

SERVICE TO THE FLEET

Norfolk Naval Shipyard

We Are America's Shipyard

April 2025



**Celebrating NNSY'S
Pipefitter Shop (Shop 56)**



COMMANDER'S CORNER

From the desk of Capt. Jip Mosman



Team NNSY,

I appreciate everyone's efforts in recent weeks to stay engaged in your daily tasks, take care of each other, and remain committed to our standards. You are important, our mission is important, and the Sailors we work alongside each day depend on us to execute our jobs with first-time quality. I'm proud to serve with such an amazing group of people. Thank you for all that you do for America's Shipyard and America's Warfighting Navy.

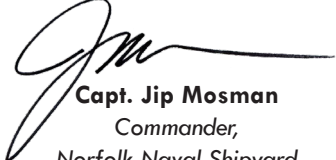
A longstanding motto here at America's Shipyard is "Any Ship, Any Time, Anywhere," and we saw that truly in practice recently when there was a call for assistance to USS Harry S. Truman (CVN 75) to perform urgent repairs following a collision with a merchant vessel in February. Whether it be the flyaway teams hitting the skies to meet the ship at sea and perform those repairs, or those on NNSY soil working around the clock to ensure the teams had whatever they needed to complete those repairs – our workforce met the need head-on and was able to complete those repairs quickly so that the Truman could get back underway. Exceptional work by our team and those who came together to service the fleet of our Navy! This is also a great example of the continued importance of our mission and the unique capabilities we possess at America's Shipyard. You can read more about this on page 8.

On that note, I wanted to take a moment to highlight the approximately 130 personnel who remained on-site during the snowstorm in February, the largest snow we've had since 2010. These individuals worked together to ensure NNSY and NSA-Portsmouth were ready to open, clearing large amounts of snow from roads, parking lots, and walkways. We also had another

40 individuals on-site who maintained security and emergency medical support. I wanted to say thank you to each of you for your exhausting efforts in getting our installation, shipyard, and annexes up and running again. Your support was essential in ensuring our team was able to return to work safely so we could continue to meet the mission. You can read more about our Public Works Department Team recognized for this on page 12.

Thank you for your continued support in servicing our Nation's fleet. I will continue to do everything I can to ensure you stay informed, continue to be supported and have what you need to succeed.

Press Forward Team!


Capt. Jip Mosman
Commander,
Norfolk Naval Shipyard



**April is Sexual Assault Awareness
and Prevention Month!**

**STEP FORWARD.
Prevent. Report. Advocate.**

SHIPYARD COMMANDER

Capt. Jip Mosman

EXECUTIVE OFFICER

Capt. Randy Reid

COMMAND MASTER CHIEF

CMDCM Stephanie Canteen

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FOLLOW US ON INSTAGRAM

@norfolknavalshipyard

READ STTF ONLINE

www.dvidshub.net/unit/NNSY



NORFOLK NAVAL SHIPYARD BLOOD DRIVE

**MAY 7-8, 2025
BLDG. 1500 LOBBY
8:30 A.M. TO 1 P.M.**

There is an urgent need for blood, including Type O. Walk-ins are accepted for all blood drive events.

For more information, please contact Briana Darden at briana.d.darden.civ@us.navy.mil or visit www.health.mil/militaryblood.

PLEASE NOTE: Due to scheduling conflicts, the drives scheduled for April 23-24 and June 24-25 are cancelled.

ATTENTION NSA-PORTSMOUTH

Starting Apr. 1, NSA-Portsmouth, Virginia, will join other installations in the region by allowing UBER and LYFT drivers to pick up and drop off personnel on the installation.

These drivers will have access to geo-fenced maps showing the areas they are allowed to drive within. Please ensure that if you use an UBER or LYFT ride, you do not ask the driver to go to any restricted areas. In general, the main limitation will be the CIA fence lines, which drivers will not be allowed to cross.

Thank you for your cooperation, and please plan accordingly when using ride-sharing services at NSA-Portsmouth!



CHECK OUT THE NNSY LINKTREE TODAY!



Congratulations to John Finefield of Code 200S, awarded the Meritorious Civilian Service Award March 4 for his exceptional service as SUBSAFE Director at Norfolk Naval Shipyard (NNSY) from July 2017 through October 2024! Finefield's commitment to the safety of submarine operations and service to others, including partner countries Australia and Spain in their submarine programs, has been a model. "John's career is a master class in dedication and testament to the power of quiet competence," said Rear Admiral Dianna Wolfson, former NNSY Commander and Director, Fleet Maintenance, U.S. Fleet Forces Command. "Your impact on SUBSAFE, Norfolk Naval Shipyard and our Sailors speaks volumes. It's about the lives you've touched and the Sailors who serve aboard the submarines you have certified." Since its establishment in 1963 following the loss of USS Thresher (SSN 593) at sea, the Navy's SUBSAFE program has built a safer and stronger submarine fleet through rigorous standards in work discipline, material control, work documentation and compliance verification. (Photos by Shelby West, NNSY Photographer)



Congratulations to NNSY's Electronics Shop (Shop 67), winner of the November 2024 Safety Flag! Shipyard Commander Captain Jip Mosman presented the flag and congratulated shop members March 11. Shop 67 earned this award through increased safety surveillances, improved training, and weekly safety meetings, all helping to reduce injuries and ensure continued safety of Shop 67 members. At the event, certificates of appreciation were presented to Larry Pendleton, Leroy McCant and Kirkland Barrow for their efforts in contributing to a safer workplace. Shop 67 has safety flags in the shop going back nearly 40 years and now adds another to that impressive collection! (Photos by Danny DeAngelis, NNSY Photographer)





What's New With Waypoints



SAVE THE DATES! YOUR FY25 TRAININGS ARE HERE!

Be sure to check out your Waypoints Annual Training Requirements on don.csod.com under the Learning tab.

Due July 1, 2025:

- 00-DON-NCIS Counterintelligence and Insider Threat Awareness and Reporting Training

Due September 1, 2025:

- 00-DON-Cyber Awareness Challenge (DOD)

Due September 30, 2025:

- 00-DON-Operations Security (OPSEC)
- 00-DON-Anti-Terrorism Level 1 Awareness Training
- 00-DON-Identifying and Safeguarding Personally Identifiable Information (PII)
- 00-DON-Workplace Violence Prevention
- 24-NAVSEA Annual Security Refresher Training
- 24-NAVSEA Naval Nuclear Propulsion Information (NNPI) Training
- 24-NNSY Environmental Awareness Training
- 24-NNSY RAD INDOC for Waypoints
- 24-NAVSEA Restricted Data Training
- 24-NSYC Drug Free Workplace for Employees

A NEW Naval Shipyards Waypoints Service Desk has been created! The new service desk will now allow naval shipyard employees to submit a ticket for any Waypoints issue, question or concern.

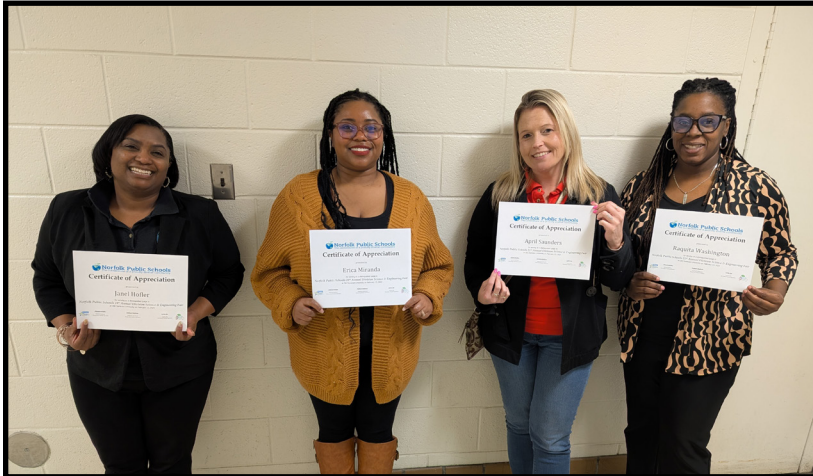
Please note: Before submitting this ticket, please go to the 'Support Center' tab after logging into Waypoints. If you're unable to find a resolution, then submit a ticket by completing the form linked below. You will receive an automated email with the ticket number and the information you entered on the form.

