



THE MAINTENANCE

**MARMC
ENGINEERS:
PROTECTING
AGAINST
CHEMICAL
ATTACKS**

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Mid-Atlantic Regional Maintenance Center Holds Change of Command

By Douglas Denzine, MARMC Public Affairs Specialist

NORFOLK, Va. (NNS) – Capt. Timothy Barney relieved Capt. Daniel Lannamann during a change of command ceremony at the Mid-Atlantic Regional Maintenance Center (MARMC), Aug. 16.

During Lannamann's three years as commanding officer, MARMC provided oversight of 44 Chief of Naval Operations availabilities, 159 continuous maintenance availabilities, and over 200 ship deployments and fleet operations.

"Capt. Lannamann's leadership has been exemplary as he has worked tirelessly these past three years to drive rigor, stability and predictability into the operational readiness of our fleet," said Rear Adm. Tom Anderson, commander, Navy Regional Maintenance Center (CNRMC) and deputy commander, Ship Maintenance and Modernization, Naval Sea Systems Command (NAVSEA). "I'm confident Capt. Barney will continue the legacy of technical and engineering excellence that our stakeholders on the Norfolk waterfront have come to know and expect from the very talented men and women of MARMC."

Under CNRMC direction, MARMC executed ship maintenance availabilities in record numbers, while also strengthening core mission areas including fleet technical assistance, depot-level contractor administration and quality assurance, and intermediate-level support to the fleet.

MARMC also successfully completed a NAVSEA Inspector General inspection, a procurement performance management assessment program audit and a fleet maintenance activity assessment. With Lannamann's leadership, MARMC won the 2017 and 2018 RMC Excellence Awards.

During his speech, Lannamann praised the work and dedication of the men and women at MARMC who served during his tenure.

"To the MARMC Team and our industry partners, you eat, sleep and live ship repair. I often say to you, 'you are the driving force behind the fleet!' That is not just an empty phrase that I speak lightly. It is your devotion to duty, to get the job done right the first time, to make the tough decisions, to count the pennies and to ensure our team is well taken care of, that has made the MARMC family so successful," said Lannamann. "People want to come work at MARMC because of the standard you have set. You have given your best to our Navy and the nation and I cannot thank you enough for a



tremendous three years."

Barney joined the Navy in 1988 as a nuclear machinist's mate and was later the recipient of a Navy Reserve Officer Training Corps scholarship to the University of Michigan. He earned his commission as a Surface Warfare Officer in 1993 and was selected as an Engineering Duty Officer in 1997. Barney served aboard USS Elrod (FFG 55), USS George Washington (CVN 73) and USS Enterprise (CVN 65). His shore duties include tours in Naval Sea Systems Command's engineering directorate, Norfolk Naval Shipyard, Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, and at MARMC. He previously held the position of MARMC's Waterfront Operations Officer.

"During my time here, I've seen the tremendous work that this team accomplishes every day," Barney explained. "I am proud to be at the helm of such an

outstanding and dedicated team – your knowledge, skillsets and professionalism will continue to make this command the leader in the ship repair industry. I look forward to leading MARMC and working with our numerous ship maintenance partners, providing superior material condition to the ships, submarines, and aircraft carriers and their operational commanders."

MARMC provides surface ship maintenance, management and oversight of private sector maintenance and fleet technical assistance to ships in the Mid-Atlantic region of the United States and provides support to the 5th and 6th Fleet Area of Responsibilities. They are also responsible for the floating dry-dock Dynamic (AFDL-6).

For more information about MARMC, visit: <https://nssa.nmci.navy.mil>.

Capt. Barney is a native of Muskegon, Michigan. As a civilian, he worked as a machinist, equipment operator and in quality assurance in private industry. He also worked as a government contractor before joining the Navy in 1988 and serving as nuclear machinist's mate until being awarded a Navy Reserve Officer Training Corps (NROTC) scholarship to the University of Michigan. While attending college he worked as a safety technician in civilian government service until being commissioned in 1993, after earning his Bachelor of Science degree in Physics.

He qualified surface warfare officer aboard USS Elrod (FFG 55) where he served as the communications officer. He completed his engineer qualification while serving as the chemistry and radiological controls assistant on USS George Washington (CVN 73).

Upon selection to the Engineering Duty Officer community in 1997, 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 before reporting back to USS George Washington (CVN 73), where he served as the reactor electrical assistant.

Ashore, he served as an aircraft carrier nuclear assistant project superintendent, submarine deputy project superintendent, carrier type desk officer and submarine type desk officer at Norfolk Naval Shipyard (NNSY). He also served as the deputy ship design manager for in-service aircraft carriers during a tour at Naval Sea Systems Command (NAVSEA 05V) and as the surface combatant division head at Norfolk Ship Support Activity (NSSA) Regional Maintenance Center. He was selected to support the withdrawal of combat forces from Iraq and served as the senior mission director and site lead in Umm Qasr, Iraq.

He completed the first ever CVN inactivation and decommissioning as the reactor officer and chief engineer on USS Enterprise (CVN 65). Then served as the business and strategic planning officer and production resources officer at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF).

Capt. Barney then served as the waterfront operations officer at Mid-Atlantic Regional Maintenance Center (MARMC). He is a member of the Acquisition Professional community with Level III certifications in Program Management and Production Quality Management.



His personal awards include the Legion of Merit, Joint Meritorious Service Medal, Meritorious Service Medal (four awards), Joint Commendation Medal, Navy and Marine Corps Commendation Medal (three awards), and the Navy and Marine Corps Achievement Medal (three awards).

Capt. Barney assumed command of MARMC on August 16, 2019.





CHALLENGE THE NORM



Notes from the Executive Director

Mid-Atlantic Regional Maintenance Center (MARMC) welcomed its new Commanding Officer (CO), Capt. Tim Barney, last week during a Change of Command ceremony. The command is fortunate to have Capt. Barney at the helm since he already has MARMC corporate knowledge. As many of you know, he held the position of MARMC's Waterfront Operations Officer over the past couple of years. I do not foresee any major shifts in how we conduct business at the command, but I know Capt. Barney will bring with him new perspectives and ideas aimed at improving our command climate.

“Take a moment to learn something new about what the group in the next office over from you does to support our mission. They may need your help or vice versa.”

I look forward to working closely with him in the front office over the next three years – welcome aboard Capt. Barney!

