



THE MAINTAINER

CODE 900

in Action

Machinery Repairman Fireman Fen Zhao observes closely as Machinery Repairman 3rd Class Patrisha Castro manufactures a necked down bolt for a blowout hatch which is used to relieve pressure from within a space in the event of a casualty on USS Forrest Sherman (DDG 98). (U.S. Navy Photo by Chris Wyatt/Released)

The Maintainer

Mid-Atlantic Regional Maintenance Center

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Featured Stories

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.

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Distance Support and Local Training: MARMC Electronic's Warfare Branch in Action - Technicians from Mid-Atlantic Regional Maintenance Center's (MARMC) Electronic's Warfare (EW) Branch provided distance support to Sailors aboard USS Kearsarge (LHD 3) who were experiencing a system fault to their AN/SLQ-32 Electronic Warfare Suite, the last week of May.

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MARMC Tech Reps Join Forces to Assist Stout - The technicians at the Mid-Atlantic Regional Maintenance Center (MARMC) provide a vital service to the Atlantic Fleet with their expertise and experience. They assist in maintaining operational capability not just during a ship's operational cycle, but during its training cycle as well. If the equipment is not working, the crew cannot train properly and MARMC techs are always ready and willing to answer the call.

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Micro-Miniature Lab Makes Fiber Optic Repair for USS Bataan - Mid-Atlantic Regional Maintenance Center's (MARMC) Micro-Miniature (2M) MTR (Module Test/Repair) Laboratory made emergent repairs aboard USS Bataan (LHD 5) while at sea enabling the ship to continue its mission, March 23.

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MARMC Hosts Shadow Day for Local STEM Academy - Sailors and employees at the Mid-Atlantic Regional Maintenance Center (MARMC) displayed their wide-ranging maintenance capabilities May 28, when they hosted Shadow Day for students from the Heritage High School Governor's STEM (Science, Technology, Engineering and Mathematics) Academy in Newport News, Virginia.

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VPP Committee Clean the Bay Day - This Voluntary Protection Programs (VPP) Committee effort is in observance of the 31st Annual Clean the Bay Day, which was Saturday, June 1, 2019, where several thousand volunteers across the Commonwealth made the 31st Annual Clean the Bay Day another great success. In just three short hours, they unburdened hundreds of miles of stream and shoreline of harmful debris and litter by the ton.

STRAIGHT TALK WITH CAPT LANNAMANN

Greetings Team MARMC,

At the beginning of the 2019, I asked our Navy and civilian personnel to take part in the annual Defense Equal Opportunity Management Institute (DEOMI) survey. Overall, I am very happy with the results. Many of you took this chance to voice concerns about the workplace and those comments were discussed within our focus groups. There are a couple areas of concern I wanted to mention here, first being the reporting process for sexual assault for Sailors and civilians. There seems to be some confusion about who to report to and how that process actually works. Our victim advocates during the month of April took time to visit various shops and offices throughout the command to help shed light on this process. There are many outlets for you to report sexual assault, if you don't know where to begin please talk with your immediate supervisor or a coworker that you trust to help get you on the right path. Second, as with each year when we receive the survey results, there are various complaints that we, in leadership, are unable to act upon because there may be a lack of information to do a thorough follow-up. I want to remind everyone that the command has a multitude of ways to report situations that need serious attention. I am sharing those telephone numbers below for everyone to utilize when appropriate. Through those outlets, you can be more specific and remain anonymous (if you do not wish to participate in the focus groups) and speak about the issue first-hand. It is extremely important to me that we mitigate situations that create a toxic work place or impede you from doing your job in a fair and comfortable manner. Keep your ideas and thoughts coming – we are listening!

Furthermore, there have been conversations and discussions all the way up to the Chief of Naval Operations (CNO) level concerning living conditions of our Sailors. Some have experienced mold issues and other various situations that have made for difficult and sometimes dangerous living in their housing. I want to be very clear, and this is for all personnel at MARMC, if you are having troubles with your housing, relationships, alcohol use, issues with your pay or any other circumstance that you need assistance with, please seek support so that we can make things right. I do not want any of you to have aspects of your life negatively impacted by something that we collectively can make better. Do not suffer in silence – use your chain of command and we will be sure to get you the help you need and deserve. The better we can take care of one another the better the command and our communities will be. Learn what normal looks like for those who you work closely with and tune in when something seems off. There is a lot of stress in our business and nobody understands that more than the person working next to you every day. Talk with one another and help make MARMC a comfortable environment where we take care of each other.

