

Sept. 6, 2018 Vol. X No. 18



### **Commander's Corner**



# SALUTE

Volume X No. 18 Sept. 6, 2018 Next issue: Sept. 20, 2018 Deadline for submissions: Sept. 7, 2018 Commander Captain Howard B. Markle Executive Director Richard L. Tift Public Affairs Officer Kellie M. Randall Editor Michele L. Fletcher

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### Salute enters new era with online edition

Team PSNS & IMF.

For 77 years, Salute has told the story of our shipyard and its people while arming its readers with the information they need to successfully accomplish our mission of maintaining, modernizing and retiring our Navy's fleet.

From sustaining morale and rallying our workforce to succeed during the frenzied pace of our World War II years, to explaining the evolution of our mission and organization in the nuclear Navy era, Salute has evolved to meet the needs of the times and the command. But the change that just happened is one of the most significant in its history, and it's important that you understand what that change means to you.

Salute has gone public. Our shipyard newsletter is now available to you online, which means that—for the first time ever—it's available to anyone, anywhere, with an internet connection.

We've taken this step in response to hundreds of requests for wider distribution over the years. Sure, we made a few copies available in a very few public locations frequented by our retired teammates. But, for the most part, if you didn't work here, you didn't get Salute.

We're changing that—which means you can easily share it with your families at home and elsewhere. You can keep up with the news while traveling, for business or pleasure. And the general public can now get a peek at what's happening behind our fence line.

The convenience for our readers—and the ability to reach a whole new audience—provides an opportunity to tell our story that's too good to pass up. But, as we venture into a wider world, we must be mindful of some new responsibilities. For example, we must take care that we don't reveal the inner workings of our secure facility. Salute has never been a "For Official"

Use Only" publication containing sensitive information, but we cannot ignore the operational security implications of going public.

By making Salute available to anyone with an internet connection, we make it possible for bits and pieces of publicly released, unclassified information to be aggregated into information that could be helpful to potential adversaries. We will take steps to ensure that what we publish is safe to share, just like dozens of other military publications around the Department of Defense.

We also have a new obligation to speak and write in the language of our new readers—the public. So, the internal verbal shorthand that we use with each other can no longer find its way into Salute. We'll tell our story in a way that's understandable to the American people—who are our bosses, after all—and we'll find other ways to communicate those topics that are deeply internal to the command.

Don't misunderstand me; you, the members of our shipyard team, are our first and highest priority in the pages of Salute. You are the reason we publish. But as Salute becomes more widely available, it also becomes a form of de facto community outreach, and we simply cannot ignore this.

We hope you enjoy the ease with which you can download and read Salute at home, while traveling, and with your families and friends. You'll find it on the shipyard page within the Defense Visual Information Distribution System at *dvidshub.net/publication/1101/salute*, and we'll share the link widely each time a new edition is published. If you encounter any issues obtaining Salute or if you have other feedback, pass it along to the team at the Public Affairs Office.

Ultimately, we hope this makes it easier for you to get your biweekly dose of command information from Salute.

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PSNS & IMF is on a **mission** to maintain, modernize and retire our Navy's fleet.

Letter from the editor

### Salute captures families' legacies

The photo hung in my grandparent's house for as long as I can remember. My mother and her siblings at a shipyard holiday event. Little did I know the photo—taken in 1947—was published in a 1940's edition of Salute.

Perhaps you can relate; you've had family and friends whose story was captured in Salute—or perhaps the story is about you. Maybe you took home a copy and shared the story with others, or perhaps you weren't able to find a printed copy before the next issue replaced it on newsstands.

Whatever the case, we've listened to our readers' requests to keep our workforce, retirees and community better informed. So with a splash of color and a dash of newness—information and stories about our people will now be shared online at the Defense Visual Information Distribution System at *dvidshub.net/publication/1101/salute*.

Additionally, copies of Salute will continue to be shared in print and available throughout the shipyard, as well as SharePoint.

However you prefer reading news about the command, we're glad you do. It's a pleasure to share the journey with you. Here's to another 77 years of stories and information!

Michele Fletcher Salute editor



### Salute emblem

In this inaugural online issue of Salute, we introduce a Salute- specific emblem.

The emblem was designed by Robin L. Lee, PSNS & IMF visual information specialist.



# Reagan project team succeeds Christopher Hughes, Carrier Program Manager

During the fiscal year 2018 USS Ronald Reagan (CVN 76) summer upkeep, the project faced some challenges which required the entire team of production, trade support and engineering professionals to go way above and beyond in responding to dramatically changing conditions—all in support of the mission of this forward deployed carrier. This included repairs (some of which were identified very late) on some major components.

