

THE PERISCOPE

Portsmouth Naval Shipyard news and information since 1942

August-September 2025

A Mission-First Collaboration

PUGET SOUND SUPPORTS CRITICAL OPERATIONS AT PNSY



From the Commander



It's been a great first few months in Command of this historic shipyard! I am truly energized to work alongside you in pursuit of our mission. Over the next three years, I'm committing to three key lines of effort designed to better support your work, foster intentional growth, and strengthen our shared future. Building on the momentum of recent years, these efforts aim to streamline success and ensure we continue to deliver with pride, purpose, and professionalism.

Line of Effort One: Expertise at all Levels- In the last several years, many of the experienced leaders, mentors, and supervisors who have guided this shipyard, have retired. While we've lost valuable knowledge and expertise with their departure, we've also gained something equally important – fresh energy and new perspectives.

Together, we will quickly develop focused skills at every level, from department heads to junior employees. Your growth is a shared commitment with your supervisor to gain experience and expertise. We'll foster a culture of mutual mentorship—where curiosity is welcomed, and asking questions is seen as a strength, not a weakness.

There are bright spots of expertise across the entire shipyard, as shown by recent successes like NAVSUP's recent government purchase card audit, which found ZERO deficiencies; a surprise inspection of our radiography program that only found one minor administrative deficiency; and our Dive Locker achieving their best inspection in many years. This is an exciting time of transition, and I'm confident that through close collaboration, we can build a stronger, more skilled workforce at every level.

Line of Effort Two: Authority Consistent with Expertise- In the past, we have pulled authority and decision-making successively higher in the shipyard—and attempted to solve people problems with process-driven solutions. We've invested in more paper instruction, instead of more expertise—with Task Group Instructions spanning pages beyond what is needed. These approaches removed the mechanic's authority—your authority.

Information is always clearest close to the work. That's why the second line of effort shifts decision-making to those with the expertise, reducing unnecessary processes and enabling YOU to make sound decisions using your professional judgment.

Your expertise means you understand your work better than anyone. Shops and engineering will collaborate at the deckplates to cut unnecessary direction, focusing on trade skills and freeing time to tackle new opportunities. Writing less paper will give engineers more time onsite, reducing slowdowns by answering technical questions at the worksite.

Authority is earned and strengthened through growing expertise. Supervisors, you may be tempted to take back authority when

things go wrong—don't. Make things safe, find the skill gaps, help your team grow, and keep authority where it belongs.

Line of Effort Three: Deckplate-led Innovation- This shipyard has made great strides in reducing inefficiencies and work stoppages through work team-led 'Ready to Finish' initiatives like the Model Lines.

These efforts succeeded because the work team was provided with time to consider the work, build expertise, and exercise authority. Nothing was added to or removed from the process unless the work team wanted it. Management listened, removed barriers, and ensured readiness before starting. This teaming reduces chaos, improves safety, and finds problems before they are at the worksite resulting in more predictable work with fewer stoppages.

We will continue to support and expand these efforts across the shipyard. Look for opportunities in your work and raise them—nothing is too sacred to improve. YOU are the force behind Portsmouth, and I'm committed to ensuring you have the support and leadership you need to thrive.

This shipyard has done great things, and together we can keep that momentum going and deliver excellence for the Nation. It's time to notch some wins. Let's get to work!

Our Nation is calling. Only together, can we meet the challenge.

**Captain Jesse Nice,
88th Shipyard Commander**

From the Bridge: The Commander's Top Three



Hampton: We are approaching pivotal days in the Service-Life Extension program for USS Hampton (SSN 767). This is truly a full team effort, with our partners from Puget Sound Naval Shipyard here in Portsmouth to lend their expertise. We are at our best when we provide help to our teammates without having to be asked. This is one of those moments where full engagement from everyone is critical—if something falls within your area of responsibility, go help. Don't wait to be asked!



Deckplate Innovation Success: Cold Spray, a cutting-edge process with a proven track record of success for in-shop component repairs in the Inside Machine shop, recently made a huge leap forward by successfully executing a first-of-its-kind repair shipboard on USS Virginia (SSN 774). We accomplished our work in weeks, preventing a dry-docking of months. This accomplishment highlights the huge impact a focused team of Portsmouth experts from across the Shipyard combined with cutting-edge technology can have. Our operational innovation at Portsmouth can drive measurable improvements in readiness, efficiency, and mission success. Bravo Zulu to all involved in this groundbreaking accomplishment!



DEOCS Survey 2025 is NOW OPEN: It's that time again—an important opportunity to share your experiences and perspectives with shipyard leadership through the Defense Organizational Climate Survey (DEOCS). This survey is a vital tool for shipyard leadership and I to gather your honest feedback, and assess overall command strength. My commitment to you is to use your input to create actionable plans that impact the shipyard's cultural climate. Progress in these focus areas will be shared, so you have full awareness of the work being done. Last year we hit our DEOCS participation goal of 60% —a number I am eager to challenge this year! Your input directly shapes a stronger, safer, and more efficient PNSY. Make your voice heard!

Stay mission-ready!! Tune in to the latest from Capt. Nice on the Portsmouth Naval Shipyard official YouTube channel.

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August-September 2025
Volume 19, No. 8

THE PERISCOPE

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On the cover:

(l to r) PSNS Michael Dear and
PNSY Grant Dow represent
collaboration between PSNS and
PNSY

Photo by:

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The Periscope is the official publication of Portsmouth Naval Shipyard. The content is edited and approved by the PNSY Public Affairs Office. Views and opinions expressed are not necessarily those of the Department of Defense.

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Strengthening Readiness Through Shared Commitment: Puget Sound Partners with PNSY on the Hampton

Puget Sound Naval Shipyard personnel arrived at Portsmouth Naval Shipyard on July 21, 2025 to support the USS Hampton (SSN 767) service life extension program (SLEP).

The partnership between the two shipyards involved approximately 350 people from PNSY and PSNS making up the Hampton execution team.

“This partnership is powerful because it brings together the strengths of both shipyards, allowing them to learn from each other and elevate performance,” said Hampton Project Superintendent Tim Doyon. “The collaboration creates a stronger, more capable workforce by leveraging the best practices from both sides.”

Future servicing workloads will require resource sharing between the public shipyards, and this partnership is the initial step in making sure that these collaborations are successful.

Nuclear Refueling Engineering Division Head Jason Covill knows how essential this collaboration is for future mission work. “Norfolk Naval Shipyard, PSNS, and PNSY all have an enormous servicing workload over the next six years,” said Covill. “On time execution of this workload requires innovative thinking, rapid development of expertise, corporate sharing of best practices and strategic teaming. This partnership has been successful in all these areas, and the relationships built are the foundation for future success as a corporate team.”

According to Reactor Servicing Program Manager Mark Beaulieu, the SLEP is a significant initiative and there have been some learning curves. Nonetheless, having this collaboration across the public shipyard’s knowledge sharing and learning together this program will be the driver in getting the Navy’s attack nuclear-powered submarines back into the fleet when needed.

“Hampton is a LA-class submarines being serviced at PNSY as part of this strategic initiative to extend submarine service life to meet the fleet’s operational needs over the next decade,” said Beaulieu.

PNSY personnel have spent the past several months working on USS Key West (SSN 722) at PSNS bringing fresh ideas and perspectives that contributed to further refinement of the inactivation process. Now PSNS personnel are here to support the Hampton team. This partnership between two of the Navy’s public shipyards is a perfect example of collaboration and how the workforce comes together to fulfill one mission.

“From the initial assignment, Hampton team members from both PNSY and PSNS have fully embraced this unique challenge,” said Hampton Refueling Assistant Project Superintendent Ryan Chasse.

*Article by Alana Demo
Photos by Branden Bourque*



“This teaming between the two shipyards, from Senior Leadership levels all the way through individual work team members, is an impeccable example of the lean-in mentality the Navy requires to fully support the mission.”