During the month of May, our Executive Director Dennis Bevington and I attended Vice Adm. Moore's off-site in Leesburg, Virginia, to continue the discussion regarding the Naval Sea System Command (NAVSEA) campaign plan 2.0. Our focus during this session was aimed at alignment with the CNO and really driving home the point that 'On-Time Delivery' is our main goal. We have done a tremendous job here at Mid-Atlantic Regional Maintenance Center (MARMC) with ensuring we adjust our own Strategic Business Plan (SBP) to

support the 5X to 10X improvements, taking risks with the contracting strategy and continued involvement with local industry – we are meeting the mark with our vision and the actions you all take on a daily basis. As I have mentioned many times over the past couple of years, we are still up against a backlog of ships that we are trying to get through their availabilities. We will continue to award more ships because there is still more work to do. This is where our partnership with industry is critical. Making sure they understand the workload ahead in order to properly staff their yards will be a huge piece of how successful the command can be in the years to come. It is up to our folks to be innovative and to share lessons learned in order for us to change the paradigm of how ship repair is approached and conducted in our region.

We are now in the '101 Critical Days of Summer.' Warm weather is here and many of you will be spending more time outdoors. That means wear your sunscreen, take the proper precautions at the pool or the beach, be safe when grilling and most importantly drink responsibly. We just recently were able to award a day of leave for our Sailors for 45 continuous days without a DUI. This shouldn't be an exception, it should be the norm! If you are going to drink, please have a plan and do not get behind the wheel of a vehicle. Our Safety Department Head Frank Walker has shared a brief with you all that has reminders and pointers on how to be safe while you enjoy the summer months.

This is the perfect time of year to use your leave. You have earned it and you deserve time away from work to relax and enjoy the company of friends and family. Thank you all for your continued drive toward excellence. Your hard work is the driving force behind the fleet!

Sincerely,
Capt. Dan Lannamann

Command Managed Equal Opportunity (CMEO) Officer

MMC Jamie Caceres
jaime.caceresbeltra1@navy.mil
(757) 837-7736

NAVSEA Inspector General (IG)

nssc_navseahotline@navy.mil
(800) 356-8464

Navy IG

navighotlines@navy.mil
(800) 522-3451

DoD IG

www.dodig.mil/hotline
(800) 424-9098

Navy Sexual Harassment Prevention and Equal Opportunity Advice Line

mill_navy_eo_advice@navy.mil
(800) 253-0931

CHALLENGE THE NORM



Notes from the Executive Director

Challenge assumptions and the status quo – Accept risk, but know who owns it (do not accept risk on behalf of your boss or fellow coworkers) – Find time-consuming tasks that you can eliminate to better focus on the most important aspects of our job – Establish bold goals! These are some of the themes that kept appearing during the Naval Sea Systems Command (NAVSEA) Commanders Leadership Forum that Capt. Lannamann and I attended in May. To me it sounded a lot like the on-going theme of my conversation with you this year – “Challenge the Norm.” Mid-Atlantic Regional Maintenance Center (MARMC), along with the other NAVSEA field activities, have been focused on finding new ways to engage and lead the entire enterprise in forward thinking and finding ways to positively impact the critical path of our work.

During our discussions at the forum, we learned of a naval command that engaged in a training scenario that ultimately eliminated emails by about 50 percent among their workforce. I want to engage in similar exercises that will challenge our communication norms here at MARMC. With advances in technology, there are countless new ways to communicate with one another. Are we as a command using the right tools? Are there more efficient modes of communication that would benefit our workforce? Those are the types of

questions I would like you to be asking yourself as you are engaging in the various communication techniques you use on a daily basis. We may also learn from our children and the ways they interact with their peers. More so than ever, kids are tuned into one another and have ways of staying connected that were not in existence when many of us were starting our careers. Finding the best way to communicate with your team is a vital step in meeting our strategic priorities. I encourage you to try something new and share with us what does and does not work.

Assistant Secretary of the Navy (Research, Development and Acquisition) James Geurts was also on hand during the forum and he spoke about getting our pivot speed up and working quicker toward innovations. He also talked about where decision-making should be taking place within an organization. It is not always best to have the decision-making coming from the top. Allowing the people who are performing the job, in our case – ship repair, the ability to make decisions on the fly may render quicker and better results. Empowering our team with the ability to improve work processes not only helps us meet our mission more effectively, but it gives everyone a chance to take ownership in the way we conduct business. If our entire team engages in making decisions, it can also eliminate bureaucracy, which as we all know

can stifle productivity. Those are self-imposed road blocks that need to be addressed in order to not upset the steady drumbeat of our workflow. You all should feel empowered to bring those roadblocks up to your teammates and supervisors and work together to eliminate those situations that slow your progress.

Lastly, we discussed how important it is to bring diversity and talent into the NAVSEA enterprise. One thing that the private sector does extremely well is recruiting highly skilled and talented people. We are fortunate at MARMC to have a very large group of talented folks, but we can always become better.

As we continue on our quest of maintaining the fleet, we will no doubt face challenges that may lead to change. Change is hard and can be uncomfortable, but often times it's needed to break bad habits and propel us into the future of our business. Just because we are a government organization doesn't mean we have to settle for subpar standards and working conditions. Every day we come to work is a new opportunity for you to make a positive impact on how we will execute our mission. It takes each and every one of you that are part of our command to meet our goals and I ask all of you to continue to “Challenge the Norm!”