MARMC's former CO, Capt. Dan Lannamann, hasn't gone too far from us. He will be serving in the role of Deputy Director at Commander, Navy Regional Maintenance Center (CNRMC) until NAVSEA names a replacement for the former CNRMC Deputy Director Stephanie Douglas. It is a tremendous benefit for MARMC to have Capt. Lannamann stay within our leadership chain of command, as he understands the complex problems that we often face here at the command.

Last month, MARMC held its first three-week Critical Path Management (CPM) training course in which industry partners were invited to attend. This was a huge step forward in getting our planning and execution goals on the same page with the local ship repair industry. The more ways we can have these strategic discussions with the private shipyards, the better they will understand the needs of the fleet. Our

Strategic Business Plan's first priority is On-Time Delivery of ships and that can only happen if private industry is brought in to discussions early in the availability planning process. As the Navy continues its ramp up to a 355-ship fleet, there will be increased pressure to get ships through their maintenance periods as expeditiously as possible. CPM will be the cornerstone of defining what work will take the longest in any specific avail and ensure that all parties and stakeholders involved are working in concert with one another to meet those goals in a timely manner. We need the right

people working on the right repairs with the right tools and materials at the right time. It sounds simple, but these are complex systems that we need to ensure are 100% mission ready, so attention to detail is imperative. I appreciate everyone who has made the time to attend the CPM training and I encourage all MARMC personnel to continue to find ways to positively influence our approach to timely availability completion.

At the beginning of August, our Military Construction (MILCON) project gained an additional ally. Norfolk Naval Shipyard, in an effort to add spaces within buildings on the Naval Station, is playing a role in helping our MILCON project along. The more spaces we vacate here and at NNSY, the more space they will be able to utilize. This project is still years away from completion, but the planning and forethought of MARMC's evolution and what it will require to be successful in the future has helped get the ball rolling. In the meantime, with the assistance of our hardworking facilities

team, we are refreshing spaces both within Buildings LF-18 and CEP-200. Most recently, our Contracts Department moved its staff to Building LF-18. Plans are also underway to form a new head shed, which will bring nearly all of our Department Heads into one area. This should afford them many more opportunities to meet and collaborate. A lot of innovation comes from communication and we hope to facilitate that as much as possible by bringing not only our Department Heads closer together, but by bringing the entire command to one central location. The MILCON plan will accomplish this in the long run, but until that plan is complete, the Front Office's goal is to continue to bring the command together in the spaces we currently own – which brings me to my closing remarks.

How well are you communicating? Do you find yourself sitting at your desk most of the day? Are you making phone calls? Are you responding to emails? Having strong lines of communication is extremely important in our business and all of us need to engage. If you haven't been away from your desk in a while, or if you haven't picked up the phone to reach out to a coworker who may need your assistance, challenge yourself this week and interact with someone outside of your branch, division or code. Take a moment to learn something new about what the group in the next office over from you does to support our mission. They may need your help or vice versa. While doing this, it is also important to remember when interacting with your fellow MARMC teammates, treat them with respect and professionalism. Our day to day tasking is hard enough, if we are not treating one another fairly, then it only makes our jobs that much harder. And if you find yourself in a situation that impedes progress, never fail to forget that you can always - CHALLENGE THE NORM!

COMMAND MASTER CHIEF NOTES

Team MARMC,

As the Chief Petty Officer (CPO) results have been released, and we have started Chief's Initiation, I feel it is a good time to reflect on how we can make Sailor 360 better. I am aware that there is always room for improvement and am open to suggestions! That said, it is our privilege to congratulate all of the newest Chief Selectees. It is with your help that they made it, and it is our pleasure to serve you, MARMC, as your Chief's Mess!

Speaking of leadership training – brand

new guidance was just released on how we will deliver training to you, our Sailors, on how to become better at Leading. We also had the great opportunity to have Fleet Forces Command deliver CPO, and First Class Petty Officer, training – the feedback was excellent!

The September Navy-wide exam is approaching for all E4-E6. I will tell you that I am concerned at the number of Sailors that still have to sign their worksheets. I understand that there may be a challenge with Computer access, but you must take

ownership of that process, as we cannot help you if we don't know there is a problem. Make sure you continue to study and I expect that each of you will make time both during and after the workday to do it.

MARMC is gearing up for the 2019 Combined Federal Campaign (CFC), which runs from Sept. 1, through Dec.15. Stay tuned for more information to come regarding the CFC kickoff.

Farewell Capt. Dan Lannamann and welcome aboard Commanding Officer Capt. Timothy Barney. A lot of work went into the preparation of our Change of Command ceremony and a great job to all. It was wonderful to see MARMC working together as a team – civilians, military and contractors. Your hard work and dedication was nothing less than outstanding.

CMC Final Word:

Summer is winding down, vacations are ending and kids are getting ready for a new school year. I would encourage any Sailors who have leave available to use it before it is too late. Please do not wait until the last week in September. This is the time that you have earned and we would like you to use that time. Manage your leave accordingly. If you need me for anything, come by my office located in Building CEP-200, or call me at 757-400-2488.



MARMC Holds Quarterly Pregnancy Forum
(U.S. Navy Photos by Derry Todd/Released)

Mid-Atlantic Regional Maintenance Center (MARMC) held a new and expectant mothers forum in Building LF-18's Command Breakroom Aug. 14. The seminar, conducted quarterly, is designed to provide useful tools and information to new and expectant mothers stationed at the command. The August seminar kicked off with a visit from the Fit4Mom Norfolk team, who specialize in fitness routines focused on pre-and post-natal fitness programs. Sailors were also briefed on family care plans, the exceptional family member program and other initiatives. For more information on the program, please visit the Command Career Counselors office located in Building CEP-200.



MARMC Welcomes Industry Partners to CRITICAL PATH METHOD COURSE

By Hendrick Dickson, MARMC Public Affairs Specialist



The Mid-Atlantic Regional Maintenance Center (MARMC) continues to strengthen the relationship between the Navy and its ship repair partners in the private industry by emphasizing ways to interconnect lines of communication wherever and whenever possible.

The command's efforts to foster partnerships with industry expanded in July with the second iteration of its Critical Path Method (CPM) Course aimed at project managers and other supervisors. For the first time, MARMC invited industry partners to participate in the course that has become an integral part of the command's training pipeline.

The CPM course focuses on project management technique of planning based on critical and non-critical tasks with the goal of preventing delays in project completion. Five supervisors and managers from industry partners participated included representatives from BAE Systems, Marine Hydraulics International (MHI) and General Dynamics NASSCO-Norfolk.