Effective teaming initially started with USS Key West. “The partnership developed on the Key West project between Portsmouth and Puget prior to the start of the Hampton project has helped merge the two shipyards into one cohesive team,” said Doyon. “This has resulted in excellent communication and collaboration from the outset.”

The two teams spent significant time together while training and subsequently executing Key West inactivation at PSNS. According to Covill, during Key West execution, several problems were encountered, which required perseverance and teamwork to successfully resolve. “Through time and adversity, strong relationships have been built resulting in high performing teams which are ready to service Hampton,” said Covill.

The two shipyards have cohesively blended together all for sake of mission. “The team is not identified as a PNSY or PSNS mechanic, they are ‘one team,’” said Beaulieu. “The team is very close; they have each other’s back which provides that higher level of readiness.”

The team works side-by-side every day on all aspects of the job. This includes planning, training, staging and execution. Tim Doyon says the teaming on training is the most impactful. “The joint training efforts between the two shipyards has gone smoothly,” said Doyon. “The collaboration reinforces teamwork and aligns both yards with common goals and standards.”

So far there have been major results from this effort and corporate best practices have been shared and observed firsthand.

“This is truly an all-hands-on-deck effort, with our expert partners from Puget Sound Naval Shipyard coming to Portsmouth to lend their support, said Shipyard Commander Capt. Nice. “This is a call for full engagement from everyone—if something falls within your area of responsibility, step up and take initiative. Don’t wait to be asked.”

This partnership shows how the Navy’s public shipyards can come together as one for the sake of the mission.

“PNSY is honored to host and partner with these fellow shipyard employees as they continue working on Hampton and ready to ensure the Hampton team receives the shipyard’s full support.”

***---- Capt. J. Nice,
Shipyard Commander***



WHERE INNOVATION MEETS IMPACT: COLD SPRAY TEAM DOES IT AGAIN!

Portsmouth Naval Shipyard successfully achieved a significant milestone in deckplate innovation with a successful ship-board repair of a SUBSAFE component using cold-spray technology, despite limited time, constrained space and working on a first-of-its-kind procedure.

The Cold Spray Team consisted of several PNSY personnel to achieve this unprecedented repair. This collaboration of ingenuity and grit included a multitude of teams making up several different trades who supported this remarkable accomplishment. Together, this team was required to write their own rulebook—a prime example of deckplate-led innovation.

Cold spray is a cutting-edge additive process using compressed and heated gas to accelerate solid metal — or a mixture of metal and ceramic or carbide particles — to a velocity that causes the particles to deform and create a bond upon impact with a surface. The bond it creates is much stronger than previously known methods, such as electroplating, and it restores vital components in a significantly shorter time during the repair process. This process is especially useful in repairing defects in existing components.

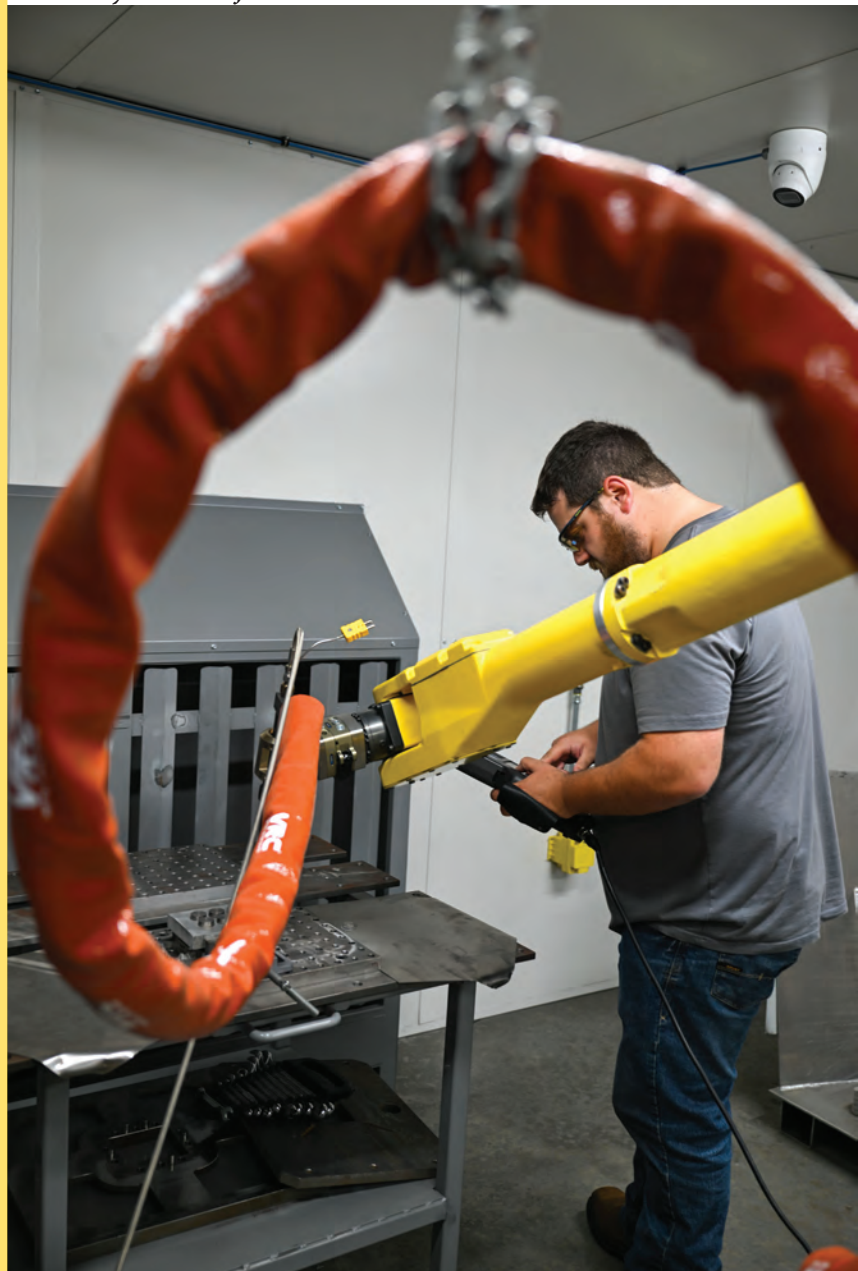
With a proven track record of successful in-house Cold Spray repairs, the shipboard repair on the USS Virginia (SSN 774) was first-time work for PNSY. Completion and Certification of this repair also marked the first time a component was repaired using Cold Spray under SUBSAFE Re-Entry controls.

“The SUBSAFE method of the repair is really the first here,” said Mechanical Engineer Dan Fraser. “This process puts the repair and associated paperwork under intense scrutiny, and it was critical that PNSY had the robust experience with the process to be able to get through this without significant hurdles. It’s a huge deal that PNSY figured out how to safely execute this repair shipboard with minimal

“We will continue these efforts and use it as a force-multiplier for our people to build expertise and return authority to the deckplates.”

*-- Capt. J Nice,
Shipyard Commander*

Article by Alana Demo
Photos by Neil Boorjian





external input with SAT results. The SUBSAFE certification of this repair is a landmark, as this is the only time anyone has done this and made it through the finish line.”

The Cold Spray team fabricated a full-scale mock-up of the repair area. The mock-up was used to determine if the repairs were achievable and to test the ventilation required to remove released nitrogen from the process. The mock-up sprays were documented in a technical work document and brought through the entire certification process to verify it met the requirements of the SUBSAFE program.

The Cold Spray team overcame three major challenges during repair development: qualifying the repairs across four separate requirements to support the defects; validating that the repairs were feasible to perform onsite, where space and interferences could limit access; and ensuring the repairs were fully certifiable under the SUBSAFE program.

