dawn (1985) is his favorite movie.

6. Roney's dream vacation is to go back to Peru.

7. His dream car is a Step Side Ford 150 88.

8. Blue is his favorite color.

9. Roney has a wife and three sons.

10. His favorite food is smoked ribs.

Work Smarter, Not Harder: Norfolk Naval Shipyard Improves Welding Process for Carrier Reboilers

STORY BY HANNAH BONDOC • PUBLIC AFFAIRS SPECIALIST I PHOTOS BY SHELBY WEST • NNSY PHOTOGRAPHER

From left to right: Structural Group (Code 920) Welder Noah Claytor inside the reboiler; Structural Group (Code 920) welding group with the reboiler; Structural Group (Code 920) Welder Diamond Lee welding outside the reboiler.

Taking a shower, washing clothes, and cooking meals are all basic human needs that the reboiler of a ship helps with. Located in the shaft alley, its purpose is to provide hotel services including heating steam, hot water, lube oil heating and galley steam. After many years however, it eventually wears out and needs to be repaired, but such a fix requires a substantial amount of effort. Structural Group (Code 920) Surface Craft Director Jeff Griffin and his staff were tasked with welding two reboiler heads, one on USS Dwight D. Eisenhower (CVN 69) and one on USS George H. W. Bush (CVN 77). Together they not only came up with a way to finish the job faster, but also a method that was easier on the group's welders.

Like sewing two pieces of cloth together, his crew traditionally welded each head to a shell by welding the inside and the outside of the shell together—but Griffin did not think this method was most efficient. "The welder would eventually become fatigued and have a higher risk of heat stress when welding on the internal weld, and a higher probability for damage to the tubes," Griffin explained. "The process of welding the internal side usually takes 24 hours for five to ten days (depending on the welder) to complete before moving to the outside. The entire process done in this fashion would take 24 hours for 25-45 days depending on the final tests and repair needed."

With these challenges in mind, Griffin decided that there had to be a better way. "As the Trades Manager on this project, I was and still am a big advocate for thinking outside the box and using innovation," he said. "So on the USS Harry S. Truman (CVN 75) I decided, after running the idea past Welding Engineering Division (Code 138), to change the way we weld the shells to heads."

After a challenging amount of preparation to do the job, there were two main lessons learned: firstly, that by using heat induction instead of the heater bars to maintain the needed heat to weld, they could keep a more constant temperature managed by a computer and not a controller. This kept the temperatures from going over 200 degrees with the welder on the inside of the reboiler.

The second lesson was that by welding the little bevel inside the big bevel, the welders no longer had to stay in a cramped position as long to finish the job. They effectively cut down the time the welders spent working inside the bevel from 10 to 12 days, down to one to two days. Moreover, they were able to pass testing on the first try.

Needless to say, Griffin confirmed that he could not have pulled off such an experimental welding job without his crew. "I had the same group of welders welding the heads to shells all the way up to CVN 77," Griffin said. "We built a team of guys who had the same goal to achieve what no one else have." These welders included Noah Claytor, Tyler Deans, Jarett Thompson, and Diamond Lee. "These welders embraced the out-of-the-box thinking and ran with it," Griffin added.

By taking on this initiative, the crew displayed its commitment to the shipyard's C.O.R.E. values. Highlighting a dedication to NNSY's welders, this endeavor reduced the amount of time and stress they go through for similar welds. As Griffin said, "Our people are our most important asset, so we have to take care of them if we want to get those ships out on time."

Technology and Teamwork: Norfolk Naval Shipyard's New Welding and Cladding System

STORY BY JASON SCARBOROUGH • PUBLIC AFFAIRS SPECIALIST I PHOTOS BY SHELBY WEST • NNSY PHOTOGRAPHER

Norfolk Naval Shipyard (NNSY) has continued to make improvements and progress toward a more modernized work environment. Recent modernization has come in the form of new equipment acquisition. One of these new pieces of equipment is for NNSY's Pipe Shop (Code 960), the Advanced Manufacturing Engineering Technologies (AMET) Welding and Cladding System, which will be used to manufacture joints, repair and extend the lifespan of large valves, and service various other shipboard components. The welding and cladding system is an automated process and does not require a welder onsite during its operation.

"The shipyard is gaining new capabilities and a new modern process with the welding and cladding system," said Engineering Technician, Kamau Adams, Production and Equipment Management Group (Code 981). "It's an added safety component having this new automated system because you don't have to actually have a welder, hands-on, working in the heat or in confined spaces."