"Every day, I saw the team's commitment and drive to do whatever we could to provide our Sailors the warship they need in the condition they need it as they head out on patrol," said Paula Chapman, Reagan project superintendent. "Thank you for your hard work, dedication, positive attitudes and personal sacrifice!"

Within the planned upkeep, the ship had two separate emergent sorties to avoid typhoons that hit the Yokosuka area. Each time, the team had to work around the clock to rapidly complete work on components the ship needed to get underway. Because of the short duration of the upkeep, repairs by the project team had to be worked underway or the ship's schedule would have been unachievable. The team had to gather all tools, parts and paper needed to keep working repairs while the ship was underway for each sortie. Even when not in a typhoon, the conditions in Yokosuka included extreme heat and humidity, adding to the fatigue and requiring increased determination to keep pushing through each day.

"Very impressive job by the team during some challenging and changing circumstances," said Rear Adm. Karl O. Thomas, commander, Task Force 70, of the team's efforts.

Captain Buzz Donnelly, USS Ronald Reagan commanding officer said, "Bottom line, I really appreciate the outstanding support, expertise and teamwork from (PSNS & IMF) in leading the efforts of this tumultuous up-keep window. Great job—again."



USS Ronald Reagan, flagship of Carrier Strike Group 5. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kenneth Abbate)

Sept. 6, 2018 *Salute* 

### Stern of World War II U.S. destroyer discovered off Alaskan island

National Oceanic and Atmospheric Administration

For almost 75 years, the stern of the destroyer USS Abner Read (DD 526) lay somewhere below the dark surface of the Bering Sea off the Aleutian island of Kiska, where it sank after being torn off by an explosion while conducting an antisubmarine patrol. Seventy-one U.S. Navy Sailors were lost in the aftermath of the blast, during an early campaign of World War II.

Heroic action by the crew saved the ship, but for the families of the doomed Sailors, the final resting place of loved ones lost on Aug. 18, 1943, remained unknown.

On July 17, a NOAA-funded team of scientists discovered the missing 75-foot stern section in 290 feet of water off of Kiska, one of the few United States territories to be occupied by foreign forces in the last 200 years.

"This is a significant discovery that will shed light on this little-known episode in our history," said retired Navy Rear Adm. Tim Gallaudet, acting under secretary of commerce for oceans and atmosphere and acting NOAA administrator. "It's important to honor these U.S. Navy Sailors who made the ultimate sacrifice for

Mapping an underwater battlefield, Abner Read was on patrol when the massive explosion ripped the destroyer apart. Somehow the crew kept the main part of Abner Read's hull watertight, and two nearby Navy ships towed it back to port. "This was catastrophic damage that by all rights should have sunk the entire ship," said Sam Cox, director of the Naval History and Heritage Command.

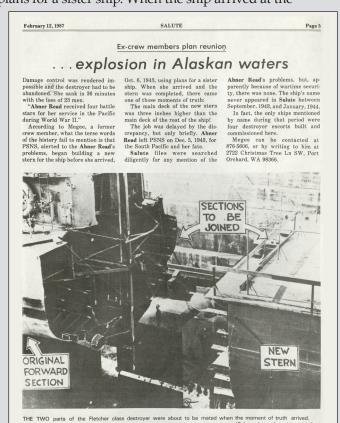
The ship was then towed to Adak, Alaska, for emergency repairs—and then on to Bremerton for permanent repairs.

PSNS, alerted to the ship's problems, began building a new stern for the ship before she arrived—using plans for a sister ship. When the ship arrived at the

shipyard and the stern completed, there was a moment of truth: The main deck of the new stern was three inches higher than the main deck of the rest of the ship. The job was delayed only briefly and Read left the shipyard on Dec. 5, 1943, for the South Pacific and its fate.

Read fought in several battles in the Pacific Theater before being destroyed in Nov. 1944 by a Japanese dive bomber in a kamikaze attack during the battle of Leyte Gulf. Abner Read received four battle stars for her World War II service.

For more of the story, visit: noaa.gov/mediarelease/stern-of-world-warii-us-destroyer-discoveredoff-remote-alaskan-islandby-noaa



Salute highlighted USS Abner Read's story and her repairs here at PSNS in 1943 in the February 12, 1987, Salute.