“The shipboard cold spray repair was carried out by a highly skilled multi-trade team that collaborated seamlessly to ensure the successful execution of the job, in the end showing Portsmouth Naval Shipyard’s dedication to producing first time quality work,” said Inside Machine Shop General Foreman Casey Hart.

Confronted with limited repair options and with an estimated 30-45 day docking evolution not readily available to replace the rod, the team had to take an innovative approach.

The cold spray process emerged as the most viable

option once it was determined the defects in the Op Rod exceeded the technically acceptable limits for electroplating. Previous electroplating repairs in this area had shown insufficient durability.

With the support of the Penn State University Applied Research Lab ARL and the NAVSEA 05 Training Navy Expeditionary Sustainment and Repair Team, the Cold Spray team was able to acquire further qualification tasks to accommodate the short timeline.

Though it took a lot of rigorous testing to execute the repair, the Cold Spray team was able to develop requirements to safely perform their repairs in less than three months, through tight coordination with the various support codes.

“The shipyard has been engaged in efforts to build “ready to finish” and waterfront model line work to increase efficiency,” said Shipyard Commander Capt. Nice. “We will continue these efforts and use it as a force-multiplier for our people to build expertise and return authority to the deckplates. We will refocus our training to ensure mechanics and engineers are ‘ready to finish’ when assigned to an availability.”

This effort led to significant cost and schedule savings for submarine overhauls. More importantly, it highlights the power of combining cutting-edge technology with deckplate-level expertise. It’s a clear example of how operational innovation can deliver measurable gains in readiness, efficiency, and mission success.

Bravo Zulu to all who played a role in this innovative milestone!



USS CHEYENNE (SSN 773) HOLDS CHANGE OF COMMAND



Article and photos by MC1 Oliver

The Los Angeles-class improved-attack submarine USS Cheyenne (SSN 773) held a change of command ceremony July 11.

Commander Mark Rostedt relieved Cmdr. Kyle Calton as commanding officer during the event.

"You are bringing your great warship back to sea," said Capt. Mark Robinson, Deputy Commander Submarine Squadron Four, who served as guest speaker. "The hard work you are doing right now, is what will provide our country one of its most prized weapons, a highly trained fast-attack submarine. You are part of bringing this most important asset back to sea."

Robinson, who served alongside Calton on USS North Dakota in 2018, praised Calton's leadership and how he truly embraced the 'code of the west' that embodies the Cheyenne.

"He fully immersed himself in the heart and soul of Cheyenne and her great namesake out in Wyoming," continued Robinson. "While I don't know if anyone would call him a cowboy, it's easy to find a Cheyenne Sailor, just look for the giant belt buckles."

Calton, who assumed command of Cheyenne in March 2023, said, "Today I want to reflect on this time, not for my sake or personal boast, but to humbly acknowledge and not-so-humbly brag on the remarkable work each and every one of you has put into getting Cheyenne where it is today."

"To all of you here, I owe a debt of gratitude for the part you've played in supporting Cheyenne," Calton continued to praise his crew. "Cherish the good days, always emulating what right looks like and teaching the next generation all the hard lessons what you learned along the way."



Calton also thanked his wife and children for their unwavering support and love during his tour.

Next to "Ride the Legend", the Cheyenne motto, Rostedt is a 2007 graduate from the U.S. Naval Academy.

"I wish to have no connection with any ship that does not sail fast, for I intend to go into harm's way," quoted Rostedt. "Capt. John Paul Jones wrote those words nearly 250 years ago. I find this quote meaningful on this occasion, given the strong connection this region has in building the fast ship he desired. I could not be more proud to work with this shipyard, our project team and project superintendent, Mr. Jerry Legere, to launch another fast ship, some would say a legendary ship."

Cheyenne is currently at Portsmouth Naval Shipyard for scheduled upgrades and maintenance.

Commissioned Sept. 16, 1996, Cheyenne is the third U.S. Navy ship to be named for the capitol city of Wyoming and is the last Los Angeles-class submarine to be built. At 361 feet long, it can displace more than 7,000 tons. Cheyenne currently operates under Commander, Submarine Squadron Two in Kittery, Maine.

Attack submarines are multi-mission platforms that enable five of the six core capabilities of the Navy's maritime strategy: sea control, power projection, forward presence, maritime security, and deterrence. They are designed for excellence in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare, and mine warfare. Attack submarines also project power ashore through special operations forces and Tomahawk cruise missiles, playing a critical role in preventing or preparing for regional crises.



From Plunger to Portsmouth: How Roosevelt's Submarine Ride Shaped Naval Legacy

Article by Joe Gluckert

On August 25, 1905, President Theodore Roosevelt became the first sitting U.S. president to ride in a submarine when he boarded USS Plunger (SS-2). Before becoming president, Roosevelt had served as Assistant Secretary of the Navy from 1897 to 1898 and advocated for a strong expeditionary Navy. He was also a naval historian and author of the 1882 book entitled “The Naval War of 1812,” that recounted U.S. Navy actions against the British Royal Navy during the conflict.

At the time of his submarine ride on Plunger, submarines were still new and not fully accepted by everyone in the Navy, as many saw them as experimental and risky. Roosevelt's decision to personally board the Plunger and spend nearly an hour underwater in Long Island Sound with the crew gave submarines a significant boost in credibility. His visit demonstrated presidential confidence in the submarine service and helped elevate its status within the Navy and the general public.

Plunger was a small, early submarine powered by a gasoline engine on the surface and batteries when submerged. Roosevelt's firsthand experience helped him understand the challenges faced by submariners and underscored the strategic value of undersea warfare.

Later that year, on November 8, 1905, Roosevelt signed Executive Order 366-B, which provided extra pay to sailors serving on submarines. This was one of the first official acknowledgments of the risks involved in submarine service.

Today, the work we do at Portsmouth Naval

Shipyards carries on that legacy. Portsmouth has a rich history of submarine support, including building more than one-third of the U.S. submarine fleet during World War II and constructing 10 nuclear-powered submarines during the Cold War. Since then, the shipyard has continued to maintain and upgrade submarines, transitioning from early diesel boats to today's advanced nuclear-powered vessels.

The work we do—overhauling, maintaining, and modernizing submarines—is essential to keeping the fleet battle ready and operational, reflecting our ongoing commitment to the SUBSAFE program and the safety of the crews who depend on these vessels.

Portsmouth's long-standing role in submarine service depends on the steady, reliable work of the people here. Our efforts ensure the submarines remain ready for whatever mission they face.

President Roosevelt's recognition of the dangers of submarine duty helped establish support for the service. Today, our work keeps that service running smoothly and reliably.

For more information on Teddy Roosevelt and the history of the submarine service, plan a visit to the Portsmouth Naval Shipyard Heritage Center. The PNSY Heritage Center is open every Thursday from 7 a.m.-3 p.m. and other days during the work week by appointment. The PNSY Heritage Center's next Open House is scheduled for Saturday, Oct. 11, 2025, from 8 a.m.-3 p.m. in celebration of the U.S. Navy's 250th Anniversary.



FORGING THE FUTURE- APPRENTICESHIP GRADUATION 2025

Article by Hanna Lanoie

Portsmouth Naval Shipyard hosted a graduation ceremony Friday, August 15, at Noble High School in North Berwick, Maine for the Production Trades Apprentice and Worker Skills Progression Program (WSPP) Class of 2025.

The Shipyard Chapter of the National Association of Superintendents hosted the event to officially welcome the class of 125 graduates to the PNSY workforce. This graduating class includes 32 apprentices from the Trades Apprenticeship Program and 93 from the WSPP, collectively representing 20 different trades. These programs are essential in equipping participants with the skills and capabilities needed to meet mission requirements, making them a vital part of the shipyard workforce.

