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The Maintainer is the official Mid-Atlantic Regional Maintenance Center publication. All comments of this publication do not necessarily reflect the official views of the Department of the Navy. This is a monthly newsletter and the deadline for submission of articles is the fifth of each month. Correspondence should be directed to Public Affairs, Code 1100P, Building LF-18 or email: MARMC_NRFK_1100P_PUBLIC_AFFAIRS@navy.mil.

Captain Lannamann

STRAIGHT TALK WITH

Greetings Team MARMC,

We have had a fast start to the year with several high visibility ships garnering our attention. USS Bataan (LHD 5) recently completed sea trials and will begin a compressed basic phase in order to return her to meet deployment expectations later this year. Bataan’s availability was challenging and our team encountered many obstacles along the way, but they continued to push every single day in order to get this asset mission ready. I anticipate the same effort and focus will be applied during her very large Continuous

Naval Operation’s Design for Maritime Strategy and Vice Adm. Moore’s updates to the Naval Sea Systems Command Strategic Business Plan, for a faster, better and smarter approach to the way we fix and utilize ships in the fleet. We at MARMC know how tough it is to meet end of availability deadlines and with our leadership asking for improvements of five percent or better in the coming years, we will continue to feel the pressure of making timely decisions and the criticality of executing work right the first time without mishaps. We want the ships in our purview to leave fully mission ready

our corrective actions at this point, and by the time I brief Rear Adm. Downey, I hope to have more of those corrective practices in place. Even though we are close to completing our homework from this past IG, that doesn’t mean we stop improving. I ask that you all be vigilant in your daily activities and make improvements when and where they are needed and not just during our assessment cycles.

I had the pleasure of having two officers shadow me the first week of March as part of their Engineering Duty Officer qualification. Some of you may have seen us touring USS Oscar Austin (DDG 79), USS Mesa Verde (LPD 19) and visiting various spaces throughout the command. It is always a privilege to share what I have learned with up and coming Sailors and this was no different.

Significant issues with the quality of service provided to our service members that live in government or public-private venture quarters (housing and barracks) have been recently raised to the attention of Congressional and Department of Defense leaders. I remind you that an avenue to problem resolution, that’s always available to you, is the use of your chain of command. Your leadership, including myself, cannot help correct basic housing necessities of life, such as heat, clean water, functional plumbing and security, if we are not asked. Please let your chain of command know if you are facing housing issues and we will help correct the situation.

At the end of February, I took some much needed leave to visit family in Maine. I say this to remind all of you that it is important to take time-off for yourself. You have earned your leave and I know our daily business is stressful. Everyone deserves down time to relax and share time with friends and family. We can’t expect anyone to be at their best if they are over worked. Please find time this year that is appropriate for you and enjoy some hard earned leave!

Sincerely,
Capt. Dan Lannamann

“ The week of March 18, will begin MARMC’s week long Fleet Maintenance Activity Assessment (FMAA). This is an excellent opportunity to evaluate where we are now in comparison to where we were two years ago regarding our compliance with the Joint Fleet Maintenance Manual.

Maintenance Availability package, which is already underway.

USS Leyte Gulf (CG 55) collided with a tanker during this year’s Composite Training Unit Exercise (COMPTUEX). After receiving some minor repairs at South East Regional Maintenance Center to get her through the remainder of COMPTUEX, she is back in Norfolk and we are tasked with making sure she is repaired well enough to make it through her upcoming deployment. A lot of attention will be on Leyte Gulf over the next couple of weeks, but I know our team will do what is necessary to make sure she is ready to deploy when the time comes.

Three docking availabilities were recently awarded in our region, USS Bulkeley (DDG 84), USS Arleigh Burke (DDG 51) and USS Gunston Hall (LSD 44). Gunston Hall was awarded to Marine Hydraulics International in a partnership with Colonna’s Shipyard. This will be the first time docking for an LSD at that shipyard. These three ships were awarded later than expected and with port loading in the region once again at capacity, we are asking some of the smaller yards to be creative and take on work they may not have had in the past. There is a big push through the Chief of

and not hampered by restrictions to their carrying capacity, travel speed or anything else that would otherwise prevent the ship from optimal performance. It is a huge undertaking ensuring timely and cost effective maintenance and modernization, but that is the challenge our command has always been presented with and we will, no doubt, continue to find ways to get the job done.

The week of March 18, will begin MARMC’s week long Fleet Maintenance Activity Assessment (FMAA). This is an excellent opportunity to evaluate where we are now in comparison to where we were two years ago regarding our compliance with the Joint Fleet Maintenance Manual. We have had a lot of our folks putting a great deal of preparation into making sure this assessment goes well. I anticipate that we will knock it out of the park. It will be a busy week and I ask those of you who are participating in the assessment to be patient and flexible when you are called upon.

On the heels of the FMAA, I will be briefing Rear Adm. Downey on our final corrective actions from the Inspector General Inspection (IG) we underwent last year. We have implemented over 80 percent of

CHALLENGE THE NORM



Notes from the Executive Director

The month of March brings Mid-Atlantic Regional Maintenance Center's (MARMC) biannual Fleet Maintenance Activity Assessment (FMAA). The command will be hosting members of Commander, Navy Regional Maintenance Center (CNRMC) along with other members of the RMC community to take a deep dive into our practices and daily routines. Throughout the years, our team has learned that these assessments have certain expectations; some of which take a look at various functions we may perform that no longer contribute to our overall mission. You may find that your shop or office is being graded on some of these outdated practices during the upcoming assessment and this is a great way to challenge the norm. Those individuals who are performing the assessment are operating under a norm, which is their assessment checklist, but I empower you to take a close look at the areas you are being assessed. If there are processes

“ Our work load and the expectations big Navy have placed on us over the last few years have grown immensely. Part of that has to do with the expanding fleet, but the other part is that MARMC never fails to deliver.

that are no longer useful or outdated, challenge it! This can start a dialogue between you and the assessment team that will hopefully drive their expectations back to focusing more directly on those functions that truly support our mission. Show them improvements and new processes you may have in place to meet the same goals. As all MARMC employees know, we have more than enough work to go around and we don't need to be using our valuable time on practices that are not proving useful. This may be in the form of reports, graphs and metrics that you are compiling that you feel are not effective or if they are not being utilized and have out lived their usefulness, bring that up and challenge the requirement. This FMAA provides a great opportunity for us to make adjustments and realign our efforts to make our workflow more productive.

Be mindful of your approach when interacting with the FMAA assessment team, but feel comfortable enough to ask questions and explain your ideas of process improvement. Don't be afraid to tell the truth if you feel strongly about the efficiency of something that is being inspected – let the assessment team know. Some

of the assessors may not have experience operating in the field and may only be working off their checklists. This is your chance to educate them and give valuable insight into why things might need to be approached differently in the future.

For the past few years, MARMC has continuously been working toward hiring critical people to fill very important job vacancies. We have a vast network of support staff at the command and sometimes their efforts can be duplicative across any given department. If we can consolidate those duties and then leverage some of that talent back out to areas of critical focus such as Shipbuilding Specialists, Contracting Specialists, Quality Assurance or Travel personnel, we may see greater gains in our team's effectiveness. I would like to see us collectively push to make all our jobs align more directly with fixing ships. If it is tough for you to find a direct tie between what you do and how it impacts fixing ships on the waterfront, then challenge yourself – get yourself closer to the mission. We have folks who are working overtime performing fleet maintenance and if we can all pitch in to give them some relief when they need it, we can and will see greater rewards for our efforts.

