

THE MAINTAINER

NUWC Norfolk Det & **MARMC** Team Up

CHALLENGE THE
NORM



Notes from the Executive Director



From USS The Sullivans (DDG 68)

Spotlight on
TEMPORARY SERVICES



190125-N-KP445-1012 NORFOLK, Virginia (Jan. 25, 2019) Sailors assigned to Mid-Atlantic Regional Maintenance Center (MARMC) participate in a clean-up at the Titustown Recreation Center. MARMC adopted the recreation center as part of the city's Adopt-A-Spot program. (US Navy Photo by Hendrick L. Dickson/Released)

Page 14



FEAT TURED Stories

6

Engineers Make Emergent Repairs On Bainbridge - A critical component of the ships weapons system, the Mark 45 casualty was impacting a scheduled underway for the ships Composite Training Unit Exercise (COMTUEX).

8

Carter Hall Completes PMA - The Harpers Ferry-class dock landing ship USS Carter Hall (LSD 50) officially returned to the fleet, Feb. 4, after completing a yearlong Phased Maintenance Availability (PMA) and Continuous Maintenance Availability (CMAV) at General Dynamics NASSCO Norfolk, in Portsmouth, Virginia.

10

Vella Gulf; Monterey Demonstrate Self-Sufficiency - Units assigned to Carrier Strike Group (CSG) 10 take the culture of self-sufficiency to heart in everything they do.

12

Halfway Through Avail, Cole Maintenance Team Receives Praise from Leaders - The job can be thankless with extremely long hours, so when leaders take a moment to recognize a team's hard work it is greatly appreciated.

The Maintainer is the official Mid-Atlantic Regional Maintenance Center publication. All comments of this publication do not necessarily reflect the official views of the Department of the Navy. This is a monthly newsletter and the deadline for submission of articles is the fifth of each month. Correspondence should be directed to Public Affairs, Code 1100P, Building LF-18 or email: MARMC_NRFK_1100P_PUBLIC_AFFAIRS@navy.mil.

STRAIGHT TALK

With Captain Lannamann

Greetings Team MARMC,

We have had a fast start to Calendar Year 2019. As I am sure you have all noticed, there are backups at the gates and more traffic than normal in the mornings as you make your way onto Naval Station Norfolk. This means the piers are full with ships, and if ships are in port and need help with repairs or modernization, we are the first door they come knock on. On top of our normal oversight of availabilities and handling tech assists around the world, we have been lending our expertise and assistance where we can to those ships that are preparing for their next deployment, as well as conducting assessments for those ships preparing for their turn in the dry-docks. Last year, I mentioned on a few occasions that Mid-Atlantic Regional Maintenance Center's (MARMC) workload was ramping up and that we will see this influx of work continue for years down the road. This is the beginning of a new normal for our command and for many others Navy wide. As we continue the push toward a 355 ship Navy, we should anticipate MARMC being called upon to lead the RMC charge and set the gold standard for how repair work should be performed worldwide. I trust that this group of talented and innovative minds will meet the challenge head on and ensure the safe keeping of every vessel we touch in the fleet.

Safety will continue to be at the top of my list of areas that I want the command to continually improve upon. This year there will be a heavy focus on how we handle emergency scenarios via our Emergency Operation Center (EOC). Over the last few years, our Safety Department has helped the command develop a robust plan to deal with fires on board ships in the shipyard environment. We have conducted several Chapter 12 and 13 fire drills that have not only taught our EOC members what it would be like to deal with a real world scenario, but it has given the command perspective on the difficulties involved with integrating external emergency crew response. With hundreds of jobs being performed at the various shipyards around Hampton Roads there are many safety risks and concerns that

can arise. We had a reminder of how bad things can go with the recent fire aboard USS Oscar Austin (DDG 79).

During the month of January, I asked our military and civilian members of the command to take part in the Defense Equal Opportunity Management Institute (DEOMI) Survey. This was a voluntary opportunity for you to provide opinions on where I should focus attention to improve the human relations climate of our organization. Your input is valuable because it gives me insight into the general climate of our organization. I can't know all of the areas we need to improve upon unless you all give me the feedback to make informed decisions about our path ahead. The results of the survey are currently being compiled and working groups will be taking a look at the data over the next couple of weeks. I will then be briefed and will share the findings with you all in town-hall style all hands calls as I have done in previous years. This will be our chance to have a dialogue and work together to find solutions to continue to improve the working environment at MARMC.

