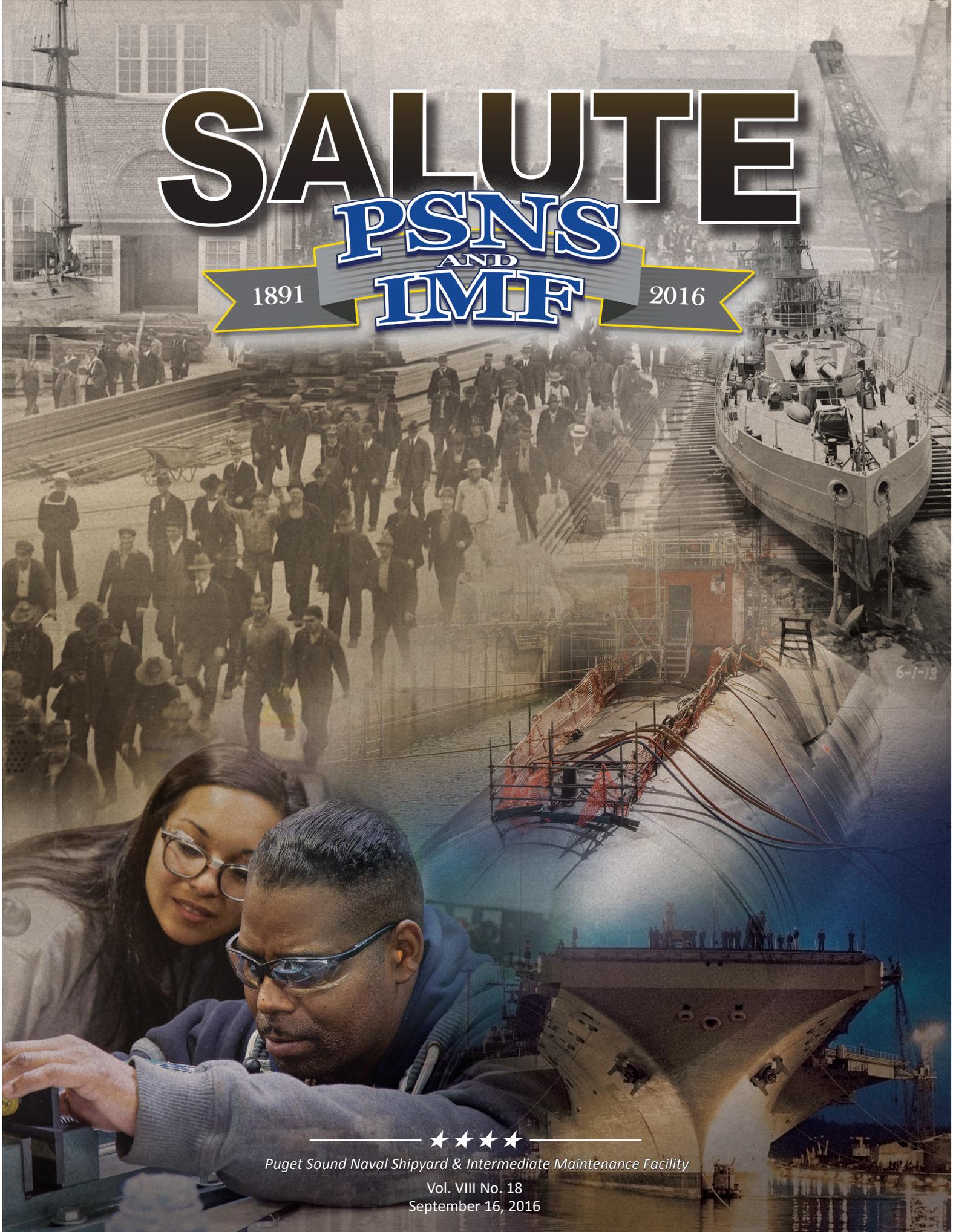


SALUTE

PSNS AND IMF

1891 2016



Puget Sound Naval Shipyard & Intermediate Maintenance Facility

Vol. VIII No. 18
September 16, 2016

Legacy

The rich heritage of service to the Navy has been achieved at PSNS & IMF through one amazing element—the generations of dedicated and determined people who are “The Shipyard.” From Lt. Wyckoff at the beginning, to the newest teammate today, our legacy has been set by the scores of people who’ve walked through our gates and our history.

Six-generation family

- 1: Daniel Webster Brown, Machinist
- 2: Daniel Webster Brown, Jr., Machinist
- 3: Donald Arthur Murray, Machinist
- 4: David Andrew Murray, Code 105
- 5: William Bennett Murray, Code 105
- 6: Kenneth Templeton

**Darrell Krouse
Aaron Krouse**



William Murray

**Kelly Morris
Derek Keeling**

Five-generation families

- 1: Chester H. Clare, Pipefitter
- 2: James V. Prather, Shop 56
- 3: Robert Prather, Shop 72
- 4: Wayne Prather, Code 1070
- 4: Bill Morrow, Shop 64
- 4: John Morrow, Shop 31
- 5: Nicole Prather, Shop 51
- 5: Amanda Morrow, Shop 75

- 1: Henry Karst
- 2: Holt Karst
- 3: C.J. Karst
- 4: Susan Karst Page
- 4: Darrell Krouse, Code 1030
- 5: Lissa Krouse
- 5: Aaron Krouse, Shop 99

- 1: Roy Jones, Shop 31
- 2: Harold Demick
- 3: James Wilkinson, Shop 51
- 4: Kelly Morris, Shop 52
- 5: Derek Keeling, Shop 51

- 1: John Paulson, Construction
- 1: Fay Horn, Electrician
- 2: Margaret (Brennan) Horn, Welder
- 2: William Paulson, Shop 56
- 3: Donna (Horn) Paulson, Employee Benefits
- 3: William (Stanley) Paulson, Pipefitter
- 4: Barb (Paulson) Burrows, Code 300WI
- 5: Amanda Burrows, Code 1070

Amanda Burrows

**Wayne Prather
Nicole Prather
Bill Morrow
John Morrow
Amanda Morrow**



Four-generation families

- 1: Charlie Akins, Shop 31
- 2: James E. Briscoe, Shop 11
- 3: Lonnie McKinney, Code 361
- 4: Karl Briscoe, Shop 56NT
- 4: Jasmine McKinney, Shop 64

- 1: Carl Lukkasson, Shop 56
- 1: Milton Lukkasson, Shop 56
- 2: Roger Lukkasson, Shop 99
- 2: Loretta Lukkasson, Code 109
- 3: Ricky Lukkasson, Code 1070
- 4: Nicholas Lukkasson, Shop 56
- 4: Emily Lukkasson, Code 135

- 1: Richard Baertschiger, Shop 17
- 1: Florence Baertschiger, Shop 26
- 1: Ernst Enhelder
- 2: Henry Thaves, Shop 11
- 3: Terry Thaves, Shop 38
- 3: Kristine Thaves, Shop 64
- 4: Trisha Thaves, Shop 17
- 4: Ben Thaves, Shop 11

**Jasmine McKinney
Lonnie McKinney**

**Ricky Lukkasson
Nicholas Lukkasson
Emily Lukkasson**

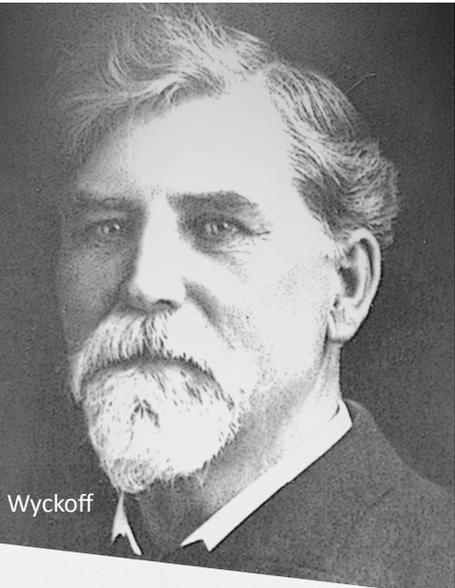
**Terry Thaves
Ben Thaves**



Additional families are listed on Page 15.