Submit your ticket using
<https://forms.osi.apps.mil/r/qAfxHZz00m>.

For questions: please email NNSYWaypointsHelp@us.navy.mil

Connecting with our Community

Norfolk Naval Shipyard (NNSY) gives back to the Hampton Roads community in an empowering way. If you are interested in participating in future outreach events, please contact Erica Miranda at erica.s.miranda2.civ@us.navy.mil.



Norfolk Public Schools Engineering and Science Fair

NNSY employees, alongside Norfolk Public Schools, participated in an engineering and science fair Feb. 15, encouraging and inspiring the future STEM leaders of tomorrow. NNSY employees were given the opportunity to talk to students about their suggested improvements for the world and how that could apply to Naval STEM careers.



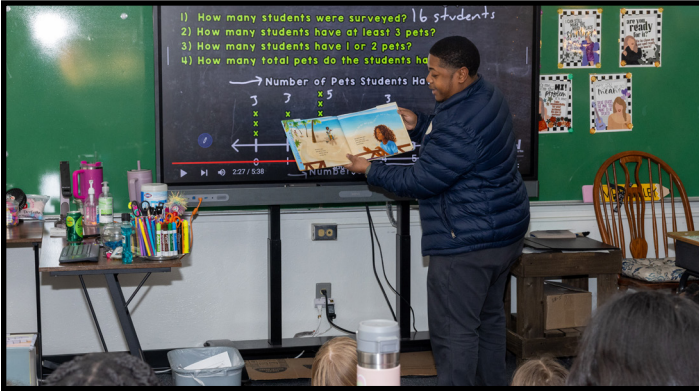
I.C. Norcom STEM Day at NNSY



In partnership with the apprenticeship program, NNSY Community Connectors hosted I.C. Norcom High School students for STEM Day at NNSY Feb. 27. Students and instructors were able to view the careers available at the shipyard and how they work together to serve the mission.



Read Across America



In support of readers everywhere, NNSY sent employees to Simonsdale Elementary School Mar. 6 and Churchland Elementary School Mar. 7 to celebrate Read Across America, an annual celebration to encourage reading at all ages. (Photos by Danny DeAngelis and Shelby West, NNSY Photographers)

NNSY

SERVICE TO THE FLEET

We Need You!



Do you have any story ideas? Upcoming events? Shipyard spotlight nominations, etc.? We want to hear from you!

Contact NNSY PAO:
NNSY_PAO@us.navy.mil



Repairs led by Forward Deployed Regional Maintenance Center (FDRMC) with exceptional coordination and support from Norfolk Naval Shipyard, Ship's Force, and industry partner Theodoropoulos Group. (Photo Courtesy of FDRMC)

NNSY Team Answers the Call for Emergent Truman Repairs

STORY BY KRISTI BRITT • NNSY PUBLIC AFFAIRS SPECIALIST
PHOTOS BY GSM1 CHRISTIAN BAUTISTA • NNSY PHOTOGRAPHER

One of Norfolk Naval Shipyard's (NNSY) lasting mottos that rings true across the waterfront is that America's Shipyard will always step up to the plate to meet the mission – any ship, anytime, anywhere. When a need arises to repair, maintain, and modernize our Nation's fleet, our employees will step up to answer that call. So, when an urgent need arose to perform urgent repairs following an incident that left one of our Nation's finest in need, the NNSY team leapt into action to do their part.

In February, USS Harry S. Truman (CVN 75) collided with a merchant vessel while on deployment near the Suez Canal and a call for assistance came to fly teams out to assist in performing urgent repairs. NNSY was quick to answer the call along with Forward Deployed Regional Maintenance Center (FDRMC) and industry partner Theodoropoulos Group, the teams flying out to take on those repairs onboard CVN 75 alongside Ship's Force. The teams came together with a common goal and were

able to complete those vital repairs swiftly.

"The USS Harry S. Truman (CVN 75) is back underway thanks to the safe, professional, and technically acceptable repairs that were accomplished," said CVN 75 Chief Engineer Commander Nick Manzini. "It has been an absolute privilege to watch the maintenance and technical communities assess the damage, problem solve on the deckplates, and perform the repairs. You all have demonstrated our battle damage assessment and repair capabilities to the world. Thank you once again and please forward to anyone else that assisted with the logistics and repairs in order to get us back in the fight."

The Acting Secretary of the Navy Terence Emmert added, "You engaged immediately to ensure your teams understood the directive—treat this incident as a battle damage repair and get the ship back in the fight as soon as possible—and then executed a critical structural assessment and significant repairs on a capital warship in a foreign port in only four



Norfolk Naval Shipyard hosted a recognition ceremony Mar. 5 at Naval Station Norfolk to celebrate the individuals who responded to the call to action in assisting in the emergent repairs of USS Harry S. Truman (CVN 75) following a collision with a merchant vessel. The individuals were presented with a special act award for their contributions.

days. Through seamless collaboration, you demonstrated that our forward-deployed maintenance teams can deliver to the warfighter in response to contingencies. I commend you for setting the conditions for success in advance of the incident—empowering and enabling your teams to develop and to expedite the necessary courses of action for repairing Truman in just 14 hours. Although you set an initial timeline of six days, you worked impressively to complete the repairs, giving the ship opportunity to execute important preservation measures before getting underway and back in the fight. In these critical moments, success depends on a steady command of the situation, so I commend you for instilling confidence among your teams, enabling our best people to drive the fastest solutions for returning Truman to her mission.”

NNSY recently celebrated the individuals who took up the torch in a recognition ceremony Mar. 5, recognizing the flyaway team who met the need in-person and the team who remained at the shipyard to provide whatever support was needed for those mechanics. Each individual received a special act award for their contributions to Truman’s emergent repairs.

“This is a great opportunity to recognize this tremendous effort by our NNSY repair team and those that supported

us as we took on this challenge,” said Code 300 Project Superintendent Christopher Comar. “We went and answered the call when the Navy really needed help. We were able to get in, make those repairs, and get the ship back to work in performing its duties in defending our Nation. I got to see firsthand great mechanics hit the ground running and perform their trades that they really know how to do – and they do it well. This was a big lift for a whole lot of people, working around the clock to get the travel together and get these individuals onsite. Communication was key as we all came together to understand the assignment, working together to get the job done. We learned a lot from this experience, and it was such a well-oiled team. I couldn’t be prouder of everyone for a job well-done!”

“Our workforce met the need head-on and was able to complete those repairs quickly so that the Truman could get back underway,” said Shipyard Commander Captain Jip Mosman. “We knew the schedule and knew we needed to meet that need. Exceptional work by our team and those who came together to service the fleet of our Navy! This is a great example of the continued importance of our mission and the unique capabilities we possess at America’s Shipyard.”



Congratulations To The Truman Repair Team:

Christopher Comar
 Joshua Malone
 John Krakora
 Matthew Mendenall
 Bruce Russell
 William Raymond
 Timothy Humphrey
 John Bright
 Joseph Marushia
 Ryan McPherson
 Malano Gaye
 Willie Bundy
 Darryl Scott
 John Burton
 Tiernan Hughes
 Johnny Ellerbee
 William Noga
 Mark Williams
 Demie Dela Cruz
 Ricardo Flores, Jr.
 Edwin Acevedo

Jeremy Clark
 Richard Boger
 Tyler Condon
 Brandon Hamilton
 Craig Wise
 Stanley Myrick
 Michael Blide
 Randall Hall
 Josh Lundeen
 Lena Hartry
 Rick Uglum
 Jennifer Perry
 Shanita Langston
 Lisa Billings
 Luciana King
 Tisha Dowtin
 David Freeman
 Rosa Byrd
 Laura Smith
 Taquan Brickhouse
 Kierra Harmon

Melvin Johnson
 James Buchanan
 Shelley Davis
 Tony Collins
 Silhouette Glenn
 Nathan Kosko
 Christopher Mcdaniels
 Christopher Parker
 John McClelland
 John Regan
 Steve Roman
 Arthur Hinton
 Neil Hobbs
 John Gilday
 Kyle Gray
 Charlie Williams
 Robert Pendt
 Josh Jones
 Tuesday Carathers
 Joe Wargo



Have you set up your IDP yet? Visit Waypoints today to get started!