Shipyard Commander Capt. Jesse Nice addressed the graduates with inspiring words of encouragement. “The future rests in your skilled hands. Own your expertise, help your fellow shipyarders, always be willing to ask ‘why’ and never be satisfied with ‘good enough.’” said Capt. Nice.

“Remember that nothing here is so sacred that we should not ask if we can improve it. I am confident that by applying the knowledge you have gained, you will make the difference in delivering the Navy the Nation needs. Let’s get to work!”

The four-year Trades Apprenticeship consists of academic courses administered jointly by Great Bay Community College - Pease and York County Community College and trade-related courses conducted by the PNSY training department. On-the-job training is accomplished under the mentorship of highly experienced production trades workers. The combined academic and hands-on training enables participants to become journey-level workers with a greater understanding of their craft.

The WSPP is a three to five-year apprenticeship where previous work experience and technical trade training are combined with on-the-job training to advance participants to the trade mechanic level. Currently, the shipyard supports 1,064 participants across its apprenticeship programs.

Photos by Branden Bourque



Acting Production Training Superintendent Dennis Haug served as the keynote speaker. “This isn’t just about welding or rigging or pipefitting, coverings, wiring and more. It’s about building something that lasts. It’s about showing up on time, staying until the job’s done right, and holding yourself to a standard that says, ‘If my name’s on it, it’s going to be done with pride — Portsmouth Pride!’” said Haug. “You didn’t just finish a program. You earned a place in history.”



CLASS OF 2025 OUTSTANDING GRADUATES

Each year, outstanding graduates from the Trades Apprenticeship Program and WSPP are peer-nominated with detailed recommendations, and supervisors make the final selection.

Trades Apprenticeship Program Outstanding Graduate- Plastic Fabricator Darrin Keller

Keller began his apprenticeship in 2021 and quickly earned the respect of his peers and supervisors for his unwaveringly positive attitude and strong sense of ownership. He consistently prioritized first-time quality in everything he did. Fellow apprentices say they'll always remember Keller as someone who could be counted on to lift spirits and send everyone home with a smile.

"I've learned through this experience how rewarding it is to see a project through from start to finish, and the pride that comes with carrying something across the finish line," said Keller. "It feels great to be recognized and to know that I've helped others end their day happier than when they started."



Worker Skills Progression Program Outstanding Graduate- Marine Machinery Mechanic Wesley Huntress

Huntress began his apprenticeship in 2021 with a background of service in the Marine Corps under his belt. His confidence, natural leadership, and machining skills earned him the distinction of Outstanding Graduate from the program. It was often stated by peers and supervisors that Huntress has an excellent attitude, and brings that energy to every project he works on.

"What you get out of this experience directly correlates to what you put into it," said Huntress. "It's important to find the right people to support you, and there's plenty of them on this shipyard."



Rep. Goodlander Makes First Official Visit to PNSY

Article by Hanna Lanoie

Photo by Branden Bourque

On July 11, Portsmouth Naval Shipyard welcomed U.S. Representative Maggie Goodlander for her first official visit since taking office in January 2025.

Goodlander met with Shipyard Commander Capt. Jesse Nice and shipyard leadership. The visit began with a command overview presentation from Director of Security Brian Gauthier, as well as a Shipyard Infrastructure Optimization Program (SIOP) brief from SIOP Director Russ Gagner.

Goodlander also received a tour of various locations across the shipyard including the Inside Machine Shop and the P-381 Multi-Mission Dry Dock construction site.

The visit marked Capt. Nice's first congressional visit since taking command of PNSY. "It was a pleasure to welcome Congresswoman Goodlander on her first official visit with us and share the critical work taking place at the Shipyard in support of the Navy and the Nation," said Capt. Nice. "Her deep interest in the Shipyard and support for our people and mission was clearly evident, and we look forward to welcoming her back in the near future to help strengthen Portsmouth's ability to uphold the highest standards of excellence."



Smooth Sailing: The Navy Offers Free Headspace App to Support Sailors' Mental Health

Article by Alana Demo

Portsmouth Naval Shipyard has now joined SUBASE New London in a Quality-of-Life pilot program providing 25,000 active-duty Sailors and their families with free, unlimited access to confidential, one-on-one mental health coaching available 24 hours, seven days a week through the Headspace application.

Included with the app is care navigation and an extensive library of award-winning well-being, mental strength training, and sleep content. The pilot program was initially launched in Groton and at Puget Sound Naval Shipyard, in an effort to address the growing mental health disorders among service members. According to an online article, the Defense Health Agency reported that mental health disorders were the top reason active-duty U.S. military personnel were hospitalized in 2023.

This partnership between the Navy and Headspace aims to get ahead of the trend by making it easier to provide around-the-clock mental health and well-being support for Sailors and their families from the privacy and convenience of their phones.

Local champions across commands, family readiness offices, and medical units at both Groton and Portsmouth have integrated Headspace as an available resource into check-ins, squadron briefs, housing outreach, and training pipelines — driving strong adoption and sustained usage.

PNSY's clinical psychologist Lt. Hardiman has been managing the program locally and has found the feedback to be extremely positive. "Since adding Headspace as a resource here at PNSY, we have seen a decrease in overall demand for utilization of clinical level mental health services," said Hardiman. "In just a few short months since our site's inclusion in the pilot program, access to clinic care has increased, with significantly shorter average wait times for initial intakes, which I attribute in no small part to Headspace's presence on our waterfront."

Eligible Sailors and their family members ages 13 and up can now access the Navy's Headspace benefit and seek various types of on-demand support, including:

- Guided exercises and wellbeing content: Mental strength training content, sleepcasts, focus exercises, guided programs grounded in cognitive behavioral therapy (CBT).
- Video or text-based mental health coaching: One-on-one support from a mental health coach to tackle a wide range of life like managing everyday stress, building healthier relationships, and strengthening emotional resilience.
- Care navigation and triage support: Clinical care or other resources.

Headspace is helping the Navy meet its goal of building a force that is mentally, emotionally, and operationally ready.

Most recent estimates show 34% of the total eligible population of PNSY sailors have enrolled in the HeadSpace pilot. This free app is available to all service members on the shipyard and up to five family members each, with the pilot program projected to extend into the Fall before it is up for renewal.

US NAVY

Already a Headspace Member? Download the Headspace app to access your benefits. [Download Headspace](#) English

Sign up for Headspace

From US Navy

Have questions about your Headspace benefit? You can find comprehensive FAQs here: [Learn more](#)

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Enter your last name and EDIPI Number/DOD ID below to help us confirm it's you.

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EDIPI Number/DOD ID

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ECHOES FROM GROUND ZERO:

SHIPYARD HISTORIAN REMEMBERS 9/11 MILITARY RESPONSE

Article by Joe Gluckert and Hanna Lanoie

This year marks 24 years since September 11, 2001 — the deadliest terrorist attack on American soil. The days that followed rank among the darkest in the Nation's history, defined by grief and disbelief as the world watched smoke rise from the ruins of the once-proud Twin Towers of the World Trade Center (WTC).

Portsmouth Naval Shipyard Historian Joe Gluckert holds a vivid, tangible memory of post-9/11 New York, having stood amid the rubble at Ground Zero himself as a responder with the 126th Military History Detachment (MHD) of the Massachusetts Army National Guard. "Arriving in New York City on September 26, 2001, the 126th MHD's job was to document military support operations through photos, oral history interviews, reports, and the collection of artifacts," said Gluckert. "Our work created a lasting record of the Department of Defense's (DoD) response, preserving it for future study — giving me a unique opportunity to record history as it happened."

The environment was grueling. "The conditions at Ground Zero were difficult and dangerous. Access was limited, and the site was chaotic. Still, the 126th MHD was one of the few organizations allowed to photograph the area and the military's activities. We used the damaged World Trade Center Sphere as the epicenter for panoramic photos to show the scale of destruction," said Gluckert. "My team members of the 126th MHD showed great dedication and professionalism throughout — with everyone remaining focused on the mission despite the tough conditions. From conducting oral history interviews, to collecting documentation, and gathering artifacts — each team member helped to build a full and reliable record."