The AMET Welding and Cladding System is able to clad and produce various valves and create fitted joints that support submarine and aircraft carrier maintenance availabilities and operations. Cladding is any material used to cover a structure's exterior. For metalwork, cladding is the bonding together of dissimilar metals. These metals are built up and welded together to protect against certain elements and to remain shielded from environmental conditions.

In addition to the welding and cladding system's safety advantages and its capability in extending the lifespan of various shipboard components, it also increases the production rate of repaired valves and fitted joints and increases the efficiency of welders. Adams stated, "The cladding system is ultimately a set it and forget it system. This means that a welder cladding a particular valve may take a week, but the cladding system can be programmed and generate the same valve in approximately two days, cutting production time in half, while allowing the welder to be free to conduct other critical repairs."

The AMET Welding and Cladding System is an extremely valuable asset for the Pipe Shop. The automated system has proven to be efficient by increasing production, increasing the lifespan of shipboard components and improving safety measures for welders. However, what was also proven when the system first arrived: it cannot operate, repair, or maintain itself. While the shipyard continues to make great strides in modernizing equipment and facilities, it continues to follow the philosophy of people being at the heart of what NNSY does to accomplish the mission and provide the Fleet with well-equipped and highly capable ships and submarines.

Charles Rodgers, a welder in Norfolk Naval Shipyard's Structural Production Resources, Code 920, operates the Advanced Manufacturing Engineering Technologies (AMET) Welding and Cladding System. The system is used to manufacture joints, repair and extend the lifespan of large valves, and service various other shipboard components. Pictured from left to right: Charles Rogers, Welder (C920); Curtis Fennell, Electronics Technician (C900F); Kamau Adams, Engineering Technician (C981); Jerry Davis, Electronic Technician (C900F); and Roger Robertson, Electronic Technician (C900F).

NNSY's Lifting and Handling Department Rises Above Challenges to Achieve First-Time Success

STORY BY NOLEN COFIELD • CODE 713 STRATEGIC PLANNER

PHOTOS BY TONY ANDERSON • NNSY PHOTOGRAPHER

Norfolk Naval Shipyard (NNSY) made history by being the first shipyard to execute a total wheel change to a Special Purpose Service (SPS) crane with the replacement of wheels on Dock Crane 44 (DC-44). NNSY Lifting and Handling Department's Mechanical Engineering Branch Head (Code 711) Stacey Merilic brought this task to lead engineers Brandon Snodgrass, Frantz Pierre, and Robert Nobles knowing it would be a tall order. To complete this job in Sept. 2020, the team designed lifting methods never executed on a crane of this size, and the gravity of the work was increased by the knowledge of how critical this equipment is as the only heavy lift crane to perform vital special emphasis work at NNSY.

A novel undertaking of this magnitude was susceptible to potential injury and possible damage to the crane if not given the proper thought and attention. The plan was thoroughly reviewed in multiple preparatory meetings, and all the pre-planning culminated in a trial run for Code 730 Maintenance Supervisors Keith Jones, and Abimbola Osindero. While planning and the use of mock-ups is always an important part of job execution, it became even more crucial for this effort given the level of experience within Code 710 Lifting and Handling Technical Division and Code 730 Maintenance Division personnel working the job. The team was made up of multiple engineers with less than five years in the yard, as well as a waterfront crew with many apprentices. However, this did not concern the veterans on the job; the excitement of the younger team members in conjunction with the knowledge of the veterans got this project off to a very successful start.

About midway through the job, the COVID-19 pandemic threatened the project when contract tracing identified possible exposure of the DC-44 wheel replacement field team. The team had to be sent home for two weeks of quarantine, and at first it was thought to risk a crippling blow to the DC-44 project schedule. However, when the team returned to work members

wasted no time in getting back into the swing of things. By the time the project was completed the team had recovered the lost time in the schedule, once again exceeding all expectations.