Commander's Corner

from the Shipyard's 49th Commander



Lt. Ambrose Wyckoff



Team PSNS & IMF,

When Navy Lt. Ambrose Wyckoff formally established Naval Station Puget Sound on Sept. 16, 1891, it marked the beginning of the Shipyard's distinguished record of service to our Navy and our nation. And, with every passing day, our legacy continues to grow based on a solid foundation of your unwavering dedication to accomplishing our mission.

Over the past 125 years, PSNS & IMF has been a strategic national asset in the defense and support of our nation. Since 1891, in every conflict in which our Navy fought, we were there – diligently working to get our ships ready for battle and steadfastly devoted to keep them in the fight.

Six years after the command was established, USS Oregon became the first battleship to be docked in our newly constructed, wooden Dry Dock 1. A year later, she had journeyed 14,000 nautical miles to take up a position in the blockade of Santiago in the Spanish-American War. We made that possible.

After all these years, how do we put 125 years of service to the nation in perspective? For comparison:

- When the Wright Brothers flew their first airplane in 1903, a flag had already been flying over our shipyard for 12 years.
- When the U.S. Army started training the storied 82nd Airborne Division in 1917, we had already been training apprentices for 16 years.

- When the 19th Amendment was ratified, giving women the right to vote in the U.S., the first woman to earn a retirement at the shipyard, Radina Olsen, had already been working here for 15 years.
- When the Air Force was created to leverage America's airpower in 1947, we had already been supporting America's seapower for 56 years.

Many of you know the history of our shipyard all too well, perhaps better than the historians. Over time, hundreds of sons, daughters, friends and neighbors have followed generations before them in our proud tradition of service.

The story of our Shipyard would be incomplete without acknowledging our inextricable link to the cities and towns outside our fence line. We developed and grew alongside one another. After 125 years of success, we remain profoundly grateful for their steadfast support.

There will be no national holiday today, celebrating this remarkable milestone. On the waterfront, our work continues undeterred with our Navy continuing to depend on our efficient and effective execution of our mission.

So on this day, to those serving on our waterfront today, to those who've moved on to retirement or other pursuits, and to those shipyard pioneers who've long since passed, I say thank you and congratulations. After 125 years of service, you've earned it.


Captain Howard Markle
Commander, PSNS & IMF

Salute 75 years

Salute began as a four-page bi-weekly paper with the important job of getting out the Navy Yard news. It began with a staff of two, one editor and one illustrator.

Additional staff members were added during the war years, including Hank Ketcham, creator of the Dennis the Menace cartoon, who drew cartoons and prepared promotional material.

Over 75 years, *Salute's* role has not changed — getting out the command news is still the primary mission.

Special thanks:

It has been my pleasure to lead the creation of this commemorative *Salute* issue. In bringing everything together, I had the help of a great team of people who assisted throughout the process.

Thank you to my teammates, I appreciate each of you: Darcy Jenne, Kristina Miller, J.C. Mathews, Max Maxfield, Liane Nakahara and Robin Pawley.

In addition, thanks to Museum Curator Megan Churchwell and the Puget Sound Navy Museum team, for being great partners in sharing our history.

Michele Fletcher
Salute editor

Photo credit:

The photographs in this commemorative issue of *Salute* were contributed by numerous photographers who were assigned to the Shipyard over the years. Many are unknown to us by name, but we acknowledge and thank them for helping visually record the history of PSNS & IMF since the beginning.

The 2016 PSNS & IMF Visual Information Design Center photographers are: William Bunce, Zack Frank, Carie Hagins, Jason Kaye, Jeremy Moore and Kenneth Takada.

On the cover:

The commemorative montage cover was created by Geno Hernandez, Code 1144 illustrator. The full cover is available from our photo-sharing site: www.flickr.com/psnsandimf



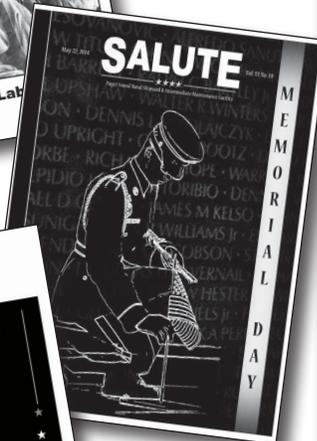
Sept. 26, 1941



Sept. 2, 1999



Sept. 8, 2005



May 22, 2014

The next issue of *Salute* will be published Oct. 6. Deadline for content is Monday, Sept. 26. Submissions may be emailed to: psns.pao.fct@navy.mil.

SALUTE

Volume VIII No. 18
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Next issue: Oct. 6, 2016
Deadline for submissions:
Sept. 26, 2016
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Executive Director
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Between celebrating t

Letter to the editor

Thank you to all involved in organizing Family Day

I just wanted to let the Family Day organizers know that my family enjoyed our time immensely on Saturday!

Everything was so well planned, and care taken to ensure safety and security went above expectations.

A special thank you to the representatives in Bldg. 851 (Shop 64 Woodshop), the Sail Loft employees at Bldg. 850A and the employees doing demonstrations in Bldg. 457.

What we took away from the experience was the pride everyone had in their jobs and the excitement in the current innovations to improve processes.

The commitment to excellence really came through in the excitement of where technology is going and how it will eventually lead to even more improved job safety and procedures.

My son is 29, so we didn't stop at the activity centers for kids, but they were fabulous as well!

My family really appreciated the opportunity to come in and get a glimpse of this amazing place I get to work at!

Thank you and congratulations on a job superbly done!

Linda Popp,
Code 105.42
Training Technician

The Puget Sound Navy Museum houses a permanent Shipyard display. At this time, there is a section with special emphasis on the 125th anniversary. For more information go to: www.history.navy.mil/museums/psnm/psnm.htm or call: 360-479-7447.

he past, focusing on the future, there is the present—September 2016

Federal Employees' Group Life Insurance (FEGLI) Open Season

By The Human Resources Office Northwest

The Federal Employees' Group Life Insurance Program is having an Open Season from Sept. 1-30. This is the first FEGLI Open Season since 2004.

During the month, you can elect any coverage that FEGLI offers. You do not need to be currently enrolled in FEGLI to elect coverage. Open Season elections have no medical exam required and no health questions to answer.

Elections made during the FEGLI Open Season have a one-year delayed effective date. Coverage you elect in the September 2016 FEGLI Open Season will be effective on the first day of the first full pay period on or after October 1, 2017. You will not pay your new premiums during the one-year waiting period.

You make your Open Season election using the existing FEGLI election form, Standard Form SF 2817 (PDF file), or its electronic equivalent located in EBIS at <https://www.civilianbenefits.hroc.navy.mil>.