During the first two months of the year MARMC rolled out its annual Defense Equal Opportunity Management Institute (DEOMI) survey. This is another tool that you can utilize to challenge the norm. Some of the feedback that I have seen from the DEOMI survey has been doing exactly that. Any time you are asked for feedback whether it is the DEOMI survey, a Work Improvement Note, a Forwarding Availability Improvement Lesson, a comment in the Commanding Officer's suggestion box or even posting a suggestion to the idea boards – those are all ways you can challenge the norm. Ask questions, share ideas be an agent of change if the status quo isn't working any longer.

Our work load and the expectations big Navy have placed on us over the last few years have grown immensely. Part of that has to do with the expanding fleet, but the other part is that MARMC never fails to deliver. Without even knowing it, many of you have been challenging the norm since day one on the job. It is the pedigree that we seek out to hire here at MARMC. We want and need the best and that is the only way we will continue to be as successful as we have been. Remember, you are a leader and when you see something that doesn't seem quite right, say something – CHALLENGE THE NORM!



Team MARMC,

Over the last couple of weeks, we have hosted the advancement exams in the Command Breakroom in Building LF-18 – great teamwork from everyone to make that happen once again at Mid-Atlantic Regional Maintenance Center (MARMC). A lot of work went into making this a success. An official Second Class Petty Officers Association has been officially stood-up here at MARMC. The mission is to help our Navy's future by making a positive impact on all junior Sailors, peers and within the local community. It's exciting to see the enhanced morale of the team. First Class board eligible results are out, it's time to ensure you have your package ready to send to Navy Personnel Command.

The Chief Petty Officer's birthday is coming up on April 1, where we will celebrate 126 years of the Chief. The fouled anchor has long been the symbol of the Chief Petty Officer. In terms of the Chief, the fouled anchor symbolizes the trials and tribulations that every Chief Petty Officer must endure on a daily basis. Attached to the Anchor is a length of chain and the letters U.S.N. To the novice, the anchor, chain and letters only identify a Chief

Petty Officer of the United States Navy, but, to a Chief, these have a more noble and glorious meaning. The "U" stands for Unity, which reminds us of cooperation, maintaining harmony and continuity of purpose and action. The "S" stands for Service, which reminds us of service to our God, our fellow man and our Navy. The "N" stands for Navigation, which reminds us to keep ourselves on a true course so that we may walk upright before God and man in our transactions with all mankind, but especially with our fellow Chiefs. The Chain is symbolic of flexibility and reminds us of the chain of life that we forge day by day, link by link and may it be forged with Honor, Morality and Virtue. Navy Chief – Navy Pride!

CMC Final Word:

Spring break is around the corner and I know many of you will be taking time-off to spend with your kids. Our challenge is for you to apply Operational Risk Management to all activities. Please enjoy the time with your family and be safe. If you need help for any reason, please reach out to your immediate chain of command. If you need me for anything, come by my office located in Building CEP-200, or call me at 400-2488.

ASBP Blood Drive Sponsored by MARMC

Wednesday, March 27 • 0830–1230 • Registration on Main Street in CEP-200

Please help support our deployed service members and hospital patients.

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Contact Ralph.K.Peters.civ@mail.mil for questions.

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MARMC VLS Branch Makes Emergent Repairs to USS GONZALEZ

By Steve White, Public Affairs Specialist

Mid-Atlantic Regional Maintenance Center's (MARMC) Vertical Launch System (VLS) Branch sure knows how to spend a Friday night. It was late afternoon on March 1, when the VLS Branch Head, John Rivera received an urgent phone call from the Executive Officer (XO) of USS Gonzalez (DDG 66).

Gonzalez was performing its final ordnance on-load at Yorktown Naval Weapons Station, Yorktown, Virginia, in preparation for its upcoming deployment. The ship was in the process of on-loading ordnance canisters into the aft VLS launcher when a "canister present switch" was inoperable due to mechanical failure.

"When a canister is lowered into the VLS launcher and properly stowed, it makes the switch and completes the circuit in order to tell the ship's weapons control system that the launcher is loaded and operational," said Rivera. "These micro-switches are supposed to close the circuit to the launcher.

When the switch is functioning correctly, it sends a signal allowing the module to communicate with equipment upstream.

The ordnance is contained in a canister, with eight canisters per module. Depending on where the launcher is located, there can be four to eight modules in each launcher. When this type of set switch is not operating, all associated ordnance within that module are not available due to the safety interlock.

Once Rivera received the call from

Gonzalez XO, he promptly called one of his VLS certified Systems Maintenance Technician, Bill Crandall. Crandall was already off work and at home for the evening when he received the call for the tech assist. He immediately responded to get parts and tools and was onboard Gonzalez shortly thereafter. He proceeded to troubleshoot the problem and quickly isolated the issue.

"This was a classic tech assist," Rivera said. "Our technician was able to troubleshoot, make the repair and test it, enabling the ship to complete the ordnance on-load and depart for Naval Station Norfolk as scheduled the next day."

"The VLS system is the main battery of the ship," continued Rivera. "Without the VLS, it's nothing more than a cruise ship. Any impact to the missile launchers is a big deal. Bill really stepped up to the plate on this one. Just because it was so late in the day and the need for a quick turnaround – he had to get it done because they were completing loading the next morning and getting underway. It wasn't one of those cases where we could say 'can it wait till morning?' Yorktown has certain restrictions as to when ships can arrive and depart, so there was a very small window. The last thing the ship wanted to do was return to Yorktown a second time."

"Upon inspection of the broken components, it was clear to see that the switch used to provide the missile canister present switch had been sheared off," Crandall said. "I directed ship's force

(S/F) to print the maintenance card that directs the repair and to get danger tags approved to de-energize the system."

Once the system was properly tagged out, Crandall was able to crawl into the missile plenum and remove and replace the damaged switch. Once the repair was completed, the danger tags were cleared and the system reenergized. Operational tests determined the switch was once again operable, allowing the ship to load their remaining missiles, and depart the Weapons Station for Naval Station Norfolk.

The next day, after the ship had docked at Naval Station Norfolk, Gonzalez couldn't "see" one of the missiles. The operational tests revealed an issue with the forward VLS launcher. S/F suspected it could be a bad umbilical cable on their forward launcher. VLS certified SMT technician Rob Gjeldum followed up with the ship.

"There were a few things we did to troubleshoot," said Gjeldum. "The ship wasn't 100 percent certain that the umbilical cable was the problem, they assumed it was, but we checked some other components before we got to that point in the troubleshooting. They were correct, and we identified a bad umbilical cable, then provided, replaced and tested the system, restoring the VLS system to full operation."

Thanks to the technical expertise, depth of knowledge and "can do" attitude of MARMC's VLS team, Gonzalez is once again making preparations for its upcoming deployment.