Gluckert recalled the nature and scope of the 126th MHD documentation efforts. "In addition to military documents, the 126th MHD collected flyers of missing people posted around the city. Many of these images showed

happier moments, like birthdays and vacations, making the loss of these people feel even more surreal," said Gluckert. "Preserving these flyers helped capture the full human impact of the attack and made us more determined to support and document the ongoing response mission."

The importance of this work remains as clear to Gluckert today as it was then. "Collecting oral histories and photos also showed the scale of sacrifice. Recording the military's response in times of crisis was important for national defense," said Gluckert. "The records provided valuable information about how decisions were made and actions taken in extreme situations. The 126th MHD collection efforts supported training and planning, ensuring lessons from the 9/11 tragedy improved future military responses at home and overseas."

Amid overwhelming loss and uncertainty, the sense of duty never wavered— something Gluckert sees mirrored today in his civilian work.

"The cooperation and resilience shown by DoD personnel during the response was very clear. Even with uncertainty and hardship, everyone was committed to the mission. That same commitment to the mission is alive today at Portsmouth Naval Shipyard," said Gluckert.

Having served the past 12 years at the Shipyard Heritage Center, Gluckert continues his patriotic service by preserving the history of PNSY. He sees the shipyard's daily mission — the safe overhaul, repair, and modernization of the U.S. Navy's nuclear-powered submarine fleet — as a powerful expression of the enduring strength and vigilance that emerged from the tragedy. "The work performed at Portsmouth Naval Shipyard each day reflects the continued sense of purpose, duty, and teamwork that was found and renewed beneath the rubble of the Twin Towers 24 years ago."

Shipyard Historian Joe Gluckert (right) at Ground Zero sometime in late September, 2001.





Portsmouth Naval Shipyard and Sanford Regional Technical Center Partner to Advance Workforce Opportunities

Article by Management Analyst Kristine Welch

Portsmouth Naval Shipyard entered into an Educational Partnership Agreement (EPA) with Sanford Regional Technical Center (SRTC), in Sanford Maine, May 29, 2025.

This EPA is an exciting partnership for PNSY due to Sanford being a highly concentrated Shipyard population, and SRTC providing specialized learning in skills that align with the Shipyard's mission, to students in multiple areas of Maine like Kennebunk, Marshwood, Massabesic, Noble, Sanford, Traip, Wells and York.

Through this EPA, PNSY is able to collaborate with SRTC faculty to help develop future trade skills workers, engineers and innovators. By sharing real-world applications of STEM disciplines, PNSY will help students gain applied knowledge and skills while building a strong working foundation.

SRTC has programming in welding, electrical, automotive-tech, electrical, precision manufacturing (machinists), metal fabrication, construction, engineering and plumbing. Each of these programs have applications that can be utilized should an SRTC graduate enter the maritime workforce ecosystem or come to work for PNSY.

For more than five years of grassroots initiatives led by PNSY's workforce and STEM Outreach Program, SRTC saw the potential opportunities and asked for a formalized partnership.

One of the initiatives since entering into an EPA with SRTC has been 'A Day in the Life of a Shipyarder'. The Apprentice Program and STEM Outreach Program partnered on this day long event to bring PNSY apprentices to SRTC to speak with students about the Shipyard. The apprentices spent the day in SRTC's learning spaces where they gave

firsthand accounts of what it is like to work at PNSY.

"This event took our interactions to the next level," said Apprentice Program Administrator Justin Roy. "The apprentices that went into the classrooms were able to interact and connect with the students to create a better understanding of the connection between SRTC's training programs and the work done at Portsmouth Naval Shipyard."

The apprentices offered perspectives on different paths towards employment and educational benefits that SRTC students can aspire towards while employed at the Shipyard. They also discussed the differences between a federal government job application, interview and onboarding process as they differ with private industry.

These efforts are touch points, giving students a glimpse at what the future could look like while offering a "friendly face" to ask questions as they apply and potentially onboard. This program helps bridge the gap between the perception of the unknown and the reality of entering the shipyard workforce.

A formal agreement also allows PNSY to provide input on developing curriculum, for example PNSY welders have been able to advise on welding learning space set-up.

Each PNSY educational partnership is strategically selected to not only benefit students but also help PNSY build a community of practice essential for long-term success. Tailoring to the school's strengths, with annual planning to align efforts across STEM Outreach, workforce development, and curriculum support helps ensure mutual benefit. The excitement lies in growing together and developing future innovators while securing the shipyard's future.

Current Educational Partnerships:

- | | |
|-----------------------------------|--|
| 1. Community College System of NH | 6. Whittier Regional Vocational Technical HS |
| 2. Seacoast School of Technology | 7. York County Community College |
| 3. Kittery School District | 8. MSAD #60 (Noble School District) |
| 4. Maine Maritime | 9. MSAD #35 (Marshwood School District) |
| 5. Portsmouth NH School District | 10. Sanford Regional Technical Center |



DEOCS



Add Your Voice and Be Heard

2025 DEOCS Survey is OPEN NOW

The Defense Organizational Climate Survey (DEOCS) is a **confidential** annual survey focusing on issues of organizational effectiveness, equal opportunity, and sexual assault response and prevention. It is managed and administered by the Defense Equal Opportunity Management Institute. Participants are all federal employees, but not contractors. The data points gathered are intended to enhance commander accountability and improve insight into the climate within the chain of command. The higher the completion rate, the higher the confidence level of the unit's perceptions, feelings and opinions.

Also Included in the DEOCS SURVEY:

Federal Employee Viewpoint Survey (FEVS)

- Annual, anonymous survey for permanent federal employees
- Administered by U.S. Office of Personnel Management (OPM)
- Measures job engagement, workplace experience, and leadership perception
- Allows employees to share opinions on their organization and daily work

Pulse on Portsmouth Survey (PoP)

- 15-question survey for PNSY civilian workforce (incl. tenant activities)
- Administered by the PNSY Deputy Leadership Team
- Covers: recognition, development, trust, support
- Helps identify strengths, areas for improvement, and trends over time
- Point Loma version provides data specific to PNSY Detachment San Diego

Shipyard Commander, Captain Jesse Nice has authorized 59 minutes of Administrative Leave if Portsmouth Naval Shipyard reaches this year's goal! Date of 59 minutes to be determined.

Questions? Contact: Cat Davis catherine.e.davis7.civ@us.navy.mil

AWARDS

During the months of June and July, Portsmouth Naval Shipyard issued 2,918 awards:

June	July	
1,089	1374	On The Spot Awards
121	93	Time Off Awards
22	19	Special Act Awards
102	69	Special Act Awards for Qualifications
10	19	Safety Awards

DISCIPLINARY ACTIONS

During the months of June and July, Portsmouth Naval Shipyard issued 78 disciplinary actions including:

JUNE JULY

Non-Bargaining Unit Employees (Supervisors)

2	2	Letters of Reprimand
1	2	Suspension (14 Days or Fewer)
0	2	Suspension (15 Days or More)
1	0	Termination/Removals

Bargaining Unit Employees (Non-Supervisors)

8	13	Letters of Reprimand
16	17	Suspensions (14 Days or Fewer)
0	1	Suspensions (15 days or more)
4	9	Termination/Removals

WELDED TO PERFECTION: PIPE WELDER QUALIFICATIONS INITIATIVE DRIVES MAJOR TESTING IMPROVEMENTS

Article by Alana Demo
Photos by Branden Bourque

Portsmouth Naval Shipyard's Pipe Welding Shop has successfully transformed its qualification program through a comprehensive two-year initiative that began in January 2023, delivering remarkable improvements in both time and cost effectiveness. The program, led by Weld School General Foreman Josh Cravens, addressed a critical need to modernize training qualifications that had remained unchanged for roughly two decades.

