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THE MAINTAINER

Mid-Atlantic Regional Maintenance Center

YEAR IN REVIEW

MARMC OVERSEES SHIP REPAIR IN HAMPTON ROADS

FORWARD

Happy New Year Team MARMC,

Welcome back! Even though our job of fixing ships never ends, I hope you all were able to get some rest and relaxation with family and friends during the holiday season. Mid-Atlantic Regional Maintenance Center (MARMC) had an extremely busy year in 2018, and I expect that to continue throughout the year ahead. We had a year of working through the challenges of the new contracting strategies. I am confident that our continued efforts to strengthen relationships with regional industry partners will once again prove why we are the leader of the naval ship repair business.

As 2018 came to a close, we helped Kearsarge Amphibious Ready Group (ARG) prepare for and deploy. The ships in that ARG received around the clock support from MARMC in order to clear Casualty Reports and to make emergent repairs on short notice – ensuring mission readiness the day those ships left the piers. Many of you worked long hours onboard and many others were in support roles making sure our folks on the waterfront were set up for success. This is what it means to be a team member at MARMC – making sure that every ship under our watch is taken care of to the best of our ability. Those ships and their crews depend on our expertise to keep them safely on their missions and you all once again knocked it out of the park.

The year began with some budgetary challenges as Congress works with our Commander in Chief to fund all government functions. Fortunately, the Department of Defense has funding in place to carry us through the fiscal year, which ends September 30, of this year. MARMC leadership will keep a close watch as these negotiations play out and will keep the command informed of any situation that could impact our team directly.

In 2019, we will continue to focus and improve upon our expanding Strategic Business Plan priorities and goals. With a focus on People, Cybersecurity, Culture of Affordability, On-Time Delivery and Increasing the Warfighters Capabilities, we will not only become a better command, but we will show leadership at Naval Sea Systems Command that we can meet any challenge we encounter. The push to a 355 ship Navy is the current marching order and modernizing some of our older ships in the fleet, in support of this, will be our responsibility. It is going to take a creative and innovative approach at times, but I have no doubt that you all will shine when the opportunities arise.

The lessons learned this previous year will become important building blocks for our future accomplishments. Our ability to anticipate the ebb and flow of a very dynamic ship repair industry is one of our greatest strengths. I trust that the entire MARMC team is back on board ready to answer the call of the fleet at any time.

As you look through the pages of this special issue of the MARMC Maintainer, take the time to reflect on the vast capabilities our command possesses. This issue is a testament of your hard work. Here's to another great year of meeting our mission – "We Fix Ships!"

Sincerely,
Capt. Dan Lannamann

PRIORITIES

- People
- On-Time Delivery
- Culture of Affordability
- Cybersecurity
- Increasing the Warfighters Capabilities

