


THE *WALL* TRAINER



NORFOLK (April 5, 2019) Sailors at Mid-Atlantic Regional Maintenance Center (MARMC) review portions of the Gas Turbine Trainer while working toward their Navy Enlisted Classifier (NEC) which is obtained through the Naval Afloat Maintenance Training Strategy (NAMTS) while they are stationed at MARMC. (US Navy Photo by Douglas Denzine/Released)

PG. 9 MARMC MAKES THE GRADE:
EFFECTIVE FMAA PERFORMANCE

FEATURED STORIES

6 **MARMC Prepares Lincoln CSG For Deployment** - USS Abraham Lincoln (CVN 72) Carrier Strike Group (CSG) deployed in support of maritime security operations and theater security cooperation efforts in the U.S. 5th, 6th and 7th Fleet areas of responsibility in April, and Mid-Atlantic Regional Maintenance Center (MARMC) played a key role in ensuring the ships were mission ready.

10 **MARMC Diesel Inspectors Assist USS New Mexico** - A team from Mid-Atlantic Regional Maintenance Center's (MARMC) Diesel Engine Branch traveled to Portsmouth Naval Shipyard (PNSY) in Kittery, Maine, to provide technical assistance to the Virginia class submarine USS New Mexico's (SSN 779) diesel engines, March 16.

12 **MARMC Takes on Challenges of Long Lead Time and Critical Path Material** - On-time delivery is one of Mid-Atlantic Regional Maintenance Center's (MARMC) top priorities, and it is vital to the Navy's operational sustainability. The command constantly looks for ways to improve its ability to complete maintenance in a timely manner in order to maintain fleet mission readiness.

20 **LF-18 Gets Facelift** - Mid-Atlantic Regional Maintenance Center's (MARMC) Building LF-18 has a long storied history on Naval Station Norfolk. After numerous incarnations on both the Air and Surface side of the Navy, the building is now home to MARMC headquarters. The problem is, the building is showing its age. Built before World War II, LF-18 is one of the older buildings left on base, and is in need of exterior renovations in order to maintain it's integrity.

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.

Straight Talk With Capt. Lannamann

Greetings Team MARMC,

As always, you all have been hard at work making great strides in repairing and modernizing the fleet. At the start of the month, the Lincoln Carrier Strike Group

though April has been designated as the month in which we train and have special awareness campaigns, that doesn't mean you forget the lessons you learn the rest of the year. The only effective way to combat sexual assault is to be vigilant every day of

Chaplain offices or even your coworkers that you interact with every day are people who can help you before your situation gets any worse. If you don't know who to turn to, please remember that you can always use your chain of command and they will be sure to point you in the right direction so that you can get the help you need.

“I want to thank all of you for your professionalism while interacting with the FMAA team and for your outstanding ability to put MARMC in the best possible position to succeed.

(CSG) successfully got underway thanks to the hard work of many of you here at Mid-Atlantic Regional Maintenance Center (MARMC). There were a lot of last minute phone calls from the CSG for technical assistance and we answered every one of them to ensure their deployment stayed on schedule. This was similar to our assistance with Kearsarge Amphibious Readiness Group earlier this year. I can't say enough how pleased I am with your unrelenting dedication to the ships on the waterfront. You all continue to impress me with the level of talent and “can do” attitude that this command possesses.

We wrapped up our Fleet Maintenance Activity Assessment (FMAA) at the end of March, and we performed incredibly well. We have taken great strides since our last FMAA, which shows to me that you are all taking our mission seriously. I want to thank all of you for your professionalism while interacting with the FMAA team and for your outstanding ability to put MARMC in the best possible position to succeed.

April is Sexual Assault Awareness and Prevention Month. If you haven't already seen MARMC's victim advocates wearing their teal t-shirts, keep an eye out for them each Friday during the month of April. The intent is to make these individuals more identifiable to everyone in the command and especially for those who may need their assistance. It is my goal to ensure that we make resources easily available to those who need them most, so that they can continue their coping and healing process while here at MARMC. Even

the year and not just at work, but at home and during your off duty time as well.

I want to remind all of you that if you have fallen on hard times, whether it be financial issues, relationship problems, increased work pressure or any other sort of undue stress that is impacting your day-to-day well-being, there are resources available to you that can assist in your time of need. The Fleet and Family Support Center,

We have entered into the spring months here in Hampton Roads. Even though we had a mild winter compared to years past, it is always great to get back to warmer temperatures. With the warmer weather on the way, I hope you all have a chance to heed the message I put out last month on taking leave. With the command's continuously demanding workload, I can't stress enough how important it is to take some time to relax and recharge!

Sincerely,
Capt. Dan Lannamann



NORFOLK (April 5, 2019) Mid-Atlantic Regional Maintenance Center's Sexual Assault Prevention and Response (SAPR) Victim Advocates gather before making impromptu visits to various work centers throughout the command. The visits are an opportunity for Sailors to meet their SAPR Victim Advocates and provide training and resources during Sexual Assault Awareness and Prevention Month. (U.S. Navy photo by Aaron Glover/Released)

As we continue our journey through 2019, Mid-Atlantic Regional Maintenance Center (MARMC) has been focused on its relationship with the private ship repair industry and more specifically with how we execute our firm-fixed price contracting strategy. We are still fine tuning our contracts execution policies which, as many of you know, has been a challenging process. There is a lot of discussion at the flag and Senior Executive Service level to optimize and strengthen our industry partnerships and to work toward win-win scenarios that can lead to success for everyone with an end goal of on-time delivery of mission ready ships back to the fleet.

During our discussions and interactions with industry and with our bosses, we must continue to embrace the idea of challenging the norm. Instead of stopping the first time we hear the answer “no” to a solution or idea we have, make it a priority to get to the “yes” while still being good stewards of taxpayer money and by staying in bounds of contractual rules. MARMC is in a unique position, not only because of our direct impact on the fleet, but with our ability to learn the nuances of the repair business, that we can positively shape the way the Navy conducts business in the future.

As MARMC continues to get deck plate alignment to NAVSEA’s campaign plan of on-time delivery, it is important for us to keep focused on each Chief of Naval Operations availability critical path. This is especially important for those non-

CHALLENGE THE NORM



Notes from the Executive Director

it is vital to our command’s success. It is important that our workforce has the fortitude and confidence to push back on issues that don’t seem quite right.

This includes sharing ideas and bringing creative solutions to the table in order to get us past the roadblocks and obstacles that may be in the way of our collective mission. It also means performing at a high level and making sound decisions that take into consideration all parties involved in any aspect of our work. While doing this, periodically remind yourself of the big picture in order to not get too bogged down on the single work item that may be troubling you on any given day. I know from experience the frustrations involved with drilling down on every minute detail and losing sight of the end goal. Pick your

back to your office to see if there are new ways you can accomplish your code’s specific tasking.