Mid-March MARMC will undergo a Fleet Maintenance Availability Assessment (FMAA). This is an opportunity to show

our leadership at Commander, Navy Regional Maintenance Center (CNRMC) how we conduct business and highlight our impact on the ships in our Area of Responsibility. Those who have been selected to participate have been informed and are already working their checklists. I anticipate we will do well during this assessment, but please do not hesitate to share concerns with your leadership as you review your process.

With the Department of Defense being funded through the fiscal year the political stand-offs taking place in Washington over policy and budget have not impacted us. However, we are keeping a close eye on what is taking place and MARMC leadership will keep the command informed of a situation that could impact our team directly or indirectly if any arise.

I will be taking leave during the month of February to enjoy some time with my family. Early on, this team earned my trust and proved that you have the helm and can conduct business professionally when I am not on deck. I have no doubt you all will continue to answer the call while I am away. Remember to continue to innovate when the opportunities arise and to share your experiences with the team in an effort to become even better at meeting our mission!

Sincerely,
Capt. Dan Lannamann



Photo by Aaron Glover, Public Affairs Specialist

CHALLENGE THE NORM



Notes from the Executive Director

As we continue to settle into the new year, I wanted to start a dialogue that will help shape the way we approach our mission at Mid-Atlantic Regional Maintenance Center (MARMC). Every day our workforce is up against tight deadlines and the pressure of finding solutions on the fly in order to meet our obligations to the fleet. In my experience, it is often easier to find reasons why a job can't be completed or why a particular tasking will be delayed. We see the barriers, whether it is a technical issue or a contractual issue, and they may seem too immense to overcome. What I want to do is empower you to find ways that allow us to say "we can do it!"

This may mean finding unconventional methods to meet your specific tasking that give the intended result. This doesn't mean you can break or ignore rules and guidelines that are in place, but you should challenge them if they seem antiquated or if there is a better process we can adopt at the command. As our Strategic Business Plan (SBP) has become more robust, we have started to see this exact mentality coming to the forefront through programs such as Work Improvement Notes (WIN), Forwarding Availability Improvement Lessons (FAIL) and the idea boards you see throughout the hallways of MARMC's various buildings. These are processes that we can use to shape the way we do business and improve our effectiveness.

If you are part of the MARMC team, it means that you are a leader, even if you are not in a traditional role of a manager or supervisor. This command is full of talented people, who if given the chance, can continually take MARMC to greater heights. The same goes for middle and upper management, this is how you maintain your position and advance in your career by finding the hidden solutions in everyday problems. You shouldn't just feel satisfied by quoting regulations and instructions, but you should facilitate open channels of communication and improvement within your office. Help your employees find their way to saying "yes!"

Big Navy wants us to meet our priority of getting ships mission ready and delivering them back to the fleet on-time. That is our core focus, and it has been getting harder to accomplish with budget and material constraints, industries capability to acquire and keep the right skill sets in their yards and our toughest challenge with changes to our contracting strategy. Making the changes necessary to meet the firm fixed price contract strategy while maintaining a healthy and productive business relationship

with industry will ultimately lead to our collective success.

This is also a chance to take a look at common practices and acceptable behaviors in your workspace. It is part of our nature to fall into habits that drive our work flow. As we form those habits, we sometime begin to pigeon hole ourselves and add constraints that are simply self-imposed. Take some time to review your process and weed out those bad habits that are making it tougher to meet your end goal.

This month we had the challenge of how we would approach and improve upon our safety procedures at the shipyards. More specifically, the fire that occurred on USS Oscar Austin (DDG 79) showed that our team is ready to take corrective action on day one. We could have sat back and potentially waited weeks for other organizations to come up with a solution to help prevent these incidents in the future, but instead we took charge. Using in-house processes, we have been reinforcing accountability. Our folks have proactively operated within our guidelines and instead of waiting for direction we have begun the hard process of getting that ship back to a mission ready state in the hope to deliver her back to the fleet as close to on-time as possible. Had we idly waited for the answers to be dictated to us from other invested organizations, we might still be waiting to continue work on that ship.

Ships like the Oscar Austin, USS Bataan (LHD 5) and USS Leyte Gulf (CG 55) are going to continue to bring big Navy attention to our command. This means high workload and high stress. From my vantage point, there have been short tempers, behavior outbursts and also some cries for help. Now more than ever, I want to stress the importance of looking out for one another. If you see something – say something! We have a very talented group of folks at the command and all of you take your work seriously. When we take continual criticism from leadership it can sometimes deter our focus from the positive impact we can impart on our work. Find healthy ways to relieve stress. Through our SBP, there is now a Mindfulness Program open and available to everyone in the command. Its aim is to help give you tools to manage and cope with your everyday stressors.