# 77 years of Salute—a look back highlighting the history

PSNS & IMF Public Affairs

On Sept. 26, 1941, Puget Sound Navy Yard began publishing the command news publication, Salute. The bi-weekly publication is a resource for employees and service members of PSNS & IMF to receive shipyard news and features, professional development information and stories about the organization's history, important events and work milestones.

In celebration of its 77 years of history, some highlights from the eras are reprinted and shared here, in the first publicly available online edition.

### 1940s and 1950s

The 1940s was where it all began for Salute, but an overview of the 1940s and 1950s could arguably be split into three eras: World War II, post-war, and the publication revamp years.

The inaugural issue of Salute touted the commodore's goal of updating employees on important work accomplished and sharing other news of interest. The attack on Pearl Harbor a few months later changed that.

During the war, Salute was published weekly and sometimes daily. Ever mindful that "loose lips sink ships," articles covered bond drives, social opportunities and features on employees, but hard news like the housing crunch and transportation issues was integral to the publication.

Women were such a vital part of the workforce that an entire page was dedicated to topics specifically of interest to them, ranging from safety gear designed for women (smaller shoes, hair coverings) to child care challenges.

Another common theme was the desperate need for workers. Even with 3,300 females employed in 1942, women mechanics were being enticed with the attractive wage of \$4.64 per day. This was in comparison to the average worker wage of \$1.26 per hour. By the May 29, 1943 issue, more than 5,300 women were supporting the war effort.

At that time, the command was onboarding 50 to 60 people per day. According to payroll data shared in April, 1944: more than 27,000 paychecks were being processed weekly.

Visits of Hollywood celebrities were widely covered since they were moraleboosters and encouraged the sale of war bonds. Heddy Lamar, Ginger Rogers and Lana Turner and other major stars of that time toured the shops.

When peace prevailed, Salute could finally publish tallies of the remarkable work accomplished. By the September 28, 1945, issue, 394 warships had been built, fitted out, repaired or overhauled.

Post-World War II brought a dramatic downsize in employment and some of the command's most iconic figures retired, including Herman Peterson, one of the first apprentices at the shipyard, who was highlighted in the August 28, 1948, issue. He was the oldest employee of the yard and did not miss a single day's work during a career that began in 1902 when he was just 15 years old. Betty McGowan of the rigger shop, featured in the May 26, 1950, issue, served 32 years and had been selected to christen the USS Bremerton. Faye Turpin retired after serving during both world wars. She was the wife of hero Dick Turpin, who was one of the Navy's first African-American chief petty officers and master divers.

A presidential visit was chronicled June 11, 1948, when President Harry S. Truman toured PSNS. It was during his visit to Bremerton that someone in the

crowd on Pacific Avenue shouted "Give 'em hell, Harry!", which then became the president's campaign slogan.

The publication revamp era hit with the March 31, 1950, Salute overview of the Navy's new policy regarding station newspapers, specifically ending "chitchat" columns and any other content that had no material bearing on Navy business.

The April 10, 1953, issue made apparent the easing of restrictions on ship information. Salute chronicled more ship commissionings, repairs and overhauls. Safety coverage continued, and Salute's pages became filled with news and community events.

When Salute began its tenth year of publication in 1950, a September 29 editorial mentioned about the wartime issues, "all in all, resulting in years of publication will provide a fine historical reference of perhaps the most vibrant era in the 59 years of PSNS existence."



# **History highlights** during Salute years

1941 - Dry Dock 4 was completed in October. 1941 - PSNS began publishing the Salute

news publication Sept. 26, 1941.

1941 - The Navy Yard repaired and modernized the five surviving battleships from the attack at Pearl Harbor. Throughout WWII, hundreds of U.S. and allied ships were

repaired, overhauled and refitted, including

26 battleships, 18 aircraft carriers, 13 cruisers and 79 destroyers. Nearly one-third of the 1,006 ships in the U.S. Fleet were serviced by the Navy Yard.

1942 - Dry Dock 5 completed in December. 1945 - World War II ended. The workforce numbers had reached more than 33,000 and work was done 24 hours, seven days a week.

Navy Yard, Puget Sound was designated as Puget Sound Naval Shipyard in November. 1950 - 1959 - The Shipyard's major effort during this decade was the extensive program of converting aircraft carriers' conventional flight decks to angle decks as the Navy entered the era of jet-powered aircraft.

Cruiser Race Finishes in Whirlwind of Sales

Navy Yard Veteran to Sponsor USS Bremerton

July 23, 1943

Sept. 6, 2018 Salute Sept. 6, 2018 Salute

### 1960s and 1970s

During the 1960s, the shipyard was busy repairing, overhauling, converting, and constructing surface ships and submarines.