ATLANTIC OCEAN (Nov. 4, 2018) The Arleigh Burke-class guided-missile destroyer USS Gonzalez (DDG 66) transits the Atlantic Ocean while participating in exercise Surface Warfare Advanced Tactical Training (SWATT). Abraham Lincoln Carrier Strike Group (CSG) cruiser-destroyer (CRUDESS) units are completing the first East Coast CRUDESS SWATT exercise. SWATT is led by the Naval Surface and Mine Warfighting Development Center (SMWDC) and is designed to increase warfighting proficiency, lethality, and interoperability of participating units. (U.S. Navy photo by Mass Communication Specialist 3rd Class Jesse Marquez Magallanes/Released)



Bataan Overcomes Obstacles, Successfully Completes PMA

By Hendrick Dickson, MARMC Public Affairs Specialist



The Wasp-class amphibious assault ship USS Bataan (LHD 5) returned to the fleet March 2, after completing a 16-month Phased Maintenance Availability (PMA).

Mid-Atlantic Regional Maintenance Center (MARMC) provided oversight for the availability, which began in November 2017, contracted to BAE Systems Ship Repair in Norfolk, Virginia.

The final work package included; 18-month and 5-year boiler inspections and repairs, stern gate ram repairs,

“Despite the obstacles the entire team was able to come together – the maintenance team, S/F and contractors – to deliver Bataan back to the fleet operational ready.”

structural repairs, and flight deck non-skid replacement and other major projects.

The initial cost of the availability nearly doubled after the addition and completion of all growth work.

“Some of the biggest cost drivers were the boilers and tank repairs and No. 5 and No. 6 fire pumps,” said Project Manager Todd Sandhoff. “Also, we had to use cofferdams for some of the structural repairs.”

The availability was originally scheduled to end in July 2018, however; it was delayed several times due to port-loading issues and some fiscal constraints – something the maintenance team recognized from the start.

“We were initially funded with fiscal year 2017 dollars because the award date was before October, which put us in a very precarious situation in that we only had a small percentage of funds available for growth work,” said Sandhoff. “Typically, we put away 15 percent for the total cost. That was a concern from the very beginning.”

When an availability is hamstrung dealing with these obstacles, it often puts stress on the maintenance team, contractors and ship’s force (S/F) as well. It has a lasting impact on scheduling.

“Part of the issue with the manning and fiscal shortfalls is it delays the discovery of growth work,” he said. “You can’t tell what growth work needs to be done if you can’t get the personnel you need to do the work to begin with. Then everything gets pushed back. It’s like a domino effect.”

This availability was also the first time a large deck amphibious ship conducted a Chief of Naval Operation’s availability under a firm-fixed price contract. While firm-fixed contracts put more emphasis on cost-saving rather than scheduling, it presented more administrative and logistical challenges for the maintenance team.

“Because it was firm-fixed price, the government was responsible for providing most of the material,” said Project Officer Lt. Andre Byrd. “There were many problems that stemmed from this requirement including; not having all the material we needed to perform the job. Using upward obligations to procure the material also was a big challenge due to the fact that it can be a 60-day process or more once a certain dollar threshold is eclipsed.”

Sandhoff said the most important thing for the team when dealing with an availability that throws a lot of different hurdles at you, is to stay positive and stay

the course.

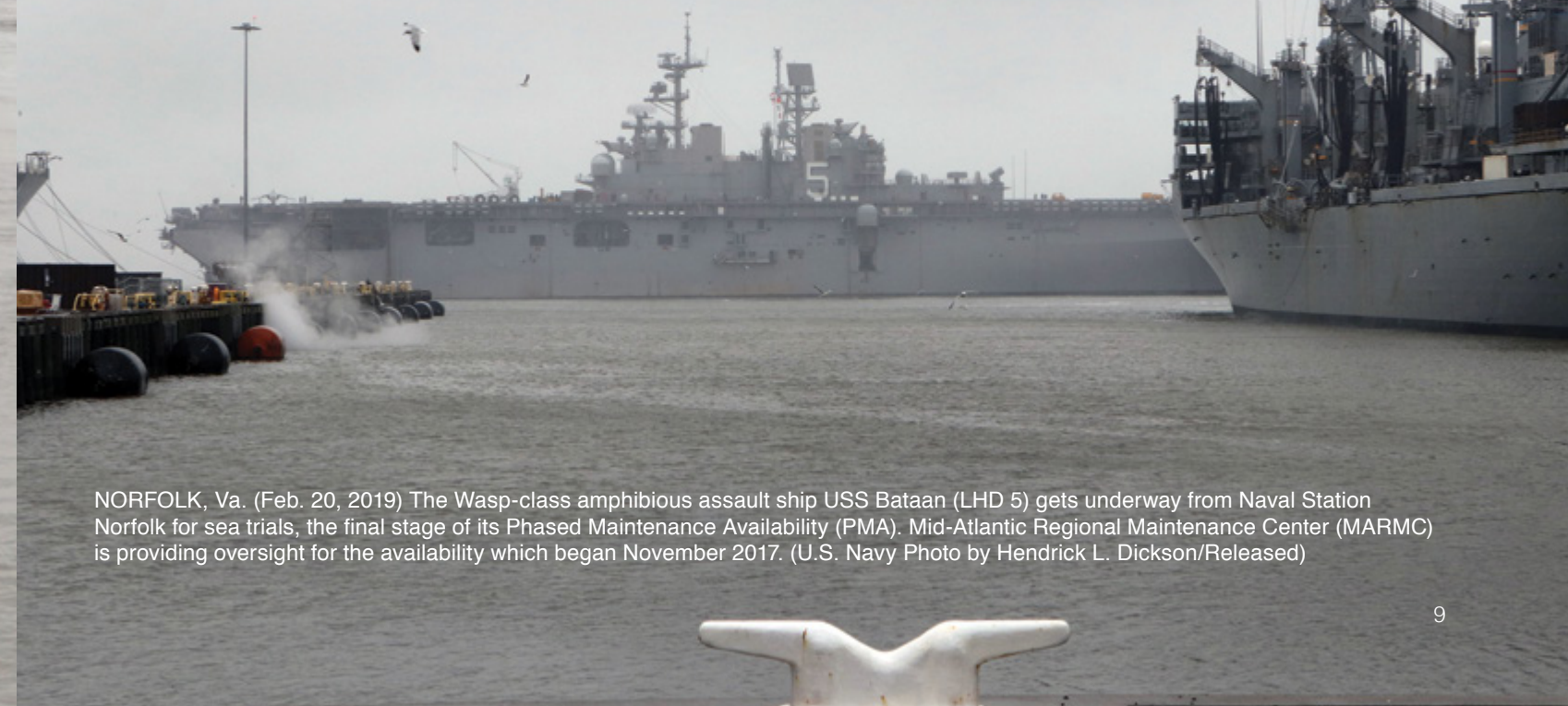
“You have to remain professional and don’t let your emotions overcome you,” he said. “As the managers of the availability, we have to be firm and fair with the contractors, and make sure they understand the ramifications. We have to remember that they don’t like to be behind the power curve any more than we do.”

Experience is also key in overcoming the pitfalls of an extended availability. Many members relied on their military background to inspire them to stay focused on the mission of getting the ship back to sea.

“As a prior Sailor, and an American, making sure Sailors receive a quality product at the end of the availability is the most important thing,” added Shipbuilding Specialist (SBS) Alex Lopez. “We want to make sure they have the ability and the confidence to go out and stand their watch properly and safely to keep our nation safe.”