Be sure to elect ALL the FEGLI coverage that you want on your Open Season election, not just the coverage you want to add or increase. *Any coverage you do not elect is waived or cancelled.*

If you like your current FEGLI coverage, you do not need to take any action. If you do nothing during the FEGLI Open Season, you will keep your existing election. You are not required to re-elect your coverage.

Remember, if you are planning to retire prior to October 2022, the changes you make now will not be eligible to follow you into retirement, unless you stay past October 2022.

For more information call the Benefits call center at (888) 320-2917, option 4, between 7:30 a.m and 7:30 p.m. (EDT).

Command, Public Works team up to keep piers in ship shape condition

By Jay Spady
Code 380, Civil Engineer

A recent parking lot expansion job near Cottman Lot required the removal of several trees. Two of those trees were large, old growth, Douglas Fir trees; a scarce and valuable commodity.

When Mike Hardiman, Naval Base Kitsap environmental supervisor, was advised by Kevin Sturm, construction manager, that the trees were just going to be disposed of, they knew there must be a way to put them to good use.

Knowing that the Shipyard uses large logs to line the perimeters of its piers (they serve as a mooring buffer on our fender piles and they help protect our under-pier utilities by fencing out flotsam),

Hardiman contacted Roy Snyder, Public Works construction field manager, who in turn reached out to Code 380, Production Engineering and Facilities Division, to see if they could use them.

Code 380 arranged for riggers, transportation, and a log bronc operator to move two of the 60 foot long logs into the water near Pier D.

The trees are now doing their part to help keep our piers ship shape.



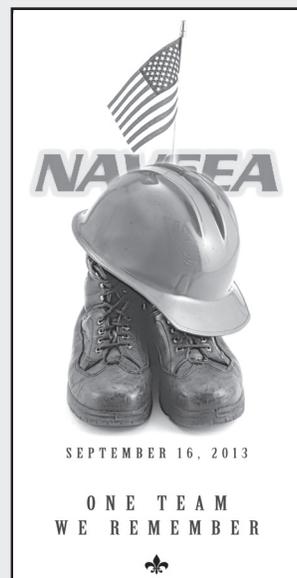
Code 740 riggers secure a log for transport to Pier D where it will be used as a mooring buffer.

Building 435 moves update

The following services are up and running in their temporary locations during the Bldg. 435 seismic upgrade project:

- Code 1000A Defense Travel System (DTS) service is now located in Bldg. 460 on the 3rd floor
- The temporary dining location (D5 Diner) is now open between Bldg. 427 and Bldg. 965
- Employee Food Services administrative offices and production functions are in place in the temporary trailers located in D-Lot on Naval Base Kitsap next to Samuel Adams

Keep watching News You Can Use and *Salute* for updates.



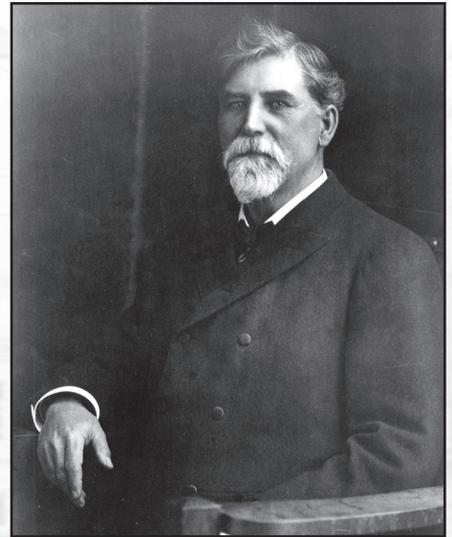
1891 - 1920

On March 2, 1891, Congress approved funding for a dry dock at Port Orchard, Puget Sound.

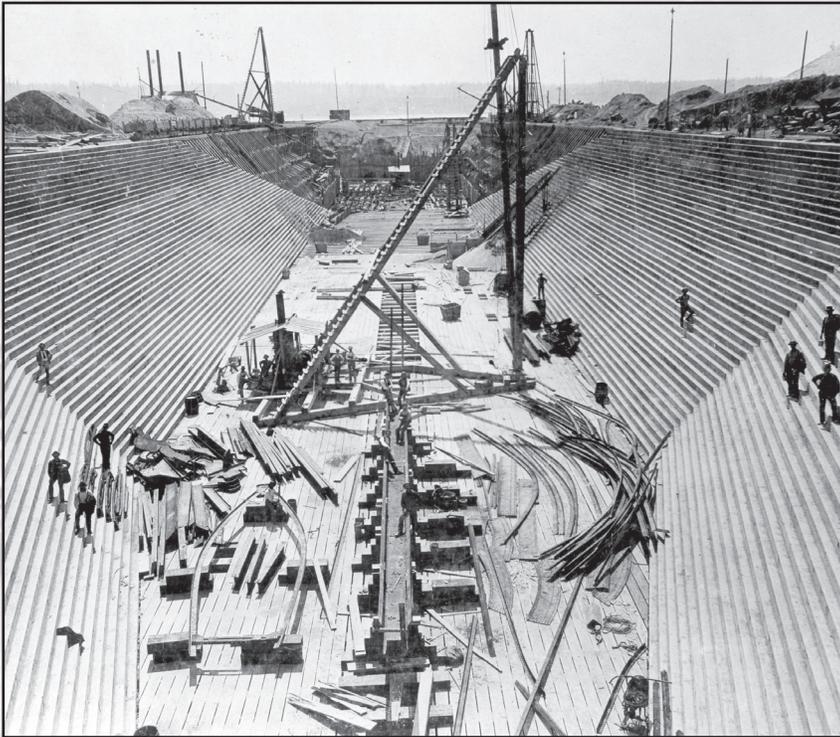
Lt. Ambrose B. Wyckoff was assigned to special duty with the Bureau of Yards and Docks to select a tract of land, not exceeding two hundred acres in extent, suitable for the purposes of a dry dock.

By Sept. 16, Wyckoff acquired three parcels of land totaling 145.25 acres, for \$50 an acre. On that same day, Wyckoff formally dedicated the opening of (then) *Naval Station, Puget Sound* and became the first commandant. In 1901 the name was changed to Navy Yard, Puget Sound.

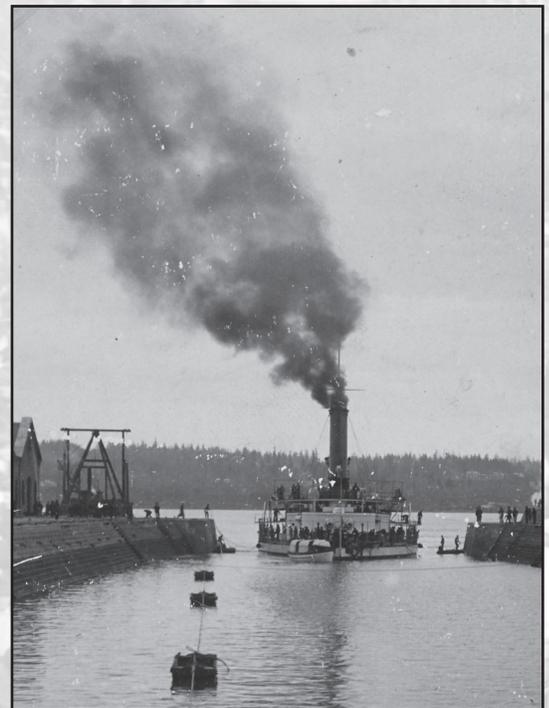
During World War I, the Navy Yard constructed many new ships, including 25 subchasers, two minesweepers, seven ocean-going tugs, seven submarines, two ammunition ships, and thousands of small boats.