Pipe welders provide both critical and non-critical support across a wide range of specialized areas of the submarine maintenance and overhaul process, including piping systems, machinery components, and pressure vessel construction – a job that requires Their expertise becomes particularly valuable when working with the exotic metals that are integral to modern ship components that demand exceptional skill and precision to handle properly.

The need for this qualification initiative emerged from a recognition that the existing program had become increasingly inefficient and outdated over time. “Time and cost associated with qualifying a pipe welder was excessive and had not been modified in roughly two decades,” said Cravens.

In prior years, the transformative initiative launched the path to becoming a fully qualified pipe welder was both lengthy and expensive. Aspiring welders faced the daunting requirement of completing 36 separate welding tests, a comprehensive examination process that stretched across more than 300 working days. With each working day carrying a cost of approximately \$675, this extensive qualification

period represented a substantial investment of \$202,500 per pipe welder—a figure that underscored the urgent need for reform in the qualification process.

After thorough evaluation of prior training processes, it was determined that they could reduce the number of required weld tests from 36 down to six, with two additional shop familiarization tests (Instructor Visual Testing and Radiographic Inspection). Although some of the welding qualification tests conducted at PNSY's pipe welding school were more challenging to complete, welders successfully completed them in 123 working days—59% faster—resulting in a savings of 177 working days. This translated into a cost savings of \$119,475 per welder, despite the use of more expensive materials.

A comparison between welder testing and production work from two decades ago also revealed that welders were performing qualification tests revealed a disconnect. “I wanted to focus on the efficiency and relevance of our training and qualification program,” said Cravens. “Working with the Welding, Non-destructive Testing and Engineering departments, we discovered the execution of production work was no longer the same as it was 20 years ago when our qualification program was established. Before, welders would leave training and immediately be put to work on critical jobs, sometimes without mock-up evolutions to validate their ability to do the job successfully.”

Since the initiative began, it has made numerous improvements along with significant time and cost savings. Waterfront supervision has more time to develop mock-ups tailored to upcoming tasks. The program has also increased interest among structural welders in pursuing pipe welding training,

helping to expand the qualified workforce.

“It also expands our training capacity to better support detachment Point Loma with providing faster qualification support for detachment welders,” said Cravens.

By aligning testing with current industry standards and practical requirements, the program reduces rework and increases overall safety and quality. Ultimately, this leads to stronger project outcomes, greater workforce confidence, and produces workforce readiness and focus on the mission to deter our adversaries.



P R F I L E S

Josh Cravens

Welding School General Foreman Josh Cravens and United States Army veteran, started working at Portsmouth Naval Shipyard in 2006 as a welder apprentice in the Worker Skills Progression Program.

A typical day for Cravens includes meeting with the Nuclear Director and shop leadership to stay up to date, coordinating with training counterparts to share updates and support staff, working with the welding engineering lab, checking in with the radiography group to review priorities, and touching base with planners for procurement updates. “A typical day in my job involves providing my people with the authority they need to work more efficiently, assisting them with any problems they may encounter, mentoring them through scenarios that they encounter, and enable them to meet their full potential and succeed in my absence,” said Cravens. “Once I am satisfied that everything is running smoothly, I then move on to working initiatives that can help us perform better as a group.”

What Cravens enjoys most about his job is finding efficiencies that support the workforce, and contributes to the successful operation of the shipyard. “I like making changes and improvements that make it easier for our people to do their day-to-day jobs,” said Cravens. “I also like finding ways to save on cost and spend that money elsewhere on more needed things.”

As a second level supervisor, he enjoys mentoring. “Seeing people I’ve worked with come up through the ranks and progress in their careers to become valuable team members who can contribute more to the overall effort of what we are doing here as a shipyard, has been a rewarding part of my job,” said Cravens.

Cravens has achieved many successes, but one that stands out the most was the initiative to redevelop and improve the qualifications for pipe welders. “With roughly \$120,000 in cost savings, and shorter timeframe, it provided a greater benefit than anticipated,” said Cravens.

Cravens attributes every aspect of his life to shaping his career at PNSY including, his experiences as an enlisted Soldier in the USAR. During this time, Cravens served deployments to Iraq and even spent time in the 94th Military Police Company assigned temporarily at PNSY to work alongside the Naval Security Forces. He also attributes his family to shaping his career. “Most importantly to my wife and twin boys,” said Cravens. “Without their support I could not do what I do here on the shipyard.”



VANPOOL LISTINGS

All advertisers listed take part in the Transportation Incentive Program (TIP).

Multiple Locations - WHITE KNUCKLE TRANSIT LLC: 1st shift 0630-1500, (3) 15-passenger vans serving the Brunswick area, Sanford/Springvale/Wells and Limington/Waterboro/Alfred. Space available. Contact Matt: (207) 252-0584 or wtnukltransit@gmail.com.

Multiple Locations - BINETTE BUS is looking for riders, 3 vans:

Biddeford - Mercedes bus has high-top roof and leather captain's chairs

Wells - High-top roof, individual leather captain's chairs w/cup holders and usb ports
Call/Text (207) 590-6954
Email: c.binette23@gmail.com.

Alfred/Lyman/Kennebunk/Sanford/Wells - CUNNINGHAM VAN, 10-hour van, 0600-1630, 5 days a week, 10 riders in a 15-passenger van. Contact Ken Cunningham: Call or text (207) 608-9402 or CunninghaVan@gmail.com.

Lebanon/Berwick/S. Berwick -

AT BUS 1: Lebanon, ME (Upper Cross Road), Berwick (via Long Swamp Rd.), Berwick, Berwick Park & Ride, South Berwick (via Rte. 236) 0600-1430, M-F (8 hour day shift).
AT BUS 2: Lebanon, ME (Town Hall Park & Ride), Berwick via Long Swap Rd & Berwick (Park & Ride), South Berwick (Rte. 236) 0600-1530 5/4/9 shift
Call Lee for details: ext. 4531, daytime cell (207) 703-3769, evening cell (603)312-7956

Biddeford - O'BRIENS VANPOOL: 0700-1530, Two vans, 1st picks up at Biddeford Park & Ride; 2nd picks up at Five Points Shopping Center in Biddeford. Pickups also available at homes on Village Lane, Westmore Ave. or near this area. Registered with TIP. Contact Mike: ext. 3737 or (207) 590-0546.

Biddeford/Saco - ACIN VANPOOL: 1st shift. Picks up at Biddeford Park & Ride, 10 passenger limit. Arrives on-yard by 0615. Contact Phil: ext. 1682 or (207) 423-6142.

Biddeford/Saco area - PERHAM VANPOOL: 1st shift, (2) vanpools. Meet at Biddeford Park & Ride. Second vanpool meets at Saco Park & Ride. Space available. Contact Chris: ext. 1821 or (207) 590-2378.

Portland/Saco - CHURCH VANPOOL: 1st shift, reliable drivers. Space available. Contact Randy: ext. 4790 or (207) 450-5824.

Biddeford - BENNER'S VANPOOL: 1st shift riders wanted. 0700-1530, pickup at Biddeford Park & Ride, registered with TIP, no out of pocket expense. Contact Jason: ext. 6480 or cell (207)-590-1955, call or text.

Dayton/Lyman/Kennebunk - DANLEY VAN POOL: (4) 15-Passenger vans with seats available. Can accommodate first shift 0600-1430 or 0630-1500. No out-of-pocket expense when enrolled in TIP. Contact Tyler: (207) 590-3279.