After completing all work that could be accomplished from the south side of Dry Dock 1, it was time to relocate DC-44 to the north side, so that the remaining work could be done. This was not a simple task due to the fact that the DC-44 diesel generator was in overhaul, thus the crane would need to be towed to its new location. Code 740 Rigging Lead Tuck Williams, and his team of riggers, took the lead and preformed the move using the FMC-62, a crawler crane that resembles a track-hoe. While the DC-44 was in transit Code 730 Maintenance personnel had to be prepared to engage the travel brakes in the event that there was an emergency. Code 730 Maintenance and Code 740 Rigging maintained constant communication and situational awareness, ensuring teamwork was at the forefront of this task, especially important given that DC-44 has a total weight of about 2.5 million pounds. Once DC-44 was successfully relocated, Code 730 Maintenance stepped back into action, replacing the last 24 wheels. Upon completion, the team had replaced all 48 wheels, beating the schedule by one month (despite the two week delay), and all of this work was done safely and successfully.

"All divisions within the Lifting and Handling Department worked together to overcome inexperience and the unprecedented challenges associated with the pandemic to complete the wheel replacement project on ahead of schedule. Their hard work and dedication successfully extended the service life of an asset essential to supporting the NNSY mission," said NNSY Code 700 Lifting and Handling Department Deputy Claxton Boone.

NNSY's Executive Development Program Alumni: Then and Now

STORY BY HANNAH BONDOC • PUBLIC AFFAIRS SPECIALIST
PHOTOS BY SHELBY WEST, BIANCA TAYLOR, AND TONY ANDERSON • NNSY PHOTOGRAPHERS

Every year since 2001, a number of Norfolk Naval Shipyard (NNSY) Employees apply to the Executive Development Program (EDP) in hopes to not only gain knowledge and understanding about how to be a better leader and team player, but also to use their newly found skills for new opportunities in the shipyard. The Purpose of NNSY's EDP is to provide each participant with the following: an understanding of the totality of naval shipyard operations; an introduction to the leadership competencies and experience it takes to operate such a wide-ranging enterprise; face time with senior leaders at NNSY, site visits (TDYs) with NNSY's Detachments and supported commands (Philadelphia, Kings Bay and Charleston), the other Naval Shipyards (Pearl Harbor, Portsmouth and Puget Sound), Naval Sea System Command (NAVSEA) Headquarters and Fleet Forces Command; and an opportunity for each successful graduate to be reassigned to an area where NNSY needs to improve its leadership pipeline.

Among those who have graduated over the years are Production and Facilities Equipment Manager (Code 900F) Joseph Singer, Process Improvement Program Manager (Code 900) Martrail Parker, and the EDP's very own manager, Danielle Larrew—all of whom would like to impart a glimpse of their experience in the program to those who might be interested.

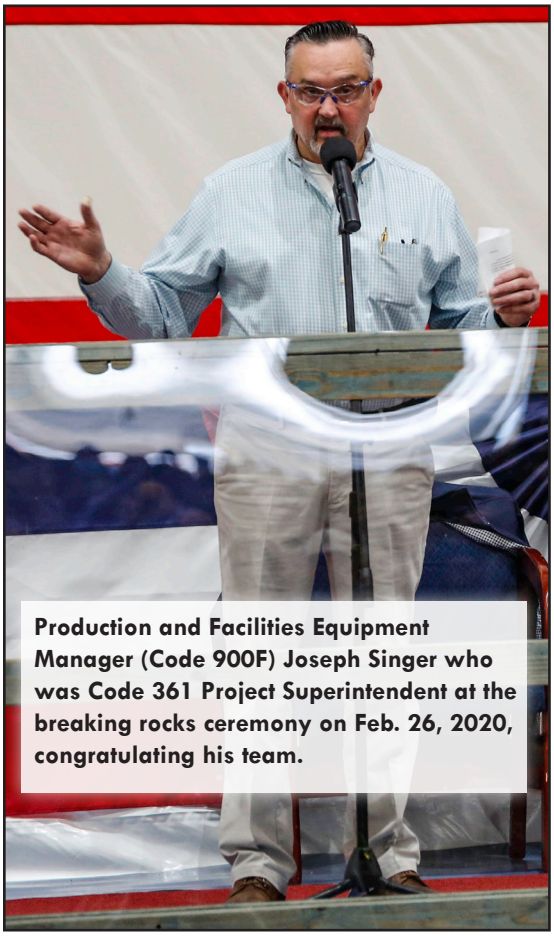
Singer had been assigned at NNSY and worked in Special Emphasis Group (Code 361) while he was still in the Navy. Upon retirement, he applied to an open Assistant Project Superintendent position and was hired—but was encouraged to reach for more. "My department head at the time encouraged me to apply because of my advanced skill and leadership level, thinking it would help me with future assignments at the shipyard," he said. Little did he know that through the program he would meet several senior shipyard employees throughout the corporation. "It gave me an opportunity to learn from them and draw some of their leadership abilities into my management style," he added. "It taught me to be patient, and realize that people have several different skill levels and each needs to be handled accordingly. Honest feedback and accountability is important to grow. Moreover, the fair treatment of all does not mean the same treatment for all."