Before I wrap-up, I wanted to take a moment to echo the CO’s message about taking care of one another. Recently, while watching the Oscar winning film *Bohemian Rhapsody*, I was struck by a scene towards the end of the movie when Freddy Mercury reconciled with his bandmates. After years of success together, Mercury struck out on a solo career. After a short time working with his new bandmates he realized he was having an awful time. They did exactly what he told them to do, no more, no less. He missed something that he used to have with his original (Queen) bandmates’ opinions. His old bandmates were his family and family asks the hard questions and pushes back when the times call for it. They see you for more than just your talent, but the person you are and they care for your well-being just as much as their own. They all contribute and they are all valued. At the heart of that story is something I have always hoped to instill here at MARMC – more than just a Leader-Follower team, but a family environment. I want this to be a place that you are happy to wake up and come to in the morning knowing there are people here who care about you just like you were a part of their family, because that is what we are after all. Remember, if anything is bothering you, nothing is too big or too small that you can’t ask for the ear of one of your coworkers. That is something unique about our command and I sincerely hope that by being in this environment it will make us all stronger and better people capable of CHALLENGING THE NORM!

“I want this to be a place that you are happy to wake up and come to in the morning knowing there are people here who care about you just like you were a part of their family, because that is what we are after all.

maintenance team members of our staff who may not be on the deck plates every day. The decisions that you make in the office setting should be timely and made with fairness in mind, but should not compromise our approach to meeting our Strategic Business Plan priorities. We will be spending time this month, at the Executive Leadership Council, drilling back into each departments effect on keeping the critical path moving. Look for next month’s article for the details!

So how can you get to the “yes” in your daily duties. Every person at the command has a piece in our overall mission and

battles wisely and move on from scenarios that may trap you in an endless negative feedback loop. Ask questions, meet face to face with your counterparts and use the resources available at the command to your advantage. By collocating as many of our personnel into Buildings LF-18 and CEP-200, we are hoping to create a constructive atmosphere conducive to team work. This also presents more opportunities for you to see and interact with the different departments and divisions you may not have been able to stay in easy contact with in the past. Learn from one another and take that knowledge

C O M M A N D MASTER CHIEF NOTES

Team MARMC,

April is upon us and there are a lot of events planned this month. It's Sexual Assault Prevention and Response (SAPR) Awareness Month along with Child Abuse and Alcohol Awareness Month. Chief Machinist Mate Shawn Moore, the Second Class Petty Officer Association and his victim advocates have put together a very good plan to spread awareness throughout the command. There are numerous command training opportunities like the annual SAPR training event on April 29, in Building U-40. There will be 2 training sessions available one at 8 a.m. and 12 p.m. There will also be a bowling event amongst others, which will span the entire month. I would encourage everyone to come out, support and take the time to learn who your victim advocates are.

Chief Machinist Mate Wesley Sampson is the point person for the Alcohol Awareness training. Chief Sampson and his Drug and Alcohol Abuse Program (DAPA) team have done a great job in educating the command on alcohol abuse and its effects. Keep an ear out for upcoming events hosted by the DAPA team.

The Physical Fitness Assessment is upon us, and Sailors need to make sure their Periodic Health Assessments are up to date. The goal this year is to have everyone participate and do well.

Summer is coming soon. Safety has put together another installment of the '101 Days of Summer' training, which is set for May 21, in Building U-40 from 8:30 a.m.-11 a.m.

Lastly, we celebrated the Chief Petty Officer Birthday on April 1, and had a tremendous amount of support from the command. Thank you to everyone who came out in support of our Chief Petty Officer's 126th birthday.

CMC Final Word:

This will be my last article as I prepare to depart the command for retirement. MARMC has a great team! Leadership continues to development and all of us continue to learn from each other. We need to continue to impress on our young Sailors to inspire – to relieve the watch. Words of wisdom: If your actions inspire others to dream more, learn more, do more and become more, you are a leader. To handle yourself, use your head; to handle others, use your heart. The greatest leader is not necessarily the one who does the greatest things; he is the one that gets the people to do the greatest things. My relief, Master Chief Michael A. Jones, will be walking around the halls very soon. I ask that you welcome him with the same open arms as you welcomed me. If you need me for anything, come by my office located in CEP-200 or call me at 400-2488.





NORFOLK (April 1, 2019) The guided-missile destroyer USS Mason (DDG 87) departs Naval Station Norfolk as part of the Abraham Lincoln Carrier Strike Group's deployment in support of maritime security operations and theater security cooperation efforts in the U.S. 5th, 6th and 7th Fleet areas of responsibility. With Abraham Lincoln as the flagship, deploying strike group assets include staffs, ships and aircraft of Carrier Strike Group (CSG) 12, Destroyer Squadron (DESRON) 2, and Carrier Air Wing (CVW) 7; as well as the Spanish navy Alvaro de Bazan-class frigate ESPS M endez N  ez (F 104). (U.S. Navy photo by Mass Communication Specialist 2nd Class Justin Wolpert/Released)

MARMC Prepares LINCOLN CSG For Deployment

By Hendrick Dickson, Public Affairs Specialist

USS Abraham Lincoln (CVN 72) Carrier Strike Group (CSG) deployed in support of maritime security operations and theater security cooperation efforts in the U.S. 5th, 6th and 7th Fleet areas of responsibility in April, and Mid-Atlantic Regional Maintenance Center (MARMC) played a key role in ensuring the ships were mission ready.

Along with the Nimitz-class aircraft carrier Lincoln, the strike group also includes; the Ticonderoga-class guided-missile cruiser USS Leyte Gulf (CG 55), Arleigh Burke-class guided-missile destroyers USS Bainbridge (DDG 96), USS Mason (DDG 87), USS Nitze (DDG 94) and USS Gonzalez (DDG 66), which departed from Norfolk a few weeks earlier.

MARMC managed availabilities for the ships in the strike group resolving hundreds of casualty reports (CASREPS), work specifications and other maintenance issues prior to them pulling away from the pier, including the flagship.

"From August 2017 through March 2019, MARMC provided vital support completing four availabilities aboard Lincoln that encompassed 11 Windows of Opportunity and more than 180 work specifications, which included CASREPS on self-defense systems, mooring equipment, fire pumps and ventilation to name a few," said MARMC CVN Class Team Leader Kurt Bausch. "Lincoln departed Norfolk in the best shape possible due to efforts of team MARMC, Production Controller Paul Kunde, Shipbuilding Specialists (SBS) Kathleen Zuellig, George Ferrer, Michon Peters and Project Support Engineer (PSE) Bruce Williams."

Gonzalez Project Manager (PM) Ray McCoy said providing oversight and executing pre-deployment availabilities is a team effort between MARMC, ship's force (S/F) and the contractors.

"The maintenance team has to identify the repair items that will prevent the ship from deploying as scheduled," he said. "In order to get them resolved expeditiously, the ship, MARMC project manager and the port engineer meets and determines the best way to make this happen during the CMAV. Getting repairs completed involves everyone including the prime contractors."