You control your temperament and mood each day, so make it a positive one. Give yourself the space to grow and learn with your experiences. Work in parallel with your industry partners. Take calculated risks at the right times. Find ways to lead and motivate those around you every day – CHALLENGE THE NORM!

CMC's Notes



Team MARMC,

Thanks to everyone that participated in the Defense Equal Opportunity Management Institute Survey. We will take all the feedback we received and convey the results in a debrief given by our Commanding Officer.

February is African American History Awareness month. The theme for Black History month 2019, follows "Black Migrations" honoring African Americans in motion – as they moved from the farm to the cities, and from poverty to the national stage in business, politics, literature and the arts.

The Navy and Marine Corps Relief Society (NMCRS) fundraising period is almost upon us. Three benefits to help families; Emergency Travels, budget for baby and quick assist loans. NMCRS main focus is to support our Sailors with unexpected financial need. We should support them since they support us. If you can, please donate so that they can continue to support us and our families.

What's new? Please make sure that you are communicating with your divisional career counselors. Several Navy policies

(NAVADMINS) have changed the way we do business and it's important we understand all of them: Selective Re-enlistment Bonus update, pay for performance, advancement, Professional Military Knowledge Eligibility Exam, advancement worksheets, My Navy Portal Mobile app and the GI Bill exception to policy.

It's that time of year to update your family in Navy Family Accountability and Assessment System (NFAAS). The deadline to complete the update is Mar. 20. This action is for all military and civilian personnel assigned to MARMC. The website for logging into NFAAS is: <https://navyfamily.navy.mil>.

CMC Final Word:

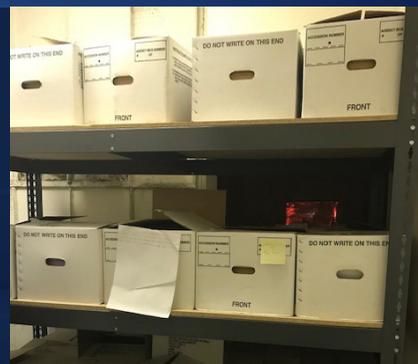
Winter was literally a snap of a finger and now spring is right around the corner! Please make sure before you open the pool or start that grill to use Operational Risk Management. It is your job to ensure that all precautions and safety measures are taken so that everyone can enjoy the great spring weather. It is better to be safe than sorry. If you need me for anything, come by my office in Building CEP-200 or call me at (757) 400-2488.

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Engineers Make **Emergent Repairs** On **BAINBRIDGE**

By Stephen White, Public Affairs Specialist



The morning of Jan. 22, it was cold – really cold. Air temps hovered in the teens. Gunner's Mates onboard USS Bainbridge (DDG 96) were conducting operability tests on the ship's Mark 45 5-inch gun mount when they realized that they had problems. Onboard diagnostics quickly revealed that the scope of the issue was too big for the ship's force to deal with.

A Casualty Report (CASREP) was sent, and MARMC's Surface Fire Control/Gun branch sprang into action. A team of MARMC engineers, led by Dwight Baker, descended on the ship and began troubleshooting the issue. Battling the frigid temperatures, they quickly isolated the issue to the upper accumulator pump/motor assembly.

The Mark 45, developed as a lighter weight, more easily maintained replacement for its predecessor, the Mark 42, is designed to engage surface and air targets, as well as to provide naval fire support for expeditionary operations. The

gun has a maximum firing rate of 16-20 rounds per minute.

A critical component of the ship's weapons system, the Mark 45 casualty was impacting a scheduled underway for the ship's Composite Training Unit Exercise (COMTUEX). An intense, month-long exercise, COMPTUEX allows a carrier strike group to prove its warfighting capabilities. The loss of this critical component threatened Bainbridge's ability to successfully complete this capstone event.

According to Baker, identifying the problem was the first step. "My gun people are the best in the world. The expertise in our code on the Mark 45, you won't find anyone better," Baker said.

Baker's team, led by Bruce Wetzel, Engineering Technician applied their years of cumulative experience to quickly troubleshoot the issue and commenced repairs.