Lt. Ambrose B. Wyckoff



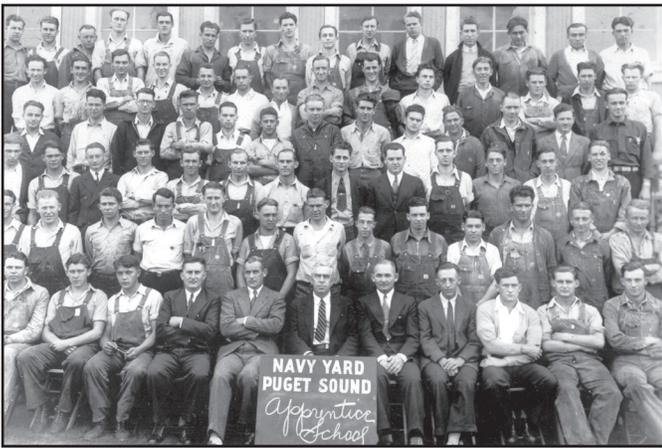
1892—On Dec. 10, ground was broken for the first dry dock. The unique step-design build of the dry dock allowed workers to step down from the top all the way to the bottom of the dry dock. Dry Dock 2 was completed in 1913 and Dry Dock 3 in 1919.



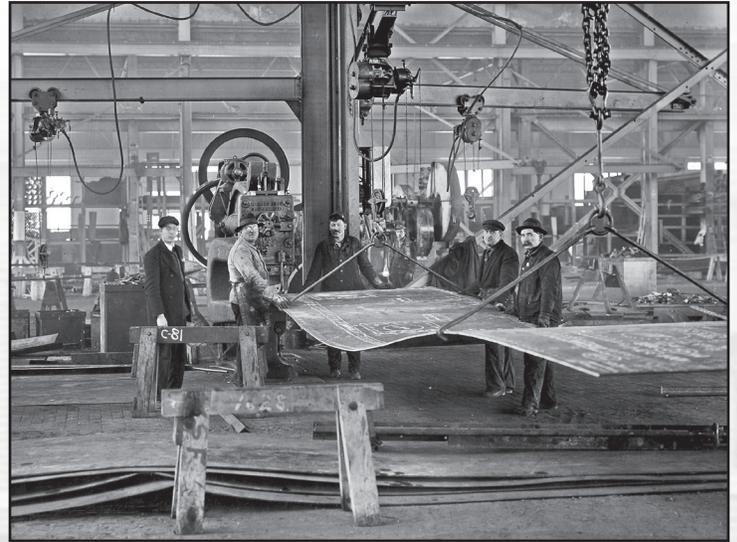
1896—The first ship, Coast Defense Monitor, USS Monterey, enters Dry Dock 1. The following year USS Oregon was the first battleship to be docked.

Did you know ...

- The very first flagpole at PSNS was a bare evergreen tree. In 1891 the Navy finalized the purchase of the original parcels of land and formally dedicated the opening of Naval Station Puget Sound with Lt. Ambrose Wyckoff as its first commandant. His daughter ran the flag up a bare evergreen tree as he read his orders during the dedication ceremony. A plaque was placed on the west side of Dry Dock 1 to mark the spot of this first tree flag pole.
- The first dry dock constructed at PSNS was made mostly out of wood. Dry Dock 1 was completed in 1896, costing more than \$400,000. Unfortunately, there was a marine organism that feeds on wood, which shortened the dry dock's lifespan. In the early 1930's, the wooden parts were replaced with concrete and cement.
- Shipyard employees are represented by two unions: Bremerton Metal Trades Council, established in 1908, and International Federation of Professional and Technical Engineers, established July 1, 1918.



1914—The Apprentice School formally begins. Apprentices and instructors from 1936 sit for a class photo.



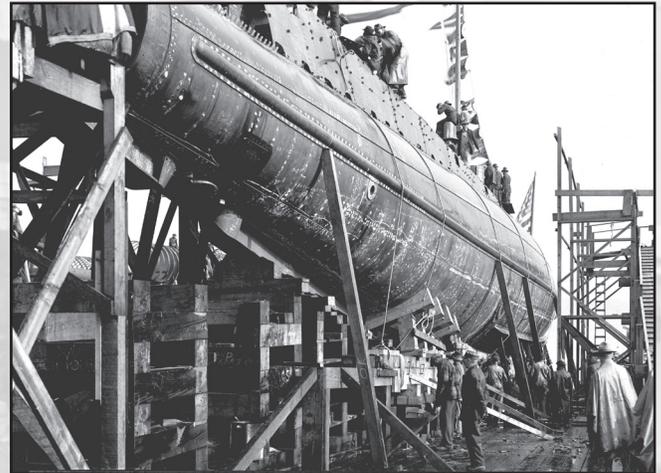
1918—Employees pose for a photograph during ongoing work in Shop 11.



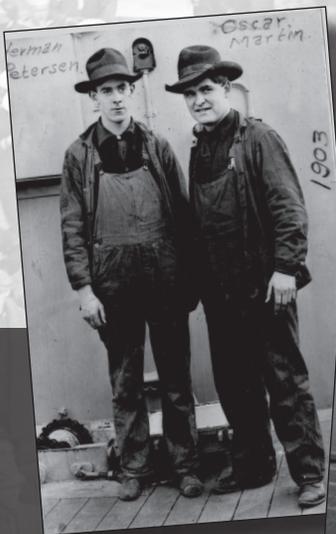
1919—Female machine operators standing in front of the machine shop.



World War I—Faye Turpin and Laura Moore, Shop 72 gear shack workers.



1918—The first ship built at Puget Sound Navy Yard, Submarine O-2, was launched May 24.



Herman Petersen, shipfitter (left) and Oscar Martin, two of the earliest apprentices.



Mitch Watland (left) and Joe Campbell, Shop 38 marine machinery mechanic apprentices.

Apprentice Program

The Navy Yard Puget Sound Apprentice Program School formally began in 1914, when a small committee of apprentices and the Shipyard Commander, Capt. R. E. Coontz, began combining hands-on training of trades from skilled craftsmen with classroom education. (Apprentices were hired as early as 1901, but there was no schooling involved at that time.)

In 2010, the Southwest Regional Apprentice School at Naval Air Station, North Island in San Diego opened. The school began with an inaugural class of 24 apprentices. This partnership with Southwest Regional Maintenance Center, Fleet Readiness Center Southwest, Portsmouth Naval Shipyard and Southwestern College helped create the first regional apprenticeship program in the southwest, developing highly skilled, journey-level workers and leaders.

For 115 years — from early apprentices Herman Petersen and Oscar Martin to current day apprentices Mitch Watland and Joe Campbell (re-enacting the historical pose) — men and women have learned skilled trades through this successful program.