The concept of sharing training with industry is a Secretary of the Navy initiative. Having MARMC and industry in the same room for three weeks, concentrating on the same method of planning and scheduling availabilities will help develop a culture of

cooperation between the two organizations.

"This is not only a knowledge sharing session, but also a chance to share with the private shipyards where our focus is and give them an idea of what they can do to anticipate our needs within the repair facilities," said MARMC Executive Director Dennis Bevington.

The idea to include industry in the course came about from the last CPM course held in May when participants expressed it would be beneficial broaden the scope of the training across the waterfront and in the shipyard.

"One of the leadership panel discussion questions from the first CPM

Course participants was, 'What is your recommendation/plan for helping the LMAs (Lead Maintenance Activities) understand and implement CPM more effectively,' and the feedback from them was that LMAs would benefit from this course as well," said Mike Boisseau, course developer and facilitator. "This led to some conversations between myself and Chuck Baker (MARMC Waterfront Operations Manager) to explore the impact of inviting LMAs to the CPM course with MARMC participants."

Boisseau says he believes LMAs' participation in the course opens an opportunity to influence them to not only produce better Scheduling Products, but also their efforts on the critical and controlling paths of their availabilities within their own shipyards – ultimately improving on-time delivery results.

The course concluded with a leadership panel discussion that included; MARMC Commanding Officer Capt. Dan Lannamann; President and CEO of MHI Tom Epley; NASSCO Norfolk General Manager Dave Baker and others.

Leaders had to opportunity to see the potential of the course expansion by hearing firsthand from participants. Many of whom talked about how much they learned from each other with regards to how each entity approaches planning, scheduling and executing Chief of Naval Operations availabilities.

"My hope is that they run with the CPM concepts that we have been implementing at MARMC and improve not only their relationship with our command, but make huge strides in their business processes," said Bevington.



MARMC ENGINEERS:

Story and photos by Public Affairs Specialist Derry Todd

PROTECTING AGAINST CHEMICAL ATTACKS

A Ship's company Sailor from USS Laboon (DDG 58) opens a filter canister during a Collective Protection Systems overhaul in which more than 100 filters will be changed in order to ready to ship against chemical-biological attacks and also improve air quality.



As confrontations with rogue nations start to become a real possibility, chemical weapons start to look like one of the gravest threats to our Sailors and their ships. Thankfully, the Navy, with the help of Mid-Atlantic Regional Maintenance Center (MARMC) and ship's force, have come up with a way to combat worst-case scenarios.

The Navy currently uses a complex system of air filters called Collective Protection Systems (CPS) to prevent gas-based chemical weapons from entering the ship. It also has the dual purpose as a general air filter, protecting Sailors from a bit less dangerous things, but still important, such as allergens, dust and undesired odors.

"If a ship is in a chemical environment, it blocks all contaminants in the air," said MARMC Engineer Nicola Ciccone. "Thankfully, they haven't had to be used for that yet, but it's better to be safe than sorry when Sailor's lives are on the line."

When the CPS is overhauled Ciccone directs the operation. His crew, which consists of another civil servant and four contractors, are in charge of changing the filters out on every ship of the Destroyer and Amphibious Assault Ship class that comes through Norfolk Naval Base.

One of their most recent CPS operations was on the Arleigh Burke-class destroyer USS Laboon (DDG 58.), which went from Aug. 7 – Aug. 9.

"To replace all the filters on one ship, it can take up to two weeks for LHDs, and three

days for the DDGs," said Ciccone. "We are doing the change outs constantly. Another ship is coming in as soon as we finish the current one."

According to Ciccone, a ship needs to be re-outfitted with filters around every four years, or at least whenever the ship enters an availability or before leaving on deployment. Although switching out air conditioning filters may seem like a simple operation, it takes the concerted effort on both part of the MARMC engineers and ship's force to complete.

"One of the hardest parts is opening new filters when they are delivered to the pier. We request a 10 to 15 man working party for a DDG to open up the large cans that contain the filters, then open up those cans, set them on the pier and carry them on the ship for the install," said Ciccone.

Each filter weighs upwards of 50 pounds or more. The removal of the old filter and the installation of the new one is also a time consuming process, which requires multiple people to do properly and safely.

No one understands this process more than Tim Hopkins, a co-worker of Ciccone. He has been doing CPS for many years. "This is my third time doing the CPS overhaul on this ship [USS Laboon] alone," said Hopkins. "CPS can be really rough, not because of the crew though, those guys are great. Every time I've been on this ship the crew has been working hard right alongside us."

During the CPS change-out on Laboon,

the damage controlmen (DC) hauled every box, opened every filter container, which is wrapped in a thick metal binding and brought each filter aboard from the pier by hand then helped install filters.

Retired DC Master Chief and MARMC Engineer James Bufkin is also a part of CPS and brings 31 years of experience to the team.

"Because the process only happens every four years, many Sailors will only do a CPS once during their time in the service. It's important to have some people who do this full-time, who are experts and can help guide this undertaking."

After every filter has been painstakingly installed, there is rigorous smoke and pressure tests to make sure the system can stand up to the worst of chemical attacks.

"If there was a chemical attack and the filters weren't installed correctly, or there was an actual leak, it could be devastating for our sailors," said Ciccone.

The ship's crew seemed to work diligently, and the MARMC engineers spoke as if they took a great amount of care in their work.

"I feel a sense of accomplishment when a ship passes its test, and then it's on to the next one," said Ciccone.

"This is a really important process," said Bufkin. "Our enemies want to do bad stuff to our Sailors and we get to work on something that would stop it."



ASZM-TEIDA FILTER

MARMC Sailors Join APS SMALL BOAT MAINTENANCE TEAM

By Hendrick Dickson, MARMC Public Affairs Specialist

NORFOLK, VA (NSN) - Sailors assigned to Mid-Atlantic Regional Maintenance Center (MARMC) joined with a joint small-boat maintenance team and embarked aboard the Spearhead-class expeditionary fast transport ship USNS Carson City (T-EPF 7) during its Africa Partnership Station (APS) deployment to the Gulf of Guinea in July and August 2019.

APS is U.S. Naval Forces Europe-Africa's flagship maritime security cooperation program in Africa. APS focuses on maritime safety and security through increased maritime awareness, response capabilities and infrastructure in the continent. It consists of the various exercises and operations conducted by U.S., European and African partners and allies throughout the U.S. Africa Command area of operations.