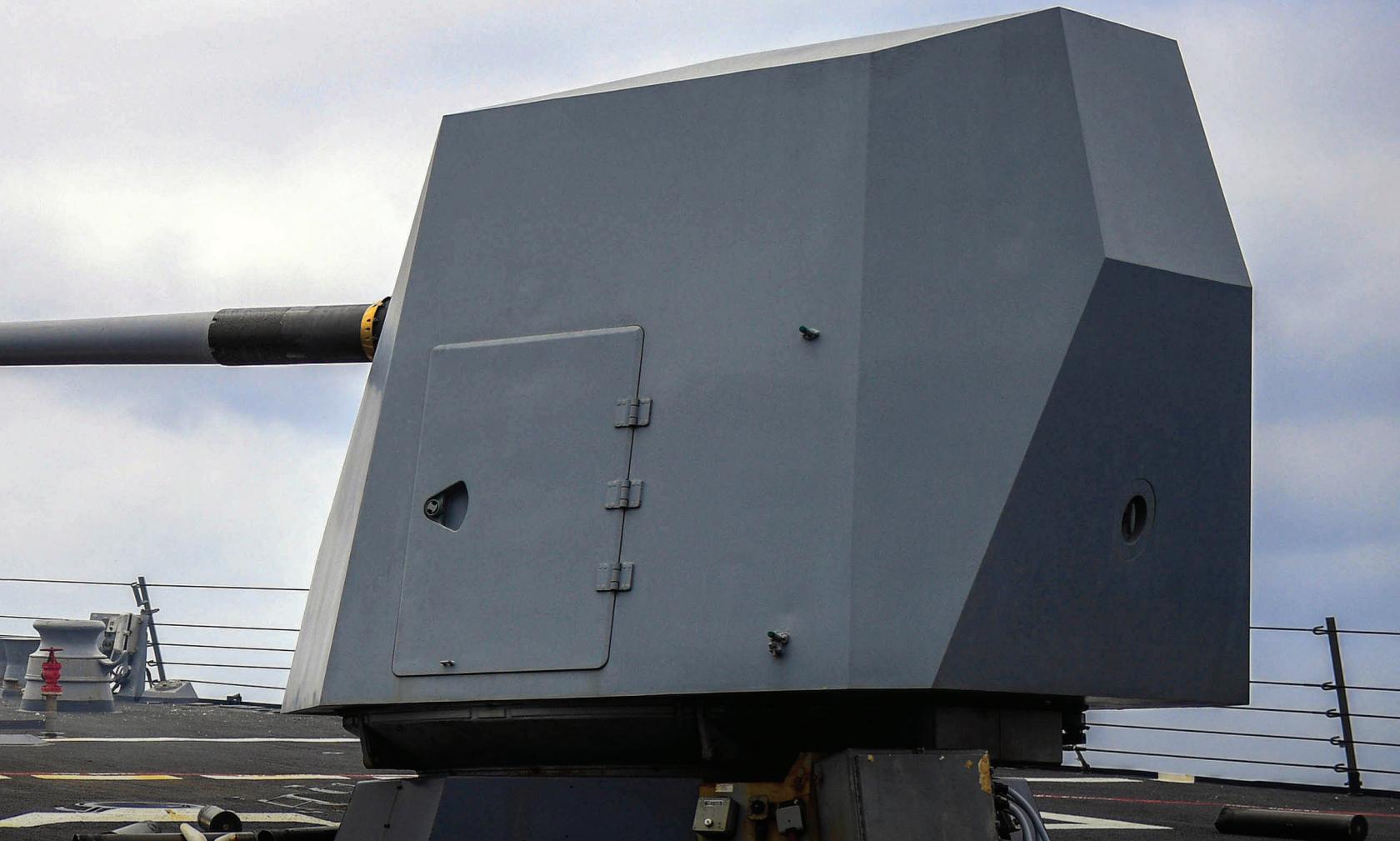
"A couple of our guys had encountered

this before, but it is pretty rare," Wetzel said. "It was so long ago though; it was a challenge remembering exactly what they did. Several years ago, they had performed this pump replacement at the Dam Neck on the gun line. There were a bunch of the hydraulics and other components already removed, as well as the gun mount weather shield because the gun was undergoing an overhaul. It's far easier to access the pump when there are no other components in the way."

This repair, however; presented more challenges. Fighting rain and freezing temperatures, the techs were hampered by the limited access to the pump by the gun mount's weather shield, as well as the myriad of hydraulics and components in the way. With space for only one person at a time in the access hatch, removal of the defective pump presented unique challenges that the team had not faced at Dam Neck.