He added that this time it is critical everyone involved in the ship's operational capability is on the same page.

"You have to get everyone on the same program because at some point during the pre-deployment CMAV there will be no tomorrow."

Leyte Gulf's maintenance team praised the contractors who played a vital role in executing the availability and getting the repairs completed on time. Particularly mentioning East Coast Repair and supervisor Ken Wilson.

"If it wasn't for his can do attitude, we would not have got it done," said Leyte Gulf Port Engineer Steve Learo. "There was no time on the right because the ship has got to go. He went above and beyond to make sure the ship met its timeline."

"He showed that he believed the same as we do," added Leyte Gulf SBS Scott Gerhart. "They have to have all of their equipment operating in order to do their job."

MARMC Production Code 900 was also on the deckplates conducting vital repairs aboard ships in the strike group, which is a

testament to the entire MARMC team.

"Code 900 does a great job," said Leyte Gulf PM George Morley. "We couldn't load any more work on East Coast Repair and they went aboard and did a weld repair on the boat davit and modified hinges and a door that was damaged. I can't say enough about them and Sailors like Machinist's Mate 1st Class Barry Singleton, the ship's supervisor."

Deployment is the ultimate milestone for the ship and her crew, but it is just as impactful for MARMC personnel knowing the role they had in making it happen.

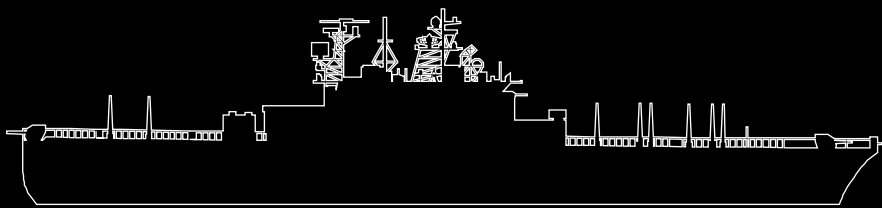
"There is a feeling of relief because there are times when you're not sure you're going to make it," said Learo. "But when you know you're able to get the ship underway, there is nothing but a sense of pride."



NORFOLK (April 1, 2019) Aviation Maintenance Administrationman Airman Ashlyn Holt and other Sailors man the rails as the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) departs Naval Station Norfolk as part of Abraham Lincoln Carrier Strike Group's deployment in support of maritime security operations and theater security cooperation efforts in the U.S. 5th, 6th and 7th Fleet areas of responsibility. With Abraham Lincoln as the flagship, deploying strike group assets include staffs, ships and aircraft of Carrier Strike Group (CSG) 12, Destroyer Squadron (DESRON) 2, and Carrier Air Wing (CVW) 7; as well as the Spanish navy Alvaro de Bazan-class frigate ESPS Méndez Núñez (F 104). (U.S. Navy photo by Mass Communication Specialist Seaman Tristan Kyle Labuguen/Released)

FMAA

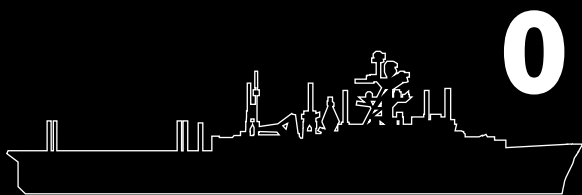
FLEET MAINTENANCE ACTIVITY ASSESSMENT



57 Areas Assessed



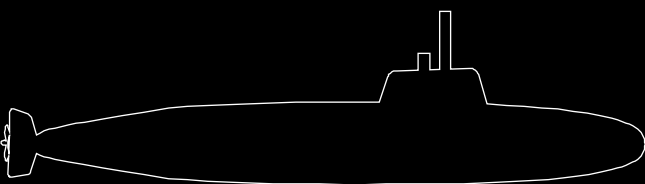
71 Findings



0 Immediate Corrective Action Required

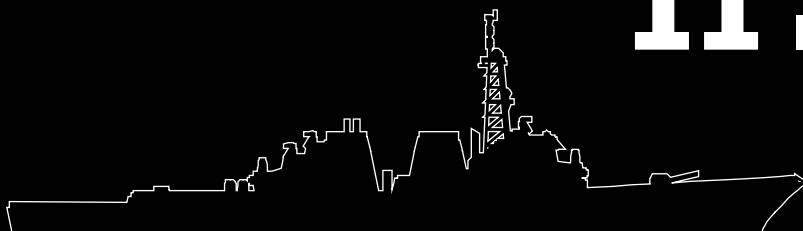
47 Corrective Actions Required

24 Recommendations



11 Identified on Self-Assessment

4 Repeat Findings



27 Total Great Ideas, Best Practices and Bravo Zulus

MARMC MAKES THE GRADE: EFFECTIVE FMAA PERFORMANCE

By Douglas Denzine, Public Affairs Specialist

Mid-Atlantic Regional Maintenance Center (MARMC) completed its biannual Fleet Maintenance Activity Assessment (FMAA) receiving high praise from the assessment team who identified 27 Best Practices and areas in which they gave Bravo Zulus, March 22.

MARMC had 57 areas assessed, which included every department within the command and received the score of 'effective' in 54 of them. MARMC's Production Department (Code 900), who had the majority of the assessments within their production shops, had a perfect score by being rated effective in all areas.

"They were effective in 26 of 26 areas," said Commander, Navy Regional Maintenance Center (CNRMC) Director of Intermediate Level Maintenance Daniel Spagone Sr. "This is the only time this has happened in the nine years I have been leading the Code 900 FMAA team. Bravo Zulu to all!"

By putting a heavy focus on previous FMAAs and lessons learned, MARMC's Production Department was able to self-correct and better prepare for this year's assessment.

"The real reason we did so well, as cliché as it sounds, comes down to teamwork," said MARMC Code 900 FMAA Coordinator Pete Bachand. "We've put a lot of effort into building our team of civilians, military and contractors. The extra emphasis on working together really showed with our interactions with the assessors."

The Production Department, like many of the other MARMC departments assessed, performed mock assessments using check lists similar to those that would be used for the actual FMAA. This allowed the team to identify easily fixable items prior to the assessors being on-site and avoided unnecessary corrective actions.

"CNRMC really takes a look at those self-assessments and it helps paint the picture that MARMC really knows what we are doing. The few CARs (Corrective Action Required) we did take, we had identified them ourselves and we were already in the process of having them corrected prior to the FMAA beginning," said Bachand.

Since the mishaps regarding USS Fitzgerald (DDG 62) and USS McCain

(DDG 56), the Navy as a whole has had a renewed focus on ensuring the safety of its workforce. This has not been lost on MARMC as Commanding Officer Capt. Dan Lannamann has made it a point to ensure that the command is operating with the proper personal protective equipment (PPE) at all times.