Despite the obstacles the entire team was able to come together – the maintenance team, S/F and contractors – to deliver Bataan back to the fleet operational ready. Reflecting on the enormous undertaking, the team has many reasons to feel pride.

“With hard work from the ship; they will be able to meet all their training goals and perform as required in the fleet,” said SBS Don McDougal. “This availability had 226 specification items, 110 new work items, 3,000 condition found reports, 730 request for contract changes (RCC’s) and 118 corrective action reports. This was a lot of work completed. I feel proud and confident in our team’s accomplishment.”



NORFOLK, Va. (Feb. 20, 2019) The Wasp-class amphibious assault ship USS Bataan (LHD 5) gets underway from Naval Station Norfolk for sea trials, the final stage of its Phased Maintenance Availability (PMA). Mid-Atlantic Regional Maintenance Center (MARMC) is providing oversight for the availability which began November 2017. (U.S. Navy Photo by Hendrick L. Dickson/Released)

Spotlight on MARMC Logistics Department

By Douglas Denzine, Public Affairs Specialist

This month, Mid-Atlantic Regional Maintenance Center (MARMC) shines its spotlight on the Logistics Department, which performs a lot of behind the scenes coordination to ensure MARMC meets its mission of fixing ships.

The Logistics Department's mission is geared towards proactively determining the logistics requirements of MARMC and delivering a full spectrum of necessary

us collectively make up the Logistics Department," said MARMC Logistics Department Head Cmdr. Kevin Borkert. "Our department is spread throughout MARMC. We have folks in Buildings LF-18 and at CEP-200 who work with MARMC's Production Department to help procure supplies they may need for their work packages."

There are also logisticians that work

with MARMC's Contracts and Financial Departments to coordinate efforts to procure needed material in the most efficient manner possible.

"There is daily teamwork with Waterfront Operations to ensure they receive the material needed for any given job or requirement they have to meet," said Borkert. "After the materials are placed on order, the logistics team, using a sophisticated tracking system, is able to give updates on every line item in an order daily."

The Logistics Department also handles all of MARMC's office supply needs. There are two dedicated logisticians who assist with all major purchases for the items the command uses on a daily basis in the office environment.

"We have a great working relationship with every department at MARMC. Our hope is that we are making everyone's job a little easier by delivering the items they need to meet their mission," said Borkert. "Whether they are emergent or scheduled needs, it is amazing to see how everyone comes together as a team to meet the goals of MARMC's commanding officer – that's the best part of this job."

MARMC receives logistics support and manning from the largest FLC in the world, located on Naval Station Norfolk.

"Whether they are emergent or scheduled needs, it is amazing to see how everyone comes together as a team to meet the goals of MARMC's commanding officer – that's the best part of this job."

resources in order to maximize fleet readiness and sustainment. More specifically at MARMC, the Logistics Department supports the Maintenance Teams by providing material and Integrated Logistic Support (ILS) for ship repair and modernization.

"Military billet wise, our staff falls under Fleet Logistics Center (FLC), which Norfolk's FLC is the largest in the world. For operational purposes, our team is all part of MARMC and about 100 of

out at St. Julien's Creek Annex focused on procuring long lead time material (LLTM) for ships undergoing maintenance availabilities or those ships that will soon be entering their avail phase.

"Within Waterfront Operations, we have a Class Logistician Team for each class of ship. Those Teams on a daily basis provide logistic support to the Project Managers ensuring all the ILS and material support needs are met," said Borkert.

The Logistics Department works closely



NORFOLK, Virginia (March 7, 2019) Sailors assigned to MARMC's Logistics Department make room for a new shipment of supplies in their material holding facility in Building LF-18. (US Navy Photo by Douglas Denzine/Released)

MARMC Waterfront Ops Volunteers Vital to FITZGERALD AVAILABILITY

By Hendrick Dickson, MARMC Public Affairs Specialist

Members from Mid-Atlantic Regional Maintenance Center (MARMC) Waterfront Operations Department have had a continuous presence aboard USS Fitzgerald (DDG 62) to ensure the ship is returned to the fleet mission ready since it began repairs at Huntington Ingalls (HII) in Pascagoula, Mississippi, last year.

In June 2017, the Arleigh Burke-class guided missile destroyer collided with the Philippine-flagged ACX Crystal leaving extensive damage to the starboard side above and below the waterline. The ship began an Extended Dry-Docking Selected Restricted Availability (EDSRA) last year which included, restoration, modification and modernization. The availability has been a total team effort with the three major regional maintenance centers playing a role in planning and execution.

"We have project managers (PM) and shipbuilding specialists (SBS) from all three RMCs, SERMC (Southeast Regional Maintenance Center), SWRMC (Southwest Regional Maintenance Center) and MARMC, taking lead in the availability," said MARMC Project Manager (PM) Kenneth Millington.

Millington is one of several MARMC members who have volunteered to go to Mississippi and help lead the EDSRA, which includes more than 400 work items along with the collision repairs. Due to fiscal constraints, the volunteers can only serve in Pascagoula on a six-month assignment, making up a diverse, continuously rotating maintenance team.

MARMC PM Brian Campbell, the first MARMC PM to join the maintenance team,

was assigned to Fitzgerald from February to August last year. He stated because the RMCs operate under the same doctrine it makes adapting to constant turnover easy.

"Being a project manager is like being in a brother and sisterhood," he said. "It's a vocation and all the tools that we use are the same across the board. We come from the same gene pool. We all speak the same language, so it makes the turnover process more fluent."

Getting on the same track with HII has presented more of a challenge however. HII is a construction shipyard which specializes in shipbuilding not repair. Millington said there is a gap in the level of knowledge – and understanding – between the maintenance team and contractor.

"HII is a builder's yard so the mindset of repairing is different," said Millington. "Fitzgerald has already been built, it's been certified and it's a Navy asset so the principals we use are per the JFMM (Joint Fleet Maintenance Manual). The JFMM requirement is for repair, and repair is more stringent than construction."

"The first six months, every day was about learning. Sometimes mistakes were made, but when that happened we said, 'Ok, we went the wrong direction here, now how can we make this right?' To me that's the ultimate in customer service," added

Campbell.

While forming common dialogue with HII may be a challenge, dealing with the distance from home is something different for some.

"Being away from home and away from my family has been the biggest challenge," said SBS Bryan Shreckengast, who is currently in Pascagoula. "Fortunately, I was able to bring my family here to visit twice – during Thanksgiving and Christmas – and that really boosted my morale."

"It was like a deployment," added Campbell. "And like any deployed service person, you couldn't do it without your spouse's support."

Fitzgerald is on track to undock in April, and the end of availability is scheduled for February 2020. Even after some members have returned to their respective jobs, they are still paying attention to the progress.

"I still talk with the people down there and I track the status of the availability," said Campbell. "It's just me keeping track of what's going on in case I get the call to go back."

Going back to finish the mission is something these volunteers are open too.

"It has been a great experience! I've had the opportunity to work with the best PMs and SBSs from the different RMCs and the Supervisor of Shipbuilding Gulf Coast," said Shreckengast. "If I was asked to do it again, I definitely would volunteer."

"The job is not done. If I put my name on something I don't want it 50 percent, I want it through 100 percent and deliver the Navy a finished product so when she sails, she is ready and capable of meeting all her operational commitments," said Millington.