The four MARMC Sailors, who volunteered for the assignment, departed Norfolk on June 26, to embark Carson City in Rota, Spain. There, they joined a cooperative team that includes the Spearhead-class USNS Trenton (T-EPF 5) small-boat team, and NATO military partners from Spain and Portugal, to participate in small-boat maintenance and repairs in an effort to strengthen maritime security throughout the region.

“We’re out here to fix the boats, but we’re also here to train and teach them how to do the proper maintenance with boats they are not familiar with.”

“The primary mission of the maintenance team is to provide small-boat maintenance - with specific emphasis on American-provided small security boats - in support of the APS Maritime Security Cooperation mission, while engaging with African partners and encouraging their security efforts in a very challenging security environment,” said Scott Buchanan, Code 920, I-Level Programs, commander, Navy Regional Maintenance Center.

Carson City has visited Dakar, Senegal; Abidjan, Cot d’Ivoire; Sekondi, Ghana and Lagos, Nigeria.

The team troubleshoot and executed



LAGOS, Nigeria (July 29, 2019) Sailors assigned to the Spearhead-class expeditionary fast transport ship USNS Carson City (T-EPF 7) conduct maintenance on a Nigerian navy patrol boat while the ship is in Lagos, Nigeria, July 29, 2019. Carson City is deployed to the Gulf of Guinea to demonstrate progress through partnerships and U.S. commitment to West African countries through small boat maintenance assistance, maritime law enforcement engagement, and medical and community relations outreach. (U.S. Navy photo by Mass Communication Specialist 2nd Class Ford Williams/Released)

maintenance on numerous boats, returning three to full-mission capability.

“I expect we’ll assess between 10 to 15 boats over the next month and attempt to return them 100 percent operational,” said Hull Technician 1st Class Craig Baker, MARMC team lead.

Baker said the focus is also on knowledge sharing and providing host nations the training necessary to maintain the boats for future operations.

“We’re out here to fix the boats, but we’re also here to train and teach them how to do the proper maintenance with boats they are not familiar with,” said Baker. “Hopefully, we will leave them with operational boats and enough knowledge to help them maintain them, so they can shore up harbor patrol and harbor safety.”

APS has also given these Sailors the opportunity to engage, not only with military, but to have a positive impact within the community, as well through various community outreach projects.

“My experience has been great in Africa,” said Engineman 3rd Class Jacquelyn Escobar. “I volunteered to help at orphanages and organized a day for the kids to come out and play various games such as musical chairs, egg races and bean bag races. In Ivory Coast, I met this little girl whose name I never got, but she wore a pretty, green dress. She held my hand the entire time. She was so sweet and even though it was difficult communicating with her, because she spoke French, we were still able to understand each other, which made that day one of my most memorable experience yet.”

They are scheduled to return home to Norfolk at the end of the APS deployment.

U.S. Naval Forces Europe-Africa/U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.

CYBER AWARENESS

SECURITY

CAC Instructions

Information provided by Carrie Souslin, MARMC
Information Systems Security Manager

In accordance with DoDI 1000.13 section 2.H states that an ID card shall be in the personal custody of the individual to whom it was issued at all times. If required by military authority, it shall be surrendered for identification or investigation.

In accordance with DoDM 1000.13 Vol 1. Common Access Card (CAC) holders will maintain accountability of their CAC at all times while affiliated with the DoD.

If you are leaving the square area that makes up your cubical, you must remove your CAC from the CAC reader!