"I have to give a lot of credit to Laura Carter, she volunteered to be the Code 900 safety representative and she has taken-off and done a great job throughout all of our shops," said Bachand.

Over the last year, Bachand and Carter introduced standard industrial markings with large signage depicting what each floor marking means. Some areas are restricted and call attention to the proper PPE that should be worn in that particular zone.

"We are trying to get back to the basics and we have made PPE available right here in our tool issue shop. Laura has worked diligently to ensure our hazardous material lockers and authorized user lists are up-to-date. Also, Chief Machinery Repairman William Wetterstrom, who served as my military counterpart during the FMAA, has worked closely with each shop to ensure they are learning the do's and don'ts within their particular areas. These are the little things that made a big impact on our performance in this year's FMAA."

Whether it was MARMC personnel informing the assessors without being prompted or having binders and reference materials at the ready for the assessment team, the command as a whole was hitting on every cylinder and carried itself with a sense of pride.

"I want to make sure everyone understand that this was really an assessment of how you all are performing," said MARMC Executive Director Dennis Bevington in a message to the command. "I thank you for what you do on a daily basis, and the high standard of excellence at which you perform – it does not go unnoticed. I'm looking forward to everybody doing great things, and finding ways to keep doing things better. There's a difference between being 'compliant' and striving for 'excellence'. You are clearly focused on excellence!"



NORFOLK (April 5, 2019) Sailors in Mid-Atlantic Regional Maintenance Center's (MARMC) Outside Electrical shop position a sliding pad-eye from USS Ramage (DDG 61) in preparations of making repairs before being returned and reinstalled on the ship. (US Navy Photo by Douglas Denzine/Released)

MARMC DIESEL INSPECTORS ASSIST USS NEW MEXICO

By Steve White, Public Affairs Specialist

A team from Mid-Atlantic Regional Maintenance Center's (MARMC) Diesel Engine Branch traveled to Portsmouth Naval Shipyard (PNSY) in Kittery, Maine, to provide technical assistance to the Virginia class submarine USS New Mexico's (SSN 779) diesel engines, March 16.

PNSY workers were facing a dwindling timeline as they prepared the submarine for undocking. The complexity of the docking/undocking procedure necessitated that the undocking be conducted during a 'spring tide.' Spring tide is a term used to describe the tidal patterns when the earth, sun and the moon fall in a straight line. These spring tides occur twice each month, during the full and new Moon. If the Moon is at perigee, the closest it approaches Earth in its orbit, the tides are especially high and low.

With the spring tide rapidly approaching, tests were being conducted in preparation for the submarine's undocking when timing issues on the ship's emergency diesel generators (EDG) arose. Workers reached out to MARMC's

diesel inspectors for assistance. Distance communications yielded little results, so the shipyard requested the inspectors travel to Kittery to provide assistance on site. If the New Mexico missed the undocking during the coming spring tide, it would have had to wait another thirty

"At this point, we were in communication with the shipyard via telephone, and provided the workers with a couple of tests to determine the severity of the issues," said Verdeschi. "The rub here was that the engines in question are Caterpillar diesels, and the techs in Kittery

“ The sub was able to complete undocking on time that Wednesday, and MARMC personnel from multiple codes played an integral part in helping our team and the PNSY team meet their missions.

days for the perigee, putting the availability behind schedule.

MARMC's Diesel Engine Branch Head Pete Verdeschi called up two of his best diesel inspectors, James Yawn and John Geary. The team scrambled into action, preparing travel orders and base access in order to get the team to Kittery as quickly as possible. Working on a Saturday morning, the team met with personnel from the travel division to input their travel claims for the emergent trip.

were more familiar with the Fairbanks diesels. Those tests were inconclusive, and the yard requested on-site assistance. My guys came in on Saturday, did their travel requests and received the appropriate briefings from Melissa Lyons in MARMC's Security Division."

Security Division Head Dave Shutter and Security Specialist Melissa Lyons came in on Saturday in order to complete the appropriate security briefings unique to PNSY, and to ensure all entries into Joint Personnel Adjudication System (JPAS) were current and up-to-date in order to ensure that the diesel inspectors could gain access to the dry-docking area. With the JPAS entries current and travel orders submitted, the team arrived at PNSY without issue. Also integral to the success of the trip was the Travel Branch's Dan Marrero who expedited the travel orders.

Upon arrival, the team, with over 30 years of experience on Caterpillar diesels, were able to conduct operability tests and monitored the systems as the submarine successfully completed its pre-undocking checks, and made the undocking on time.

MARMC Engineering Branch Head Alan Morrison attributed the successful trip to teamwork within the various codes within MARMC.

"This was a prime example of the team efforts that occur every day," Morrison said. "The sub was able to complete undocking on time that Wednesday, and MARMC personnel from multiple codes played an integral part in helping our team and the PNSY team meet their missions."



GROTON, Conn. (Feb. 6, 2012) The Virginia-class attack submarine USS New Mexico (SSN 779) returns to Naval Submarine Base New London after the Fellowship 2012 exercise with the Royal Navy submarine HMS Astute (SSN 20). New Mexico and Astute performed various tracking, deterrence and attack scenarios to test and certify each respective submarine's capabilities. (U.S. Navy photo by Mass Communication Specialist 1st Class Virginia K. Schaefer/Released)

WHY THE NAVY IS GIVING AGENCIES, INDUSTRY A MUCH-NEEDED WAKE-UP CALL ON SUPPLY CHAIN RISKS

By Jason Miller, Federal News Network

On page 6 of the Navy's recent report about its cyber readiness, there is a jaw-dropping confession: "The systems the U.S. relies upon to mobilize, deploy and sustain forces have been extensively targeted by potential adversaries, and compromised to such extent that their reliability is questionable."

Bill Evanina, director of the National Counterintelligence and Security Center in the Office of the Director of National Intelligence, wants that single sentence in the 80-page report to sink in for a second.

"The Navy's report on their resilience and reliability is that watershed moment not only for the Department of Defense, but for all agencies in the federal government, and I would even proffer in the private sector, to have an honest, internal look at their systems, their data, their capabilities and their protection mechanisms and where they have vulnerabilities and how the threats are manifested in their organizations," Evanina said after speaking at the Intelligence and National Security Alliance (INSA) event on

supply chain management in Arlington, Virginia, on April 1. "I think all agencies should take a hard look and say, 'What can we do that is similar to this to look at our own processes and protection models?'"

The Navy report serves as a call to arms around the challenges every agency faces from systems under attack to attempts to steal information from its industrial base.

"The DON's dependency upon the defense industrial base (DIB) presents another large and lucrative source of exploitation for those looking to diminish U.S. military advantage. Key DIB companies, primes, and their suppliers, have been breached and their IP stolen and exploited," the report states. "These critical supply chains have been compromised in ways and to an extent yet to be fully understood."