WHAT IS AN IDP?

An individual Development Plan (IDP) is formal documentation of a discussion controlled by an employee so they can take charge of their own career. The IDP is an action plan developed by the employee, which describes activities they would like to pursue to attain their goals. These goals are both short-term and long-term. The short-term goals are objectives established by the employee to ensure they maintain proficiency in their current role while pursuing their long-term career development goals. The objective of an IDP, alongside providing a roadmap of goals for the employee, also helps ensure the organization has the right people in the right positions at the right time to positively impact NNSY.

If you are not ready to begin the conversation or don't know where to start, please feel free to contact the NNSY career counselors at NNSY_WFD@us.navy.mil. You can also locate their SharePoint site in the Command University site under Workforce Development.

IDP BRIEFS ARE AVAILABLE EACH MONTH!

The IDP with Waypoints Briefing is held multiple times a month for those looking to understand the purpose and process of IDPs. The Workforce Development (WFD) Career Counselors will share examples of IDP conversations, provide details on the program and introduce individuals to the IDP feature utilized in Waypoints. The briefings are open to all Norfolk Naval Shipyard employees, with limited seating for each class being 24. Virtual classes will be held via Teams Meeting and links/guidebook will be provided.

Employees interested in participating can register for an upcoming class today via Waypoints at <https://don.csod.com> and searching for 24-NNSY (C900CU-IDPBRF) C900CU IDP Briefing. The sessions will appear for you to request OR email name, last 4 of DOD ID #, a session date to NNSY_WFD@us.navy.mil. Walk-ins also welcome as first come, first serve per available seating. For more information visit <https://webcentral.nnsy.navy.mil/Departments/C900/C900CU/WD/Individual%20Development%20Plans%20IDP/Home.aspx>.

April 1: Bldg. 1763, Room 224 (New Training Building), 12:15 to 1:15 p.m.

April 7: MSTEams (Virtual), 12:15 to 1:15 p.m.

April 9: Bldg. 1763, 2nd Floor, Room 224 (New Training Facility), 10 to 11 a.m.

April 29: Bldg. 1763, Room 224 (New Training Building), 12:15 to 1:15 p.m.



Public Works Department Portsmouth Members Honored for Snowplow Know-how

STORY BY MICHAEL BRAYSHAW • NNSY DEPUTY PUBLIC AFFAIRS OFFICER
PHOTOS BY SHELBY WEST • NNSY PHOTOGRAPHER

Norfolk Naval Shipyard (NNSY) Commander, Capt. Jip Mosman, honored members of Public Works Department (PWD) Portsmouth, March 10, for their outstanding recovery efforts after a mid-February snowstorm. The storm brought around 10 inches of snow to NNSY and Naval Support Activity-Portsmouth Virginia (NSA-Portsmouth), marking the region's heaviest snowfall in 15 years.

More than two dozen PWD personnel worked 12-hour shifts in inclement weather to clear roadways and parking lots across NSA-Portsmouth, NNSY, Naval Medical Center Portsmouth, St. Juliens Creek Annex, Scott Center Annex, and the Southgate Complex.

"I want to say thank you!" Mosman told PWD personnel, presenting them each with a letter of appreciation and his "Press Forward" sticker. "Some of you have been here longer than I have, but I remember years ago when we had a snowstorm, and it took days to dig out. You guys did amazing teaming up with our shipyard folks to quickly recover. I recognize what

you did and very much appreciate all your efforts!"

A special recognition was presented to Transportation Work Leader Jackie Brown for quickly dispatching personnel for snow removal following the storm, with Brown as the night shift lead operating a snowplow.

Dustyn Brinkley, Mike Davis and Trevor Hanes also received recognition for their proficiency in using snow removal equipment to clear parking lots and areas throughout the installation, helping the shipyard return to normal operations by Feb. 21, two days after the snowstorm.

Across two shifts, personnel applied an estimated 2,000 gallons of anti-freeze pre-treatment compound, removed approximately 45,000 tons of snow from an estimated 27 miles of roads across five bases and annexes, cleared roughly 18,000 tons of snow from 26 parking lots and spread an estimated 100 tons of salt and sand mixture.



NORFOLK NAVAL SHIPYARD

Scholarship Opportunities

**National Association of
Superintendents (NAS)
Scholarship Applications
Accepted until April 11**

The Norfolk Naval Shipyard (NNSY) chapter of the National Association of Superintendents (NAS) is offering multiple scholarships, worth up to \$500 to employee dependents for the upcoming 2025 academic school year.

This scholarship is intended to recognize outstanding student dependents of NNSY employees at large and outstanding student dependents of NAS members. Applicants are evaluated based on their academic achievements and personal activities, with appropriate consideration given to special circumstances of need. Scholarship selectees will be presented with a check for college expenses (tuition, books, room & board, etc.), along with a Superintendents Association Scholarship Certificate. We will award a total of 10 each \$500 Scholarships (five each for student dependents of NNSY employees at large and five each for student dependents of NAS members).

Completed applications and all supporting documentation must be received by the Superintendent's Education Committee no later than April 11, 2025 (Attn: Brian Bennett, Code 200) to be considered. Applications may be emailed to katherine.a.minnick2.civ@us.navy.mil or brian.d.bennett1.civ@us.navy.mil; faxed to 757-396-4080; or hand delivered to Katherine "Kate" Minnick or Mr. Brian Bennett, Code 200, Bldg. 31, 2nd floor, south end.

Criteria for Eligibility:

- Sons and daughters, wherever residing, and other dependents of a person who has been an active NNSY employee for at least the last two consecutive years are eligible. Shipyard employees who are not NAS members should obtain sponsorship from an active NAS member for their dependent application.
- Applicants must be enrolled (or accepted for enrollment) at an accredited college, university, or graduate school for the upcoming fall term and provide proof of same.
- Previous recipients of a NAS Scholarship are permitted to apply and compete each year they are eligible.



Norfolk Naval Shipyard's Brent Davis Honored as One of the Department of Labor Apprentices of the Year for 2024

STORY AND PHOTO BY KRISTI
BRITT • NNSY PUBLIC AFFAIRS
SPECIALIST

ADDITIONAL PHOTOS BY
DANNY DEANGELIS • NNSY
PHOTOGRAPHER

In the years prior to Brent Davis entering the Norfolk Naval Shipyard (NNSY) Apprenticeship Program, he worked to make ends meet for his family in the local area, wondering if there was a lasting career waiting out there for him. A friend of the family, who'd been part of the program nearly a decade ago, urged him to apply for years – and finally Davis took a shot, getting accepted into the program as a boilermaker apprentice. He had no idea what a boilermaker truly did, yet he wanted to take on the opportunity and see where it went. Now a journeyman in the shipyard and an official Shop 41 Boilermaker, Davis graduated with glowing marks across the board for his workmanship. And due to his hard work and dedication to the craft, Davis was nominated for the Department of Labor (DOL) and Industry's Division of



Norfolk Naval Shipyard (NNSY) Shop 41 Boilermaker Brent Davis graduated from the Apprenticeship Program Nov. 7, 2024. He was recognized as the Code 930 Mechanical Group Outstanding Apprentice by the NNSY Chapter of the National Association of Superintendents (NAS).

Registered Apprenticeship Outstanding Apprentice of the Year – being selected as one of three from NNSY to win the title for 2024.

“I was caught off-guard when I heard about such an achievement,” said Davis. “I had really high grades and evaluations throughout my time in the program and I put in my all into everything I did. My supervisors saw my efforts and put in a good word for me and here I am. I’m really proud to be recognized for this achievement. It really instills in me that if you put your all into your work and do your best, you’ve got folks cheering you on and wanting to recognize you for that. I’m thankful for the amazing team we have and am honored they felt I deserved such an award.”