PRODUCTION DEPARTMENT'S HULL BRANCH: HELPING MEET MARMC SBP PRIORITIES

By Chris Wyatt Public Affairs Specialist

Walking down Main Street in Building CEP-200 you can usually hear the sound of a grinder or someone in the Production Department's Hull Branch working on one of their many projects. This shop, as well as all of the shops within the Production Department, is always busy fixing ships, but at the end of the day its about the Sailors and getting them the hands on training they need to become the subject matter experts before leaving Mid-Atlantic Regional Maintenance Center (MARMC).

"Our ultimate goal is when a Sailor leaves the Hull Branch we want them to say that they gained both knowledge and proficiency," said Byron Myers who serves as the Zone Manager for the Pipe, Watertight Door and Self-Contained Breathing Apparatus (SCBA) repair shops, which comprise part of the Hull Branch located on Main Street in Building CEP-200.

In total, the Hull Branch also covers the Sheetmetal, Shipfitter and Lagging Shops.

"We have 120 Sailors and 25 civilians who are assigned to the Hull Branch," said Myers.

As the Zone Manager, Myers is tasked with managing the shops daily functions, which include ensuring the work packages they receive from the planning shop are completed in a timely manner.

The Pipe Shop has the capability of repairing or replacing a wide variety of piping systems on a ship. This includes, but is not limited to, firemain piping, seawater service piping and potable water piping. Repairs are made by using the gauge line that reads pressure all the way up to piping that supplies seawater to various firefighting systems.

The SCBA shop hydrostatically tests and inspects SCBA bottles and masks that are used to fight fires aboard the ship.

"The bottles require testing every 36 months said," Myers. "The shop tests the masks to ensure there are no leaks. If a piece of equipment fails inspection the shop will make the repairs in house."

The Watertight Door Shop repairs door grooves, which includes gasket replacements and watertight door dog adjustments. The shop also has the capability to make rust repairs if found on the door channel gasket.

The Shipfitter and Sheetmetal Shops focus on structural repairs. "We mostly repair bulkheads, life line stanchions and flight deck net frames in the shipfitter shop," said MARMC Zone Manager James Harper. "We also repair ready service lockers, cutout hatches and doors. Our guys can really do anything with metal."

Last but not least, is the Lagging Shop. Pipe lagging is a special type of insulation

fitted around pipes. It keeps heat within the pipes – so it's useful for saving energy, as well as preventing pipes from freezing and bursting. Lagging also prevents condensation from forming on cold pipes.

"We install lagging on bulkheads, on the inner side of the skin of the ship, chilled water pumps, vent ducting, exhaust ducting and heat exchangers," said Lagging Shop Zone Manager E.G. Warren. "The lagging serves the purposes of reducing heat loss, reducing personnel injuries and maintaining system efficiency. We also teach ship's force (S/F) Sailors through our 'Self Help' course how to install lagging on the ship. It's a hands-on class and they learn a lot."

The Hull Branch makes training a fundamental part of each new Sailors learning curriculum. With an experienced group of civilian personnel working in the Hull Branch, who were once Sailors themselves, it makes that training an easier process.

"Our civilian force really provides the continuity piece here in the shop," said Harper. "All of our civilian personnel have over 10 years of experience. The Sailors have their training pipeline which has been cut over the years, so we pair all of our new Sailors with experienced civilians so they get qualified correctly and learn our procedures."

For Sailors new to the Hull Branch or for those requalifying their welding certificate, they work with Preston Everette, who oversees the weld/braze instruction booth where qualification takes place.

"Preston leads the program," said Myers. "Ships will send Sailors over here temporarily to either update their qualifications or gain new ones. If we have a unique job that requires a unique qualification, we can send our welder to Preston to get a unique qualification in order to complete the job. We also push each Sailor to attain as many Navy Enlisted Classifiers (NECs) through the Navy Afloat Maintenance Training Strategy program while stationed here at MARMC. These NECs are a huge benefit to the ship when the Sailors return."

The Hull Branch is part of the overall production team and impacts mission readiness of ships on the waterfront every day and is one of MARMC's strongest assets in meeting the command's Strategic Business Plan priorities of on-time delivery of ships to the fleet.



NORFOLK, Virginia (March 7, 2019) Mid-Atlantic Regional Maintenance Center's HTFN Jack Malkiewicz, 921 Shipfitter, is getting ready to weld his P-14 test project for his 4954 welding qualification. (U.S. Navy photo by Chris Wyatt/Released)

PACIFIC OCEAN (Sept. 12, 2012) The Arleigh Burke-class guided-missile destroyer USS Fitzgerald (DDG 62) is underway in the Pacific Ocean following a live-fire sink exercise as part of exercise Valiant Shield 2012 (VS12). The live-fire event sank the former amphibious transport dock ship USS Coronado (LPD/AGF 11) providing Fitzgerald's crew with the opportunity to gain proficiency in tactics, targeting and firing against a surface target, enhancing combat readiness of deployed units. (U.S. Navy photo by Mass Communication Specialist 3rd Class Paul Kelly/Released)

MARMC Manages First Multi-Ship Package

By Hendrick Dickson, MARMC Public Affairs Specialist

The Navy's relationship with the ship repair industry is vital to maintaining an operational ready fleet. It is an ever-evolving partnership that is crucial ensuring the Navy's most valuable resources are always mission-capable and ready to answer the call when needed, and Mid-Atlantic Regional Maintenance Center (MARMC) continues to accept new challenges when it comes to fixing ships.

This year, MARMC became the first maintenance center to manage a multi-ship Chief of Naval Operations (CNO) availability package. Solicitation packages for three ships were bundled together for a single award. These ships could have been awarded to one, two or even three shipyards. In this case USS Arleigh Burke (DDG 51), USS Bulkeley (DDG 84) and USS Gunston Hall (LSD 44) were awarded to three separate yards. The goal is to give contractors more flexibility to manage their workforce by providing them with a stable and consistent workload.

"First, if industry doesn't know what work they're going to have throughout the year, they may just finish a job then start laying people off," said Waterfront Operations Manager Chuck Baker. "So, they have to know what's there. Second, if they're going to hire good people to stay, they have to have some type of commitment to say 'I'm going to promote you and keep you gainfully employed for the next year or two.' Right now we're trying to help with that."

While the ships were bundled in the same package, the availabilities were awarded to several shipyards; Arleigh Burke to General Dynamic-NASSCO; Gunston Hall to Marine Hydraulics International (MHI) and Bulkeley to BAE Systems, Norfolk. All three availabilities began March 11. Leadership is keeping a close eye on the initiative to see how it will affect workflow.

"We have to look at how this is going to affect the overall flow of the workforce – these ships will be competing to get the same ship fitters, pipefitters and welders," said Baker. "Yes, they have their own organic people, but in each case, each shipyard subcontracts about half of their work. So, do we have enough of them in the port to handle the workload? That's what makes this unique."

The project managers (PM) had been planning their respective availabilities for months before it was decided to package the availabilities together. This caused them to have to adjust their schedule.

"When NAVSEA (Commander, Naval Sea Systems Command) decided to bundle the package, it presented

multiple hurdles because although we all started about the same time, our milestones were not all aligned," said Arleigh Burke PM Rick Benson. "They had to align our milestones to meet one ship and in doing that I lost 91 days of planning because we moved to the left three months."