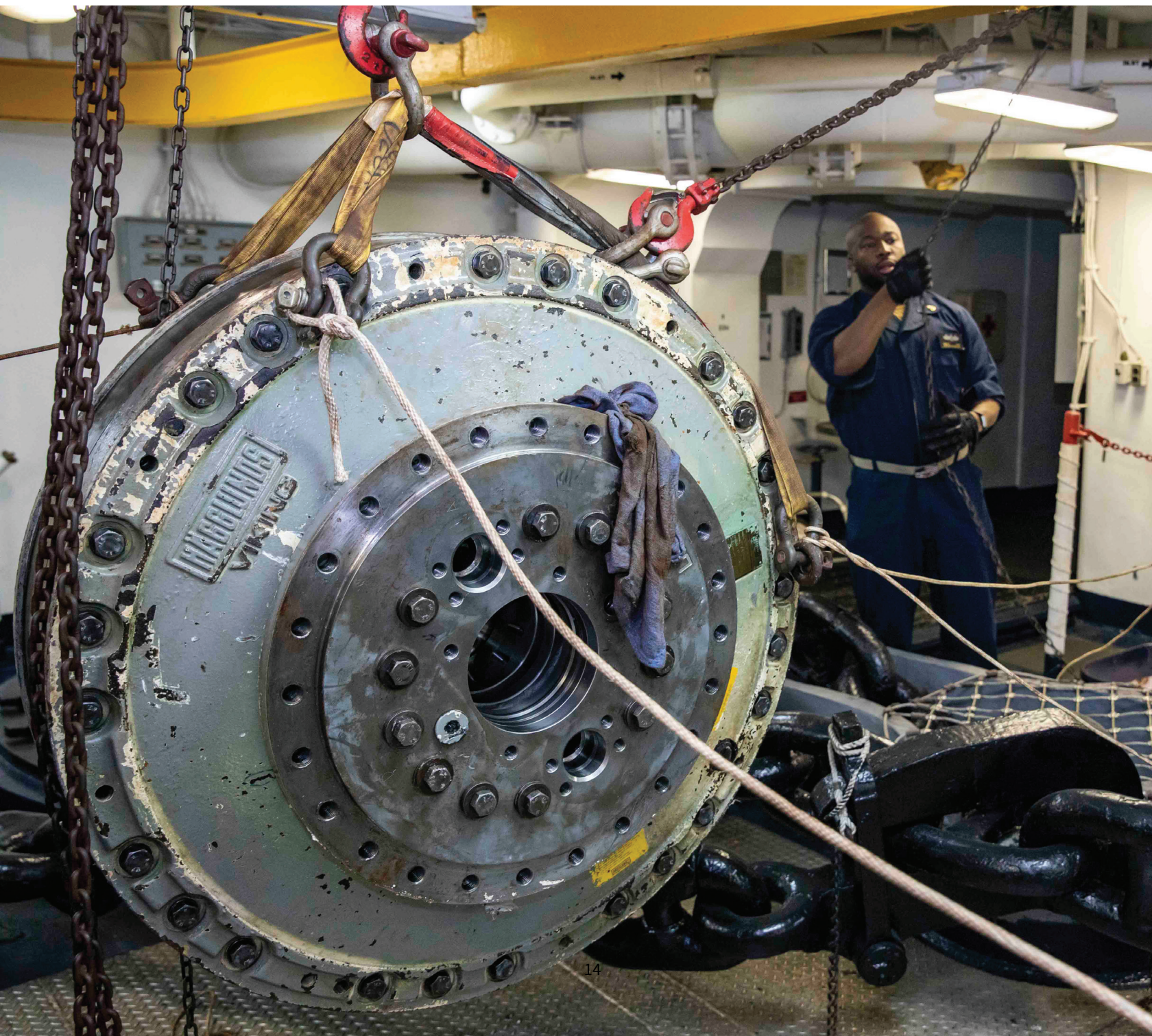
Fleet Tech Assist Returns

USS KEARSARGE

to Mission Ready Status

By Derry Todd, Public Affairs Specialist

ARABIAN SEA (June 1, 2019) Chief Boatswain's Mate Emeka Igwe, left, and Boatswain's Mate 1st Class Maxy Baskin raise an anchor windlass motor for maintenance in the foc'sle aboard the Wasp-class amphibious assault ship USS Kearsarge (LHD 3). Kearsarge is the flagship for the Kearsarge Amphibious Ready Group and, with the embarked 22nd Marine Expeditionary Unit, is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points. (U.S. Navy photo by Mass Communication Specialist 2nd Class Ryre Arciaga/Released)



“Before we got there they had rigged out both hydraulic motors, each weighing roughly 4,000 pounds. By removing and disassembling the motors they saved several precious days of work for us.”

Technicians from Mid-Atlantic Regional Maintenance Center’s (MARMC) Hydraulics and Ship Controls Branch, along with contractors from the company Rocky Mountain Hydrostatics, spent two weeks underway providing Technical Assistance to Sailors aboard USS Kearsarge (LHD 3) during



the month of June.

MARMC Engineers Jameson Benbow and Forrest Erdossy were tasked with oversight and technical support for the completion of an anchor repair. According to Benbow and Erdossy, the two hydraulic motors responsible for retrieving the ship’s anchor had blown seals rendering both Anchor Windlasses unusable. Full Anchor Windlass functionality was required in order to navigate the Suez Canal to return from deployment. The crew returning to their families depended on the repair of the Anchor Windlasses. “It was a manufacturing defect that has effected the rest of the WASP-class LHDs,” said Erdossy. “A company called Rocky Mountain Hydrostatics was awarded the contract to modify and overhaul the pumps and motors. The modified hydraulic motor design case pressure operates at a lower pressure preventing future seal failures.” According to Benbow and Erdossy, the modifications to the anchor windlass system were not fully documented and the Original Equipment Manufacturer (OEM) for that system was no longer available. Rocky Mountain Hydrostatics was tasked to design and install the equipment modifications. “We worked with ship’s force and Rocky Mountain Hydrostatics to complete this repair, acting as a liaison to the supervisor to ensure all checkpoints were met and documented,” said Erdossy. To say the only work in this task was simply repairing the Anchor Windlasses is an understatement. The difficulty of the repair was complicated because the ship was forward deployed. Repairing the Kearsarge took the MARMC technicians half way around the world. “We flew out from Norfolk to Djibouti, Africa, and then out to the ship in the Red Sea. We worked with eight mechanics from Rocky Mountain Hydrostatics during most of the repair. We worked underway for 12 days, then 11 days in-port in Aqaba, Jordan,” said Benbow. Ship’s force was excited, engaged and happy to have the repair team onboard. “As soon as we arrived, they thanked us on the IMC for coming out to fix the Anchor Windlasses,” said Erdossy. “Even as we walked down the passageways people would stop to thank and enthusiastically encourage us to ‘get it done.’” For most of the Rocky Mountain Hydrostatics contractors, this was their first time in an operational environment. According to Erdossy. They found it exciting to be a part of a Navy team and rewarding to be clearly appreciated for their diligence and effort in a critical situation. The crew of the Kearsarge did not just watch. They were an integral part of the team doing anything that they could to make the repair happen. “Ship’s force helped immensely,” said Benbow. “Before we got

there they had rigged out both hydraulic motors, each weighing roughly 4,000 pounds. By removing and disassembling the motors they saved several precious days of work for us.” Like most big undertakings the team ran up against some challenges, but the Kearsarge Sailors were there to help as they fought their way over difficult logistical hurdles. The ship goes to where ever the mission requires it to be and that can change moment to moment. On top of the usual logistics associated with ships on deployment, this was all happening during the time of heightened tension with Iran so the ships capability was more critical than ever. “Rocky Mountain Hydrostatics’ equipment and material were they were told they needed to be, but then they had to be diverted to another because of a change in the ships schedule. Rocky Mountain Hydrostatics’ equipment and material even ended up getting stuck in customs in Qatar,” said Erdossy. “All in all it took the help of other commands, including NCIS and the associates of Rocky Mountains Hydrostatics to ensure the Rocky Mountain Hydrostatics’ equipment and material made it to the ship. In the meantime, ship’s force was providing some tools and parts we needed until Rocky Mountain Hydrostatics’ equipment and material arrived.” “The motors were built by Rocky Mountain Hydrostatics and shipped with assistance from the US Air Force. We were worried that the new parts would not be waiting for us in Jordan when we arrived. The work was ahead of schedule, but it could have been all for nothing if the new parts were not there. Luckily they were there waiting for us and everything perfectly fell into place.” Once the new Anchor Windlasses system were repaired, they were operationally tested and proved fully operational.

Mr. Erdossy spoke at length about the exceptional sense of camaraderie he and Mr. Benbow felt with all of the people they worked with during this project. “We all slept in the same berthing together, we ate together, we joked around together and we worked together,” said Erdossy. “It made for an incredible experience and grew a tremendous amount of respect for the Rocky Mountain Hydrostatics associates and their positive work ethic. Everyone including the ship’s sailors had such an appreciation for each-other.” It was a monstrous undertaking, but it was a crisis that when resolved helped Sailors with arguably what’s most important, getting them back home to their families. “When it was over I felt a great sense of satisfaction,” said Benbow “It was a great experience to help USS Kearsarge and its Sailors.”