Davis noted that his time in the apprenticeship program was a great experience and one that has granted him a positive outlook on his future career path. “The main goal of the boilermakers is the repair and overhaul of the ship’s boiler, which is the heart of the ship. It generates the steam that powers the turbine. Without the boiler, the ships won’t be going anywhere. I didn’t know anything about boilermakers coming into the shipyard, yet the more I learned about it and the more I saw just how important our role was, I grew to really enjoy my role here. What we do directly plays into keeping our ships mission-ready and that’s an amazing feeling to see that what I do plays such an important part for our nation.”

He continued, “Being in the apprenticeship is such an awesome experience overall because not only do we get to spend our schooling portion in classes at Tidewater Community College but also from day one, you had your toes dipped in the water straight away, learning the job right there

on the deckplate. I was in the shop that first day and on the boat a week later. They gave you the tools you needed to learn the job and gave you that experience so you could grow into your field. Since I graduated, I’ve become a journeyman in the Boilermaker Shop and it’s been an amazing experience overall. There’s something so satisfying watching all that hard work come together at the end of a project, giving you a sense of accomplishment that because of your efforts, this ship is ready for its next step in returning to the fleet.”

When it comes to his future, Davis noted that he still has a way to go in the shop, wanting to learn as much as he can in hopes to one day help others as he had been helped during his time in the apprenticeship. “I want to become a subject matter expert in the shop,” he said. “I want to learn all the intricacies of boilermaker work because I want to be able to do as much as I can in the shop as well as be the person who can answer those questions as someone new comes in. There’s still some things I need to learn, but the idea of being an expert in the field really shines for me. I also like the idea of training people in the future so it will be a fun experience to see where my journey goes.”

When it comes to advice Davis has for others interested in joining the apprenticeship program, he said, “NNSY is full of opportunities, ranging from working at a desk to working at the deckplate. Whatever career you’re interested in, there’s something truly for everybody and the team here works hard to help you on your chosen path. I am truly blessed to have been able to join the apprenticeship. It’s done wonders for me and my family and I’ve grown so much in my career and finding something I’m truly passionate about.”



During their annual Navy Reserve two-week-long training period at Norfolk Naval Shipyard (NNSY), SurgeMain Charlotte Machinist Mate Third Class Ashton McDaniel (left) and SurgeMain Atlanta Machinist Mate First Class Kyle Leonard (center) watches NNSY's Outside Machine Shop (Shop 38) Outside Machinist James Derrickson (right) as he demonstrates how to use a top-loaded ball valve, breaking down, taking measurements, using the center line tool to get the stem center line measurement and giving them a little refresher on some of the precision measuring tools that they would use and the proper tools to take apart the valve.

Norfolk Naval Shipyard has Its Own Cavalry Known as Navy Reserve Surge Maintenance Program

STORY AND PHOTOS BY TROY MILLER • PUBLIC AFFAIRS SPECIALIST

"Send in the cavalry" is an adage that dates back as early as the 8th century B.C. Although the saying derives from the times an army component mounted on horseback, it is still used today, normally when someone needs help or reinforcements.

All four public Navy shipyards: Norfolk Naval Shipyard (NNSY), Portsmouth, Virginia; Portsmouth Naval Shipyard, Kittery, Maine; Puget Sound Naval Shipyard and Intermediate Maintenance Facility, Bremerton, Washington; and Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, Pearl Harbor, Hawaii have their own cavalry, the Navy Reserve Surge Maintenance Program (SurgeMain).

The SurgeMain program, established in 2005, mobilizes reservists with technical and trade backgrounds to augment the Navy's civilian workforce, providing critical support for ship maintenance, repairs and modernization. This can be especially valuable particularly during periods of high workload or when faced with challenges like the COVID-19

pandemic.

During the NNSY SurgeMain's indoctrination class, Shipyard Commander, Capt. Jip Mosman told the reservists of the recent win of a fly-away team consisting of 27 civilian personnel. These members went to Souda Bay, Greece, to perform emergent work on the aircraft carrier USS Harry S. Truman (CVN 75) for repairs following its recent collision with a merchant vessel.

"From the moment we found out the Harry S. Truman needed assistance, the shipyard immediately went to work to establish a response effort that could leave within a few days," said Mosman. "Our team traveled on Sunday, February 16th, and approximately five days later, the Harry S. Truman was repaired to the point where it could finish its current deployment."

Mosman continued, "Now if there was ever a time the shipyard needs to send out multiple fly-away teams at the same time for whatever reason, it would leave a gap here at



NNSY. Providing these fly-away teams doesn't mean that the work being performed at NNSY comes to a halt. We still need to continue the work here at home to return the ships and submarines to the fleet to support the Navy's mission."

"This is where SurgeMain would come into effect. I would request a SurgeMain mobilization to the shipyard to fill the gaps that were created when the civilians went on the fly-away teams to support ships that are currently on deployment," said Mosman. "The shipyard will rely on you, the SurgeMain team, to carry out NNSY's mission of repairing, modernizing and inactivating our Navy's warships and training platforms on time and within budget."

If the need arises for NNSY to activate SurgeMain, participating Sailors will need to have current qualifications and knowledge of the job. This is where the reservists' two-week-long Navy Reserves Annual Training (AT) comes into play to provide a smooth transition into the various shops and codes across the shipyard.

"During my time here at NNSY, I am earning my qualifications and learning how to work on the equipment and parts that are unique to NNSY," said Machinist Mate First Class Kyle Leonard from SurgeMain Atlanta. "This way, if SurgeMain is activated, I do not have to take valuable time to earn my qualifications and learn how to perform the job. I can come straight in and get to work right away."

NNSY personnel who are considered subject matter experts in their particular skill and trade are brought in to help with SurgeMain's continuous training and development.

"Some reservists have been doing their trade for a long time, while others are fairly new to their trade," said NNSY's Outside

Machine Shop (Shop 38) Outside Machinist James Derrickson. "Not all reservists get to perform their skill and trade every day like us civilians here at NNSY. We provide them with refresher training to get the rust off, plus we train the new reservists to get them up to speed on how to perform any said task given to them at NNSY during their time here."

NNSY's assigned SurgeMain personnel come from Baltimore, Maryland; Nashville, Tennessee; Raleigh, North Carolina; Charlotte, North Carolina; Atlanta, Georgia; and Norfolk, Virginia, which is the flagship unit. All six SurgeMain units combined consist of over 250 Navy Reservists. In the recent past, each SurgeMain unit throughout the United States would support all four Navy shipyards. Currently, SurgeMain is organized in regions that are assigned to only one shipyard to support when needed.

"Being assigned to just one shipyard allows SurgeMain to learn the ins and outs of that particular shipyard to be more proficient in their work and it allows for good working relationships to form with NNSY shop personnel that would carry on in the future," said SurgeMain Program Manager and Officer in Charge Lt. Comdr. Robert Lang.

In June, the second and final group of SurgeMain reservists, consisting of approximately 140 Sailors, will come to NNSY for two weeks to receive or maintain their qualifications to date and learn or refresh in their trades. This way if the "cavalry" is ever needed, NNSY will request SurgeMain, whose motto is "Right Skills, Right Place, Right Time," and as for Norfolk Naval Shipyard's assigned SurgeMain team, it's ready and standing by to do its part for America's Shipyard.

Code 931 Takes Charge with Implementing Model Line Initiative at America's Shipyard

STORY BY KRISTI BRITT • NNSY PUBLIC AFFAIRS SPECIALIST

PHOTOS COURTESY OF CODE 931



Norfolk Naval Shipyard (NNSY) Shop 31 recently tested the pilot of the model line initiative with their auxiliary ballast tanks, utilizing principles from Dr. Steven Spear and learnings from Portsmouth Naval Shipyard (PNSY) to complete repairs that had previously taken approximately 150 days to now 35 days. This initiative was a huge win for the shipyard and was thanks to the teamwork from Shop 31, Code 100TO and the engineering department to ensure pre-planning and material acquisition was handled prior to the start of the job to ensure the mechanics could conduct non-stop execution of work.