LEAD • ENGAGE • ENABLE

59

TSRA/CSRA Events

48

INSURV Events

4385

Engineering Service Requests

2293

Departures from Specifications Reviewed

1912

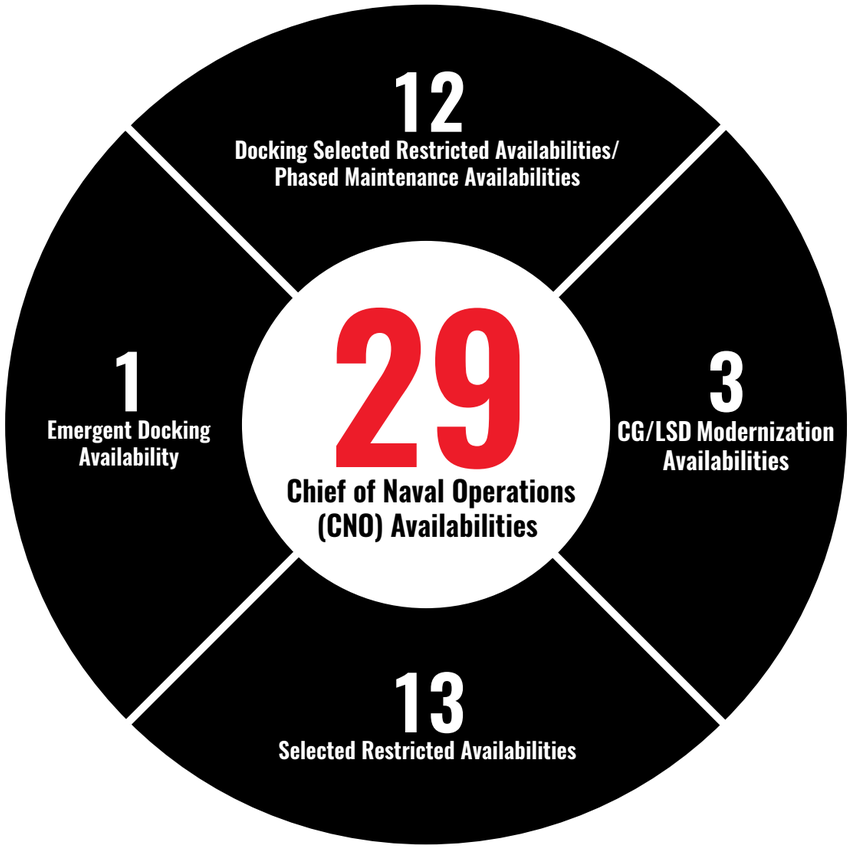
Work Package Specifications Reviewed

MARMC Engineering Department accomplished six Mk 32 Surface Vessel Torpedo Tube (SVTT) overhauls and five Breech Overhauls totaling $2.5 million. The overhaul events increased reliability of associated gear for ships operating out of Norfolk and Rota. The MARMC SVTT overhaul program has proven to be vital to the longevity of the Mk 32 SVTT System and to the fleet Anti-submarine Warfare (ASW) mission. Through this program MARMC has lengthened the lifespan of the Mk 32 SVTT and ensured it will serve the ASW mission well into the future.

Twelve ships were docked or undocked in 2018 which required many months of planning that originated over two years ago. The three CNO-Certified drydocks in Norfolk realized zero lay days across the calendar year due to the extensive workload. Turnover of drydocks required continuous assessment by MARMC's Engineering Department to assure that work was properly certified for undocking and readiness preparations were completed. All docking evolutions were completed in a timely manner with no major safety discrepancies noted. When one of the smaller shipyards struggled to dock a Patrol Coastal ship on their docking ramp or "ways"; MARMC intervened to provide leadership and guidance and assisted and supported the transition as the company modified their strategy and lifted the ship on a leased heavy lift vehicle from another Norfolk area ship repair facility. The transition demonstrated the resilience of the RMC to identify options and execute major changes safely and effectively.

$1,142,587,762

Awarded Funds



83

Non-CNO Continuous and Emergent Maintenance Periods

Waterfront Operations (WFO) personnel have been trained to higher levels than seen since the inception of the Regional Maintenance Center. Today, 65% of the personnel in WFO from Shipbuilding Specialist to Project Manager are certified under the commands, Job Certification Requirements, which include approximately two years of education, training, experience and culminate with an oral board before a board of GS13/GS14 Managers. This is the third year since WFO employees were sanctioned as Acquisition Professionals and obliged to pursue a Level II certification in the Defense Acquisition Workforce Initiative Act. Today, 38% of our employees have achieved a Level I and 70% have achieved the Level II. Although not required, MARMC WFO employees have eight employees who went on to achieve a Level III status, a level typically required only of senior managers or officers. Additionally, MARMC invested in a weekly training series for all Project Managers, Assistant Project Managers and senior shipbuilding specialists to learn Critical Path project planning. Learning from a Project Management certified Professional, the employees complete a rigorous 30-week course of study which includes classroom instruction and hands on or "over the shoulder" training about how to establish a project's critical path, map out a complex network of activities, define predecessors and successors, evaluate a resource plan and monitor the effectiveness of the schedule with clearly defined metrics. This heightened understanding of schedule analysis has been a "game changer" for MARMC WFO leaders as we are now training the contractors in the industrial base how to develop meaningful and manageable Master Integrated Schedules.

MARMC integrated thousands of hours of modernization work in 2018. This year, MARMC administered the installation of five of the Navy's Consolidated Afloat Networks and Enterprise Services (CANES) systems on three different classes of ships. This program enhances communications interoperability across the fleet replacing numerous legacy network systems. The alteration impacted from 65 to 90 spaces on each ship and required intense schedule coordination across multiple contractor organizations and government agencies. All installations tested satisfactorily and those ships whose availabilities are completed remain in service and fully operational today.

worth of work in messing and berthing barges, small boats and service craft, carrier strike group and other individual delivery award contracts.

$114M

3675

meals provided through volunteer work at Foodbank of Southeastern Virginia, and Eastern Shore.