To read the full story please visit: <https://federalnewsnetwork.com/acquisition/2019/04/navy-giving-agencies-industry-much-needed-wake-up-call-on-supply-chain-risks/>



MARMC TAKES ON CHALLENGES OF LONG LEAD TIME AND CRITICAL PATH MATERIAL

By Hendrick Dickson, Public Affairs Specialist

On-time delivery is one of Mid-Atlantic Regional Maintenance Center's (MARMC) top priorities, and it is vital to the Navy's operational sustainability. The command constantly looks for ways to improve its ability to complete maintenance in a timely manner in order to maintain fleet mission readiness.



NORFOLK (Mar. 29, 2019) Tug boats guide the Ticonderoga-class guided missile cruiser USS Leyte Gulf (CG 55) away from the pier as the ship transits to Yorktown for ammunition onload March 29. Leyte Gulf deployed from Yorktown as part of the USS Abraham Lincoln (CVN 72) Carrier Strike Group April 1. (U.S. Navy photo by Hendrick Dickson/Released)

In recent years, the procurement of Long Lead Time Material (LLTM) and Critical Path Material has been one of the glaring obstacles in maintenance teams' ability to successfully complete availabilities on-time. However, with teamwork and keen foresight, managers are finding ways to take on this challenge effectively.

LLTM is defined as material with an order and shipping time greater than 30 days from order to receipt and Critical Path Materials are items which could delay the availability's scheduled start or completion date. For project managers (PM), the procurement of this material could mean the difference between ending an availability on-time or moving to the right.

"If you take the ship apart, you have to

because of emergencies on another ship, they were procured expeditiously.

"There are times where we have submitted an item, but it wasn't considered long lead because we were in an availability and there are five in the stock – but a couple weeks later and they are now gone. Now it is long lead," said Dann. "Just because it's available today doesn't mean it will be next week."

MARMC PMs are using teamwork, communications and lessons-learned to overcome some of these issues with acquiring the material crucial to their ability to finish the work.

"One of the ways we've been able to overcome some of the problems is taking a look at all the ships in availabilities," said Hollingshead. "If they're in a short

using that experience to inform third party planning to get that material added to the MTQR."

Dann has also found success by designating one of the shipbuilding specialists as the primary logistician for the entire maintenance team. His primary responsibility is to track all of the materials from the source to the delivery to the contractors. It has an extra layer of accountability with regard to procurement.

"If I had all of my SBSs running around trying to track everything, they would be all over the place," he said. "Dennis Neuman tracks all of that for us so the other SBSs can be on the ship monitoring the jobs. He is able to show the other SBSs where their materials are using the database and he also has everyone sign for materials from the time they're at the warehouse to the point they reach the ship so we won't have any problems with material accountability."

While LLTM and critical path material procurement may be just one of the many challenges availabilities present to a maintenance team, it is indeed something at the top of those circumstances that will flip an availability timeline in a heartbeat. The good news – it is something that can be controlled.

"The key to it really is to identify as many material problems as you can early in planning – especially on your critical path and controlling work – and get them pushed through the procurement process as soon as you can," said Hollingshead. "The sooner you buy it the more likely you are to meet your funding windows and have it here when the availability is awarded."

“The key to it really is to identify as many known problems as you can – especially on your critical path and controlling materials – and get them pushed through as soon as you can.”

be able to put it back together again," said Cole Project Manager Jeff Dann. "That means you have to have materials on site."

The basic process begins with QED Systems, as the Third Party Planner (3PP), planning the availabilities and identifying the LLTM and Critical Path Material with the government being responsible for procurement. 3PP enters the Job Material List (JML) into Material Requirements (MRQT) for Chief of Naval (CNO) availabilities, MARMC's Logistics Department enters it into MRQT for Continuous Maintenance Availabilities (CMAV). PMs may designate additional material as critical system items, defined as those needed for maintenance actions which could affect availability scheduled start, critical path milestones or availability completion.

The process in itself may seem simple, but there are several situations that may hinder procurement. One of those is navigating around fiscal year funding.

"Every year around the middle of July we have to cut off material procurement for the fiscal year," said Code 321 Class Team Lead Bill Hollingshead. "From the end of July until the next fiscal year's funds are available sometime in October material purchases are restricted to case by case emergencies. So, for nearly a quarter of the year our material procurement is essentially stopped. That has been one of the hurdles everyone has to work to get past."

Another issue is understanding the fluency of the government's stock system. There have been times when parts and materials have shown up in stock, but

availability, they don't have the flexibility to wait for a later delivery of material. If we're fortunate, there might be another availability with enough time left in their schedule to allow "loaning" the parts to the more urgent requirement. That's been one of the fairly significant avenues we've been using to overcome material delivery problems."

"PMs are also doing their best to take from lessons learned to try and identify anything they feel third party planning may have missed," he continued. "If either they or someone else has had experience with a problematic piece of equipment, they're



NORFOLK, Virginia (March 7, 2019) Sailors assigned to Mid-Atlantic Regional Maintenance Center's (MARMC) Logistics Department review a shipment of materials and supplies as they are received in Building LF-18's warehouse and material storage space. (US Navy Photo by Douglas Denzine/Released)

Spotlight on MARMC PRODUCTION DEPARTMENT'S ENGINES DIVISION

By Chris Wyatt, Public Affairs Specialist

This month Mid-Atlantic Regional Maintenance Center (MARMC) shines its spotlight on Code 930 Engines Division. Master Chief Todd Starks serves as the shop master for the Gas Turbine and Diesel shop. These shops are located in Building CEP-200 and fall under the Production Department umbrella.

"We have about 79 Sailors and one civilian that are assigned to the Gas Turbine Shop," said GSCM Starks. "Our civilian is a pretty special one in retired Master Chief Ashley Horn. Horn's experience is top notch and his guidance is one of the reasons this shop is where it is today."

As the shop master, Starks is tasked with oversight of the shop and ensuring its Sailors get the hands on training they need to be successful once they go back to sea.

The diesel shop has recently been stood up and right now they have a very limited number of services they can provide, but expect their capabilities to grow exponentially over the next few years.

"The Diesel shop can do Power Pack assemblies on Colt Pilestik 2.5 MPDE and 38D 8 1/8 generator," said Ashley Horn Gas Turbine Shop Zone Manager. We also service Fuel Injection Nozzles on Colt Pilestik 2.5 and 38D 8 1/8 found in (LSD 41) class ships."

The Gas Turbine shop can repair or replace any gas turbine engine, generator or main propulsion engine on any destroyer class ships.

"A lot of what we do is hourly based inspections," said GSCM Starks. "We do a lot of inspections to determine the life span of these engines. Based on the findings of those inspections determinations can be made of degradation of any parts that may need replacement."

In addition to onsite repairs or replacement, the gas turbine shop also has a Maintenance Assist Team (MAT), which goes aboard ships and trains ship's force (S/F) on proper preventative and layup maintenance.