On Monday, April 23, 1962, PSNS officially dedicated Dry Dock 6. "The mammoth structure," as characterized in Salute, took 40 months to construct at a cost of \$23,000,000. According to the April 20, 1962, Salute, "Capable of docking the largest ships afloat or contemplated in the future. The presence of Dry Dock 6 not only greatly enhances PSNS' Service to the Fleet capabilities but is expected to prove of great importance to economy of the surrounding area."

The April 3, 1964, issue of Salute highlighted Vice Admiral Hyman G. Rickover's visit to Bremerton, where, in an address at the Bremerton Chamber of Commerce on March 27, 1964, he stated:

"Puget Sound has a reputation for doing good work on surface ships. It was the principle West Coast battleship yard when the battleship was supreme. As battleships faded into history, the Yard took on carrier work. Now you are moving into submarine work. You cannot afford to rest on your oars—or your past reputation ..."

September 16, 1966, marked the 75th anniversary of PSNS. The issue of Salute came out the same day with a program of events highlighting a two-day celebration, including the noon dedication of a plaque marking the location (the corner of DD1) where the flag was raised on a limbed evergreen tree as Lieutenant Wyckoff, first commandant of the Navy yard, read his orders establishing Navy Yard Puget Sound. The principle speaker at the dedication was Vice Admiral (Ret.) Homer N. Wallin, the shipyard commander from 1953 – 1955.

1968 ushered in the nuclear power era for the shipyard. In the April 12, 1968, issue, Salute highlighted the first repair and overhaul of a nuclear-powered submarine, USS Plunger (SSN 595). A few months later, USS Snook (SSN 592) followed in completion as the first refueling availability conducted at the yard.

In January 1972, the area experienced heavy snow, making it difficult for workers to reach the yard. One incident was recorded humorously in Salute's February 4, 1972, issue, "Marines at the Farragut Avenue gate were astounded when two horseback riders appeared. Chief Engineman, Harry Starr and his son had ridden their quarter horses from Brownsville Highway, so the chief could get to his job at the Naval Inactivation Ship Maintenance Facility, tenanted just inside the PSNS fence. The Marines ascertained that horses could be admitted into the compound. Starr reported for duty and received a "Well done" for his ingenuity from Captain Alan Dougall, his commanding officer."



September 16, 1966

### 1980s and 1990s

During the 1980s, many classes of ships appeared on the waterfront for overhaul and refitting. Many stories about the different ships and the projects working on them were highlighted in Salute.

In a January 1981, issue, there was a story about the PSNS divers blowing the propeller off the shaft of USS O'Callahan (FF 1051), before the ship moved into dry dock. The propeller was blasted off in order to get a head start on the ship's 10-month overhaul.

USS Constellation (CV 64) underwent an enormous amount of work during a 14-month overhaul that completed in January 1984. A general overview of the job which included installing three new sponsons, built at PSNS, was told in the January 25, 1984, issue of Salute. The sponsons housed what was then the Navy's new Navy Sea Sparrow Missile System and the Close In Weapons System. All propellers, rudders and underwater shafting were removed, rebuilt and installed. In addition, all four catapults on the ship were rebuilt, and a long list of other work was highlighted.

In a 1984 issue, Salute covered the news of the public getting their last chance to visit USS Missouri (BB 63). Missouri had been moored in Bremerton since 1955 and had received an estimated six million visitors between 1955 - 1984 when it was moved to Long Beach Naval Shipyard in California for reactivation.

In 1985, USS Sphinx (ARL 24) was refurbished and reactivated at PSNS, the fourth time the ship had been activated to serve the nation. The article in Salute covered how the 40-year old ship had to be almost completely repiped and had last seen action during the Vietnam War. Before the reactivation the ship had been in the reserve fleet at Bremerton for 13 years

USS Nimitz (CVN 68) arrived in Bremerton in July 1987 as part of a homeport change. Salute was there to tell the story of the arrival and how Nimitz was expected to be homeported in Bremerton until an Everett, Washington, homeport was completed. However, the ship remained homeported in Bremerton for the next 10 years.

During the 1990s, PSNS pioneered environmentally safe methods to deactivate and recycle nuclear powered ships. The shipyard was the only Naval facility able and authorized to do the work recycling the vessels. Throughout the decade, Salute highlighted the process of recycling as well as improvements that were made to the process in stories and photos about the work itself and about the teammates who performed the work.