Sailors attended College Fairs organized by MARMC with the Navy Voluntary Education Program for Norfolk Naval Station with the participation of 55 different colleges, universities and technical schools.

1100

1000

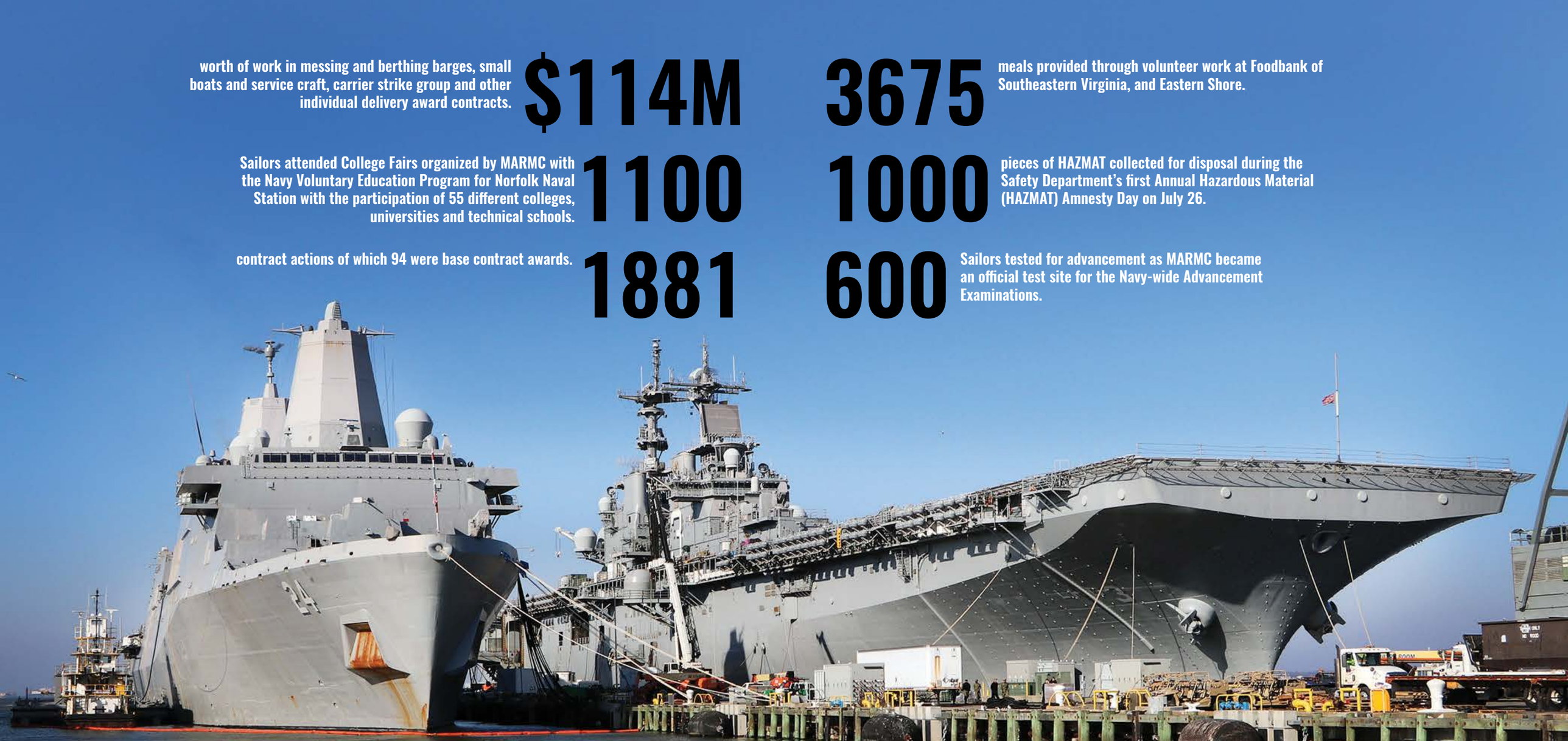
pieces of HAZMAT collected for disposal during the Safety Department's first Annual Hazardous Material (HAZMAT) Amnesty Day on July 26.

contract actions of which 94 were base contract awards.

1881

600

Sailors tested for advancement as MARMC became an official test site for the Navy-wide Advancement Examinations.