"These MATs help teach S/F how to put their engines in the appropriate layup," said GSCM Starks. "When a ship goes into a maintenance availability where their engines won't be used for a long period of time, we have certain things we have to do to the engines to ensure they will be ready to operate at an optimum level when that ship comes out of her yard period."

MARMC's gas turbine shop has been called on many times to help ships in distress all over the world. Rota, Spain; Japan and Dubai are just a few places where their fly away teams have been sent to on a moment's notice to provide much needed oversight, support and expertise.

"When it comes to making repairs aboard we have traveled far and wide," said Starks. "A ship pulls into a port for a few days and we fly over to conduct an engine change out or repair that could easily exceed a million dollars. The ship's crew pushes the button to do an operational test, then render us a high salute and my guys come back."

In order to accommodate the busy work load that the gas

turbine shop has week in and week out, they have built a team of trained personnel that can be trusted to get the job done right the first time.

"All of our teams are setup based on experience level," said GSCM Starks. "I have a leading Chief Petty Officer who schedules the jobs and divides the responsibilities up between the teams. This way the new Sailors can gain not only the shop in-house experience, but also gain the much needed hands on ship repair experience. We want to build our non-qualified Sailors level of efficiency so that they can get qualified and then move onto the bigger jobs."

Fixing engines is a very important part of what we do here at MARMC and the gas turbine and diesel shops are leading the charge.

"We have the capabilities and experience here to complete most repairs out there. My Sailors are the best and we pride ourselves in getting the job done right," said GSCM Starks.



NORFOLK (Feb. 15, 2019) A MARMC Sailor finishes attaching loft fixtures on an LM2500 Gas Turbine Main Engine prior to it being hoisted by a crane for installation. (U.S. Navy photo by MARMC personnel/Released)

MARMC Hosts Leaders



Mid-Atlantic Regional Maintenance Center (MARMC) hosted two separate visits by military leaders from the National Defense University's Eisenhower School March 14-15, and April 1-2, to better understand the industrial base, its challenges, its relations with the Navy and numerous other topics.

Waterfront Operations Manager Chuck Baker guided the officers on both visits, which included stops at BAE Systems Norfolk Ship Repair; Colonnas' Shipyard and NASSCO Norfolk facilities, as well as stops aboard USS Cole (DDG 67) and USS Bataan (LHD 5).

The officers also participated in question and answer sessions with the industrial leaders to discuss issues important to the ship repair industry such as workload, relationship with the government, what works and what doesn't.

from NDU Eisenhower School



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NORFOLK (April 5, 2019) Sailors and civilians in Mid-Atlantic Regional Maintenance Center's Inside Machine shop clean and prepare lathes for upcoming repair work to assist the ships homeported at Naval Station Norfolk. (US Navy Photo by Douglas Denzine/Released)

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DEPARTMENT



NORFOLK (Mar. 29, 2019) Mid-Atlantic Regional Maintenance Center's Navy Afloat Maintenance Training Strategy Sailors have been learning different positions of a rigging team. There are specific hand signals that crane operators use to make movements for critical and non-critical lifts. They are currently working to earn their Navy Enlisted Classification as a Rigger Weight Tester. (U.S. Navy photo by Chris Wyatt/Released)

LDO/CWO Sunrise Leadership Breakfast

Mid-Atlantic Regional Maintenance Center's (MARMC) Executive Officer Capt. Eric M. Williams organized the regions 2019 Limited Duty Officer/Chief Warrant Officer (LDO/CWO) Mustang Round-up in the Hampton Roads area with an inaugural "Sunrise Leadership Breakfast" held at Vista Point Catering and Conference Center aboard Naval Station Norfolk,

By Douglas Denzine, Public Affairs Specialist



the Navy. It is an extremely positive thing for those young Sailors to see us come together as a community and we invite them to be a part of it."

For some this is a chance to meet up with old friends and share what they have learned and for others it's their welcome into the Mustang community.

"Today, I am most looking forward to making contacts for when the time comes for me to submit my LDO package," said Aviation Electronics 1st Class David Edwards from helicopter squadron HC-22. "We are going to serve as the relief for many of the officers who are here today. I have been in the Navy for nine years and I am looking to make it a career, so the more I attend events like these the more I will learn and put myself in a position to better build the community for the future."

"For me this is a chance to put a name to a face," said CWO2 Bonita Kendrick, who currently serves as the Education Service Officer on board USS George H. W. Bush (CVN 77). "We are behind a desk a lot of the day sending emails and corresponding – this is where we come together and meet our brothers and sisters. Today's turnout has been awesome and we hope that in the future it will only get bigger and better."

This is also an opportunity for MARMC's leadership to share the command's mission of fixing ships and to hopefully help them set a path to joining the RMC repair industry.

NORFOLK, Virginia (March 27, 2019) Sailors speak with Mid-Atlantic Regional Maintenance Center's (MARMC) Executive Officer Capt. Eric Williams during the inaugural Sunrise Leadership Breakfast at Vista Point Catering and Conference Center held for members of the Mustang community in the Hampton Roads area, March 27. (US Navy Photo by Douglas Denzine/Released)

March 27.

The event hosted nearly 70 LDO/CWOs from the rank of O1-E to O6 and CWO2-5 and served as a networking opportunity and community alignment for members of the fleet elite LDO and CWO community. LDOs and CWOs are the technical managers and specialists of the naval officer corps.

"Events like these are really great for the younger Sailors who are preparing their applications to become an LDO or CWO," said Williams. "This is their chance to see who we are and ask specific questions about what our community does within

"We have a lot of enlisted Sailors already at the command and this is also an opportunity for them to come out and see if they want to transition to becoming a limited duty or warrant officer at some point in their naval career. This gives me an opportunity to go back to MARMC and interact with those Sailors and help them get the information they need to take that next step in their career," said Williams.

Williams is currently working with the Mustang community to hold similar events in the near future with hopes to have an event each quarter of the year.

MSGID/GENADMIN/USSBATAAN/001/MAR// SUBJ/BRAVO ZULU//

USS Bataan would like to extend a well-deserved Bravo Zulu to MARMC Code 254 tech reps Jeff Large and Stephanie Hansen. Their assistance in troubleshooting Bataan's ballast system during her first underway in 16 months enabled a successful AMW Certification. During the visit, their technical expertise helped ship's force identify six critical valves that required replacement, as well as providing a complete groom of the ballast system.

They tirelessly worked side by side with our Sailors for over 10 days grooming the system back to full operational capability. Without their help, we would not have completed our certification this underway.