After 10 years as an Operation Specialist in the Navy, Parker left the military and began working in the private sector. His wife's experiences within the shipyard however influenced him to serve his country yet again. He had worked his way up from Training Technician (Code 105.43) to Process Improvement Manager of the Rapid Prototype Center (Code 900P) when he had heard about the EDP and waited for the opportunity to apply. If his EDP diploma is anything to go by, the wait was worth it. "As an employee, I was able to learn from the most influential individuals within our enterprise and was given a different perspective," Parker said. "As a person, I am now more in-tune with how much work we need to do to change the status quo (employee development)." He also says that he is more in-tune with the needs of his employees and the shipyard in general. With this in mind, he tries to take the time to ensure that he provides completed staff work, and removes any and all barriers his employees may experience. As he stated, "my goal is to make my NNSY a place we are all proud to work at."

One of the graduates who may have experienced the most change through the EDP however is Danielle Larrew. Hired as part of the a military spouse initiative after her husband was transferred to Fort Eustis in Newport News, Virginia, she was a facilitator in Command University (Code 900T) when she made the decision to apply to the program. "I saw the EDP as an opportunity to learn about NNSY and the NAVSEA corporate structure," she explained. "I also thought it would

benefit me as a facilitator to understand the points of view of other employees across NNSY." She was proven right as she now uses the skills she learned through the program to be its manager. "I have an understanding of the opportunities and challenges of being in the program, as well as honor that comes along with it," she elaborates. "In my day-to-day job, I lean on the connections I made during the program to help support Production Resources (Code 900) personnel. I also appreciate what everyone at NNSY and NAVSEA does much more now."

The program will be accepting new applicants in Jan. 2021. For those interested, contact Larrew at 757-396-2602 or danielle.larrew@navy.mil for more information.



Production and Facilities Equipment Manager (Code 900F) Joseph Singer who was Code 361 Project Superintendent at the breaking rocks ceremony on Feb. 26, 2020, congratulating his team.

EDP manager Danielle Larrew speaking at the last EDP graduation.

Process Improvement Program Manager (Code 900) Martrail Parker who was Administrative Services (Code 1102) Human Capital Program Manager at the time checking up on orientation attendees in Dec. 2019. He had assumed this position after graduating from the EDP and would transition to his current job later.

SURGEMAIN SAILORS BRING NEW SKILLS TO NORFOLK NAVAL SHIPYARD

STORY BY HANNAH BONDOC • PUBLIC AFFAIRS SPECIALIST I PHOTOS BY SHELBY WEST • NNSY PHOTOGRAPHER

When SurgeMain mobilized in early July to support Norfolk Naval Shipyard's (NNSY) workforce during the pandemic, its Sailors were able to help in a variety of shops and codes. Two of these reservists have been able to provide skillsets that were previously unavailable to the SurgeMain team - Chief Select Richard Palmer and Petty Officer Corey Jones, who have experience with equipment programming. Both learned this skill in their civilian jobs. In their roles as SurgeMain Sailors, they have lent their knowledge to NNSY and have been able to get a number of needed machines around the shipyard up and running.

Palmer is an industrial electrician who works on manufacturing equipment in Jacksonville, Florida. Jones, on the other hand, is a lead electronic technician for FedEx in Memphis, Tennessee. When their chain of command realized that the two had these skills, they knew exactly how to utilize them. Together, they have been responsible for re-entering values in the control panel of the equipment. "A lot of things you see in the shop is run by programmable controllers and that's what we were called over to fix," Palmer explained.

For instance, one of the industrial ovens used to make parts for the ships kept malfunctioning, and is being aided by Palmer and Jones's knowledge to bring it back to full-functioning capacity. "Its purpose is to get up to the required temperature, hold, and then shut off," Jones said. "Unfortunately, when we were called down here, they told us that they couldn't get the heater banks to come on at all. Thus, we are currently in the process of reading the prints of the machine, going through the different parameters on the controller to see if we can get it to do what it is supposed to do."