MASTER CHIEF BAILEY

R E T I R E M E N T



FAIR WINDS AND FOLLOWING SEAS

Distance Support and Local Training: MARMC Electronic's Warfare Branch in Action

By Douglas Denzine, Public Affairs Specialist



NORFOLK, Va. (June 5, 2019) Mid-Atlantic Regional Maintenance Center's (MARMC) Electronics Technician Jim Polk meets with former Electronic Warfare (EW) training students CTT2 (SW) Kellin Kunkel and CTT2 (SW/AW) Brock Shinault from USS Monterey (CG 61) to review various parts of the SLQ-32 console in MARMC's EW lab, June 5. (US Navy Photo by Douglas Denzine/Released)

NORFOLK, VA (NSN) - Technicians from Mid-Atlantic Regional Maintenance Center's (MARMC) Electronic's Warfare (EW) Branch provided distance support to Sailors aboard USS Kearsarge (LHD 3) who were experiencing a system fault to their AN/SLQ-32 Electronic Warfare Suite, the last week of May.

Michael Kimmel and Daniel Dale were able to troubleshoot and diagnose the issue causing the fault and provided instructions to ship's force on the construction and installation of the cable needed to get the system back online and operational.

"When we have a trouble call come in like this, my guys are all over it," said MARMC EW Branch Head Jericho Jefferson. "They oftentimes can resolve problems within minutes. With all of their experience, they have seen almost every problem before, and they are ready to put their expert knowledge to use, whether that is helping over the phone, email, or even if they have to fly to give on-site support."

Once they were able to relay that information to ship's force, the Kearsarge Sailors were able to check that specific cable for wear and damage. It was found that there was damage to the cable's insulation and following a detailed procedure provided by Kimmel, they began taking steps to get the system repaired.

"Using spare parts that we have on hand in our Electronic Warfare Lab, we were able to fashion them a replacement cable, which was express shipped to them," said Kimmel. "The great thing about these real-world scenarios is they give Sailors participating in MARMC's Training of

Practical Application (TPA) in-house program a chance to help with a real-world issue. The Sailors that we have with us now were hands on during every phase of the process."

Kimmel worked closely with the Sailors currently in the TPA program at MARMC to take photos of the process and documented each step to write the procedure that Kearsarge would eventually use to solve their issue.

With help from the Kearsarge's 2M (micro and micro-miniature) lab, ship's force aboard Kearsarge were able to remove the old cable and get the new cable properly installed making the system mission ready once again.

"It can be frustrating when you come across a system fault that you don't know how to fix right off hand, but this is what we do every day. Being able to work with the Sailors and help them get their equipment functional is what I have enjoyed about this job all these years. It really gives me a sense of accomplishment," said Dale.

MARMC's EW lab hosts Sailors from ships stationed in Norfolk giving them access to the TPA program. Sailors leave with valuable in-rate knowledge that will benefit the fleet when they are forward deployed. According to Jefferson, the more training and real-world problems they get to be involved in the better the chance of them being able to make a repair on the fly during a deployment and not have to rely on a tech assist that could slow the ship down or stall its mission.

"This is all about sustainability. Teaching Sailors how to repair their own equipment in a safe and efficient manner through techniques that we have developed over the years that are focused

specifically for these systems that they may not see in their A or C schools," said Kimmel.

"When a ship is in port, we can have them bring a piece of gear to us, and we can then troubleshoot it in our EW lab with the Sailors. It's a challenge when the ship is forward deployed and you are trying to figure out the problem and solve it over the phone," said Jefferson.

"Whether it is here at the piers or if the ship is half-way across the world, we always answer the call and make sure those ships in need of assistance get the help they need in order to meet their mission."

Dale and Kimmel also provided support to USS Bataan (LHD 5) and USS Eisenhower (CVN 69) the same week they provided support to USS Kearsarge, all of which were experiencing similar issues to their AN/SLQ-32 consoles.

"I wanted to take a moment to express my gratitude for the support you provided USS Bataan last week in repair of our SLQ-32 system," said Bataan Commanding Officer Capt. George Leland in a naval message. "Due to the nature of the error, it was difficult to diagnose and eluded multiple technical experts since last deployment. When it popped up again last week, your dedicated response and critical expertise enabled us to move forward in our certification cycle including passing important INSURV (Board of Inspection and Survey) checks."

He continued, "People like you empower us to fight our best fight and accomplish the mission. Thank you!"

MARMC TECH REPS JOIN FORCES TO ASSIST STOUT

By Hendrick Dickson, Public Affairs Specialist

The technicians at the Mid-Atlantic Regional Maintenance Center (MARMC) provide a vital service to the Atlantic Fleet with their expertise and experience. They assist in maintaining operational capability not just during a ship's operational cycle, but during its training cycle as well. If the equipment is not working, the crew cannot train properly and MARMC techs are always ready and willing to answer the call.