Norfolk Naval Shipyard (NNSY) recently launched a model line effort in the Inside Machine Shop (Shop 31), taking principles from noted author and Navy advisor Dr. Steven Spear and learnings from Portsmouth Naval Shipyard (PNSY) to meet commitments and goals in inspecting, repairing, and testing auxiliary ballast tank hull and back valves repaired at the shipyard. Through teamwork from deckplate to support – the group was able to come together to complete the work that had taken approximately 150 days to overhaul in the past to 35 days, a more than 75 percent reduction.

“The Model Line Initiative is about creating a stronger emphasis on the preparation period prior to the start of a task, allowing time consuming actions such as paperwork processing and material orders to occur early and resolve all to allow mechanics to work, start to finish uninterrupted, with less churn,” said Mechanical Group Superintendent (Code 931) Benny Bray. “Our friends at Portsmouth were the first shipyard to launch model line initiatives under the guidance

of Dr. Spear. We wanted to launch our own pilot and decided to test it within Shop 31 with the auxiliary ballast tank valve work. Our mechanics, engineers, Inspection codes with support from Code 100TO came together to plan ahead with precise granularity prior to beginning the repairs, ensuring all materials and parts were available and in hand ahead of the job. These are jobs that happen daily in our shop so being able to pinpoint these areas needed for attention ahead of time and ensure our mechanics have the materials and tools they need whenever they need them ensured a significant reduction in time it takes to complete the job.”

The team went over historical data prior to tackling the Model Line Initiative, learning that this particular job took so long due to material issues popping up throughout the job which caused the work to pause while the team waited on the needed parts. “In previous jobs, we would submit our unrestricted operations maintenance requirements cards (URO/MRC) as hard copies whenever we would need to conduct repairs,

which would take more than a week to process. This would highlight the corrosion or different defects in the valve body, record percentages, and note what work needs to be done or performed,” said Section 500 Mechanic Jasmine Nixon. “In addition, we would have to wait long periods of time to get the material in house before we could continue to work the job which held up the process quite a bit. With the model line however, we took a hard look at everything together before we got started on the job, pinpointing what we needed in-house so that we could hit the ground running.”

Shop 31 General Foreman Cameron Williams added, “Planning was a big win for this initiative and it took a lot of coordination not only with Portsmouth Naval Shipyard but also with our various shops and codes across our waterfront. That planning and coordination really showed a huge difference in how we could get work done here at the shipyard. We learned a lot and were able to work together as a team to overcome whatever challenges cropped up in the process. Our teams came together and made this happen!”

“Having open communication with the engineers and the mechanics was beneficial overall,” said Code 265 Engineering Planning Department Submarine Piping and Mechanic Support Engineer Joshua McLin. “Our engineers were on the floor with the mechanics seeing the jobs firsthand, being present and ready to assist wherever needed. The team was sitting down together, going over the job, identifying any problems that should arise so we could get ahead of the curve. We wanted to ensure when the mechanics started the job, they wouldn’t have to stop until it was completed.”

During the process, the team encountered several roadblocks that were easily traversed thanks to identifying those possible issues early on in the process. Together, they were able to resolve those matters in record time, efficiently keeping the job on schedule to meet their goal of 35 days. In addition, they were able to capture lessons learned from this pilot initiative that will be incorporated in future model line efforts to improve the way the shipyard does business. They hope to continually knock goals out of the park and build more comradery across shops and codes of the shipyard.

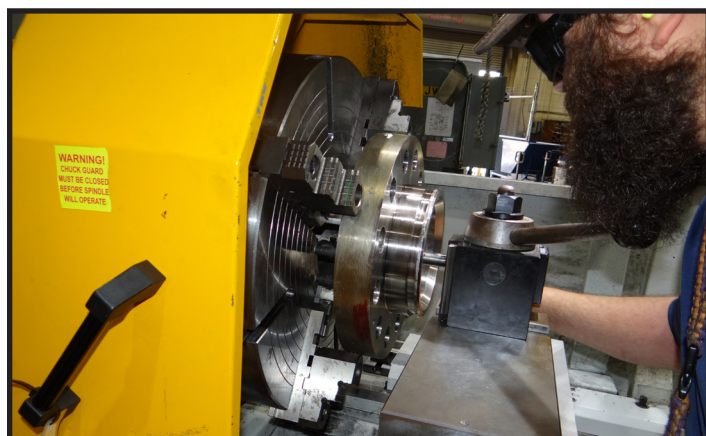
“This was a huge win for not only our shipyard but all of Naval Sea Systems Command (NAVSEA),” said Bray. “When we have a solid process, clear understanding with the technical authorization and supporting materials readily available for our people, they can get the job done faster – so having that support from our stakeholders and material community was huge. We were able to put extreme focus in the pre-planning stages and removing barriers in advance so when our mechanics were ready to go, they were able to get the job done more efficiently and accurately. This can be done across the waterfront, we just need to ensure our support codes and leadership can act as change agents and foster solutions to make work easier for the mechanics.”

Williams added, “at NNSY, our mindset is centered around the mechanics doing the work and the non-stop execution of work. This type of initiative really highlights that mindset, ensuring everyone is able to come together and rally behind those mechanics to get the work done so we can return these vessels back to the fleet in top condition.”

Bray continued, “I like to think of these mechanics as the surgeons, ready to get down to business to complete the task

so they can fix up these warships and get them back to sea. But in order to perform their tasks, they need that support to ensure they are able to get the job done and eliminate the barriers that stand in their way. I want our folks to have that satisfaction of accomplishment in their work, being able to complete their tasks safely and efficiently. So whatever I can do as a leader to help them through those obstacles, I’m ready to assist.”

Since this win for the shipyard, NNSY is already looking at other areas to test the model line initiative to help build a lasting mindset across the waterfront. “The hope is that this model line spreads throughout the shipyard, within all our shops and codes,” said Code 100TO Rick Madeira. “It’s a shift in mindset, making sure we have all the material out front, making sure we’re prepared to tackle whatever comes our way on the job. With this pilot, we saw how big the results can be for just one job. We’re looking forward to seeing what improvements we can make going forward together.”





Three-year-old Philip Scott, one-year-old James Scott, NNSY Nuclear Regional Maintenance Department (NRMD) Electrician's Mate (Nuclear) Anh Scott and NNSY's Fleet Maintenance Submarine (FMB) Rubber and Plastic Shop (Shop 57B) Electrician's Mate (Nuclear) First Class Michael Scott have been a military family since the birth of Philip Scott.



Resilient, Resolute, Relentless: Month of the Military Child

STORY AND PHOTOS BY TROY MILLER •
NNSY PUBLIC AFFAIRS SPECIALIST

This Generation X Public Affairs Specialist always says "I wish I was a teenager again." Of course, people look at me as if I am insane. Then I continue, "That's back when I knew everything." As I look back, being a child, it wasn't always easy dealing with academic pressure, bullying, peer pressure, challenges with friendships, family conflicts and making sure we got home in time to watch our favorite show, because once it aired, that was that. You would have to wait for summer reruns to see the missed episode because there was no recording it or logging on to the Internet and streaming the missed episode.

Although kids of today may experience some of the issues I had many years (more than I would like to admit) ago, there are issues that our children and teenagers face today that I never had to deal with like cyberbullying, overuse of screen time and trying to separate fake news from not to name a few. However, there are over 1.6 million kids who currently face challenges that most of their peers don't. Things like moving to a new city, state or country every two to three years; having a parent absent for holidays, birthdays; and having their parents in a combat zone, not sure if they will make it home alive or not. This group of resilient, resolute and relentless children is known as the "military child."

"To me being a military child from birth to adulthood, it was a lot of moving, not being in the same place for more than three years," said Norfolk Naval Shipyard's (NNSY) Pipe Shop (Shop 56) Continuous Training and Development Coordinator Larry J. Greenough. "My Dad [NNSY's USS New Hampshire's (SSN 778) Assistant Project Superintendent and retired Command Master Chief Larry G. Greenough] missed a lot of holidays and birthdays; however, he did his best to make up for it by being involved in my brother and I's school and baseball teams when we were younger and working on cars together when we were teenagers."