In the later part of the decade, Salute reported on the process of standing up a San Diego, California, detachment at Naval Air Station North Island. Extensive work was involved in the transition. During that period, information about the detachment was covered on the pages of Salute.



September 2, 1999

1961 - The Shipyard was designated as a repair yard for nuclear powered submarines, including the overhaul of fleet ballistic missile submarines.

The keel was laid June 30 for the first ship built in Dry Dock 4, USS Sacramento (AOE 1). At this time, Sacramento was the largest ship to be built on the West Coast.

1962 - Dedication of Dry Dock 6, the Navy's largest West Coast carrier dry dock in April. 1967 - Arrival of USS Truxtun (DLGN 35) in September marked the start of the Shipyard's work on nuclear powered surface ships. 1968 - Started overhaul on August 1 of the first Ballistic Missile Submarine, USS John Adams (SSBN 620).

1970 - Last ship built and commissioned on July 31 at the shipyard, USS Detroit (AOE 4). 1977 - U.S. Marine Corps Reservation relocated to Submarine Base Bangor after being in Bremerton for 85 years. 1979 - USS Enterprise (CVN 65), the Navy's first nuclear powered aircraft carrier, entered the Shipyard on January 15 for an intensive conversion overhaul.

1980 - 1989 - The heavy workload consisted of submarine overhauls.

1981 – Trident Refit Facility, Bangor was established July 31 as the primary maintenance facility for the West Coast Trident submarine fleet.

1985 - Navy Department authorized program to recycle nuclear powered submarines at Puget Sound Naval Shipyard.

1990 – The Navy authorized a program to recycle nuclear-powered ships at PSNS.

1992 - Shipyard's Controlled Industrial Area designated as a National Historic Landmark. 1997 - Shipyard begins program to recycle nuclear powered cruisers.

1998 – PSNS stands up a detachment in San Diego, CA at Naval Air Station North Island. 1998 – Trident Refit Facility, Bangor consolidated with Shore Intermediate Maintenance Activity at Everett and Bremerton, to become Naval Intermediate Maintenance Facility (IMF).

1999 - PSNS awarded the Navy's Meritorious Unit Commendation for providing the fleet with quality, timely and cost efficient maintenance, modernization, technical and logistics support.

### 2000 and forward

The new millennium began with nearly 20 percent of the shipyard's workload involving inactivation, reactor compartment disposal and ship recycling. However, there was still overhaul and maintenance going on ,too. The front cover of the December 2000 Salute featured a photo of USS Alaska (SSBN 732), the first trident submarine to receive the D-5 backfit during its engineering overhaul.

The cover of the September 27, 2001, Salute paid tribute to those lost, but never forgotten from September 11. For the next ten

years, the shipyard remembered those lost with a commemorative Salute cover honoring them. Every year since, Salute has continued to honor their memory with a Patriot Day graphic.

The July 2013, Salute cover announced the wrapping up of the fifth availability on USS George Washington (CVN 73). Washington finished up its selected restricted availability in Yokosuka, Japan. During the peek of the availability on Washington, PSNS & IMF sent more than 650 PSNS & IMF and NNSY teammates to Japan to work on the project.

On September 16, 2016, the shipyard celebrated its 125th anniversary. Throughout the year highlights of the shipyard's history were shared in numerous ways.

The recognition of the milestone anniversary was celebrated with a commemorative issue of Salute, which also highlighted the 75th anniversary of the publication.

In addition to the history from past issues, Salute gathered generational stories from current workers who had family who worked for the shipyard over the years.

Today's Salute continues to focus on the people who truly make PSNS & IMF. As 2018 winds down, there's no slowing down of great stories and highlights to be told in Salute. We continue to remember the history, but also look to the future.

Sending the stories of the workforce outside the gate to the general public is a leap into the future which was eagerly anticipated, a transition which now becomes another page in the shipyard's history.

Fifty years from now, future generations of shipyard workers will note this date, September 6, 2018, as the date Salute became available to more than just our local community.

Today, as you are holding Salute in your hands—or are reading it online—you are taking part in history in the making.

Salute Dec. 7, 2000 Sept. 27, 2011 From USS George Washington (CVN 73) to USS John C. Stennis (CVN 7 celebrating The July 13, 2013

2001 - Transportation Incentive Program kicks off at PSNS in August.

2004 - Building 50 (the naval station's original Administration Building) was moved to its current location just outside the gate.

2005 - USS Ohio (SSBN 726) completed conversion to a guided missile submarine.

2006 - USS Michigan (SSBN 727) completed conversion to a guided missile submarine.