When USS Stout (DDG 55) was preparing for their Fleet Synthetic Trainer – Unit Level (FST-U), a scenario-based in port training scheduled by Carrier Strike Group staff and conducted by Afloat Training Group (ATG), the crew realized they had a problem with a system crucial to executing that training.

"We received a call Thursday, May 16, saying the ship was having trouble with their Battle Force Tactical Training (BFTT)," said Blake Hudson who works within MARMC's Advanced Combat Direction Systems Branch. "They can't conduct that training without BFTT, so we knew we had to get out there and see what was going on,"

The BFTT provides ships the capability to conduct realistic joint warfare training across the spectrum of armed conflict and conduct realistic

unit level training in all primary warfare areas. It coordinates data from Combat Systems and Engineering to create simulations in order to provide integrated training even while ships are pier-side.

Hudson was out of town when he received that phone call, but Jack Kenyon, also with MARMC's Ships Self Defense Systems/Strike Warfare Branch went to the ship that Friday and began troubleshooting with the shipboard BFTT technician until Hudson could join them later that weekend.

"The ship's technician was already working on the issue when I got to the ship," said Kenyon. "We interchanged various parts of the system until we were able to pinpoint the problem. It seemed to be an interface problem with the Navigation Simulator (NAVSIM), which is a subsystem of BFTT. The program wasn't reading the navigation data from the AN/WSN-7 properly."

AN/WSN-7 calculates the ship's position, altitude, heading and velocity in relation to the earth's rotation. The INS senses motion (inertial), gravity and earth rotation in the performance of its navigation functions. That data is sent throughout the ship via the Data Multiplex System (DMS).

"Once we realized where the problem was coming from, we called the Navigation Technicians from MARMC's IC/Navigation Branch and they

came out Sunday," said Hudson.

DMS technicians Joel Sutton and Alan Ryder came aboard the ship Sunday working side-by-side with Kenyon and Hudson to resolve the problem and get the BFTT up and in time for the ship to participate in the FST-U that Monday.

"They were there waiting for us when we arrived," said Sutton. "It was a cooperative effort between both of the codes. It was a pleasure working with those guys."

"It makes the jobs easier when you can have all the technicians and the ship's force working together on the same page," added Ryder. "It doesn't matter if it's during the week or on the weekend, we have a job to do and that is to make sure these crews are trained the ships are ready to go."

The techs received a message from Stout Commanding Officer Cmdr. Nathan Diaz May 19, thanking them saying, "with your assistance, Stout was able to clear a Category III casualty and ensure the Aegis combat system was fully ready to support our FST-U certification."

That sentiment from the commander was appreciated. "Anytime you go out and fix a problem it is rewarding in itself, but hearing from the captain how important it was for the ship to accomplish its mission is special," said Hudson.

NORFOLK (Sept. 17, 2018) The guided-missile destroyer USS Stout (DDG 55) returns to Naval Station Norfolk, Sept. 17, 2018, following its sortie due to Hurricane Florence earlier this week. While most ships are making plans to return, the amphibious assault ship USS Kearsarge (LHD 3) and the amphibious transport dock ship USS Arlington (LPD 24) will remain underway prepared to provide defense support to civilian authorities (DSCA), if requested through U.S. Northern Command. (U.S. Navy photo by Chief Mass Communication Specialist Tommy Lamkin)



MICRO-MINIATURE LAB MAKES FIBER OPTIC REPAIR FOR USS BATAAN

By MARMC's 2M Lab Manager Laura Petty and MARMC Public Affairs Specialist Chris Wyatt

Mid-Atlantic Regional Maintenance Center's (MARMC) Micro-Miniature (2M) MTR (Module Test/Repair) Laboratory made emergent repairs aboard USS Bataan (LHD 5) while at sea enabling the ship to continue its mission.

As of February 2019, MARMC's 2M Electronic Repair Lab has the capability to replace Fiber Optic Connectors. In March, Engineering Technician Eleuterio Miguel flew out to USS Bataan to meet with Target Acquisition System (TAS) technician Brian Jantzen from MARMC's Engineering Self Defense Branch, to assist with repairing two AN/UYK-44 fiber optic connectors.

According to 2M Shop Zone Manager Laura Carter, the original connectors were improperly constructed with the wrong back shells, which prevented required strain relief. The proper connectors were not available at the time and Bataan had an important 'Detect to Engage' certification in just two-days. Miguel determined that temporary repairs could be made to clean the existing fiber connectors and the interface for both computer channels. This effort ensured the redundant path for the ship's missile systems. Post repair testing verified that the system was fully operational.

"Our ability to meet the needs of our customer (the ships) is our top priority," said Carter. "Having experienced personnel, both military and civilian here in my shop, helps make my job easier. This new fiber optic repair capability is yet another service that we can provide to help the ships on the waterfront."