The package was awarded in January, about 30 days before the beginning of the availability. It left the team little time to prepare. Typically, bids are awarded 60 to 90 days prior to the start of the availability. Gunston Hall, being the only amphibious ship in the bundle, had to catch up with the other ships.

"My ship is an LSD, different from the DDGs, so my work package has a lot more engine, diesel generators and well deck repairs," said Gunston Hall PM Sam Samonte.

"It requires a lot more

planning because we have more Long Lead-Time Materials (materials that will take about 45 days or longer to order). We have about 1,600 of those items identified. We have to stay in front of that to keep up with the other ships. I'm proud of my SBSs (shipbuilding specialists) because they are the ones on the deck plates getting it done."

Baker said with this being the first time the Navy has bundled multiple ship availabilities in one package, he expects a lot of scrutiny on these availabilities. We must monitor the workforce and finish the workload on time.

"We're looking at how to do this in the future," he said. "Because of the complexity, NAVSEA had to go into a lot of the planning and coordination to get it awarded. There is huge pressure to not let these ships be late."

The PMs seem ready to take on the challenge. Arleigh Burke docked five days ahead of schedule and Bulkeley docked March 11. Benson believes one of the keys to success is establishing an effective relationship with the contractors.

"I'm optimistic going into this because of the communication we had with the contractors up front," said Benson. "Both of us want to get to the same place. I think if we can continue that mindset once we start executing we will be successful."

Gunston Hall isn't scheduled to dock until this summer, but Samonte said his maintenance team has embraced the challenge. "It requires us to do a lot more planning," he said. "I'm confident we can do it. We may be going through some rough areas right now, but we can overcome it."

NORFOLK, Va. (March 5, 2019) Tugboats maneuver the guided-missile destroyer USS Arleigh Burke (DDG 51) in position for dry-docking in preparation for the ship's Extended Dry-Docking Selected Restricted Availability (EDSRA). Mid-Atlantic Regional Maintenance Center (MARMC) is providing oversight for the EDSRA, which is contracted to General Dynamics NASSCO-Norfolk. (U.S. Navy Photo by Hendrick L. Dickson/Released).

Code 900 PRODUCTION DEPARTMENT



Hull Maintenance Technician 2nd Class Chase Hicks stick-welds a galvanized steel rack for metal storage in the Hull Shop (U.S. Navy photo by Damage Controlman 3rd Class Hannah Sweet/released)



Mid-Atlantic Regional Maintenance Center Inside Machine Shop's Machinery Repairman Fireman Christopher Hood threads nylon plugs which are used on USS Carter Hall (LSD 50) flight deck. (U.S. Navy photo by Chris Wyatt/Released)



NEW AND EXPECTANT MOTHER'S FORUM

Story and photos by Damage Controlman 3rd Class Hannah Sweet, Public Affairs Assistant

Finding out that you are pregnant can be a time filled with emotions and questions. Finding out that you're pregnant while serving on active duty in the United States Navy brings even more emotions and questions. Mid-Atlantic Regional Maintenance Center (MARMC) has developed a way to help Sailors find the answers to those questions.

Many female Sailors are assigned to MARMC during their pregnancy and for 12 months post-delivery, which is called the operational deferment period. During this time, they often run into situations where they may not know what resources and assistance are available. For years, there was very little support when it came to pregnant Sailors, which posed a problem, not only for those Sailors, but the command as well. In 2015, Chief Navy Counselor Katie Whitestone was designated as the command's advocate for expecting Sailors. The Command Advocate for Pregnant and Parenting Sailors (CAPPS) began holding monthly meetings in late 2016, led by Whitestone. The program was met with overwhelming success, and quickly turned into quarterly forums held during the months of February, May, August and November. While CAPPS is a Navy program, MARMC has expanded the scope and reach with its quarterly forums and programs.

When attending these forums, you can expect a multitude of topics to be covered. From health and fitness, to counseling, there

is no subject left uncovered. Sailors learn about WIC (Women, Infants and Children) and its benefits regarding formula and food, and even WIC's breastfeeding classes. Different financial planning issues are also discussed, as well as classes that parents can take, such as Budget for Baby, where they help break down the cost of having a baby and also give new parents a gift card and blanket to help them start preparing for their child.

Each forum is different. Some forums have new and expectant mothers working out, while others are more discussion based that cover things such as Le Leche League/Breastfeeding, safety tips for the baby regarding the upcoming season, adoption information and nutrition/cooking. There are also guest speakers regarding Navy issues, for example: Family Care Plan, Physical Fitness Assessment (PFA) waivers, administrative support, command ombudsman, advancement exams and more. CAPPS also goes over safety for the baby regarding Sudden Infant Death Syndrome, Shaking Baby Syndrome, car seat safety and how to prevent those and other injuries to a newborn. MARMC Executive Officer, Captain Eric Williams, also attends each forum and is available to answer any questions that parents may have regarding the command.

At every forum, you will see tables filled with baby clothes and gear. That is due to the support surrounding the mothers here at MARMC and all because of the CAPPS program. The New



Mother's Closet is a project that accepts gently used baby and kids' items to pass on to the next set of parents that may be in need of clothes, toys, or other necessities for their child. While it is available at the forums, one can also easily find it in the Command Career Counselor's office and Nursing Room in Building CEP-200.

New mothers are nervous about their physical fitness after having a baby, and have expressed their concerns. During these forums, different groups such as Moral Welfare and Recreation and FitMoms have come in and have demonstrated workout sessions, right in the middle of the command breakroom. Pregnant and post-partum mothers wear PT gear and have a little work out as a group, while learning about different classes that are available to them. Classes include; Stroller Strides, where groups of moms come together and run and stretch, all while bringing their newborn with them; BodyBack, where mothers who are worried about their figure can come and ease their worries of being able to pass the upcoming PFA; and a run club for those parents who are more into cardio.

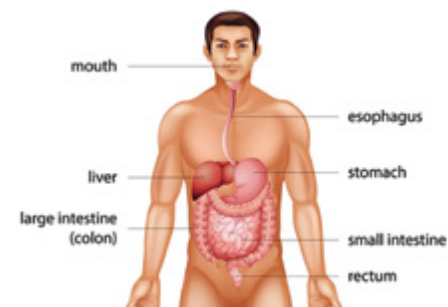
MARMC wants to be able to give it's Sailors peace of mind, as well as support for all of their stresses and fears during this exciting time – letting them know that having a baby does not make them any less of a Sailor.

These forums are for the benefit of mothers in every phase of pregnancy or post-partum. The guidelines have been established by the CAPPS and Command Master Chief and are mandatory for all pregnant Sailors at MARMC and any new mothers whose child is under one-years-old. The next forum will be May 8, from 9:00 a.m. –12:00 p.m. in the Building LF-18 Command Breakroom, where close to 200 Sailors are expected to gather and learn and show encouragement for one another. Additionally, on Friday, May 19, at 8:30, all active duty mothers and active duty expectant mothers are requested to participate in a Mother's Day photo shoot. Last year, over 120 moms and babies participated and this year we want even more. Location is still to be determined. The CAPPS can be reached at (757) 400-2095 or (808) 371-9543 with any questions, comments or concerns.