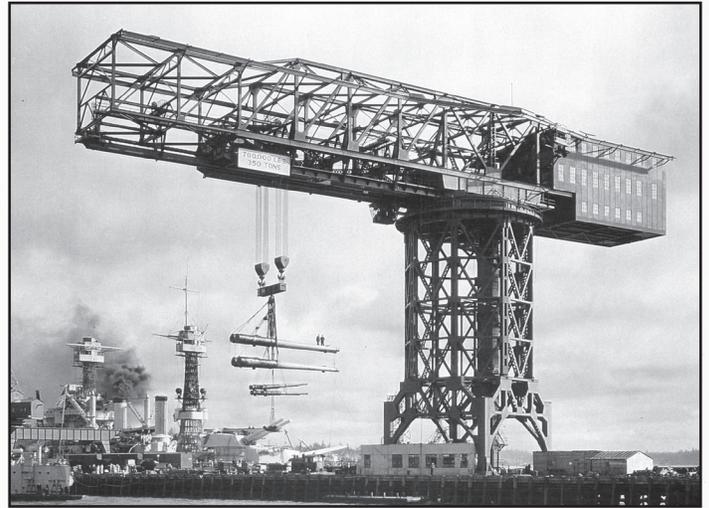
1921 - 1949

Two dry docks increased the Shipyard's capabilities during this period — Dry Dock 4 in October 1940 and Dry Dock 5 in December 1942.

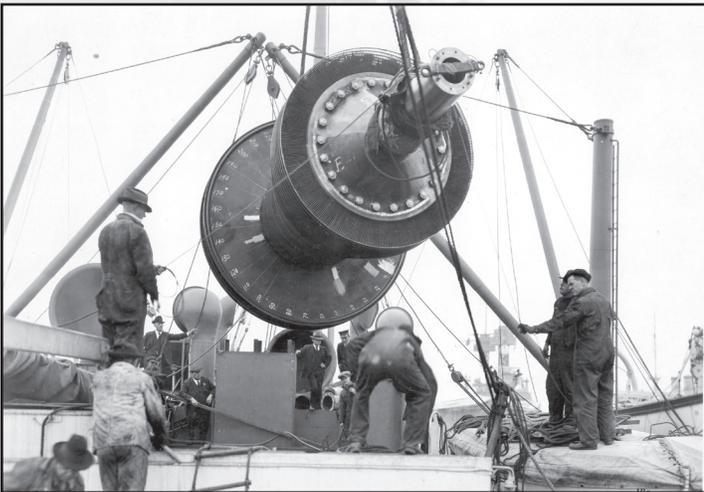
During World War II, the Shipyard serviced nearly one-third of the entire U.S. Navy fleet. Hundreds of U.S. and allied ships were repaired, overhauled and refitted, including 26 battleships, 18 aircraft carriers, 13 cruisers and 79 destroyers. The Shipyard also repaired and modernized the five surviving battleships from the attack on Pearl Harbor in 1941.

This work took extensive manning — more than 33,000 employees — so many that temporary housing areas were set up around the county.

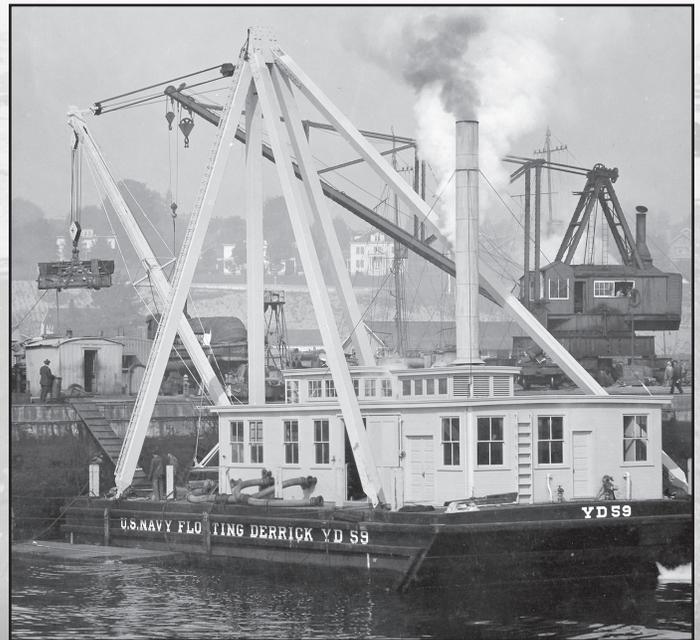
Following World War II, Navy Yard Puget Sound was designated Puget Sound Naval Shipyard.



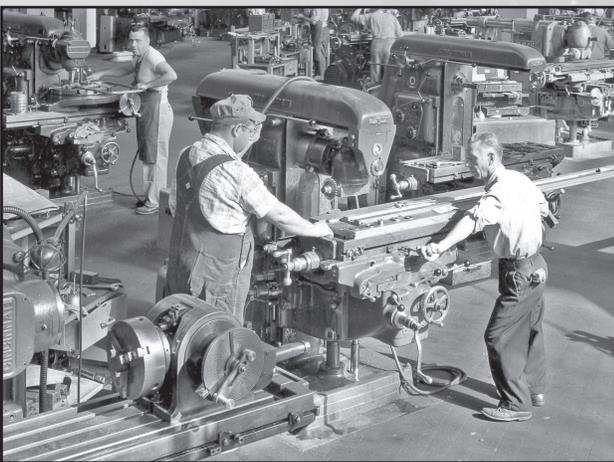
1933—The Hammerhead Crane lifts a test load of 14-inch guns, six-inch guns, and pieces of armor plate.



1922—A main turbine rotor is suspended from a 50-ton crane over an engine room hatch and is ready for installation.



1921—A floating crane is used to lift materials to the pier in preparation of work.



1934—Employees work inside the main floor production area in Building 431, Machine Shop. At the time the building, with approximately 12 acres of laydown space, was the largest machine shop west of the Mississippi river.

Did you know?

- The Hammerhead Crane was built in 1933. Capable of lifting 250 gross tons, this became a significant capability for battleship repair and allowed the Navy Yard to become the leading repair yard on the West Coast for capital ships.
- Farragut Avenue was named after a Civil War hero, Adm. David Glasgow Farragut. Farragut was the first in the U.S. Navy to become Rear Admiral, Vice Admiral and then Admiral. He is also credited with the famously paraphrased words "Damn the torpedoes, full speed ahead!"



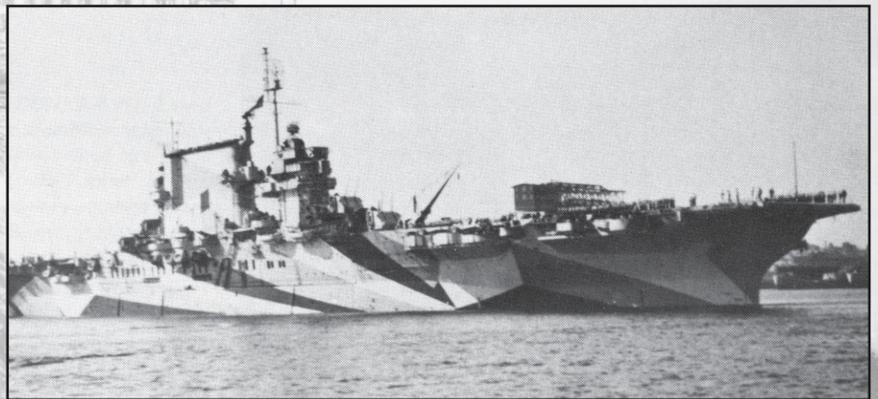
1942—During a drill, smoke from a smoke screen created to conceal ships' positions partially covers Farragut Ave.