Reactor Engineering Division (Code 2310.3) engineer technician and Larry J. Greenough's younger brother Nicholas Greenough added, "Sure, we moved about every three years where we had to say goodbye to our friends and go through the normal

awkwardness in finding new ones, but we had some great memories too like telling new Navy recruits at the Great Lakes Naval Training Center, Great Lakes, Illinois, to do pushups for us all because our Dad, when was a chief petty officer at the time, was a Recruit Division Commander (RDC) at the Navy's boot camp." Nicholas Greenough chuckled as he recalled these memories of his brief time being an honorary RDC when he was seven years old.

Understanding the stresses and challenges the active-duty military member and their "military brats" face, a term this Public Affairs Specialist is told is like wearing the badge of honor, the military offers various resources and programs to help alleviate some of those stresses and challenges.

"The Child Development Centers (CDC) offered to military families are a true blessing for my three-year-old son, Philip, one-year-old son, James, and for my husband [NNSY's Fleet Maintenance Submarine (FMB) Rubber and Plastic Shop (Shop 57B) Electrician's Mate (Nuclear) First Class Michael Scott] and I," said NNSY Nuclear Regional Maintenance Department (NRMD) Electrician's Mate (Nuclear) Anh Scott. "The workers at the CDC know and understand what military children go through. Plus, not only are they there to support my sons, but they also support us parents by identifying areas that our boys need improvement on and they supply us with tips, tricks and resources to address the issues at hand."

Child Development Center, Naval Support Activity, Portsmouth team program lead Kendall Lewis added, "When one of the parents of a military child goes on deployment for several months, the parent left at home to attend to the children might not always know what to do for certain matters, because their spouse had always taken care of it or they lack the 'motherly instinct.'"

"We assist the parent if they need help knowing how to

treat diaper rash; letting them know which diaper creams work better for that particular child; and we can provide information for other resources that will benefit both the child and the parent," said Lewis.

With 24 years of service under Larry G. Greenough's khaki nylon utility belt with a gold clip and buckle, he offered his best advice to the parents of military children today. "Take advantage of the time you have with your kids, because they're not with you very long to begin with. Eighteen years go by pretty quickly. You add your deployments and other extended times away from home, which makes spending time with your child all the more important."

Having served in the Navy for 20 years and having had a military brat of my own, I know it's tough being an active duty parent and tougher on the child. Thankfully, like military children both past and present being "resilient, resolute and relentless," aligned with this year's Month of the Military Child theme, my son Taylor Miller, now 33 years old, was all three one-word descriptions for the first 18 years of his life and still is. Even though his son, Asher Miller, is not a military brat, my son is teaching my grandson how to be just that: resilient, resolute and relentless to be successful in his life as well.

This April, when you come across a military child, both past and present, tell them "thank you" for their service. There is no better time than the present to honor the sacrifices made by military families worldwide, with an emphasis on the experience of the dependent children of military members serving at home and overseas. From the bottom of this Public Affairs Specialist's heart: "Thank you Taylor and all past and present military children out there, for it was your sacrifices and understanding that made it a little easier and a little better to serve our country, the United States of America."



From left to right: Norfolk Naval Shipyard's (NNSY) NNSY's Pipe Shop (Shop 56) Continuous Training and Development Coordinator Larry J. Greenough (left) and NNSY's Pipe Shop (Shop 56) Continuous Training and Development Coordinator Larry J. Greenough Nicholas Greenough (right) are former "military brats" when their father, NNSY's USS New Hampshire's (SSM 778) Assistant Project Superintendent Larry G. Greenough, served in the U.S. Navy for 24 years; Former USS Hyman G. Rickover (SSN 795) Commanding Officer Cmdr. Troy Mung (left) presents a Certificate of Appreciation to Christine Greenough, wife of then Command Master Chief (CMDM) and Rickover Chief of the Boat Larry G. Greenough (far right) at his retirement on Dec. 7, 2007. Greenough, now Norfolk Naval Shipyard's USS New Hampshire's (SSN 778) Assistant Project Superintendent, retired from the Navy in 2007 after 24 years of faithful service. Also pictured are Greenough's sons, Larry J. (center), and Nicholas.

Talking Shop:

Celebrating NNSY's Pipefitter Shop (Shop 56)

STORY AND PHOTOS BY TROY MILLER • NNSY PUBLIC AFFAIRS SPECIALIST

Norfolk Naval Shipyard's (NNSY) Pipefitter Shop (Shop 56), consisting of approximately 450 shipyard employees, is responsible for bending pipe, fabricating hose assemblies, building complex piping systems, performing brazing operations and testing piping systems and components for carrier and submarine projects at NNSY as well as for off-yard carriers and amphibious warfare ships. Shop 56 also runs the acid room, which consists of large vats of acid solutions used to dip hard-to-clean components; plus, up until recently, Shop 56 had the only gasket-making capability onboard NNSY.

Shop 56 also provides its services to NNSY Fleet Maintenance Submarines (FMB) located at Naval Station Norfolk, Norfolk, Virginia; Naval Nuclear Power Training Unit (NPTU) Charleston, located at Joint Base Charleston, South Carolina; Naval Submarine Base Kings Bay, Camden County, Georgia; and Kenneth A. Kesselring Site, West Milton, New York. In addition, Shop 56 assists with forward-deployed ships when the need arises.

Recent wins for Shop 56 include doing its part to provide first-time quality ensuring timely delivery of the USS George H.W. Bush (CVN 77) to the fleet following its 10-month docking planned incremental availability (DPIA).



Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Pipefitter Philip White is attaching a pressure gauge to a test rig. He is an apprenticeship graduate and has been working at the shipyard for eight years. "I became a pipefitter because I come from a long line of tradesmen and adding pipefitter knowledge expands my family's experience base," said White.



Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Pipefitter Philip White (left) and Pipefitter George Sweeney are attaching a hose to a test rig to see if the hose meets all criteria for use. "Our test gang performs testing evolutions on most hoses and piping assemblies before installation on the ship," said Sweeney.



Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Pipefitter George Sweeney has been working at the shipyard for nine years. "I like how we get a new challenge almost every day and all of us here in Shop 56 work together to overcome that challenge. Not only are we a team, but we are a family as well."



Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Pipefitter Philip White (right) trains Helper-to-Worker Jemonte Powell on a hose testing evolution.

Powell has been at the shipyard for approximately two months. He is involved with the Helper-to-Worker Program that gives the individual on-the-job training. After Powell graduates from the three-year program, he will be developed into a WG-8 mechanic. "I knew college wasn't for me at the time I needed to decide on what I want to do for a career," said Powell. "I heard about the Helper-to-Worker Program and felt this was exactly what I was looking for. It's been a good experience thus far and I am learning a lot."



Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Pipefitter Mechanic Patrick Douglas (left) and Helper-to-Worker Pipefitter Benjamin Roach work on the pipe assembly cooling system on a jet blast deflector, a safety device on aircraft carrier flight decks to prevent damage and injury. "We take safety very seriously here in Shop 56. It has to be 100 percent perfect or we don't sign off on it," said Douglas. Roach added, "There's just too much at risk for the Sailors on the flight deck that they need to have the confidence that the jet blast deflectors' mechanical pieces will not fail them any time during flight operations."



Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Helper-to-Worker Pipefitter Benjamin Roach has been at the shipyard for almost two years. He is currently enrolled in the Helper-to-Worker Program, which is a three-year program to learn a specific trade. Before joining NNSY, Roach served in the U.S. Marine Corps for four years. "My primary job in the Marines was finances," said Roach. "I knew this wasn't for me, so after my enlistment was over, I joined the Helper-to-Worker Program to learn a trade and to work with my hands and I have no regrets in doing so."



Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Marine Pipefitter Jeremy Burrows enjoys his job because it gives him a sense of accomplishment. "I get to do my part as the Shop 56 team to return the ships to the fleet so they can do what they were built to do," said Burrows. "Plus I like the hands-on aspect of this job, being able to fit pieces together like putting together a jigsaw puzzle. To me, that's a lot of fun."