March is Colorectal Cancer Awareness Month

Submitted by Cedricka Dalton, MARMC Health and Wellness Promotion Council

Colon and rectal cancers are referred to as "colorectal cancer" and abbreviated "CRC." Colorectal cancer occurs in the colon or rectum. The term colorectal cancer is used to describe colon cancer, rectum cancer or both. As the graphic below shows, the colon is part of the large intestine or large bowel. The rectum is the passageway that connects the colon to the anus.



CRC, when discovered early, is highly treatable. Even if it spreads into nearby lymph nodes, surgical treatment followed by chemotherapy is highly effective. In

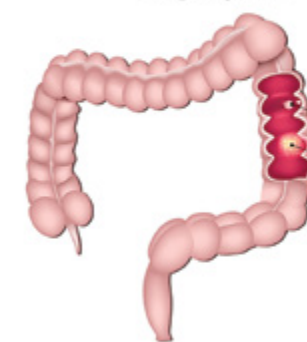
the most difficult cases – when the cancer has spread to the liver, lungs or other sites – treatment can help make surgery an option for many, as well as prolonging and adding to one's quality of life. Research is constantly being done to learn more and provide hope for people no matter what stage their cancer is in.

Most colorectal cancers develop first as polyps, which are abnormal growths inside the colon or rectum that may later become cancerous if not removed.

CRC is the third most common cancer in the US, and the second leading cause of cancer death. It affects men and women of all racial and ethnic groups, and is most often found in people 50 years or older. However, incidence in those younger than 50 is on the rise. This disease takes the lives of more than 50,000 people every year; we're here to educate people on how to prevent this disease and lower that statistic.

Share the information you learn. Together we can end colorectal cancer within our lifetime.

COLON CANCER AND POLYP



Resources:

American Cancer Society:
<https://cancerstatisticscenter.cancer.org/#/cancer-site/Colorectum>

National Cancer Institute:
<http://seer.cancer.gov/statfacts/html/colorect.html>

Centers for Disease Control and Prevention
<https://www.cdc.gov/cancer>

Woman of Excellence Unmute Me: Maya Angelou

Submitted by Timothy Russell, Code 213, Acting Branch Head Technical Library Management

In the Beginning

Marguerite Annie Johnson born April 4, 1928, in St. Louis, Missouri, to Bailey and Vivian Baxter Johnson learned of pain and strife at a very young age. Maya was only three when her parents were divorced and things only went downhill from there. Maya and her brother went to live in Stamps, Arkansas, with their grandmother after their parents were divorced. A few short years later at the age of eight, Maya had been raped by her mother's boyfriend, she expressed what she had been through, and with such powerful words being conveyed to her loved ones, her uncles kicked the offender to death; the power of her words silenced Maya for the next five years of her life.

Emerging from the Silence

Maya, her mother and brother moved to San Francisco, California, in 1940; she was only twelve. She sang, she danced, she recorded poetry. Maya took dance lessons and auditioned for professional theater. However, there was a stumbling block

towards her future, when she became pregnant at the age of 16. She decided to move to San Diego, California, where she worked as a waitress at a nightclub. In an attempt to provide for her son, somewhere along the way she lost focus and began using drugs, became a prostitute, and danced in strip clubs. Her lifestyle was a temporary setback as she was discovered by a theater group while working at the strip club. She went on to audition for an international tour of "Porgy and Bess" and was selected for the role; she toured 22 countries in a year from 1954 to 1955.

Still I Rise

Maya's life took a turn for the best in 1959, she moved to New York and made a few connections, which led to her getting involved in the civil rights movement. In 1961, she relocated with a boyfriend to Egypt and was an editor for the Arab Observer. After she left her boyfriend, she moved to Ghana where she took a job at the African Review. She lived in Africa for several years, her writing and her personal

development ultimately blossomed under the African cultural renaissance. Once she returned to the U.S. she began publishing her multivolume autobiography, beginning with "I Know Why the Caged Bird Sings." There were an additional four volumes to follow, along with a multitude of books of poetry. In 1981, Maya was appointed the Professor of American Studies at Wake Forest University in Winston-Salem, North Carolina. She was nominated for several awards to include: NAACP Image Award for Outstanding Literary Work – Children's, Coretta Scott King Award for Authors, Tony Award for Best Featured Actress in a Play and many more. She also read a poem at President Clinton's inauguration, which was written for the occasion.

Despite the challenges, bumps and bruises, the battles and setbacks – she rose. She did not allow her past to define her. Yet, she ensured that it refined her. She rose. Never to be broken down again. She rose.

Maya wrote:

"Out of the huts of history's shame
I rise
Up from a past that's rooted in pain
I rise
I'm a black ocean, leaping and wide,
Welling and swelling I bear in the tide.
Leaving behind nights of terror and fear
I rise
Into a daybreak that's wondrously clear
I rise
Bringing the gifts that my ancestors gave,
I am the dream and the hope of the slave.
I rise
I rise
I rise."

Maya Angelou - 1978



WIN 10 — AGAIN!

By Steve White, Public Affairs Specialist

Why is my computer so slow? Why do I keep having to do reboots? What's up with all the updates? These questions are being asked at Mid-Atlantic Regional Maintenance Center (MARMC) and throughout the Department of the Navy (DON).

The reasons behind the sluggish computers and slow internet that we have been facing the past few weeks are brought on by several issues, which have happened to coincide to create the 'perfect storm.'

All computer systems within the DON have to meet certain cyber-security requirements, as well as specific software load-outs – department tools that many need to do their day-to-day jobs. Many employees require specific software (e.g. NAVFIT, CTARS, etc.) or the ability to access different environments (e.g. SUPDESK, STRIPES, NMD, MRQT, etc.) in addition to the standard NMCI core build. In order to ensure the most secure NMCI environment, a series of cybersecurity testing must be done in the testing and development environments before software is released to the user community. This includes testing new versions of software, updates and patches. This testing also ensures the most secure version of software is released and compatibility testing is accomplished amongst the disparate software in the environment to minimize operational conflicts.

Brian Kristan, Information Technology Division Head, has to maintain that delicate balance between operability and security.

"We understand the frustrations that some of these updates and related latency issues causes our users, but it is all in an effort to keep us and the Navy cyber safe," Kristan said.

Software is constantly being updated and those updates can easily trigger a conflict with another program when everything was working fine before. These updates, frustrating as they may be, are critical to ensuring our systems are secure, and protected from cyber-intrusion.

In addition to the constant changes that have to be made in order to keep our software current, the operating system on the computers needs frequent updates

as well. The difference between the computers at work and the computers at home is that most people's home computers are nowhere near as secure as their work computers. This translates to not as much security software, and what is there, is most often set to less restrictive settings than at work.

Maintaining a robust cyber-security posture is all part of working for the Department of the Navy. Carrie Souslin, MARMC's Information System Security Manager is constantly working to keep our network as secure as possible.

"There are constant threats to our security," Souslin said. "The biggest danger we face is from user introduced items."

Those items range anywhere from opening 'phishing emails,' navigating to questionable websites and unauthorized devices being introduced into the network.