1942— Air raid shelters were set up in the basements of Buildings 290 and 467 and yard personnel took part in air raid drills as part of a contingency plan.



1945—An employee works with a countersink sharpening fixture, which was developed and built by Shop 06.



1944—USS Saratoga (CV 3), sports camouflage war paint as she leaves the Shipyard in September 1944 after receiving repairs from storm damage she received.



1945—Apprentice Program graduates Frank Hudson and Bill Hendry joined the Navy and served on-board USS Puget Sound (CVE 113), built in Tacoma.

A date that will live in infamy ...

Puget Sound Navy Yard 9-2-41 285M
INCOMING DESPATCH

PUGET SOUND NAVY YARD

RD3IND RD1SYD RD13NX RDGBI L Z F 5L. 071830 CSQ TART O BT
AIRRAID ON PEARLHARBOR X THIS IS NO DRILL...

COMMUNICATION OFFICE
PSNY

1941 DEC 7 20:30

1941 - The despatch (sic) received at Puget Sound Navy Yard on Dec. 7.

1950 - 1979

The Shipyard's major effort during the fifties was the extensive program of converting aircraft carriers' conventional flight decks to angle decks as the Navy entered the era of jet-powered aircraft.

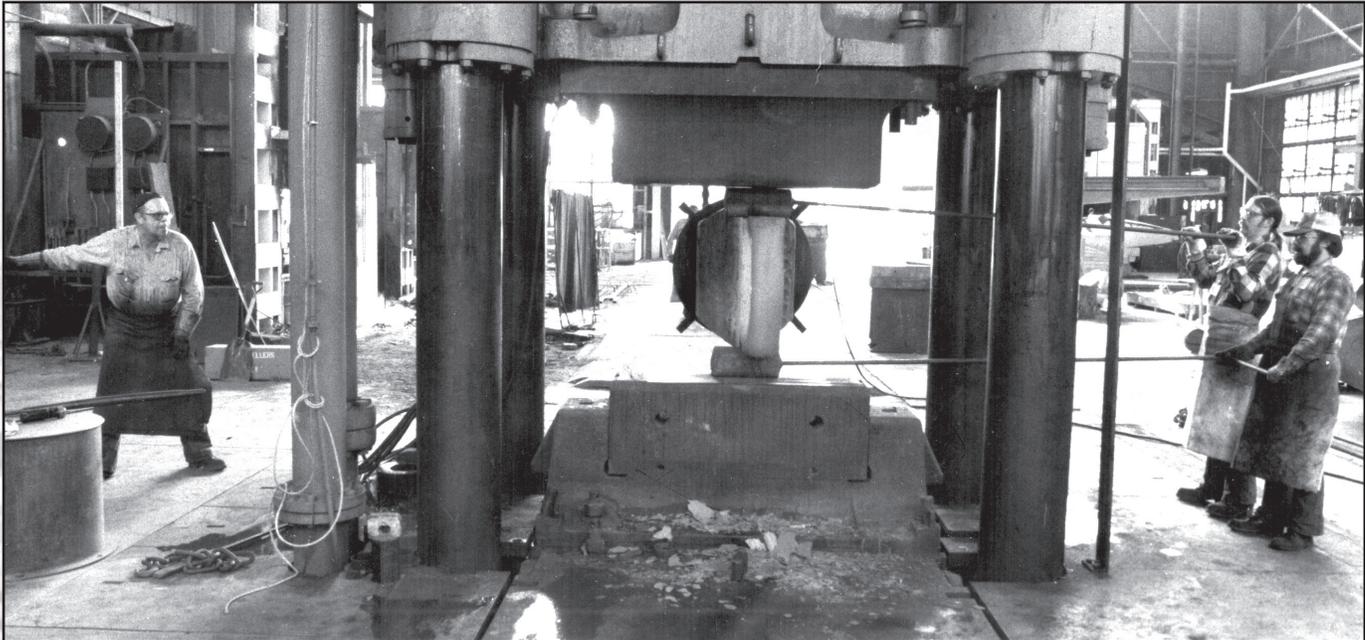
With the start of the Korean conflict, the Shipyard was busy in the reactivation of ships and the construction of the new Coontz class of guided missile frigates.

In 1961, PSNS was designated as a repair yard for nuclear-powered submarines, including the overhaul of fleet ballistic missile submarines.

USS Enterprise (CVN 65), the Navy's first nuclear-powered aircraft carrier, entered the Shipyard in January 1979 for an intensive conversion overhaul.



1957—Production workers apply woven roving to the outside skin of a small boat.



1951—Workers in the Heavy Forge shop use fullers to shape a large wrench out of a hot piece of metal on the 2000-ton press machine in Building 469.



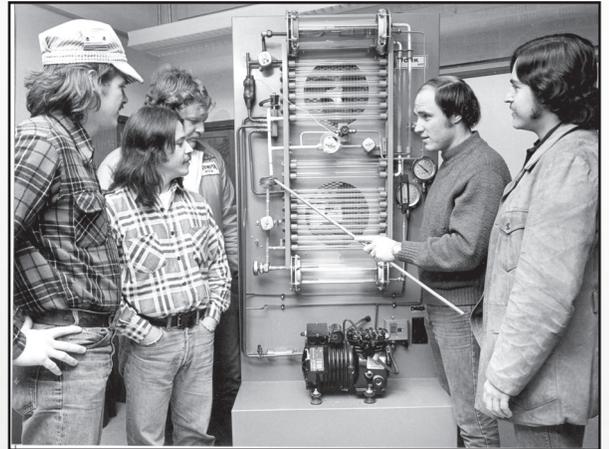
1950—An administrative assistant sorts through and organizes documents.

Did you know?

- The arrival of USS Truxtun (DLGN 35) on Sept. 1, 1967 marked the beginning of the Shipyard's work on nuclear-powered surface ships.
- The keel was laid on June 30 for the first ship built in Dry Dock 4, USS Sacramento (AOE 1). When complete, Sacramento was the largest ship built on the west coast.



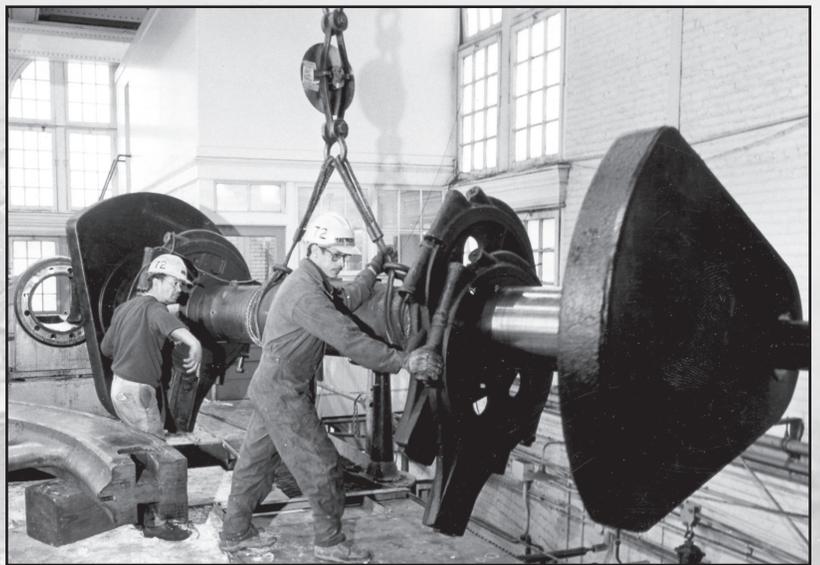
1962—Personnel in the Planning Department work on engineering and planning tasks.