Jeff and Stephanie are true professionals and a great asset to the Navy. We wish to thank them for their relentless commitment to the team and operational excellence. Battling Bastard One sends.//



LF-18 GETS FACELIFT

By Steve White, Public Affairs Specialist

Mid-Atlantic Regional Maintenance Center's (MARMC) Building LF-18 has a long storied history on Naval Station Norfolk. After numerous incarnations on both the Air and Surface side of the Navy, the building is now home to MARMC headquarters. The problem is, the building is showing its age. Built before World War II, LF-18 is one of the older buildings left on base, and is in need of exterior renovations in order to maintain its integrity.

MARMC is working towards building a new consolidated campus onboard Naval Station Norfolk, but that project could take

of the exterior of the building, there are many spots where water can enter, causing damage to equipment and office spaces, as well as increasing the potential for mold.

White, who initiated this project three years ago, coordinated with Naval Facilities Engineering Command (NAVFAC), who have contracted with South Cherokee Construction to waterproof the exterior of the building. The project, which starts mid-April, consists of three phases.

Phase one involves pressure washing

personnel during specific portions of the project. At the onset of the project, parking will be secured to allow workers to access the building and prevent damage to automobiles.

"Due to the work schedule the contractors have planned, there will be periods where we have to secure the front two rows of parking," White said. "We will ensure that this inconvenience is kept to a minimum, but with that being said, folks will need to have a degree of flexibility with parking."

White went on to add that the parking will only be secured on days that there is actual work being conducted on the east face (front) of the building that poses a risk to personnel and vehicles.

"As they progress around the building, there will be work going on in multiple phases at once," said White. "Every effort will be made to keep parking restrictions at a minimum. They (contractor) could very well be on phase one on the north side of the building while working solidly in phase two or three on other sides."

White cautions employees, "This will be an active work-site – employees are asked to respect barriers and roped off areas for their own safety."

Repairs will also be conducted on hand-rails, guard rails and entryways. White stated that MARMC has requested that work impacting entering and exiting the building be scheduled on weekends, when possible. Additionally, all MARMC signage will be removed and updated during the project.

“ This will be an active work-site – employees are asked to respect barriers and roped off areas for their own safety. ”

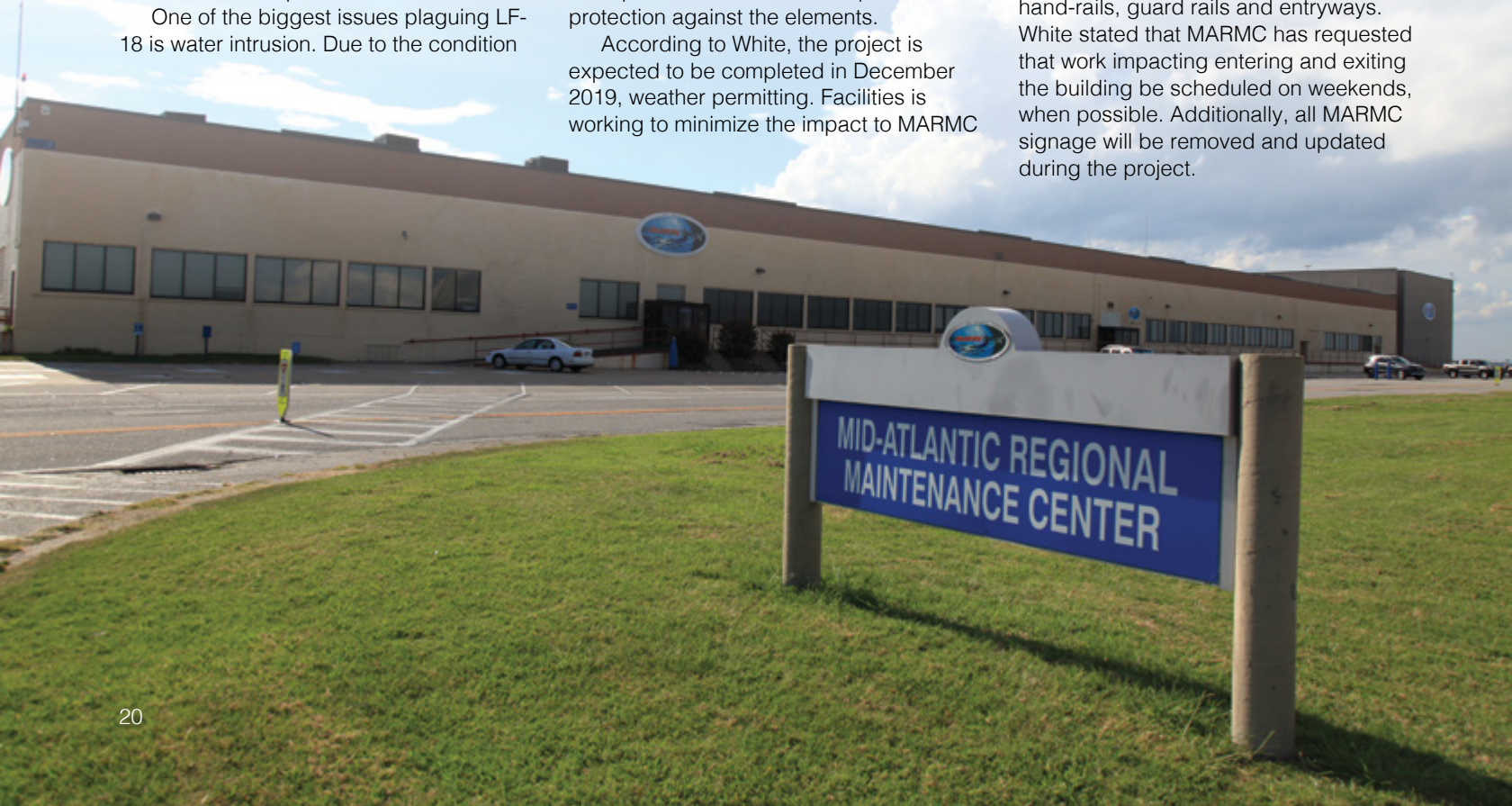
up to 10-years until completion. Ensuring we have a safe environment to work in during this construction project is a key priority of Bill White and the Facilities Division.

"It's important that we maintain the facilities we have now," said White. "We not only have to move forward with the new campus, but we also have to deal with the immediacy of the needs that the buildings we are in now require."

One of the biggest issues plaguing LF-18 is water intrusion. Due to the condition

the entire building. This step is critical to ensure the follow-on processes are successful. Once completed, the move to phase two will focus on repairing holes, applying patches and removal of obsolete hardware attached to the building. Upon completion, the contractor will move onto the third and final phase of the project – installation of an elastomeric membrane wall coating system that is designed to stop all water intrusion and provide protection against the elements.

According to White, the project is expected to be completed in December 2019, weather permitting. Facilities is working to minimize the impact to MARMC



EARTH DAY 2019

PROTECT OUR SPECIES

“In nature, nothing exists alone.”
— Rachel Carson, 1962

Nature's gifts to our planet are the millions of species that we know and love, and many more that remain to be discovered. Unfortunately, human beings have irrevocably upset the balance of nature and, as a result, the world is facing the greatest rate of extinction since we lost the dinosaurs more than 60 million years ago. But unlike the fate of the dinosaurs, the rapid extinction of species in our world today is the result of human activity.