Biddeford/Gray - JOE'S VAN LLC: 1st shift riders wanted. 0630-1500. No out-of-pocket expense. Pickup at exits: 75 Auburn, 63 Gray, 53 Falmouth, 45 Portland, 32 Biddeford, 19 Wells Contact Joe: ext. 5371, or (207) 320-0941

Biddeford - BENNER VANPOOL: 1st shift riders wanted. 0600-1500, pickup at Biddeford Park & Ride, registered with TIP, no out of pocket expense. Contact Jason: (207) 590-1955. Call or text.

Biddeford - SWANK VANPOOL LLC:

Two 15-passenger vans from Biddeford
(1) 0600-1500 leaves Biddeford Park & Ride at 0500, (2) 0600-1530 5/4/9 Friday SDO leaves Biddeford Park & Ride at 0500. Please contact Kevin Swank 207-205-1311

Brunswick/Topsham/Yarmouth/Portland/South Portland - CRONIN VANPOOL: 1st shift 0600-1430. Reliable drivers, newer 12-passenger Chevrolet van. With Transportation Incentive Program, \$0 out-of-pocket cost. Space Available. For more info, call Kevin ext. 2531 or (207)837-3561.

Hollis/Waterboro/Alfred/Sanford/Wells - MADORE VANPOOL: 1st shift, via Rt. 117/202/4/109/I-95. Non-smoking. Riders wanted. Contact Cory: (207) 752-6019 or (207) 423-3774.

W. Newfield - NEWFIELD EXPRESS: 1st shift (0630-1530). 15-passenger. Multiple pickup spots include W. Newfield, Shapleigh, Springvale, Sanford, N.Berwick, Berwick, Contact Ben x5873 or sign up on TIPS directly. newfieldexpress@gmail.com, (207) 806-7043

Lebanon/Berwick/South Berwick - POPLAR HILL TRANSPORTATION LLC: 1st shift. Picks up at Lebanon Park & Ride, Berwick Park & Ride, and South Berwick Park & Ride. Contact Jake: (207) 608-3879 or email at poplarhillllc@yahoo.com.

Lebanon-North Berwick/Berwick/South Berwick/Eliot/Kittery - FARREN TRANSPORTATION: 1st Shift; On schedule means on yard by 5:40. 15-passenger van. Berwick, South Berwick Park & Rides. Will pick up along Little River Rd., or Rt. 236. Contact Dan: (207) 451-7092, (207) 475-6325, email RidewithFT@gmail.com.

Lebanon/Berwick/South Berwick - CRASHIN' BURNS TRANSPORT: 0630-1500/0645-1515 shifts. Free for TIPS participants. 10 passenger van. Space available, contact Ryan Burns: ext. 2786.

Springvale/Sanford/Berwick - MATHIEU VANPOOL: 1st shift. No overcrowding, 10 riders in a 15-passenger van. Dependable drivers, no out-of-pocket expense with TIP. 2 openings available, call Shawn: (207) 651-4975.

Gray - BENNER'S VANPOOL: 1st shift, (no stops). Accommodates 0600-1500 shift. Registered with TIP, no out of pocket expense. Contact Jason (207) 590-1955. Call or text.

Saco/Wells - LECLAIR VANPOOL: Always a free ride! 0600 to 1530 SDO shift. Comfortable new 15-passenger van, never overcrowded. Space available. Contact Kevin: ext. 5784, (207) 475-8245 or leclair.kevin@yahoo.com.

Lebanon/Berwick/South Berwick - DEVOL'S VAN POOLS: 1st shift, non-smoking, 15 passenger van that only takes 12 passengers, TIP participant, Lebanon Park & Ride, Little River Road, Lebanon Road, Beach Ridge Road, Rt 9 to Berwick, Rt 236 to shipyard. Contact Kip (H) 457-1241, (C) 451-3257.

Dayton/Lyman/Kennebunk - DANLEY VANPOOL: 15-passenger OVERTIME van with seats available. Accommodates 0530-1530 shift. No out-of-pocket expense when enrolled in the

TIP program. Contact Tyler: (207)590-3279.

Gray, ME - TRACY VANPOOL: 1st shift, 1 (no stops). Accommodates 5 8-hour shifts and 5/4/9 schedules. Contact Derek (207) 615-4905. Call or text.

Lebanon/Berwick/South Berwick - DK TRANSPORTATION: 15 passenger van. Plenty of seats available! 10-hour shifts. 0600-1630. TIP participant. 1st pick up at Lebanon Park & Ride, into Berwick via Long Swamp Rd., stop at Berwick Park & Ride, into South Berwick via 236. Multiple stops along the way. Call or text Drew: (978)305-0537

Wells area - PERHAM VANPOOL: 1st shift. Meet at Wells Park & Ride. Space available. Contact Chris: ext. 1821 or (207) 590-2378.

Farmington, NH - GRANITE STATE TRANSIT 25- Passenger, leaves daily from old Fire Station downtown 0515, leaves from Shipyard Mall 1500. Contact Lee: (603) 781-3402.

Lebanon, ME - GRANITE STATE TRANSIT 32-Passenger, 3 pickup locations: Lebanon corner of Depot Rd. and Rt. 202, Berwick Park & Ride - corner of Sullivan St. and Wilson St., bus stop - corner of Norton St. and Main St., (across from B&T Bank) South Berwick. Leaves from Shipyard parking garage 1500. Contact Lee: Personal (603) 781-3402, Work (207) 451-7497. Contact Lee: (603) 781-3402.

Rochester/Milton/Farmington/Barrington - SEACOAST EXPRESS: 3 buses running daily covering 0500-1530, 0600-1430, 0600-1530, 0700-1530 and "5/4/9" shifts. Seacoast Express users can switch buses at any time throughout the month if they would like to work overtime, switch shifts or leave early. All buses leave from Rochester Home Depot parking lot. Vehicle available at shipyard if passengers have an emergency situation and need to leave early. For more information, contact Aaron: (603) 337-5137.

Sanford/Wells/Kittery - CCR EXPRESS: 1st shift (0630-1500) pickup at Hannaford-Sanford (0445), Mardens-Sanford (0455), Hannaford-N. Berwick (0505), Aroma Joes-S. Berwick (0515), Kittery Masonic Lodge #184(0600). Either snooze or watch a movie on the way to work. Come give it a try. 100% Free ride to work with TIP. Contact Milton: (207) 604-4936.

Sanford/Wells - DELISLE VANPOOL: Sanford seats available, non-smoking 15-passenger van, M-F 0700-1530. Biddeford/Wells Park & Ride seats available, non-smoking 12-passenger van, M-F 0700-1530. Vans are very dependable, clean, and safe. Out-of-pocket cost: \$0 Call Matt work cell phone (207) 468-5280, personal cell (207) 289-8556.

Lebanon/Berwick/South Berwick - DK TRANSPORTATION: 15-passenger van. Plenty of seats available! 10-hour shifts. 0600-1630. TIP participant. 1st pick up at Lebanon Park & Ride, into Berwick via Long Swamp Rd., stop at Berwick Park & Ride, into South Berwick via 236. Multiple stops along the way. Call or text Drew: (978)305-0537

Sanford/Springvale/Berwicks - COUSENS VANPOOL: 1st shift, comfortable, new 15-passenger van. Non-smoking. TIP participant. Space available, contact Mike: (207) 651-7411.

Sanford/Springvale/points south - TURNER VAN POOL: Arrives 0545 am, departs 1500, 8-hr shift. Contact Herv: cell (207) 432-3779, email herveyturner@gmail.com

Waterboro/Alfred/Sanford/Wells - AB VANPOOL: 1st shift. Clean, comfortable, and reliable. Arrives on yard around 0615. No out-of-pocket expenses for TIP participants. For more information, contact Cory: ext. 1442 or (207) 651-1526.

Dover - J.R.'s VANPOOL: 1st shift. Departs from Exit 9 Park & Ride at 0540. Large comfortable van, space available. Contact J.R.: ext. 1123 or (603) 749-1409.