2007 - PSNS & IMF stood up a detachment in Yokosuka, Japan

2008 - Awarded the Navy's Meritorious Unit Commendation for superior performance. 2009 - Completed the bow restoration of USS San Francisco (SSN 711) on April 18. 2009 - PSNS & IMF Facebook page was launched with the first post on June 16. 2009 - Pier Bravo), which supports the work

done in Dry Dock 6, completed upgrades. 2016 - PSNS & IMF turns 125 years old on Sept. 16.

2016 - PSNS & IMF performed the historic installation of the first submarine living quarters for enlisted female Sailors on USS Michigan (SSBN 727).

2018 - The command publication, Salute, is launched online to the public September 6.

### Worker/Driver Program, Kitsap Transit—a 75-year partnership

"A vital factor regulating the growth of an industrial establishment or area is transportation."

That was the opening sentence to the Saturday, July 24, 1943, Navy Yard Transportation Edition for Salute. The entire issue was devoted to transportation, largely the partnership between the Navy Yard and privately owned bus lines.

Included in the issue were bus routes, a map of the peninsula, news about various routes and services and a large section titled Share-A-Ride—the precursor to Ride Share which still runs alongside Trading Post, 75 years later.

As Kitsap Transit celebrates the 75th year of the Worker/Driver Program, here are a few more facts from years past.

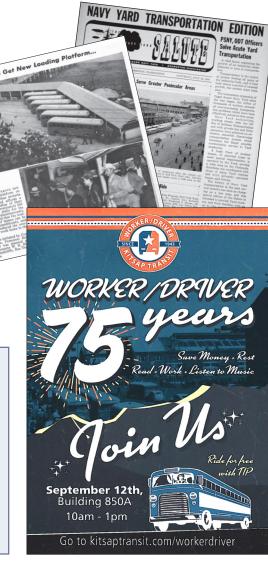
- World War II: There was a national recruitment campaign to bring 7,500 journeymen and helpers to Puget Sound Navy Yard. With rationing of tires and gasoline and the housing shortage for workers, transportation was a serious issue. Eventually there were 90 buses, carrying approximately 600,000 rides, traveling a combined 200,000 miles a month.
- 2001 The events of September 11 changed the Worker/Driver program processes. The buses continued to transport PSNS employees by making necessary changes to comply with the new security directives.
- 2011 Kitsap Transit unveiled the newer Worker/Driver buses at an event on September 19.
- 2017 The Worker/Driver Program, now consisting of Kitsap and Mason Transit, carried more than 355,000 passengers.
- 2018 Today there are 35 routes, two serving IMF Bangor, and a total of 65 drivers.

Kitsap Transit will have an informational display on the Worker/Driver program

### September 12

near the lobby of Building 850A

10 a.m. - 1 p.m.



### COMMANDER'S CORNER continued

Before I close out this week's Commander's Corner, I want to take a brief moment to reflect on the importance of safety in all we do. An Aug. 24 remembrance ceremony aboard USS Nimitz (CVN 68) provided a stark reminder of the importance of vigilance when it comes to safety. On August 24, 1994, on Nimitz's flight deck, James Prewitt tragically lost his life when a steel cable stabilization ball affixed to a crane lifting cable fell and struck him. He will be forever missed by many friends, family, loved ones, and co-workers, and you can read more about him and our ceremony to honor him on Page 10.

This ceremony should also serve to remind us that people—not programs, grades, graphs or metrics—is why safety is never a burden or an afterthought. It is fundamental to who we are and how we perform our work. However, we sometimes place too much emphasis on slogans, signs, programs, measures and the like to remind us to put "safety first," for instance. Safety is not only first; it is second, third and so on, in all that we do. We won't measure success by our ability to quote a slogan, verbatim recite a list of words or some other check list mentality.

I have discussed with you previously in this forum that the intent of our safety initiatives is to instill the fundamentals of operational risk management and safety principles. This is what we are striving for in our "Monday I Start Safe"

initiative. This initiative is not meant to last forever, and it certainly is not the panacea to move the safety needle in a positive direction. I look forward to the day when we replace it with "We start and stay safe every day," on every job and with everything we do embodying the fundamentals and principles of the safe execution of our work.

Thanks for taking the time with me to reflect on the importance of safety in all that we do, and to remember our teammate, James Prewitt.