Upon Bataan's return to homeport and receipt of required connectors, Eleuterio and Carter completed permanent repairs. As Bataan Amphibious Readiness Group (ARG) prepares for Composite Training Unit Exercise (COMPTUEX) and deployment, the TAS Mk 23 is operational permitting the use of the computer subsystem to provide automatic/manual target detection and tracking, target identification, threat evaluation and weapon assignment capabilities for engagement of air tracks.

In addition to the newly acquired fiber optic repair capability, the 2M lab provides circuit card repairs and replacement, and module test and repair.

"Repairing circuit cards has really helped us save the Navy time and resources and keep important machines running aboard the ships," said Carter. "We enjoy doing our part to keep the ships on the waterfront mission ready."



MARMC HOSTS SHADOW DAY FOR LOCAL STEM ACADEMY

By Hendrick Dickson, Public Affairs Specialist



NORFOLK, Virginia (May 28, 2019) Kevin Odham, of Mid-Atlantic Regional Maintenance Center (MARMC) Hull Division, displays structures created in the Waterjet Shop to a staff member from Heritage High School Governor's STEM Academy during Shadow Day. This is the third year MARMC has hosted Heritage students demonstrating to them real-world applications in the STEM field. (U.S. Navy Photo by Hendrick L. Dickson/Released).

Sailors and employees at the Mid-Atlantic Regional Maintenance Center (MARMC) displayed their wide-ranging maintenance capabilities May 28, when they hosted Shadow Day for students from the Heritage High School Governor's STEM (Science, Technology, Engineering and Mathematics) Academy in Newport News, Virginia.

"Shadow Day is an annual event where we invite students from Heritage High School here, and we let them tour our facilities," said MARMC Human Capital Strategist Rhonda McGee. "The purpose is to give upper classmen a chance to get real-world applications that are available within the STEM field in the Navy."

Twenty-three students toured MARMC's production hub, Building CEP-200, for firsthand demonstrations from the maintenance center's Hull Division, Gas Turbine Shop, the 2M (micro and micro-miniature) Lab and Dive Locker.

This is the third year MARMC has opened its doors for Heritage High School giving the students a chance to engage with mentors in the STEM community.

"We are always looking for different internships and mentorship opportunities for our students," said Quintasia Hurt, a cybersecurity and networking instructor at the school. "One of the primary goals in getting them out here is to allow them to meet people in the field and reinforce their aspirations to make STEM a career."

MARMC's production department consists of hundreds of military

members and civilians. That make-up gives the students a unique chance to see the impact STEM has on both sides of government.

"You can apply these STEM applications in the public sector or in the military fields," said McGee. "We have military and civilians working side-by-side every day here at MARMC, and we want them to see how we bridge that gap between the two."

There is also a benefit for MARMC, as well as in building these relationships with the next wave of talent in the STEM arena.

"Many of our SMEs (Subject Matter Experts) in STEM fields are retiring, so our initiative is to go out encourage and motivate students when they are younger to get them to pursue these STEM career fields with the hopes of that one day they will pursue a career after their education," said McGee.

"It's good for the command to welcome these young students in government facilities so they can get a chance to see what people are doing for the country," added John Abernathy, Dive Locker Helmet and Dress Division. "Hopefully after they see that, it gives them a little more pride and perspective as well."

MARMC plans are to continue this annual event and even broaden the experience for the students next year.

"We are looking at ways to include a ship's tour in the future," she said. "So they can get a more in depth view of MARMC's impact to the fleet."



VPP COMMITTEE

CLEAN THE BAY DAY

This VPP Committee effort is in observance of the 31st Annual Clean the Bay Day, which was Saturday, June 1, 2019, where several thousand volunteers across the Commonwealth made the 31st Annual Clean the Bay Day another great success. In just three short hours, they unburdened hundreds of miles of stream and shoreline of harmful debris and litter by the ton.

Approximately 3,500 volunteers gathered at nearly 200 sites all over Virginia, removing an estimated 45,000 pounds of litter and debris over an estimated 250 miles of shoreline. As usual, the most common items found during the cleanup were plastic and glass bottles, aluminum cans, plastic bags and cigarette butts. Participants also found many strange (and dangerous) items including appliances, car and boat parts, a 16-foot cattle panel, dozens of tires—including one weighing 57-pounds—half of a laptop, a keyboard, a car grill, a stadium seat, a cowbell, a gold watch, a small amount of cash and much, much more.

Since the event began in 1989, Clean the Bay Day has engaged approximately 161,700 volunteers who have removed more than 7.1 million pounds of debris from more than 8,000 miles of shoreline.