MARMC GETS WHIDBEY ISLAND BACK ONLINE

By Derry Todd, MARMC Public Affairs Specialist

Technology is an integral part of today's Navy, and what makes its' war fighting ability possible. This is especially so with information systems. The Secret Internet Protocol Router Network (SIPRNET) and Non-Secure Internet Protocol Router Network (NIPRNET) are the backbone of navy communication and without communication and teamwork, everything else quickly falls under strain.

USS Whidbey Island (LSD 41) experienced this first hand, but with the assistance of Mid-Atlantic Regional Maintenance Center's (MARMC) C2I Systems Branch, the ship was brought back online.

While the Whidbey Island was pier side in Norfolk, gearing back up to an operational status, it encountered major issues with its internet that ship's force was unable to solve. The Ship, incapable of receiving internet by other means, was forced to use a satellite for access to internet services, a less efficient source reserved primarily for ships underway.

"This was a huge problem for the ship and a waste of resources," said MARMC Engineer James Dickerson. "They had been on satellite access since they pulled into port in January and they were unable to connect to the pier side internet due to a number of install problems."

After some quick troubleshooting, SIPRNET was the first network the C2I Branch was able to get running, but the NIPRNET proved to be more difficult.

MARMC Engineer Kevin Swann arrived first on the scene, and began troubleshooting the cables and other simple fixes. It was soon obvious this was going to be a more complicated ordeal than "turn it off and on again." As his comrades arrived,

"Normally we don't deal with this kind of problem. After the install, they normally don't get service policies. This is within our realm of expertise, but we don't commonly deal with this problem. We really had to think outside the box."

the troubleshooting became more tedious.

"We would have to schedule times where the whole ship would be taken off of internet access for hours," said Swann. "The crew wasn't happy about it, but we worked quickly and efficiently so we effected ship's normal operations as little as possible."

According to contractor and technical engineer, Joe Marnati, who is credited as solving the problem, other organizations had to get involved to solve the Whidbey's connection issues. The Navy's Theater Network System's Operations Center (TNSOC) and the Naval Computer and Telecommunications Master Station (NCTMS) spent dozens of hours on the phone with the technicians trying one thing after another, looking at configurations and comparing them to other ship's which have had similar problems.

According to Dickerson, Whidbey Island's IT crew were especially skilled and helpful.

"They really knew what they were doing," said Dickerson. "And thankfully, they spent a lot of time on the phone working with TNSOC and NCTMS for us so we could focus on other tasks."

Information systems are very

complicated and each piece must work together. Finding the one piece causing the problem can be like finding a needle in a haystack.

"Normally we don't deal with this kind of problem. After the install, they normally don't get service policies. This is within our realm of expertise, but we don't commonly deal with this problem. We really had to think outside the box," said Marnati.

A seemingly innocuous service policy was blocking the connection on the router.

"TNSOC and NCTMS were the ones who recommended we take the service policy off, and when we did, the internet came back on," said Marnati.

The technicians spoke highly about completing the job, but they also spoke about it with a briefness that implied a sense of duty.

"I was just happy to tell them they were good, and all they needed to do was to submit a little bit of paperwork," said Dickerson. "One less job in the queue."

"Ship's fixed, ship's happy, let's move on to the next one," said Marnati.

Whidbey Island Commanding Officer Capt. Matt Arny, shared his appreciation in a message to MARMC's Commanding Officer at the end of July.

"Thank you for the outstanding technical assistance, troubleshooting, and repair of T-1 connection IP services provided by MARMC Code 281 [MARMC C2I Branch]. Code 281 representatives Kevin Swann, James Dickerson, and Joe Marnati spent over 130 hours providing outstanding support in identifying and restoring NIPR services to WBI," said Arny.



MARMC Production Department's DIVE LOCKER SPOTLIGHT

By Chris Wyatt, Public Affairs Specialist

This month Mid-Atlantic Regional Maintenance Center (MARMC) shines its spotlight on the Dive Locker (Code 970). Troy Delgado serves as the Diver Assistant Project Superintendent (APS) for the Dive Locker. The Dive Locker is located in Building CEP-160 and falls under the Production Department umbrella.

"We have 95 Sailors and 31 civilians that are assigned to the Dive Locker," said Delgado. "Drilling down further we have 75 Navy Divers and 21 civilian personnel with diving experience. With our work load it is very important to have the numbers we do plus the experience."

As the Diver APS, Delgado is tasked with oversight of the locker while ensuring its Sailors get the hands on training they need to be successful.

Currently, there are six dive teams providing ship husbandry at Naval Station Norfolk, Joint Expeditionary Base Little Creek-Fort Story and Norfolk Naval Shipyard. The objective is to keep the ships mission ready and to avoid them having to go into a dry-dock period, which can cost the Navy more resources and time.

"We have one dive team stationed in Bahrain servicing the Forward-Deployed Regional Maintenance Center (FDRMC) covering the 6th Fleet diving operations," said Delgado. "That dive team covers work in Manama, Bahrain; Rota, Spain; Souda Bay, Greece and many other locations in the middle east. This team of divers is comprised of both MARMC and Southwest Regional Maintenance Center (SWRMC) personnel."

MARMC's Dive Locker plays an instrumental role in ensuring we 'fix ships!' Every day they dive in the water and make repairs to cruisers, destroyers, amphibious barges, nuclear powered carriers, submarines and their own dive boats.

"In an effort to reduce cost and save money, we now perform our own Continuous Maintenance Availabilities (CMAV)," said Delgado. "We currently have six dive boats. There is a five-year plan in place to replace three of the older boats, but rather than contracting the repair work out to local shipyards we are performing any necessary repairs that they may be required with local talent at MARMC."

With such a heavy demand for diving

services, it is vitally important to have expert support personnel to ensure MARMC's Dive Locker has the tools it needs to get the job done when they are called upon.

The Dive Locker's support shops are located in Building CEP-209. There you will find a hyperbaric chamber, which is used to treat divers and pilots for 'the bends' and other various types of ailments.

Next, there is a Helmet and Dress shop, which is responsible for the upkeep and maintenance of diver helmets and their umbilical hoses. There is also a Boat and Motor shop at Bldg. CEP-160, which ensures preventative maintenance is performed and the necessary repairs are made to keep the dive boats operational. Last but not least, there are travel and training personnel that work in coordination with the MARMC's Travel and Training divisions to ensure the divers get to where they need to go and that their qualification standards are up to date.

"We have a talented and dedicated workforce keeping our divers safe and ensuring they have what they need to support the warfighters," said Delgado.