Manchester/Epping - QUEEN CITY AND EPPING VAN POOL: Picks up in Manchester and the Epping Park & Ride (Exit 7, Rt-101) First shift (0630-1530). 15-passenger van. No smoking or out-of-pocket costs with TIPS. Call or text Pete, cell (603) 505-5508, home (732) 397-0429.

Wells/Sanford/Alfred/Waterboro - SLICK VANPOOL: 15-passenger van looking for riders. For more info call or text: Jack Howard (207) 251-9292.

Springvale/Sanford/Wells - KGR RIDESHARE: 1st shift. Rt. 109 to Rt. 95, flexible stops. 10 passenger limit in 15-passenger van, never overcrowded. No out-of-pocket cost for commuters participating in TIP. Openings available. Contact Michael: (207) 651-2712 or soccergod007@yahoo.com for more info.

Springvale/Sanford/North Berwick- UNCLE RICO'S SHIPYARD EXPRESS LLC: Pickups at Ocean State Job Lots, Sanford + North Berwick Hannaford 10 rider max in a 15 passenger van FREE with TIPS participation. M-F 0630-1500, 207-752-2348 Text or Call Rick Molina for details.

Rochester/Somersworth/Dover - PLATT VANPOOL: 1st shift 4/10s, 0600-1630. Main pickups are Rochester Park & Ride and Tuckers off

Exit 9 in Dover/ Somersworth. Route starts from Parsonsfield, ME; Newfield, ME; and Wakefield, NH. Call for details. Contact John Platt ext. 2912; text or call (603) 923-3979; email jpe.john@gmail.com.

Rochester/ East Rochester - COPPS TRANSPORTATION 1st Shift 0630-1500. Leaving out of Rochester, stops in East Rochester and Lowes. Arrive on yard 0550, home by 1545. No out-of-pocket cost. Call Jesse: 207-451-0973.

Saco/Biddeford/Wells - WISE MAN TRANSPORTATION: 10-hour days, 0600-1630, 5 days a week, non-smoking, 25-passenger limo bus from the Park & Rides with no out-of-pocket fee after TIP reimbursement. Pick up **Saco-0450**,

Biddeford-0457, Kennebunk-0505, Wells-0515 arrive at shipyard-0545. 2nd bus running 8-hour shift, 0630-1500, in a non-smoking 32-passenger bus with no out-of-pocket fee if signed up on TIP. Pick up at Park & Rides **Saco-0520** and **Biddeford-0530**. Contact Brad: ext. 1228, (207) 219-2474 or nascardriver_39@hotmail.com

Shapleigh/Sanford/Wells -TRIPLE C&K TRANSPORT: 1st shift. No out-of-pocket cost with the Transportation Incentive Program (TIP). For more information contact Darrell: (207) 752-7886.

Sanford/Lebanon/Berwick/South Berwick - SPR TRANSPORTATION: 15-passenger van working 10-hour shifts (0600-1630) free with TIP. Contact Rich (207) 608-3906

Hooksett/Candia/Epping/Exeter - CAPITAL CITY TRANSPORTATION: Commute for FREE with TIPS, servicing I-93, exit 11 and Rt. 101, exits 7 & 11, 1st shift (0600-1500) no overcrowding, 15-passenger van with bench seats, non-smoking. For more information call, text or on Facebook - Jeff (603) 682-6124.

Springvale/Sanford/Wells - FROMMIES FREIGHT LLC: 15-passenger van, 8-hour

work days 0600 to 1430. Clean, comfortable and reliable. No out-of-pocket expenses once enrolled in TIPS program. Contact Mike: 207-608-9964 and/or frommiesfreightllc@gmail.com.

Springvale/Sanford/Wells - DAVID BOMBARO TRANSPORTATION: 1ST shift. Departs Springvale Public Library 0505, Guerrero Maya (formerly Back Street Grill) 0515, Wells Park 'n Ride 0530. Will pick up anywhere along Rt. 109. No more than 2 riders per seat. Nothing out of pocket when registered with the TIP. Seats available. Call or text David: 207-210-2626

Shapleigh/Springvale/Sanford/South Berwick - S.S. TRANSPORTATION: 1st Shift. 15-passenger van. 1st pickup at Pine Springs, Shapleigh 0445; Boonies 0500; foot of Mousam 0506; stops at Springvale Courthouse, Sanford Hannaford, Mardens, North Berwick Hannaford, South Berwick Town Hall. Contact Shawn (207) 459-9536.

Southern NH/Berwick/Kittery - COAST Bus Public Transit Bus System - First arrival Gate 1 is at 0600, then 45 minutes past the hour every hour from 0745-2045. TIP-registered. Contact: COASTBUS.ORG, or call/text (603) 743-5777.

For more commuter information or information on the TIP, check out the 'Rides and Riders' section under the Resources tab on the PNSY Intranet or contact the TIP coordinator at ext. 1586, or via email: PNS_TIPS@us.navy.mil

For posting, removing, or editing vanpool ads, email: submit_periscope@us.navy.mil

WEST COAST TO EAST COAST: CMDR. KILWAY CONTINUES HIS PNSY JOURNEY IN KITTERY



Finishing his tour as the Repair Officer at Portsmouth Naval Shipyard's detachment in San Diego, Cmdr. Ray Kilway recently arrived in Kittery as the new Operations Officer. This "Fighting Irish" graduate from Notre Dame has now served at all four public shipyards over the course of his 20-year naval career.

Kilway's mindset hasn't changed like his job title has. He is still planning and executing the mission to deliver the Navy's apex predators of sea, the submarine, back to the fleet and ready for the mission ahead.

"Coming to Portsmouth Naval Shipyard as the Operations Officer has been an amazing opportunity," Kilway said. "I am able to have more face time with the larger shipyard, U.S. Navy Type Commands, and Naval Sea Systems

Command here than I did in when I was in San Diego. I love working with the people who accomplish the mission, working on the submarines and being proud of what we do and that keeps me doing what I do."

As the Navy strives to restore the warrior ethos, Kilway sees that in his civilian and military workforce firsthand. "I see the teams coming together, turning wrenches, working every day," said Kilway. "What they do, what we do matters locally and globally. We must be as capable as possible and put the time and effort in to deploy these submarines safely and meet the call of 80% surge-ready."

Article and Photo by MC1 Oliver

SEPTEMBER

SUICIDE PREVENTION AWARENESS MONTH



Join "Hope Lights the Way" walk for suicide awareness and prevention Wednesday, September 10th

Kicks off at Shipyard Mall
1st shift: 11am-Noon
2nd shift: 6pm- 7pm

Open to all Shipyard employees,
military, and tenant commands as
allowed by chain of command.

PNSY IS HERE TO HELP!



Counselors (Appointment Necessary):

Mandy Demers,
LCSW, CEAP
207-438-3645, x3645 & 207-438-2988, x2988

Tracy Delea,
LCSW, MLADC
207-438-3645, x3645 & 207-438-2988, x2988

Location: Portsmouth Naval Shipyard, Building 44/1



24/7 CALL, TEXT, CHAT

DSN Phone Line: Dial 988

Online Chat: 988lifeline.org

Kimberly Aucella,
PNSY- Suicide Prevention Coordinator
207-438-6742, x6742 & 207-451-8671

DON-Civilian Employee Assistance Program:

<https://member.magellanhealthcare.com>

National: 1-844-366-2327 or 1-844-DON-CEAP
(TTY 711)

Tara Kennedy,
FLTHRO (PNSY)-DONCEAP Coordinator
207-438-2672, x2672

PNSY Civilians only * Voluntary * Time allowed during work hours with supervisor approval *
Free * Confidential * We do not diagnose * We do not add information to your medical records *
You do not need to report to Security that you are receiving counseling.

Get informed
with safeTALK
training

***Visit Waypoints for
details**

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