> Captain Howard Markle Commander, PSNS & IMF

Safety topic of the month

### Material handling equipment and crane safety reminders

Terri Coleman and Debra Chard, Waterfront Safety Division

During September, the Waterfront Safety Division will focus on aerial work platform, material handling equipment and crane safety. Highlights can be found on windstar signs, by distribution of key point sheets and as a topic at regular safety briefings throughout the command. Below are some key points to remember:

- The tips of the forks of any material handling equipment are to be placed on the ground or deck any time the equipment is unattended.
- The maximum speed limits for the equipment is 7 miles per hour, or as posted. (The speed varies in some

places-dry docks, and along piers, or circumstances—transporting special purpose service material, or when areas are highly congested and the travel surfaces are uneven.) A good rule is the speed should be no faster than the pace of the slowest pedestrian in the area.

- Personal protective equipment is required to operate any material handling equipment.
- A fall zone is the area where it is reasonably foreseeable that partially or completely suspended materials could fall in the event of an accident.

- A crane accident is when one or more of predetermined elements fail to perform correctly during operations including maintenance or testing.
- An operator's manual box is the black box located inside the basket of an aeril work platform, and it contains the original manufacturers manual and safety guide. In addition, there should be a machine specific attribute sheet and a red colored out of service sign.

For more information about material handling equipment safety, aerial work platform safety or crane safety, call 360.710.0832 or 360.535.2702.

# Shipyard personnel pause to remember fallen teammate

Scott Elliott, Lifting and Handling Director

On August 24, 1994, at 9:04 a.m. on the flight deck of USS Nimitz (CVN 68), moored at Pier B, the shipyard lost one of its own. James Prewitt, a former marine machinery mechanic, nuclear inspector, and at the time, a rigger, tragically lost his life. New to the position and job assignment, Prewitt had been a rigger for three days.

Tragedy struck when a heavy steel cable stabilization ball affixed to the end of a 45-ton mobile crane's lifting cable dropped and struck Prewitt. At the time, he was assisting a crane team which was staging for a lifting and handling evolution. The personal protective equipment that Prewitt was wearing was no match, and his injuries were far too great.

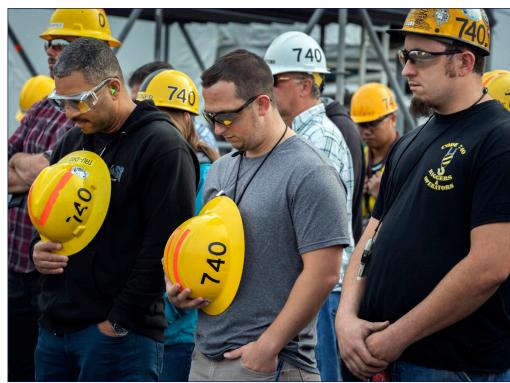
On August 24, a remembrance ceremony was held in his honor on the flight deck of Nimitz.

Prewitt was known by many and will be forever missed. The danger in our trade has not changed. Every time we perform a job the potential of injury or death still exists. We often think we are invincible because it has not happened in a long time.

"We cannot let this happen again on our watch," said Dale Coyle, Lifting and Handling Operations Division crane and rigging superintendent.

"We cannot let this happen again on our watch."

Dale Coyle, Crane and Rigging Superintendent



Teammates from the Lifting and Handling Operations Division take part in a moment of silence ceremony Aug. 24 for James Prewitt, a former marine machinery mechanic, who was killed while working aboard USS Nimitz (CVN 68) 24 years ago. (PSNS & IMF photo by Scott Hansen)



## **Trading Post**

**SEAHAWKS TICKETS TO GAMES** vs. Rams, Chargers, Vikings and Chiefs. Two tickets, sec. 300, row D, seats 15,16. Prices vary, call/text 360.480.7605.

4G LTE VERIZON SAMSUNG Galaxy III CIA capable. \$80. Text 253.666.2879.

IPHONE 5S 32GB, Clean IMEI. Unlocked (used on T-Mobile). Cameras disabled. No Touch ID. Case. LTE. Hotspot. No screen scratches. Fair condition, \$70 cash, Call 360.556.9103

**ORIGINAL JAPAN "POINT-AND-**SPEAK" PHRASEBOOK and Random House Japan-English dictionary. \$10 for both books Call 360.265.5119.

**WOMEN'S HARLEY GRAPHITE HELMET** (Like new-in box) and white leather jacket. Both in excellent condition. Some Harley tees, med. Make offer. Call 360. 340.2835.

### Rideshare

PIERCE TRANSIT VANPOOL

Lakewood-Dupont van pool has opening for a new rider. Leaves shipyard at 3:45-3:50 p.m. Call 360. 476.0164.