CODE 900 IN ACTION



Machinery Repairman 3rd Class Patrisha Castro using a lathe manufactures a hose adapter for the Diesel Shop. (U.S. Navy Photo by Chris Wyatt/Released)



Fire Controlman 2nd Class Terrance Andrews, Temporary Assigned to MARMC, finishes up his two week Gun Technician Enhancement Class by rebuilding a 20mm Closed In Weapon System Gun. (U.S. Navy Photo by Chris Wyatt/Released)

CIVILIANS AND SAILORS *of the Quarter*

Please join Mid-Atlantic Regional Maintenance Center (MARMC) in congratulating MARMC's Civilian and Sailor of the Quarter Awardees for 3rd Quarter, Fiscal Year 2019.

These great MARMC Civilians and Sailors are recognized for outstanding performance in their assigned duties, positive attitude, leadership, and customer service. We are very proud of everyone at MARMC and it is a very special honor for these folks to be singled out from such a distinguished and highly capable team.



Stephen Schultz (Code 130)
Senior Civilian of the Quarter



Laura Carter (Code 900)
Junior Civilian of the Quarter



GSE1 (SW) Spencer C. Bliss (Code 958)
Senior Sailor of the Quarter



ET2 (SW) Dustin T. Powell (Code 950)
Junior Sailor of the Quarter



HTFN Eric A. Grimaldo (Code 900)
Blue Jacket of the Quarter

-----OFFICIAL INFORMATION DISPATCH FOLLOWS-----
RTTUZYUW RUOIAAA0001 2091535-UUUU--RHMCSUU.
ZNR UUUUU
R 281500Z JUL 19
FM USS BATAAN
TO MARMC NORFOLK VA
INFO COMNAVSURFLANT NORFOLK VA
COMEXPSTRKGRU TWO
COMNAVRMC NORFOLK VA
COMPHIBRON EIGHT
USS BATAAN
BT
UNCLAS
MSGID/GENADMIN/USS BATAAN/001/JUL//
SUBJ/BRAVO ZULU//

RMKS/1. USS Bataan would like to extend a well-deserved Bravo Zulu to MARMC Codes 200, 931, and 911 for their assistance in repairing Bataan's number 5 Steam Service Turbine Generator (SSTG) after several failed KTR attempts. In less than half the time spent by the KTR - MARMC removed and rigged out the damaged SSTG steam turbine rotor, repaired all labyrinth seals and bearings to the upper and lower turbine. They also conducted clearance measurements and made critical alignment adjustments. Additionally, after a failed attempt to conduct the load test, they had to remove and conduct repairs to the trip throttle valve (re-worked in the PMA-incorrectly). On 19 July 5 SSTG underwent a satisfactory operational load test that lasted over twelve hours and provided bat with an operational asset that had been OOC for nearly two years. There is much to re-learn from this experience.

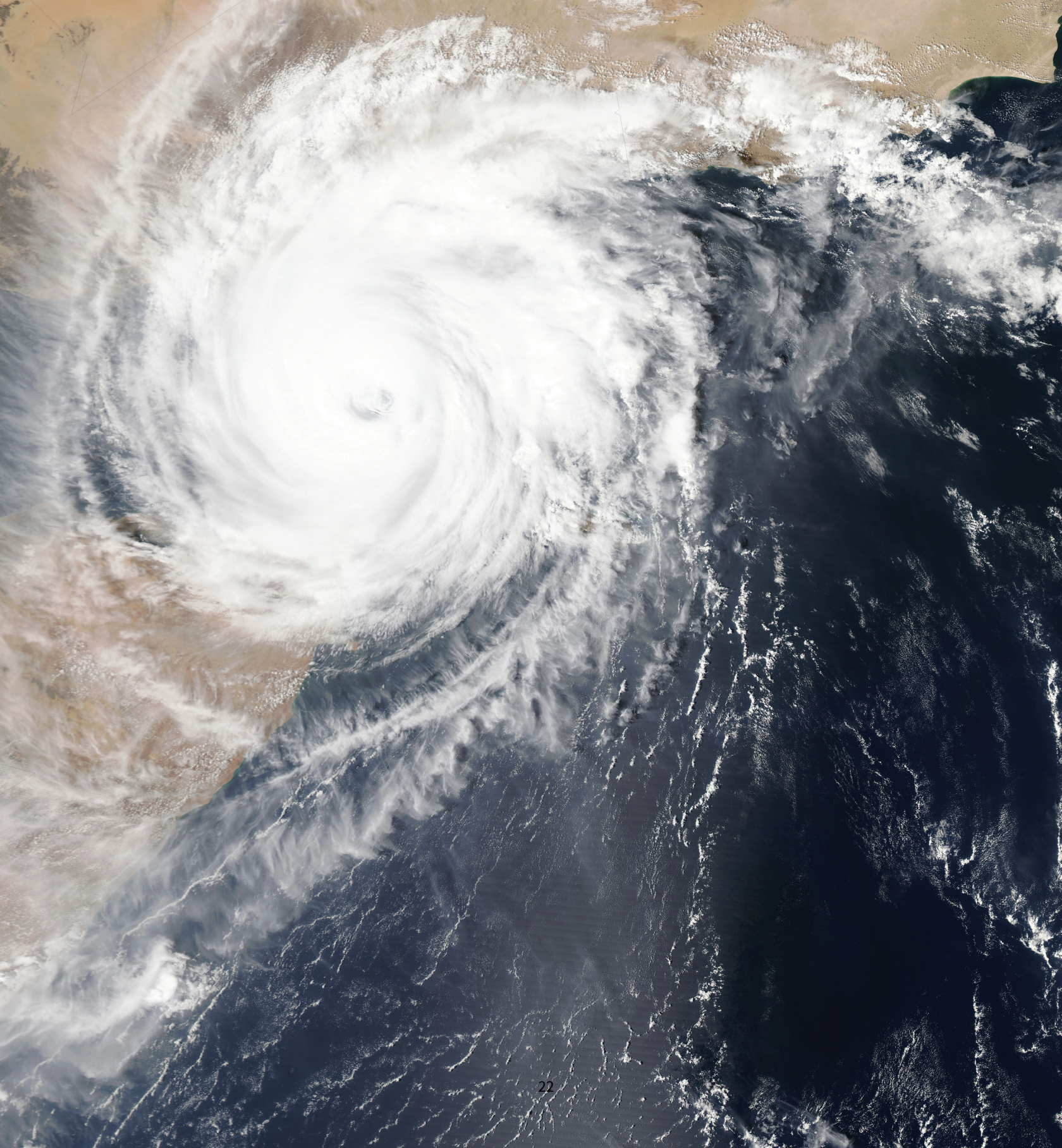
2. EN1 Antonio Morgan, EN2 David Williams, HT2 Chyna Sheared, Civ. Raydel Armas, Civ. George Tellefsen (lead supervisor), Civ. Schaun Thomas, Civ. Ashe Horn (zone manager), Civ. Andrea Griffin, Civ. Isaac Pettaway (lead rigger), Civ. Thomas Rotton, Civ. Douglas Hood, Civ. Vernon Williams (lead insulator), Civ. Marcus Jones, Civ. John Hair (lead planner), Civ. Chad Voorhes (lead logistic), Civ. Nathaniel Henderson, Civ. Jeffrey Platt (c200 tech rep), Civ. Jeffrey Andrews (c200 tech rep) 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.