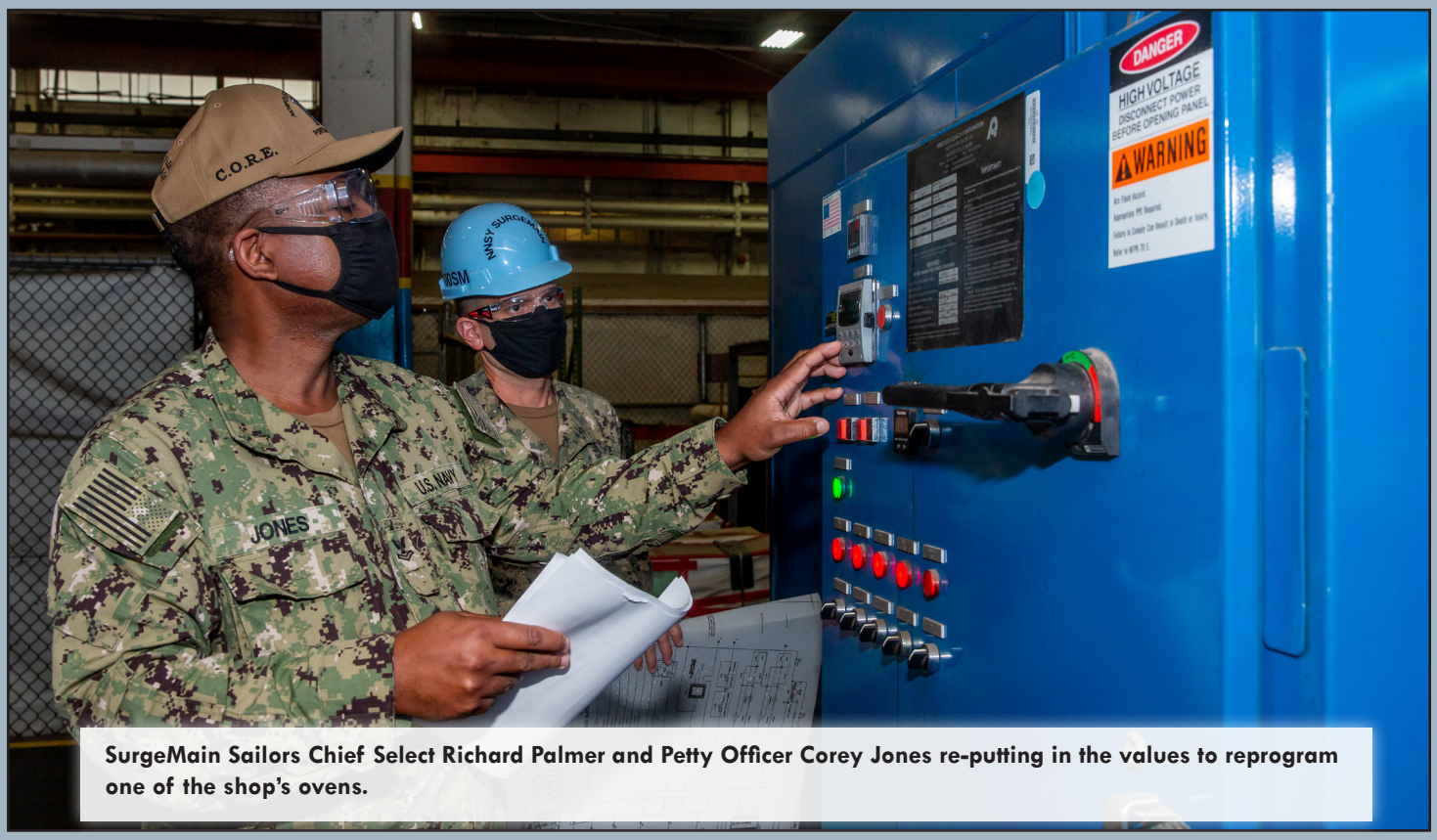
"A lot of the work is following the indications that we get from the panel of the equipment, talking with the employees who normally operate it, and then discussing how to fix it," Palmer added. "If we need to, we call the manufacturers and other groups to get additional information on its operation." Aside from the oven, other equipment that he and Jones have assisted include the water pump test stand, the 1,200 ton press and the 1,800 ton press.