MARMC PROMOTIONS



FIRST CLASS

HT1 Ty Benfer
 EN1 Charles Bouton
 GSM1 Quinisa Brooks
 EM1 Joanna Butcher
 MM1 Andy Carrillo
 DC1 Shannon Clayton
 BM1 Brett Davis
 EM1 John Davis
 FC1 Armando Duncan
 FCA1 Robert Farrell
 NC1 Raquel Foge
 GSE1 Jiri Gajdacek
 MM1 Rizzamae Garcia
 FC1 Renee Geisler
 FCA1 Rebecca Gilbert
 DC1 Rachel Jeffries
 HT1 Christen Jenkins
 HT1 Kevin Johnson
 EN1 Tori Johnson
 YN1 Christina Kilburn
 GSM1 Liam McCormick
 HT1 Richard Morgan
 EM1 Endkoun Mahamadi
 BM1 Akeiva Perry
 EM1 Joshua Prince

GSM1 Jordan Schmukal
 MM1 Stephen Scott
 GSE1 Jeremy Shelvin
 EN1 Matthew Terrell
 EN1 Kirk Thompson
 EM1 Winston Trinidad
 MM1 Ervillejohn Villaruz
 EN1 Pierre Warrenaubuy
 ETN1 Meagan Whaley
 EM1 Joshua Williamson

SECOND CLASS

IC2 Adriana Alfarosalazar
 EM2 Calvin Amundson
 GSE2 Dustin Carman
 MM2 Desirre Charles
 ND2 Richard Chism
 HT2 Destiny Crafton
 MMN2 Andrew Cullen
 FC2 Paris Fletcher
 DC2 Morgan Flynn
 EM2 Jordan Gonzalez
 GSM2 Darnisha Hillery
 GSM2 Ramseygabriel Innabtriesh
 EM2 Brittany Jackson
 EM2 Terrance Jenkins

BM2 Dakota Kindle
 HT2 Justin Lamoreaux
 EM2 Justin Lawrence
 EM2 Clarisse Luna
 GSM2 Matthew McClain
 EM2 Lidiana Medina
 BM2 Zachary Pellett
 HT2 Kyndell Polite
 EM2 Gregory Preston
 GSM2 Michael Ramirez Jr.
 FC2 Gabriel Rein
 FCA2 Patrick Roy
 IC2 Alexi Salomon
 GSM2 Joshua Viall
 EN2 Tathiane Vilela
 DC2 Lauren Williams
 EM2 Jeremiah Wolfe
 EN2 Brittany Zeno

THIRD CLASS

GM3 Corinn Abellar
 HT3 Joshua Adebayo
 HT3 Keante Benjamin
 HT3 Brandon Brown
 HT3 Andrew Burgess
 HT3 David Bush

MM3 Shanya Daigle
 MM3 Aamyia Douglas
 EN3 Jacquelyn Escobar
 MM3 Zakiyyah Hines
 HT3 Hailie Hutchison
 MR3 Xiaolong Ma
 MM3 Christina Pagan
 HT3 Robert Salatino III
 GSM3 Stephanie Salone
 HT3 Taylor Slaney
 EM3 Ethan Tomaselli
 MR3 Bayli Viana

SENIOR CHIEF

MMCS Michael Avallone
 MMCS Michael Barton
 HTCS Emiliano Carbajal Jr.
 MMCS Julian Cristolucero
 GSECS William Hargis
 ETCS Kimberly Hofsiss
 FCCS Ryan Laverty
 ENCS Robert Shaffer
 ENCS Bret Swift
 MMCS Deon Tate
 MMCS Andrew Willison
 MMCS Allen Wilson

C N R M C

Rear Admiral Tom Anderson Deputy Commander, Surface Warfare Commander, Navy Regional Maintenance Center

Rear Adm. Anderson is a native of North Brunswick, New Jersey. He was commissioned in 1991 through the Naval Reserve Officer Training Corps (NROTC) Program at Boston University where he received a Bachelor of Science in Mechanical Engineering.

At sea, he qualified as a surface warfare officer aboard USS Capodanno (FF 1093) where he served as machinery and boilers division officer, and first lieutenant. He also served aboard USS Arleigh Burke (DDG 51) as auxiliaries and electrical officer, where he coordinated the first two Chief of Naval Operations availabilities of the DDG 51 Class.

Upon selection to the Engineering Duty Community in 1996, he attended the Naval Postgraduate School where he earned a Master of Science in Mechanical Engineering. He also completed the Total Ship Systems Engineering Curriculum and became a California State Licensed Professional Engineer.

Ashore, he has served in a variety of industrial, fleet, program office and headquarters assignments in ship design and construction, maintenance, budgeting and requirements. He served as commander, Naval Surface Warfare Center, leading more than 17,000 scientists, engineers, technicians and support personnel, providing research, development, test and evaluation for the future Navy, as well as in-service engineering and logistics support for the operational naval forces. Anderson also served as the Department of Defense Executive Manager for Military Explosive Ordnance Disposal (EOD) Technology and Training with oversight responsibilities for joint military EOD systems and training.