3. We - as a surface force repair enterprise - need to continue to push IMA level repairs to code 900 to re-build our expertise - to give the operational commanders increased flexibility to more effectively (even adequately) repair ships and support training and operations - reduce the unnecessary crippling of our fleet. Renewed efforts such as these show our Sailor/civilian teams that we are up for the task to fix our ships, offer the navy more options, and show solidarity, agility and frankly pressurize the private repair facilities - and aggressively show that other options exist - that we will not tolerate failures to deliver. In the long run facilitating competition, empowering the larger government ship repair enterprise and offering behavior modifying options must be considered to influence KTR behavior. We hope this more competitive and aggressive approach will lead to more adequacy, timely ship repairs and a fleet that is more agile - ready to train and operate forward. The calculus must be changed - the enterprise deserves better. Battling Bastard One sends.//
BT

HURRICANE PREPAREDNESS - BE READY

Submitted by Lisa Kingsbury, Safety and Occupational Health Specialist, Code 106

August marks the start of peak hurricane season. If you haven't already, now is the time to become prepared. Know if you live in an evacuation area. Assess your risks and know your home's vulnerability to storm surge, flooding and wind. Understand National Weather Service (NWS) forecast products and especially the meaning of NWS watches and warnings.



Contact your local National Weather Service office and local government/emergency management office.

Find out what type of emergencies could occur and how you should respond: <https://www.ready.gov/today>

To prepare for a hurricane, you should take the following measures:

- Build an emergency kit: <https://www.ready.gov/build-a-kit>
- Make a family communications plan: <https://www.ready.gov/make-a-plan>
- Know your surroundings.
- Learn the elevation level of your property and whether the land is flood-prone. This will help you know how your property will be affected when storm surge or tidal flooding are forecasted.
- Identify levees and dams in your area and determine whether they pose a hazard to you.
- Learn community hurricane evacuation routes and how to find higher ground. Determine where you would go and how you would get there if you needed to evacuate.
- Make plans to secure your property.
- Cover all of your home's windows. Permanent storm shutters offer the best protection for windows. A second option is to board up windows with 5/8" marine plywood, cut to fit and ready to install. Tape does not prevent windows from breaking.
- Install straps or additional clips to securely fasten your roof to the frame structure. This will reduce roof damage.
- Be sure trees and shrubs around your home are well trimmed so they are more wind resistant.
- Clear loose and clogged rain gutters and downspouts.
- Reinforce your garage doors; if wind enters a garage it can cause dangerous and expensive structural damage.
- Plan to bring in all outdoor furniture, decorations, garbage cans and anything else that is not tied down.
- Determine how and where to secure your boat.
- Install a generator for emergencies.
- If in a high-rise building, be prepared to take shelter on or below the 10th floor.
- Consider building a safe room.

Obtain a Disaster Supply Kit list and prepare your own disaster supply kit based on types of disasters you may encounter in your community.

- <https://www.fema.gov/disaster/4068/updates/hurricane-safety-tips-learn-what-do-during-and-after-hurricane>
- <https://www.ready.gov/hurricanes>

Make sure your emergency kit is stocked with the items on the checklist below. Most of the items are inexpensive and easy to find, and any one of them could save your life. Headed to the store? Download a printable version to take with you: <https://www.fema.gov/media-library/assets/documents/90354>

Once you take a look at the basic items, consider what unique needs your family might have, such as supplies for pets; <https://www.ready.gov/pets> or seniors; <https://www.ready.gov/seniors>.

After an emergency, you may need to survive on your own for several days. Being prepared means having your own food, water and other supplies to last for at least 72 hours. A disaster supplies kit is a collection of basic items your household may need in the event of an emergency.

Assembling Your Basic Disaster Supplies Kit:

To assemble your kit, store items in airtight plastic bags and put your entire disaster supplies kit in one or two easy-to-carry containers such as plastic bins or a duffel bag. A basic emergency supply kit could include the following recommended items:

- **Water** (<https://www.ready.gov/water>): one gallon of water per person per day for at least three days, for drinking and sanitation.
- **Food** (<https://www.ready.gov/water>): at least a three-day supply of non-perishable food.
- **Battery-powered or hand crank radio** and a NOAA weather radio with tone alert, flashlight, first aid kit, extra batteries, whistle to signal for help, dust mask to help filter contaminated air and plastic sheeting and duct tape to shelter-in-place, moist towelettes or wipes, garbage bags and plastic ties for personal sanitation.
- **Wrench or pliers to turn off utilities** (<https://www.ready.gov/safety-skills>): Manual can opener for food, local maps, cell phone with chargers and a backup batteries.

You can check MARMC status updates during inclement weather events via the command information line (757) 396-7777, the command facebook page and via the Mat-hoc phone, text and email update services.

For more information please visit:

<https://www.nhc.noaa.gov/prepare/ready.php>

ROAD to RATIFICATION

**JUNE
10,
1919**

Women's Equality Day

The observance recognizing Women's Equality Day was established by Joint Resolution of Congress in 1971. Women's Equality Day is observed on the 26th day of August and commemorates the 1920 passage of the 19th Amendment to the Constitution, which gave women the right to vote. The observance has grown to include focusing attention on women's continued efforts toward gaining full equality.

CELEBRATING WOMEN'S RIGHT TO VOTE

WOMEN'S EQUALITY DAY AUGUST 26, 2019

AUGUST 18, 1920



Designed by DEOMI - Defense Equal Opportunity Management Institute