While others may not see the effort Paul and Jones put in to ensuring that NNSY has functioning equipment, their work has not gone unnoticed. "Since their assignment to our Industrial Engineering Department (Code 983) and Production Facilities and Equipment's (Code 900F.12) teams, they have provided us with the ability to not only impact electronic corrective maintenance but also to begin evaluation of the electronic maintenance training program and a long-term industrial plant equipment monitoring network," Chief Warrant Officer Michael Mendez said. "This is exactly what we needed and I am very proud of these shipmates!"

Although these two reservists may be the ones reprogramming, they firmly established that they would not be able to accomplish what they have without the NNSY shops and codes they have worked with thus far. "We have to work with the codes that work with the equipment to see what the normal operating process is so we can figure out where the issue is and a solution for it," Palmer elaborated. "There are people from Code 983 that we have received much needed information from and Code 900.12 technicians that we work with. It really depends on the equipment that we're working with and what's needed, but many shops and codes that have helped us and we could not have done it without them."

Before their time at NNSY is up, each of them have goals they want to accomplish before leaving. "We're here to help the workforce improve production, so I would like to help them with as much equipment as possible, get it running or give suggestions to get it running before we leave," Jones said. Palmer also hopes to help in terms of more preventative methods and identifying issues earlier than before there is a bigger problem. "There's a lot of smaller issues that build up to bring things down," he explains, "so we're going to try and identify some of these issues and hopefully prevent problems further down the road."

"The equipment we're working on is not normally thought about," Palmer explained, "but without it, a lot of production work will either take a lot longer or will not get done, so it is important to maintain it." It is thanks in part to Jones and Palmer that more equipment will be available for the workforce, enabling NNSY personnel to fix ships and support the mission.



SurgeMain Sailors Chief Select Richard Palmer and Petty Officer Corey Jones re-putting in the values to reprogram one of the shop's ovens.

C-FRAM FRAUD SCHEME AWARENESS

DECEMBER EDITION: SPLIT PURCHASES

A Single Purchase is Intentionally Divided into Two or More Separate Purchases to Avoid Exceeding the Single Purchase Limit or to Avoid Obtaining Competition

ABOUT SPLIT PURCHASES

The Federal Acquisition Regulation (FAR) specifically prohibits (FAR 13.003) splitting a requirement into individual transactions at or under the micro-purchase threshold or simplified acquisition threshold to avoid the contracting process requirements applicable to purchases exceeding those thresholds.

Split purchases have been observed in multiple contracting vehicles:

- Government purchase cards
- Federal supply schedule orders
- Contracts using simplified acquisition procedures
- DLA FedMall

GOVERMENT EXAMPLES

In 2019, Amtrak OIG identified $960,000 in purchases may have been split across multiple transactions to circumvent the company's $5,000 single-purchase limit. Amtrak OIG Report OIG-A-2019-013.

In July 2018, the Council of Inspectors General on Integrity and Efficiency (CIGIE) issues a report on the government purchase card initiative. Of the 1,255 transactions sampled, the OIGs found that 83 of these transactions did not follow policiies prohibiting split purchases (or 6.6 percent of the total 1,255 transactions). OIGs found that agencies lacked policies necessary to identify split purchases, approving officials did not properly review split purchases in order to consistently identify such purchases, and cardholders needed to be trained not to make these types of purchases.

INDICATORS (RED FLAGS)

Multiple purchases for the same amount to the same vendor; multiple purchases from the same vendor just under competition thresholds; and preference for a single vendor.

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.

NORFOLK NAVAL SHIPYARD

APPRENTICE

PROGRAM

Tidewater Community College is using the Virginia Placement Test (VPT) for applicant testing. Testing services are currently available by appointment only. Appointments may be made 48 hours in advance by emailing testing@tcc.edu or calling 757-822-2194.The Virginia Placement Test (VPT) is available at all four campuses. For current testing center hours and locations please visit https://www.tcc.edu/service-support/testing-services/

TESTING CENTER RULES AND PROCEDURES

- A valid photo ID (such as a driver's license, military ID, passport, personal identification card from the DMV) and your Student ID number are required to take any exam in the Testing Center. Some tests require two forms of ID.
- Cell phone use is strictly prohibited.
- Children, food, and beverages are not allowed.
- All placement tests must be started at least three hours prior to closing. We recommend you take the English and math placement tests at different times.