115	5967	700	165K	120K	8.3M
Availabilities Worked	Completed Work Items	Flex Hoses Manufactured	Man-days of Ship Repair	Feet of Bulkhead/Pipe installed	Direct Material Cost

The Dive Locker, assisted by Naval Sea Systems Command Office of Ocean Engineering (NAVSEA OOC), operated in shifts around the clock to execute a waterborne removal and replacement of the 22-thousand-pound port shaft propeller after it was determined to be causing an unusual signature as a result of damage prop blades. This effort not only included the divers, but also Production Department's Planning Division who made arrangement in procuring the necessary support equipment to include a barge, crane, tuggers, air compressors, diesel generator and spot lights to support around the clock operation. The Hull Shop also played a major role in welding and securely fastening all the support equipment to the deck of the barge that included the counter weights utilized in lifting the propeller to the surface. All was accomplished during a very compressed work schedule to enable USS Kearsarge (LHD 3) to complete a Sea Trials for final testing and to sail on time for Composite Training Unit Exercise. Other noteworthy accomplishments include port and starboard shaft wraps on USS Normandy (CG 60) while berthed in Greece in search of replacement of the stern tube seals. On USS Gonzales (DDG 66), in response to the ship reporting a sharp clinking sound while underway, the Dive Locker replaced five blades on the starboard propeller due to damage received from a cable picked up while underway.

On a consistent basis, Production Department's Maintenance Assist Teams have assisted Ship's Force in preventive maintenance and training and completed over 73 Maintenance Assist Visits including the support to the Forward Deployed Ships positioned in Rota, Spain. Working and partnering with Ship's Force, the teams completed over 3,000 Planned Maintenance System (PMS) requirements correcting 90% of the nearly 3,400 material discrepancies identified. These visits have paid big dividends in refining ship systems and equipment as well as improving Ship's Force level of knowledge and enhancing their ability to maintain ship's readiness and sustainment at sea.

Navy Afloat Maintenance Training Strategy (NAMTS) program allows Sailors to earn Navy Enlisted Classifications (NEC) within 14 different categories. NAMTS is available to Sailors from all RMCs, Intermediate Maintenance Activities or Facilities, shipyards and aboard tenders, in addition to those stationed on ships undergoing extended maintenance availabilities. MARMC started 2018 on a high note, graduating the largest number of Sailors in the history of the NAMTS program with 148 Sailors earning their Navy Enlisted Classifications (NEC) in the following specialties:

Gas Turbine Electrical—13
Pump Repair—5
Gas Turbine Repair—12
Rigger/Weight Tester—23
Heat Exchanger—9
Shipfitter—12
Inside Machine—3
Valve Repair—29
Outside Electrical—25
Watertight Closure—7
Outside Machine—2
Pipefitter—7
Welder/Brazier—1

156 MARMC Sailors have been advanced in paygrade over the past fiscal year, specifically 26 Third Class Petty Officers, 50 Second Class Petty Officers, 36 First Class Petty Officers during the March 2018 Advancement exam, 7 First Class Petty Officers and 6 Second Class Petty Officers from the Meritorious Advancement Program, and 22 Chief Petty Officers, 8 Senior Chief Petty Officers and 1 Master Chief Petty Officer.

Bravo Zulu From Kearsarge Commanding Officer

Kearsarge is grateful for the rapid and successful assistance from the dedicated members of MARMC in conducting emergent repairs on number one and two evaporators. On the weekend prior to our deployment MARMC personnel troubleshot NR1 evaporator with Ship's Force to identify a failed condensate pump and spearheaded the process of locating an operational pump from our sister ship. Additionally, just hours before KSG's underway time, MARMC again provided expert mechanics and riggers in an effort to restore the NR2 evaporator to operation. To preserve an on-time underway, your stellar team got underway, and due to operational commitments remained onboard overnight. The unexpected schedule change did not dampen their enthusiasm or dedication; owing to their superb work ethic, the repair was completed in just nine hours!

Special Bravo Zulu and thank you to MARMC Code 200 and Code 900, Mr. Tony Bullock, Mr. Patrick Morrison, Mr. Jason Smith, Mr. Willie Green, MM1 Saidat, BM1 Gregory, EM1 Gaillard, BM3 De Jesus and OEM reps. Mr. Justin Jessee and Mr. Shawn Wofford for their outstanding support.

KSG is at sea with both evaporators online — thank you!

Capt. Jason Rimmer, Commanding Officer, USS Kearsarge (LHD 3)

WE FIX SHIPS!