Anderson served for five years as program manager of the Littoral Combat Ship shipbuilding program (PMS 501). During his tenure, he transitioned two tier-two shipyards from single ship to serial production (facilities, design and manpower), achieved initial operating capability and conducted live fire test and evaluation for two ship variants, and is largely credited with stabilizing the Littoral Combat Ship shipbuilding program. Additional assignments included: Naval Sea Systems Command executive assistant; Office of the Chief of Naval Operations requirements officer (N86); chief engineer and post-delivery branch head for the DDG 51 Class (PMS 400D); Commander, Naval Surface Forces, Atlantic, mine warfare type desk officer (N43); and Ship Superintendent and Destroyer Designed Guided/Guided Missile Frigate planning yard officer at Supervisor of Shipbuilding, Bath, Maine.



Anderson assumed duties as the commander, Navy Regional Maintenance Center and Naval Sea Systems Command deputy commander for surface warfare (SEA 21) on May 31, 2019.

Anderson's personal awards include the Legion of Merit (three awards), Meritorious Service Medal (three awards), and Joint Service Commendation Medal. He is a member of the Acquisition Professional Community with Level III certifications in Program Management, Production Quality Management, and Systems Engineering.

CODE 900 *in Action*

Damage Controlman 2nd Class Shannon Clayton performs a hydro-static test on a self-contained breathing apparatus bottle. (U.S. Navy Photo by Chris Wyatt/Released)





Rear Adm. Tom Anderson, Commander Navy Regional Maintenance Center (CNRMC), visited Mid-Atlantic Regional Maintenance Center (MARMC) June 12. During the visit he participated in a MARMC Navy Afloat Maintenance Training System program graduation, received capability demonstrations of Production Department shops and toured spaces in Buildings CEP-200 and LF-18. Anderson assumed duties as the commander, Navy Regional Maintenance Center and Naval Sea Systems Command deputy commander for surface warfare (SEA 21) on May 31, 2019. (U.S. Navy Photos by Damage Controlman 1st Class Scott Taylor)



NCIS EMAIL WATCH



NAVSEA HQ NCIS Agent has established an email box where all NAVSEA Commands can send suspicious emails.

If you receive an email that appears suspicious, please attach it to a new email and forward it to ***navsea_email_wat.fct@navy.mil***.

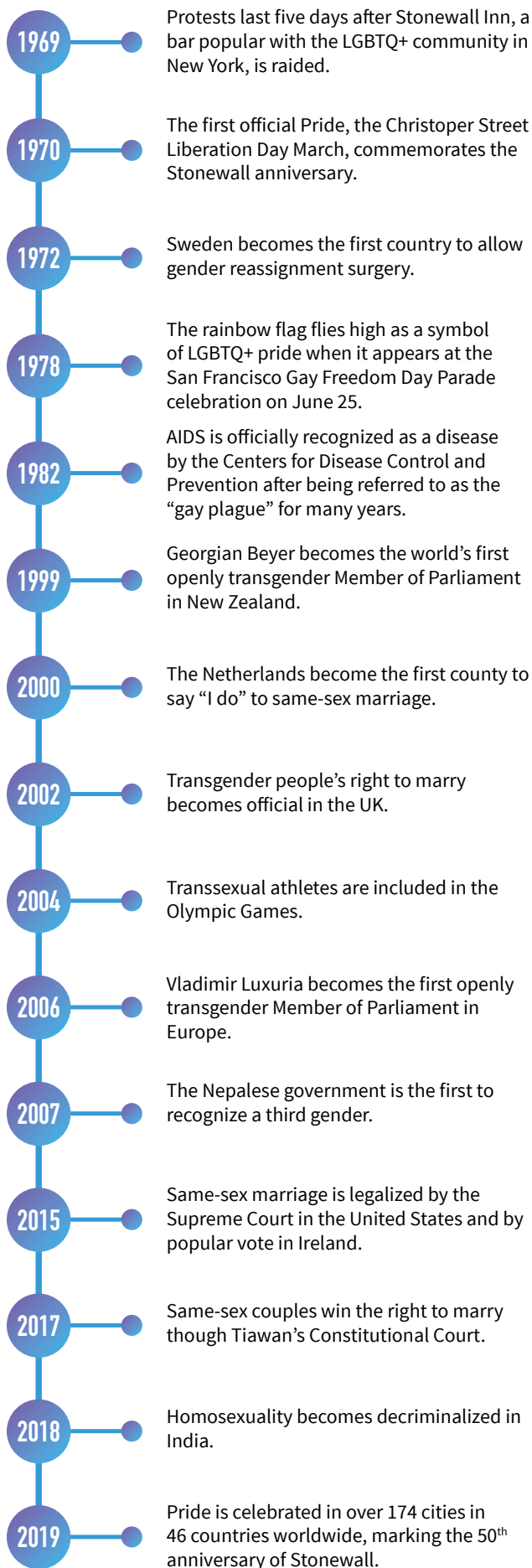
Attaching the email instead of just forwarding it allows NCIS to capture more metadata from the original email header.