1968—Machine shop personnel discuss a project.



1968—Shop 56 production workers make adjustments to piping during maintenance.



1979—Shop 72 riggers guide and position equipment during a lift.



1955—The waterfront, on a day when aircraft carriers were moored at several piers.

Did you know?

- PSNS Dry Dock 6 is capable of holding 88 million gallons of water. Construction was completed in 1962 and it remains the Navy's largest dry dock on the west coast. Four gigantic pumps allow Shipyard workers to fill or drain Dry Dock 6 in just a few hours.
- The first Ballistic Missile Submarine to be overhauled at PSNS was USS John Adams (SSBN 620). The Shipyard began work on Aug. 1, 1968.
- The last ship to be built and commissioned at PSNS was USS Detroit (AOE 4) in 1970. When the Shipyard ended its ship construction program, a total of 85 ships had been built.

1980 - 2010

During the 1980's and 1990's, ships of many classes appeared on the Shipyard's waterfront. Most of the workload consisted of submarine overhauls, however, there were several surface ships that underwent overhauls as well.

In 1985, the Navy authorized a program for PSNS to recycle nuclear-powered submarines.

In 1990, the U.S. Navy extended the program to recycle nuclear powered ships at PSNS. The process placed the U.S. Navy in the role of being the world's only organization to design, build, operate, and recycle nuclear powered ships.



San Diego—Apprentices with the Southwest Regional Apprentice School train on equipment as part of the program.



Bangor—Electrician's Mate 2nd Class Katherine Earls, with IMF Bangor's Shop 51A, is setting air gaps for pole pieces.



Yokosuka—Dave Shirley, a PSNS & IMF electrical shop team leader, deployed with the aircraft carrier USS George Washington (CVN 73), helps two Sailors inspect electrical wires in the self-service laundry facilities.



Everett—Sailors and civilians work on a rigging mock-up lab that Everett's Corrosion Control Division (Code 453/R5 Shop) created. The division is comprised of a group of civilians and Sailors, eager to create new strategies to eliminate rigging inefficiencies onboard Everett's surface ships.

One team, many locations

In 1998, PSNS stood up a detachment in San Diego at Naval Air Station North Island.

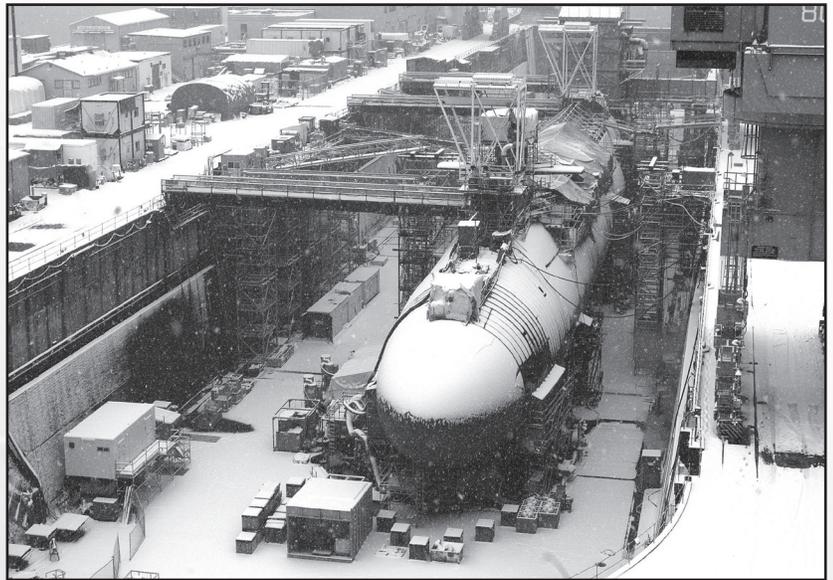
Also in 1998, Trident Refit Facility, Bangor consolidated with Shore Intermediate Maintenance Activity at Everett and Bremerton, to become Naval Intermediate Maintenance Facility Pacific Northwest. This laid the groundwork for the 2003 consolidation with the shipyard to form PSNS & IMF—allowing

the Navy to accomplish the highest priority, real-time ship maintenance requirements while achieving the maximum maintenance effort possible.

Then in 2007, PSNS & IMF stood up a detachment in Yokosuka, Japan, allowing the Command to maintain the Navy's forward deployed nuclear powered aircraft carrier.



1990—An employee works on a section of the hull of a submarine being inactivated and recycled. Recycling was a large part of the workload during the 1990's.

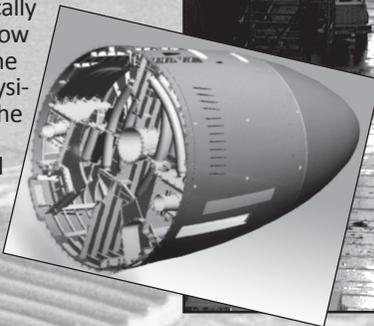
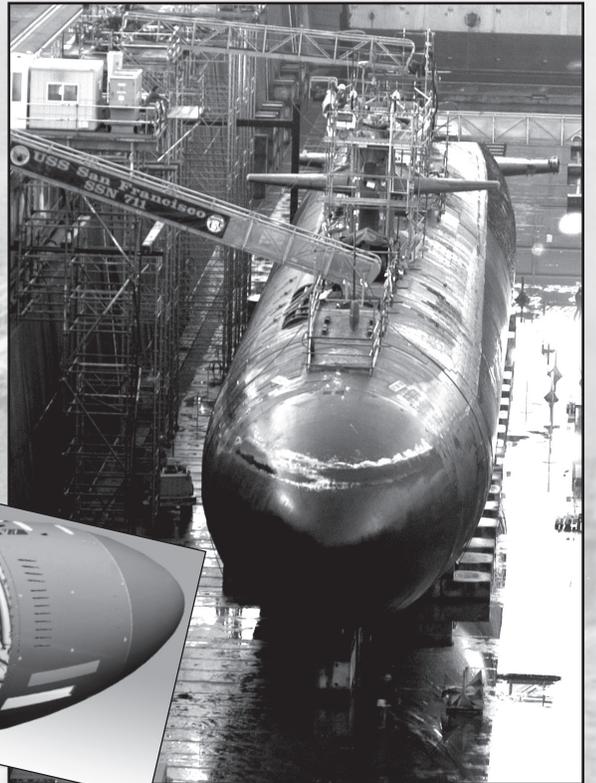


2005— USS Ohio (SSBN 726) completed conversion to a guided missile submarine in December.



2004—Building 50, the naval station's original Administration Building, was moved to its current location just outside of Bremerton gate near Harborside Fountain Park. It is now home to the Puget Sound Navy Museum.

After USS San Francisco (SSN 711) ran aground in 2005, she came to the Shipyard for extensive repairs. The decision was made to replace her damaged bow with that of the decommissioned USS Honolulu (SSN 718). The challenging work involved cutting more than one million pounds from Honolulu's forward ballast tanks and sonar sphere, then using computer-generated models to electronically join the bow prior to the actual physical join. The work was successful and San Francisco rejoined the fleet in 2009.



Did you know?