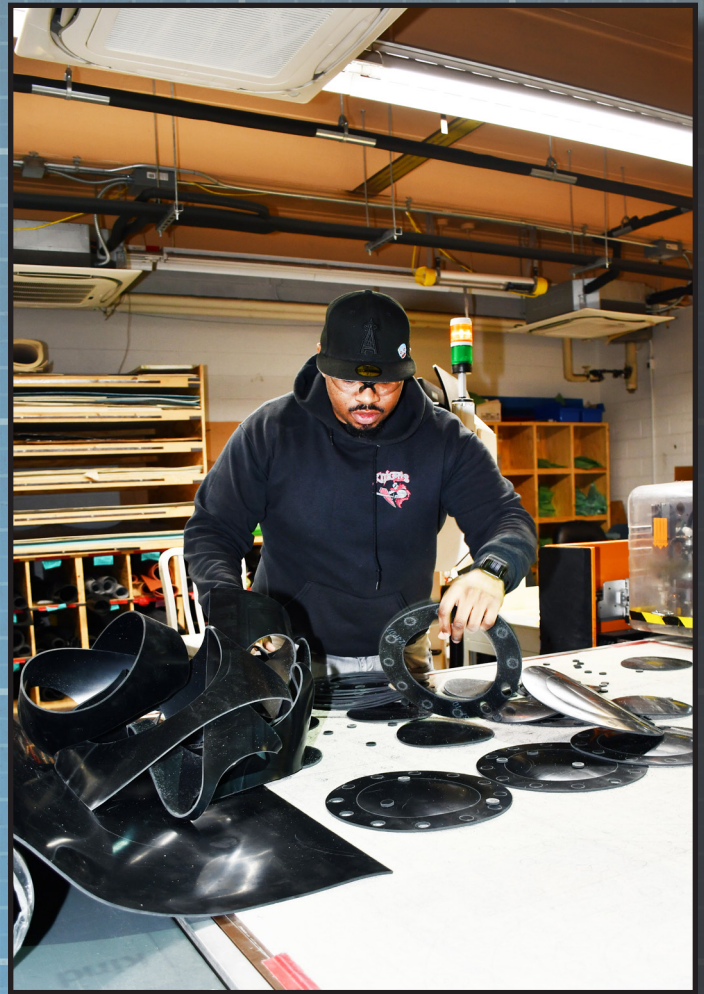
Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Pipefitter Mechanic Patrick Douglas has been at the shipyard for almost two years. His short-term goal is to become qualified to take over the operation of the acid room used for component cleaning.



Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Marine Pipefitter Timothy Mackey has been at the shipyard for only six months, but he has over 29 years of experience as a pipefitter. "My days as a pipefitter technically began when I joined the Navy and became a hull technician, who maintains and repairs a ship's structure, plumbing and marine sanitation systems. After my stint in the Navy, I spent 29 years as a marine pipefitter in the civilian sector outside the shipyard's gates. After I retired, I decided it wasn't time for me to retire just yet. I figure I have at least another 10 years or more of work left in me. When the opportunity came to me to work for NNSY, I couldn't say no. And here I am, still loving the job."



Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Pipefitter Anthony Mimms runs the gasket shop in Shop 56. Until recently, Mimms was the only one who made gaskets for all of the other shops, projects and NNSY's remote locations. "Recently the Machinist Shop (Shop 31) gained the capability to make their own gaskets, but before that, I was the only one who made gaskets around here," said Mimms. "I would make thousands of gaskets each year. Making gaskets entails a lot of math, but I'm okay with that because I am someone who loves to work with math."



Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Pipefitter Tyler Bell started at the shipyard as an apprentice almost 10 years ago. "I chose to become a pipefitter because my great-grandfather was a pipefitter, so when I was offered the position of pipefitter, I went with it. Here I am almost 10 years later enjoying my job just as much if not more than when I first became an apprentice."



From left to right: Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Pipefitter Dominick Bravo, Pipefitter Tammy Davenport and Pipefitter Tyler Bell collaborate while testing a pipe bending machine after receiving updated software.



Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Pipefitter Tammy Davenport worked in a law office before joining the apprentice program six years ago. "I know that seems like a drastic change in careers, but when you're raised with four brothers and helped your father in the garage, I knew I wanted a job that required hands-on and not sitting at a desk all day. Here I am, still loving every minute of it."



Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Pipefitter Evan Gardner's grandfather was a pipefitter for Newport News Shipbuilding for about 40 years. His father works in the public sector as well, working with piping utilities. "I initially just wanted to apply to the apprenticeship as if I was applying for another college. Once I got accepted here, I interviewed and ended up choosing this route versus spending money and going to college. It's a great place to come and earn money instead of spending money on a college education."





Norfolk Naval Shipyard's Pipefitter Shop (Shop 56) Pipefitter Jason Roldan uses the tools and knowledge he learned as a physical education teacher for elementary school kids and serving in the U.S. Navy for four years. "Working with elementary school-age children taught me patience and how to work with others. The Navy taught me discipline and what it meant to become an active member of a team with the same common goal. I didn't realize how the lessons I learned in the teaching field and the Navy would become so beneficial to me at my job here at the shipyard."



**Want your shop featured next
in our Talking Shop Series?**
**Email NNSY PAO@us.navy.mil
Today!**

Shipyard Trivia

BY MARCUS ROBBINS • NNSY HISTORIAN

The official Norfolk Naval Shipyard (NNSY) command history entry for April 28, 1965 is yet only one sentence long and reads as follows:

"USS Skate arrived for nuclear overhaul job, the first such overhaul in the shipyard."

Also, an original news release copy we hold from Commander Submarine Forces Atlantic dated the prior day, goes into a bit more detail for stating such facts as this is the first nuclear ship to undergo overhaul here and notes that three years of shipyard training went into preparing for this. "During the present yard period Skate will undergo innumerable alterations and modifications designed to increase safety and reliability. In addition, she will have her nuclear power plant refueled."



Local Norfolk Ledger Dispatch newsprint stories of this same week focused upon how preparations at the shipyard had made acquisitions of special tools and facilities along with special training for some 2,000 employees. A banner headline stated, "Yard's 1st A-Overhaul To Make Sub Quieter."

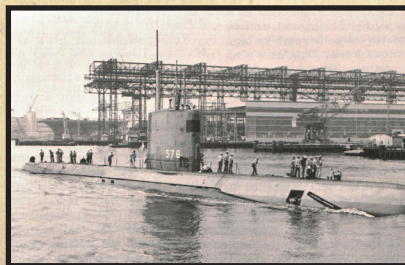
On page 1 of the May 7, 1965 Service To The Fleet newspaper, there is a large

block of text as an open letter to the workforce of Norfolk Naval Shipyard from Lt. Cdr. Edward A. Burkhalter Jr., Commanding Officer of USS Skate (SSN 578), that is titled "A Challenge." Following along, he expresses pleasure that NNSY is launching a Zero Defects Program concurrently with its first nuclear-powered ship overhaul. Also, he speaks of more pride in craftsmanship and how it can affect favorably on overhaul cost and certainly will increase our confidence in NNSY work. He also quotes Secretary McNamara, "Let's set our sights on the goal of each one of us doing our job, each job right the first time." In conclusion, the Commanding Officer stresses that Skate's overhaul must be a joint shipyard and ship effort. The unique work package took place at our Dry Dock 3.



Within an original 1965 ship's program that we hold at the NNSY archives, many of USS Skate's records are discussed. The first is that the ship on its shakedown cruise, departing New London, Connecticut on February 24, 1958, surfaced in Portland, England eight days and 11 hours later, setting a new west-east submarine record. On her return trip, she made a similar trip back east between two different ports in only seven days and five hours, totally submerged each way.

Skate also is noted for several exploits in Arctic waters such as on August 11, 1958, she became the second ship to cross under the North Pole then later surfaced about forty miles from the Pole. Skate returned to the Pole two subsequent occasions, first in 1959 and again in 1962.



And for every story there deserves to be a tie into a "mission complete" statement and USS Skate is no different. NNSY delivered this vessel back to the fleet on September 18, 1967, marking the conclusion of our first atomic overhaul.