### Ad policy

To post an ad, email to psns.pao.fct@ navy.mil, or come to Building 850, floor 5, Congressional and Public Affairs Office and fill out an ad form. Ads for Trading

Post are accepted from military and civilian personnel of PSNS & IMF only. Work email address and phone number must be included in the ad submission. All information (other than work email address or phone number) included in correspondence is subject to be used in Salute-print and online. Your use of this system to submit an advertisement implies consent to publish everything example, your name, phone number, email address or other information). The command has the right to select, edit or reject information submitted fo publication

- Each ad is limited to 25 words only
- · Contact information intended for publication needs to be clearly identified for use in the ad submission. It must be noted if information is not intended for publication but is only intended for the Salute editor
- Not all ads can be guaranteed to run in the next issue.
- · Ads are run on first come, first served basis
- Ads accepted from military and civilian personnel of PSNS & IMF
- PSNS & IMF official phone numbers or official Navy email addresses cannot be used in an ad.
- No rentals, home businesses nermitted
- No firearms

### **Voluntary Leave Program recipients**

If you wish to transfer annual leave through the Voluntary Leave Transfer Program, forms are available on SharePoint, Forms, Payroll & Leave. For more information call Human Resources: 360.476.3141 (PSNS), 360.396.2561 (IMF).

Robert Otwell

Fredi Aguilar

Luis Rivera

Shop 38

Shop 51

Shop 56

Shop 64

Jenna Issa

Karl Briscoe

Shop 26

Holly Hembree

Devlin Maraschky

Samantha Charpia

Joshua Hubbell

Marcus Waring

Tiffany Warren

James Rainbolt

Teammates currently in need of donations are:

### **Bremerton**

**Code 105** Jason Cameron **Curt Cady Code 120** Laura Brown **Code 130** Erin Neville Code 200 Tyler Jackson Rachel Ring Code 300 Steven Bowers David Graham **Code 400** Code 600

Robert Centeno Scott Hansen **Code 700** Tabitha Weaver **Taylor Crippen** Jonathan Yette Code 900

Robert Pennington **Chad Evans** Code 1000 Lawrence Kalcso

Code 1100 Shop 84 Rebecca Phillips Jason Rumsey Code 2300 Shop 99 Steven Brower

Steven T. Penn

Department

**Production Resources** 

Ralph L. Benavente

Paul F. Dobson

Steven F. Geisler

Ted D. Gessner

Steven S. Greer

Jill M. Jeanpierre

Timothy P. Gleason

Shana Summers Hymas

Augustine B. Ledesma

Norman W. Parsons Jr.

Richard S. Vosler Jr.

Timothy R. Waldrep

Anthony C. Aquiningoc

Sarah Hustis Robert LaFord Haley Schnirch

Intermediate **Maintenance Facility** 

Shop 31F Vanessa Vondersmith Shop 51C **Heather Squier** Shop 67 Phil Kulani **Code 860** 

Richard Rukes

Jonathan Pregillana **Shop 71** Alexander Rosen Dean Rosen

Atlas Vanguard

Sept. 6, 2018 Salute Sept. 6, 2018 Salute

# A DEPARTMENT OF THE PARKY US DEPARTMENT OF THE P

USS Princeton (CG 59) flies the Energy Security flag during the Great Green Fleet demonstration portion of the Rim of the Pacific exercise. (Photo by Mass Communication Specialist 3rd Class Ryan Mayes, U.S. Navy)

# Shipyard receives 11th consecutive energy award

BREMERTON, Washington - Puget Sound Naval Shipyard & Intermediate Maintenance Facility has been named as a recipient of the 2018 Secretary of the Navy Energy Excellence Award, receiving a gold-level award.

2018 marks the eleventh consecutive year that PSNS & IMF has been recognized with a Navy energy award.

"This honor represents the culmination of our entire team's efforts to effectively and efficiently use energy in meeting our mission," said PSNS & IMF Executive Director Richard Tift. "These efforts don't just save taxpayer dollars; they also help to preserve precious natural resources. These are responsibilities we take very seriously."

Awarded annually, the Department of the Navy's Energy Excellence Awards program promotes excellence in the areas of energy security, new technologies, innovation, program management and efficiencies across the department. The gold level of achievement indicates an excellent energy program.

Over the last year, PSNS & IMF has continued its efforts to reduce energy consumption even with a growing workforce. Since 2015, the shipyard has added over 1,500 jobs, increasing its number of employees by 12 percent, while seeing an energy consumption increase of only 0.5 percent during the same period.