USS Alabama (BB 60) float undergoes extensive renovation

STORY BY TROY MILLER • PUBLIC AFFAIRS SPECIALIST I PHOTO BY SHELBY WEST • NNSY PHOTOGRAPHER

Norfolk Naval Shipyard (NNSY) is currently working on USS Harry S. Truman (CVN 75), USS George H.W. Bush (CVN 77), USS Pasadena (SSN 752), USS San Francisco (SSN 711) and USS Alabama (BB 60). Wait! USS Alabama?

NNSY was one of the industry players to help build up America's seagoing strength by constructing 30 major vessels during World War II (1939 – 1945). Tasked April 1, 1939 to build the fourth and final USS South Dakota class battleship, USS Alabama (BB 60), 3,000 men and women worked 24-hour days for 30 months to complete the project nine months ahead of schedule.

Eighty-one years later, shipyard employees came together to renovate the USS Alabama float. The float has participated in parades for the City of Portsmouth, City of Norfolk, City of Suffolk, as well as other cities located in Hampton Roads. This is the first time the float is undergoing this much renovation since it was first built in the early 1980s.

"The trailer that the Alabama was sitting on had reached its end of service life," said NNSY Executive Support Department Command Facility Manager Ty Haughn. "In addition, the ship itself needed body and structural repair, and to be completely repainted."

Shipyard employees, from 3-D designers to flange turners, to welders, to lofters, to painters among other trades joined together and formed a team to help promote pride, both within and outside of the shipyard.

"I've seen the float in parades before, but I can't wait to see it in future parades after the renovation," said NNSY Shipfitters Shop (x 11) Lofter Jason Bishop. "I can't wait to tell my son at the next parade that I knew the people who made it look awesome again."

The Alabama's new trailer is lower than its previous trailer, thus allowing people to see the fine and intricate details of the float they couldn't see before. The float will also receive 3-D printouts of ports, hatches and gun turrets to make it the more realistic.

"We have plans to restore the carbon dioxide system to recreate the guns firing and to come up with a system that would simulate diesel engine smoke coming out of the stacks," said Haughn.

Renovating the float consisted support from the Shipfitter Shop (Shop 11), the Welding Shop (Shop 26), the Sheet Metal Shop (Shop 17), the Boat Shop (Shop 64), the Lifting and Handling Department (Code 700), Rigging and Equipment Operations (Code 940), the Executive Support Department (Code 1100), Executive Support Department Facilities (Code 1101.5) and the Public Affairs Office (Code 1160).

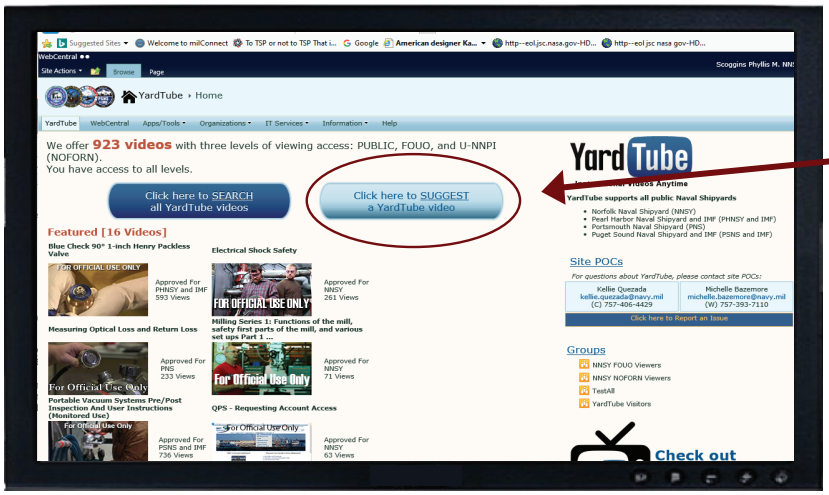
As community events resume, the float will continue to be showcased during parades, sporting events, Science, Technology, Engineering and Math (STEM) events, job recruiting fairs, and other community outreach events to proudly show the legacy and service of America's Shipyard.

YardTube

Instructional Videos Anytime

HAVE A VIDEO IDEA?

Master craftsmen and mechanics: share your trade secrets, work practices and job techniques.



YARDTUBE VIDEO

Click SUGGEST a YardTube Video

ACTION

Create an outline, pick a location and record.

SHARE YOUR VIDEO

On a knowledge sharing platform to supplement briefings for initial, continuing and just-in-time training.

Happy Holidays from America's Shipyard