The recent rollout of Windows 10 brought a lot of frustration and challenges when it occurred last year. Eventually, the rollout concluded, the kinks were worked out of individual load outs, and everyone was able to get back to business. Now, we are facing the first major Windows 10 update, titled WIN10 1803, and while it has the potential to be chaotic, so far seems to be running much smoother than the initial rollout. The size of the updates, compounded by the number of computers the updates need to be pushed to, equates to a very large amount of data being sent via the network. This is why we are experiencing slow connectivity.

End-users can help make this process go even smoother by adhering to some simple guidelines.

Perform a Green Shutdown at the end of every workday. This allows any pending updates to reach your workstation, and most of the time-consuming downloads can be done overnight.

Kristan advises users to make the green screen shutdown a daily habit.

"Not only is it helpful in having a successful WIN 1803 update, it's in accordance with the Navy Energy Policy and NMCI software update requirements for users to perform the Green Shutdown at the end of each work shift," Kristan said.

When a seat is triggered for the upgrade, a user has a 7-day grace period

to perform the upgrade, best fitting into their schedule, by performing the Green Shutdown (NOTE: This must be done while connected to a hardware NMCI port NOT a BuRAS connection).

If the Green Shutdown is selected at the end of their workday, the upgrade will commence then and should be completed by the next morning (assuming no issues). If a Green Shutdown is not selected once the seat is triggered, then the seat will automatically commence the upgrade on the 8th day via a RADIA connect (e.g., next time the user logs on, or possibly during the evening/early morning hours if the user did not log off). To use Green Shutdown, select 'Power' then 'Shut Down' from the Start menu, then at the prompt "Do you want to perform a Green Shutdown, refreshing your seat with the latest updates and powering it off?" select 'Yes.' The user can then pull their Common Access Card and leave the Green Shutdown process to run unattended.

Some users have noted that their seat commenced the upgrade without any prior notifications. Notification of the upgrade is via Action Center notifications. Based on discussions with NMCI, it is probable that the notifications were not noted by the users (they do not stay visible until closed) and they reached the 8th automatic trigger date. Users should proactively monitor their Action Center notifications (the caption symbol/icon to the right of the Time/Date in the System Tray – lower right-hand corner).

When an organization is under constant attack from adversaries that wish to do them harm, security must be a constant. Each day, there are numerous attempts to penetrate the NMCI network, and the battle to keep our enemies out is constantly ongoing. Maintaining a robust security posture on our network is critical to the command's ongoing success, as well as the Navy's. Users who follow the above instructions should have a relatively painless upgrade process, and updates performed via Green Shutdown at the end of the work day won't take up precious bandwidth during the day.

For more information on the upgrades, contact the IT Help Desk at 400-1666.

SAFETY CORNER

What is a Hearing Stressor or an Industrial Hygiene Survey?

By Amanda Moffitt, Occupational Safety & Health Specialist, Code 106

Industrial hygiene surveys are completed to analyze, identify, and measure workplace hazards or stressors in addition to noise that can cause sickness, impaired health, or significant discomfort in workers through chemical, physical, ergonomic, or biological exposures. An Industrial hygienist will review all of the tasks for your shop/code and review the stressors such as noise, hexavalent chromium, lead, etc. A stressor with R is classified as a known occupation reproductive hazard and stressors with C

OPNAVINST 5100.23G, Chapter 8, BUMED Industrial hygienist surveys all of the Codes in MARMC. The Industrial Hygienist conduct their surveys either every year, every two years or every four years. After the work center is evaluated the findings of workplace stressors determine whether personnel from that code will be placed into the program. There are different ways to prevent over exposure to noise hazards such as engineering controls and personal protective equipment (PPE). If PPE is the only option available to abate

involve routine exposure to hazardous noise. Personnel who are delinquent on the hearing stressor audiogram requirement are not authorized in an area that involves routine exposure to hazardous noise. MARMC personnel can complete the hearing stressor requirement by taking the Medical Surveillance and Certification Exam Referral form to Sewell's Point Branch Health Clinic or the Norfolk Naval Shipyard Branch Health Clinic. No appointment is necessary for the audiogram hearing test, however the form is needed for documentation. After completion of the Audiogram submit a completed Medical Surveillance and Certification Exam Referral form to MARMC Safety in buildings LF-18 or CEP-200. Please keep a copy of your form for your records. The Safety Department will document the hearing stressor in the Enterprise Safety and Management System (ESAMS). MARMC personnel that have completed their audiogram within the last year can bring their completed Medical Surveillance and Certification Exam Referral form to either of the previously mentioned clinics. To learn more about the Hearing Conservation Program or the Industrial Hygiene Program at MARMC please visit the Safety Department SharePoint Page, R U SAFE?

According to OPNAVINST 5100.23G Chapter 18, MARMC personnel both civilian and military are required to have an audiogram completed on an annual basis if they will be working in areas that involve routine exposure to hazardous noise.

is classified as a known/suspected human carcinogen. Depending on the frequency and duration of that task, there could be exposure monitoring required. Exposure monitoring can be completed for both air or noise samples and it is used to determine if personnel are overexposed to the occupational exposure limit (OEL) for a specific stressor. The survey will also show what medical surveillance personnel will be placed in based off of the tasks they perform and the exposure monitoring results. During the survey some Sound Pressure Level (SPL) readings are taken to see which areas or equipment are noise hazardous (noise hazardous is $\geq 85\text{dBA}$ and some equipment may be labeled). A Personal Protection Equipment table at the end of the written survey shows what tasks have PPE recommended.

Silence may be golden, but not when it's permanent. Hearing loss is a condition that occurs over time from repeated exposure to excessive noise. We can't always prevent noise, but we can prevent hearing loss by following established safety procedures and using the appropriate hearing protectors for the noise hazards we face each day.

The Hearing Conservation Program has been implemented by the Navy as a way to prevent occupational hearing loss for both military and civilian personnel. Per the

the noise exposure, make sure to get the hearing protection with the highest noise reduction rating (NRR) because the higher the NRR is the more protection you will be receiving.

According to OPNAVINST 5100.23G Chapter 18, MARMC personnel both civilian and military are required to have an audiogram completed on an annual basis if they are working in areas that

Three-inch pipe supports are cut for USS Carter Hall (LSD 50) (Photo by IC3 Kiara Moralesrivera)



IT'S TAX SEASON, KNOW YOUR RESOURCES

Active Duty

- Military One Source – MilTax Online
- www.militaryonesource.com or call 1-800-342-9647
- There is No Cost to file a federal return and up to three state returns
- Register online and file today

Active Duty, Retired and Families

IRS Free File

- For Taxpayers with income \$66,000 or less
- Federal returns are free
- Use the mobile app IRS2Go or visit www.irs.gov/freefile to get started

Volunteer Income Tax Assistance

- Regional Civilian Clinics
- For taxpayers with income \$54,000 or less
- Free tax preparation assistance, including electronic filing
- Visit <https://irs.treasury.gov/freetaxprep> to find a location near you

Tax counseling for the elderly

- Specialized in pensions and retirement-related tax issues
- For taxpayers age 60+
- Use the AARP Tax-Aide Site Locator to find help near you:
- <https://secure.aarp.org/applications/VMISLocator/searchTaxAideLocations.action>

Federal File Deadline is April 15

WOMEN'S HISTORY MONTH

MARCH



VISIONARY WOMEN:
CHAMPIONS OF PEACE
& NONVIOLENCE