To attach a suspicious email:

1. Click on New Email
2. Draft the email as normal
3. Address the email to ***navsea_email_wat.fct@navy.mil***
4. Drag and drop the suspicious email onto the new email screen
5. Sign & encrypt your email and hit send

This email box is not a replacement for our existing cyber incident reporting process

- Email Cybersecurity questions or concerns to MARMC_NRFK_CYBERSECURITY (USFF_MARMC_NRFK_CYBERSECURITY@navy.mil)
- For generic SPAM - please continue to report SPAM to NMCI (NMCI_SPAM@nmci-isf.com)



A Living Monument to 50 Years of Pride

The LGBT Community Center of New York City, with support from Google.org, has worked to preserve LGBTQ+ history for future generations by extending the Stonewall National Monument from its physical location in New York City to a digital experience accessible by everyone, everywhere.

Stonewall Forever is the result of the LGBT Community Center’s efforts. It is a living monument to Pride, connecting diverse voices from the Stonewall era to the millions of voices in today’s LGBTQ+ community. The monument features digitized historical artifacts, oral histories capturing the early days of the movement, a short documentary by Ro Haber that highlights unheard stories from the LGBTQ+ community and photos and messages from people around the world.

You can experience Stonewall Forever online and become a part of the living history of the LGBTQ+ community by adding your own story to the digital monument. If you are in Christopher Park in New York City, you can also experience it live through an augmented reality (AR) app.

DAYS OF SUMMER SAFETY PASSPORT

Week 1: Swimming Safety
Week 2: Fishing Safety
Week 3: Hurricane Safety
Week 4: Traveling & Grilling Safety
Week 5: OSHA Heat Stress Quick Card
Week 6: Staying Hydrated & Staying Active
Week 7: Firework Safety
Week 8: Lawn Care/Gardening & Poison Ivy, Sumac and Oak
Week 9: Allergies & Summertime Stings
Week 10: Boating Safety
Week 11: Puncture Wounds & Bicycle Safety
Week 12: Food Poisoning

Complete 12 weeks of the Days of Summer Passport—Gold Star

Complete 6 weeks of the Days of Summer Passport—Silver Star

The earliest you can complete your Summer Passport is June 28; all items must be submitted by August 16.

Civilian Completion

- Gold Star: 16-Hour Time Off Award
- Silver Star: 8- Hour Time Off Award

Military Completion

- Gold Star: 96-Hour Special Liberty
- Silver Star: 72-Hour Special Liberty

Once completed, please have your Supervisor validate the Checklist and submit to the VPP Committee. Exceptions approved by the VPP Committee Chairman.

Visit the Safety Page on MARMC SharePoint to get started!

WORK IMPROVEMENT NOTE

WIN

08/14/18 • Patrick Frank, Code 313 Waterfront Operations Department
Install a Metal Ring Around Flush Deck Openings to Protect Epoxy Deck Coatings

Brief Description of the Process/Problem: A common problem with interior flush deck fitting (soft patches, tank tops or flush mounted scuttles) is that they become stuck in the closed position even though the dogging mechanism is in the open position. The epoxy deck coatings that surround flush deck fitting are often damaged when prying techniques are used during the removal or opening of these fittings. This type of damage allows liquids to enter or undercut the deck coating system, causing the system to fail and come loose from the deck. Without a deck ring installed around a flush deck fitting, the layer of epoxy deck coating must taper down to meet the deck opening and the resulting thin layer has increased susceptibility to liquid intrusion. Once the decking system has failed, the damage area tends to enlarge and requires replacement of the entire decking system.

Solution: Recommend installing a CRES 316 stainless steel deck ring around soft patches, tank tops, and flush mounted scuttles. With the stainless steel deck ring installed, the decking system will have solid edge to butt up too and have less of a chance of failure. The deck ring could protect the deck covering from the prying forces and extend it's service life by avoiding damage pictured here.

Before



After



Benefit: The additional cost of including scuttle size deck rings with the installation of epoxy decking is about \$1,000 per ring. The Production Department is going to manufacture some deck rings for the Waterfront Operations Department to reduce this cost. Installing the deck rings significantly reduces or eliminates two major failure causes of epoxy deck coatings and substantially increase the service life of the deck coating that costs between \$7,000 and \$22,000 to replace.

If you have recommendations on any aspect of the Command's operations, processes, spending, policies, practices, etc., please go on the MARMC intranet page and click on the WINs button and there you will find a link that will bring up the WINs form to document your recommendation. When you are done, please send it to MARMC_NRFK_WIN@navy.mil. It will be consolidated and the process will be started. Your WINs are making a difference!

Please take the time to identify the issue, the basis for its ineffectiveness and the recommendation you have.

MID-ATLANTIC REGIONAL MAINTENANCE CENTER

PUBLIC AFFAIRS OFFICE

Email: **MARMC_NRFK_1100P_public_affairs@navy.mil**

Phone: **(757) 400-0206**

Facebook: **Facebook.com/nssa.rmc**

Strategically Communicating **MARMC's** Mission

Products

The Maintainer, business cards, programs, tri-folds and brochures, posters, certificates, fliers, invitations, large format printing, scrolls, table tents

Services

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.

MARMC