- On Aug. 27, 1992, the Shipyard's Controlled Industrial Area was designated as a National Historic Landmark under the theme "World War II in the Pacific."
- April 12, 2006, OSHA designates the Shipyard as a Voluntary Protection Program Star Site. The Shipyard is recertified in 2009 and 2014.
- In 2007 the Moonshine Lab is established at the Shipyard. The Lab provides the infrastructure for employee innovation by developing rapid prototypes to try out an idea. This includes funding, people, and a place with tools and equipment for real production problem-solving by directly supporting employee ideas. The Moonshine Team is made up of a cross-section of trades craftsmen and engineers that team up with any employee with an idea or problem to solve. In 2009 the lab expanded to Bangor.

2011 - 2016

... and into the future

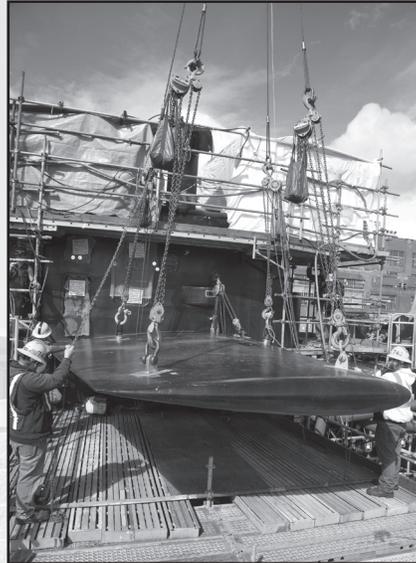
What does the future hold for PSNS & IMF? No one can really say, but one thing we know for sure is that the workforce will continue to be the Shipyard's greatest asset. PSNS & IMF's future will be forged with the dedication and talent of people who take pride in successfully accomplishing the work, the mission. They are the future, they are PSNS & IMF.

Rear Adm. David Kriete, Commander, Submarine Group Nine, on the Engineering Refueling Overhaul of USS Nebraska (SSBN 739):

"This milestone was only achieved through the dedication, skill and hard work of the crew and the men and women assigned to PSNS & IMF. Other countries around the world, including potential adversaries, read about this refueling overhaul and understand that the United States' ability to maintain a highly capable force of credible, survivable SSBNs on patrol over the course of decades is unmatched."

Capt. David A. Lausman, Commanding Officer, USS George Washington (CVN 73), on the deployment of PSNS & IMF personnel following the Japan earthquake:

"I continue to be amazed each and every day we are at sea by what our Sailors and these civilian craftsmen are accomplishing. They are working around the clock, putting their heart and soul into their work, and I couldn't be prouder to call them shipmates."



2016—On July 8, USS Michigan (SSGN 727) undocked as a major step forward in the boat's Major Maintenance Period that began August 2015. The work included the historic installation of the first submarine living quarters for enlisted female Sailors.



2011—On March 21, USS George Washington (CVN 73) got underway following an earthquake in Japan. PSNS & IMF deployed more than 460 project personnel and Yokosuka detachment workers to continue the ship's Selected Restricted Availability, which was completed ahead of the projected end date.

Did you know?

- 2010 - The Diversity Leadership Council was founded. The council focuses primarily on improving recruitment, hiring, professional growth, retention, outreach, accountability and awareness.
- 2012- The NBK Infant & Toddler Center opened. It was developed in response to a PSNS & IMF survey showing unresolved concerns regarding child care in relation to unplanned leave and loss of productivity.
- 2012- The Pier Bravo construction—a collaboration between PSNS & IMF, NAVFAC and NBK—made the new pier longer and stronger and includes enhanced efficiencies, allowing the Command to provide essential services to aircraft carriers during availabilities.
- 2013- On Nov. 15, PSNS & IMF received NAVSEA approval to establish a Product Line/Project Management construct today known as the Naval Shipyard Maintenance System, or NSMS.

**Anthony Figueras Jr.
Anthony Figueras**



**Seth Coleman
Leslie Malhiot**



**Donna Park
Samantha Nachbar
Karen Pitt
Bill Barr**



**Steve Geier
Jeremy Geier
Michael Geier**



**Paul
Sherman**



**Brandon Coyle
Juanita Coyle
Dale Coyle**



**Hanna Cornelison
Johnny Cornelison**



**Erin Mollier
Anna Carter**



Five-generation families

Four-generation families

- 1: Luciano Topas
- 2: Ciriaco P. Pena, Shop 51 & 99
- 3: Davos L. Figueras, Shop 56
- 4: Anthony M. Figueras, Shop 71
- 4: Roberto D. Figueras, Code 740
- 4: Carlos X. Figueras, Code 106
- 5: Anthony M. Figueras Jr., Shop 06

- 1: Great Grandfather, Cranes
- 2: Grandfather, Shop 38
- 3: Grandfather, Shop 17
- 4: Father, Shop 56
- 5: Paul Sherman, Shop 31

- 1: Edward C. Edmonds
- 2: John Edmonds Sr.
- 3: Edward C. Edmonds
- 3: John Edmonds Jr.
- 4: Leslie (Edmonds) Malhiot
- 4: Michael Edmonds
- 4: Vickie (Edmonds) Shelly
- 5: Seth Coleman
- 5: Justin Dillon
- 5: Brynn Cates

- 1: Robert Scott, Shop 38
- 1: Mildred Scott, Shop 11
- 1: Victor Pitt, Shop 26
- 1: Betha Pitt, Shop 26
- 2: Mary Pitt, Shop 26
- 2: Warren Pitt, Shop 38
- 2: Bob Haskins, Shop 11
- 2: Leattle Haskins, Shop 26
- 3: Donna Park, Code 610.1
- 3: Karen Pitt, Code 105
- 3: Gary Lanskey, Shop 64
- 3: Donald Park, Shop 64
- 3: Louise Fattrusso, Shop 26
- 4: Bill Barr, Code 105
- 4: Zach Neal, Shop 64
- 4: David Lanskey, Shop 51
- 4: Billy Nicholson, Shop 71
- 4: Samantha Nachbar, Code 1000

- 1: George Worland
- 2: Lawrence Worland
- 2: George Worland
- 2: Teckla Sutherland
- 2: John Worland
- 3: Edward Worland
- 4: Dale Coyle
- 4: Juanita Coyle
- 5: Brandon Coyle

- 1: James Strickland, Boiler Tech
- 2: Floyd Strickland, Shop 64
- 3: Mari Cornelison, Shop 56
- 4: Hannah Cornelison, Shop 31

- 1: Burns Kvistad
- 2: Bonnie Culhane, S/56
- 2: Oscar Kvistad
- 3: Rosemary Faber
- 4: Anna Carter
- 5: Erin Mollier

- 1: Carl J. Geier, Shop 56
- 2: Gordon W. Geier, Shop 56
- 3: Steven Geier, Shop 31
- 4: Michael B. Geier, Shop 31
- 4: Jeremy T. Geier, Code 730



Oldest/(One of the) newest active badge numbers

Allan Botsford, Code 300, badge #133*** started work at the Shipyard in January 1966. For his first 25 years he was a welder. Now, 50 years later, Botsford is a Code 300 ship safety technician.

Kathrin Klemm, Code 250.3, badge #193*** started work at the Shipyard in August, 2016.

Milestones

Editor's note: Family history about shops and trades is as complete as the family knew at the time of publication.

To our past, present
and future
teammates—thank you
for your service.