SHIPYARD SPOTLIGHT: DUSTIN KUCH SHOP 11 SHIPFITTER

STORY BY SUSANNE GREENE • NNSY PUBLIC AFFAIRS SPECIALIST
PHOTOS BY GSM1 CHRISTIAN BAUTISTA • NNSY PHOTOGRAPHER

As an Army veteran and shipfitter since 2001, Shop 11 Shipfitter Supervisor Dustin Kuch is now using his experience and ability to develop others to benefit Norfolk Naval Shipyard (NNSY).

He is currently responsible for the MTS Sam Rayburn (MTS 635) project and coordinates his team assignments, monitoring their work, and verifying that Shop 11 non-nuclear work is completed on time to support Rayburn's towing to Puget Sound Naval Shipyard.

Kuch started at NNSY as a WG-10 Mechanic and was promoted to work leader in January 2024 and then supervisor by the end of the year.

The most rewarding part of Kuch's job is to watch his team succeed, whether they are new hires or seasoned mechanics.

"Light bulb moments are fantastic," said Kuch. "Watching their confidence and skill grow on a daily basis is also a reward in itself."

Kuch was nominated for Shipyard Spotlight by NNSY Project Superintendent Michael Garrelts. He believes that Kuch sets

the bar for how a successful NNSY Supervisor should perform.

"He is extremely engaged in his work and mentors his team of mechanics to accomplish all tasks that are assigned, and the team's morale is high," said Garrelts. "He always takes care of his people and ensures they are engaged in order to accomplish their tasks, while providing mentoring, direction, and learning to his entire team."

Kuch shared that managing a team will always come with its successes and challenges.

"The most difficult aspect is communication and coordination," said Kuch. "Everyone has their own way of doing things and ways of communicating."

Kuch continued, "It's important for people to have the same understanding of the goals and needs for the project or particular job."

He finds the best way to overcome challenges is a willingness to ask questions, ensure open communication, and to persevere.

"You can only fail when you stop trying," said Kuch. "No



challenge I have ever faced have I faced alone.”

The best advice he has for being a good leader is to understand your people and what they need to succeed. Kuch feels it is important to discover what motivates them, how they think and react.

“People are this shipyard’s greatest asset and are often times underutilized because they’re misunderstood or aren’t challenged,” said Kuch. “Set an expectation for your team and challenge them.”

“Show them they matter, as well as their ideas,” said Kuch.

“Be willing to listen, to learn, and lastly be patient, not everyone gets things right away.”

He has received some great leadership advice throughout his career.

“Never stop learning,” said Kuch. “Even if you are the best in your field, no one ever has all the answers and is willing to listen as well as instruct.”

“Working at Norfolk Naval Shipyard is an honor as I once again serve my country,” added Kuch. “It is a joy to share the knowledge and skills I have learned throughout my career.”



An inspirational supervisor and mentor, Norfolk Naval Shipyard Shop 11 Shipfitter Supervisor Dustin Kuch is an engaged leader guiding his team to success and has been with NNSY for five years.



NNSY'S C500 MISSION

Deliver optimal material and logistic solutions, expertise, and customer service on time, every time, everywhere to ensure fleet readiness and mission success at America's Shipyard.

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MANDATORY SOURCING IN ORDER

- Future Use Material (FUM) / Excess; i.e. Cat 4 and 5
- Shop Stores Catalog query (MAT keyword MQSS or SSCQ-<https://cfapps2.navy.sy/SSC/index.cfm>)
- Stock System National Stock Numbers (NSNs)
- Ability One
- Defense Reutilization and Marketing Service (DRMS-DRMO)
- Federal Prison Industries (UNICOR)
- GSA-4PL (preferred source)
- FedMall (preferred source)
- ASRC, formerly SAIC
- GSA Advantage (vendors who have GSA contracts)
- Local purchase (last priority)

Highlighting the Non-Standard Job Material List (JML—Outside Purchase)

- JO/KO (ICN/KEP OP.)
- DATE CD "R" ENTER RDD
- COG: "9B"
- FSC: ENTER STOCK CLASS (E.G. 4710, 4730, 5331, ETC.)
- QUANTITY/UNIT OF ISSUE (Reqd qty/UI:)
- ADV: As needed.
- CAGE: ENTER VENDOR'S CAGE CODE (You must enter BOTH the CAGE & MANUFACTURER PART NUMBER)
- REFERENCE P/N: ENTER REFERENCE PART NUMBER (You must enter BOTH the CAGE & PART NUMBER)
- DEL. PT. USE DROP DOWN
- QA CODE USE DROP DOWN
- FILL-IN DESCRIPTION BOX (USE DESCRIPTION FROM QUOTE AS DETAILED AS POSSIBLE)
- FUND CODE: "QR"
- PROJ CD: SEE PROJECT LISTING
- PRI: "3" (MISSION CRITICAL WORK STOPPAGES) OR "13" FOR MATERIAL SUCH AS OFFICE SUPPLIES
- URG: USE DROP DOWN
- Use: "D" OR "E"
"D" USE WILL BE STORED IN WAREHOUSE UPON RECEIPT
"E" USE WILL BE DELIVERED TO END USER UPON RECEIPT
- DMD: "R"
- SOURCE CODE: "P"
- TRANSACTION CODE: "B"
- COMMITMENT CODE: "8"

NOTES

You must enter BOTH the CAGE & MANUFACTURER PART NUMBER
Use Code: If "D" MUST USE "V" DEL. PT. ANY DELIVERY POINT OTHER THEN "V" MUST USE "E" FOR USE CODE
HAZMAT: REQUIRED "D" AND "V" AND NIIN BLOCK MUST BE FILLED OUT

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C-FRAM FRAUD SCHEME AWARENESS

APRIL EDITION: FALSE STATEMENTS AND CLAIMS

Knowingly and unwillingly falsifying, concealing, or covering up a material fact by any trick, scheme, or device; making any material fact by any trick, scheme, or device; making any materially false, fictitious or fraudulent by statement or representation; making or using any false writing or document knowing it contains any fraudulent statement or entry.

BOOZ ALLEN AGREES TO PAY \$15.875M TO SETTLE FALSE CLAIMS ACT ALLEGATIONS

Jan. 2025: Booz Allen Hamilton Holding Corporation (Booz Allen) has agreed to pay the United States \$15.875 million to resolve allegations that Booz Allen Hamilton Engineering Services, LLC (BES), a wholly-owned subsidiary of Booz Allen, violated the False Claims Act by knowingly submitting fraudulent claims in connection with a GSA task order to supply computer military training simulators and systems to DoD agencies, including the Air Force.

The settlement resolves allegations that BES (through its former program managers John G. Hancock and Karen K. Paulsen) knowingly engaged in a fraudulent course of conduct with Keith A. Seguin, a former Air Force employee and contracting official, and David J. Bolduc Jr., the co-owner and manager of BES subcontractor, QuantaDyn Corporation, that resulted in GSA awarding BES a task order for training simulators. BES, in turn, awarded task orders to QuantaDyn.

The government alleges that Seguin improperly and illegally divulged confidential government contracting and budget information, a competitor's confidential bid or proposal information and source selection information to Hancock and Paulsen, who used the illicit information despite knowing they were not authorized to possess it. Through this conduct, Hancock and Paulsen successfully influenced GSA to award the task order to BES.

Additionally, the government alleges that, after the GSA award, Hancock, Paulsen, Seguin, and Bolduc made use of confidential government budget information to formulate and submit price quotes to GSA for the individual task orders that BES awarded to QuantaDyn on a sole-source basis. As a result of the conduct described above, BES, through Hancock and Paulsen, knowingly submitted fraudulent claims to GSA under the 37 task orders awarded to QuantaDyn, which GSA paid. Hancock, Paulsen, Seguin and Bolduc previously resolved criminal charges related to this conduct.

Indicators (Red Flags): Multiple and frequent discrepancies (facts, observed data, documentation, specifications, and inspection results don't match). Changes to the original documentation that do not appear to be authentic, such as different print or incorrect spacing. Unreasonable delays in providing supporting documentation. Contractor's expense records do not comply with contract specifications. Contractor refuses (can't) provide supporting documentation.

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