The unprecedented global destruction and rapid reduction of plant and wildlife populations are directly linked to causes driven by human activity: climate change, deforestation, habitat loss,

trafficking and poaching, unsustainable agriculture, pollution and pesticides to name a few. The impacts are far reaching. If we do not act now, extinction may be humanity's most enduring legacy.

All living things have an intrinsic value, and each plays a unique role in the complex web of life. We must work together to protect endangered and threatened species: bees, coral reefs, elephants, giraffes, insects, whales and more.

The good news is that the rate of extinctions can still be slowed, and many of our declining, threatened and endangered species can still recover if we work together now to build a united global movement of consumers, voters, educators, faith leaders and scientists to demand immediate action.



SAFETY CORNER

HAZMAT APP AND AUL PROCESS

Submitted by Frank Walker, Safety Department Head, Code 106

Mid-Atlantic Regional Maintenance Center's (MARMC) Hazardous Material (HAZMAT) coordinators recently implemented a new process to procure HAZMAT if it is required to fulfill your tasking. MARMC was directed by Naval Supply Systems Command (NAVSUP) to utilize the HAZMAT Application, which can be found at: [https://my.navsup.navy.mil/apps/ops\\$haazmat.home](https://my.navsup.navy.mil/apps/ops$haazmat.home). The site will allow the HAZMAT coordinators to procure HAZMAT, as well as maintain an updated inventory of the hazmat each code or work center has stored in their respective hazmat lockers.

The Authorized User List (AUL) process has changed as well. Instead of having an AUL for each individual shop, the AUL will now be listed by each MARMC building. For example, Building CEP-200 will have an AUL, Building LP-26 will have an AUL and Building LF-18 will also have its own AUL. If an item is not on the specific building AUL, it cannot be ordered through the Hazardous Waste Minimization Center (HAZMINCEN) at Building LF-50 until it is added to the AUL through the HAZMAT App website. You can find a copy of the command AUL on the MARMC Safety SharePoint: <https://navsea.navy.deps.mil/field/cnrmc-marmc/106/Pages/Home.aspx>.

A Note About HAZMAT

All MARMC personnel should be trained on the hazardous materials (HM) they could encounter within their shops, work centers and codes. Supervisors, HAZMAT coordinators, and all end users should be aware of the types of HM on-hand and where each item is being stored. User familiarity will decrease the likelihood of a HM related mishap and prevent any unnecessary items from "hanging around."

Some HAZMAT locker requirements are:

- All HM in the locker must be on the MARMC AUL
- All containers in the locker must be properly labeled, marked with unique identifier (Consolidated Hazardous Material Reutilization and Inventory Management Program (CHIRMP) Labels) and purchased thru Building LF-50
- SDS binder must be readily available
- All containers in locker must be closed/sealed
- Locker must be free of spills, leaks and/or build-up of hazmat
- Material in locker must be within expiration date found on the CHIRMP label
- End-Use Storage Location (EUSL) worksheet must be up-to-date and posted on locker
- Incompatible materials must not be stored together and nothing can be stored at the bottom of the locker because if a spill were to occur, the bottom of the locker should be able to contain the amount of material stored in the locker.

If there are items in your locker that are either not on the AUL, expired or missing a CHIRMP label, you can contact the HAZWASTE Coordinator at (757)-837-8890 to get rid of the items or go to the HAZMAT App to request that the items be added to the MARMC AUL for your specific building. Please contact MARMC's Safety Department (Code 106) with all questions and concerns.

FROM THE CREATORS OF
THE MAINTAINER

DRENA MCNEIL
DEBORAH BURKETT
CHRIS WYATT
DOUGLAS DENZINE
STEVE WHITE
HENDRICK DICKSON
AARON GLOVER

BEYOND THE STORY

YOU FIX THE SHIPS, WE TELL THE WORLD



STRATEGICALLY COMMUNICATING MARMC'S MISSION

PRODUCTS INCLUDE: THE MAINTAINER, BUSINESS CARDS, PROGRAMS, TRI-FOLDS AND BROCHURES, POSTERS, CERTIFICATES, FLIERS, INVITATIONS, LARGE FORMAT PRINTING, SCROLLS, TABLE TENTS
SERVICES INCLUDE: PHOTOGRAPHY (STUDIO, ON LOCATION AND PASSPORTS), VIDEOGRAPHY, DIGITAL SIGNAGE, SOUND SYSTEM SET-UP, ARTICLE WRITING, GRAPHIC DESIGN, HOLDING STATEMENTS,
PRESS RELEASES, SOCIAL MEDIA, EMERGENCY COMMUNICATION, ALL-HANDS EMAIL, COMMISSIONING, RETIREMENT, REENLISTMENT AND CHANGE OF COMMAND COVERAGE



WHAT CAN PAO DO FOR YOU?



I Ask for Consent

What if you want to kiss someone, but you aren't sure how they'd feel?

When you want to get close to someone – whether you're hooking up for the first time or in a long-term relationship – it's important to know how to ask for consent.



What Is Consent?

- When someone gives consent, they're giving permission for something to happen or agreeing to do something.
- This means they need to know specifically what they're agreeing to – so make sure what you're asking is clear.

For example, "Do you want to mess around for a while? Like cuddling and making out, but not having sex?"

When and How to Ask for Consent

- Always ask for consent before you begin any sexual activity, including kissing, cuddling, and any kind of sex – even if your partner consented in the past.
- Ask in a way that makes it clear it would be okay if they said "no" – otherwise you might be pressuring them to do something they don't want to do.

For example, "Do you want to go back to the bedroom or hang out here and watch movies?"

What Is Not Consent?

- Your partner may not tell you "no," but that doesn't mean they're saying "yes."
- If someone says nothing, "um... I guess," or an unsure "yes," they're likely communicating that they don't really want to do the thing you're asking about.
- In these cases, you don't have clear consent. Check in with your partner about how they're feeling – or suggest another activity.

For example, "You seem unsure, so why don't we just watch TV tonight?"

Non-Verbal Cues

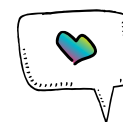
- Pay attention to your partner's body language.
- If they pull away, tense up, look uncomfortable, laugh nervously, or are quiet or not responding, you should check in.

For example, "You don't seem too into this. Do you want to stop or take a break?"

Dealing with the "No"

- Sometimes your partner will say "no," and that's okay.
- Reassure them that you're glad they can be honest with you.

For example, "That's okay; maybe we could do that some other time."



Why Consent Matters

- Talking about what your partner wants to do ensures sex is consensual and makes it more enjoyable.
- You'll feel more confident about what you're doing, and your partner will feel comfortable getting close to you.