"One person at a time could get into

180630-N-FP878-566 ATLANTIC OCEAN (June 30, 2018) The Arleigh Burke-class guided-missile destroyer USS Bainbridge (DDG 96) fires its Mark 45 five-inch gun during a live-fire exercise. Bainbridge, homeported at Naval Station Norfolk, is conducting naval operations in the U.S. 6th Fleet area of operations in support of U.S. national security interests in Europe and Africa. (U.S. Navy photo by Mass Communication Specialist 1st Class Theron J. Godbold/Released)



the access. We had to dismantle it from the inside of the gun mount and had to remove a lot of piping and components to get access,” Wetzel said. “When the pump comes out, there is only about three or four inches of clearance between the motor shaft and the pump shaft. Our concern was that the pump was 5 ½ inches tall, and the clearance was 3 ½ inches. Combine that with the fact that it weighs over 200 pounds, and we had to do some creative rigging to facilitate the removal and get the new pump rigged in without damaging it.”

The ship’s supply team facilitated the procurement of the new pump, which was overnighted from New Cumberland, Pennsylvania.

“The new pump went in easier than the removal,” Wetzel said. “We knew exactly what we had to do to get the new pump in. It was just a learning experience due to the rarity of the repair. We had to get creative with some chain falls but once the old one was out, it was smooth sailing.”

Once the new pump was in place, it was time to face another potential issue. The team could not verify the motor’s operability until the seized pump was replaced. The motor spun without a load, but would it function with the new pump attached?

Working through the night, the team finished mounting the pump, and began the reassembly of the piping and components that they had to remove, refilled the hydraulic system with over 150 gallons of hydraulic fluid, and proceeded to test the pump/motor assembly.

Fortunately, the motor passed with flying colors, but the new pump was over-pressurizing the system. The depth of experience held by the techs in MARMC’s Surface Fire Control/Gun branch facilitated a rapid fix.

“We suspected, with this being a brand new pump, and the other one 18 years old, we might have to make a pressure adjustment,” Wetzel said. “There is a regulating valve that determines the range

of pressure, which has to fall within a particular range, and the initial pressure was well over the maximum.”

The team had anticipated that this might be an issue, and brought various spacers for the regulator along with them, just in case. That foresight payed off.

“Luckily we had an assortment of spaces cut, all within a range that we knew. My co-worker, Joe Stanislawczyk, Engineering Technician, brought the micrometers, caliper and shims, and we were able to complete the final adjustment Friday night,” Wetzel said.

Adjustments that happened just in the nick of time. The ship was beginning pre-underway checklists in preparation for an early Saturday departure as the team wrapped up the repairs.

Thanks to the hard work and dedication of the Fire Control/Gun team, Bainbridge was able to successfully get underway for her COMPTUEX.



Sailors and contractors conduct an anchor weight-test aboard USS Carter Hall (LSD-50) in November.

CARTER HALL *Completes PMA*

Story and photos by Hendrick Dickson, Public Affairs Specialist



The Harpers Ferry-class dock landing ship USS Carter Hall (LSD 50) officially returned to the fleet, Feb. 4, after completing a yearlong Phased Maintenance Availability (PMA) and Continuous Maintenance Availability (CMAV) at General Dynamics NASSCO Norfolk, in Portsmouth, Virginia.

Mid-Atlantic Regional Maintenance Center (MARMC) provided oversight for the \$33 million availability which included extensive work on the main propulsion diesel engines (MPDEs) and ship's service diesel generators (SSDGs), including top-end overhauls on two of four MPDEs, installation of new galley equipment and various other upgrades and new installations.

"It was a grueling availability and we had quite a few obstacles," said Project Manager Mike Conley. "We had trouble getting the parts we needed to get started in the beginning. We had to look at what parts we did have and what we could repair. It was challenging, but we kept it together and got it done. The ship did extremely well during Light-Off Assessment and Sea Trials."

The PMA began in January last year with an original price tag of \$27 million, but it's rare a ship goes through a major avail without finding new discovery.

The decision was made to combine an upcoming CMAV that was scheduled before the holidays with the PMA and accomplish both, shifting the end of available to the right from August 2018.

"We had a couple of small extensions due to parts and some growth on a few items, but we got a lot of good work done on the ship," said Lead Shipbuilding Specialist (SBS) Pat Holden. "We pounded the ship's deck plates a lot and if we saw someone doing anything wrong we corrected it. Everybody had their own area of expertise and the team was phenomenal."

Conley said despite the obstacles, the maintenance team stayed positive and worked together as a team throughout the entire time.

"We had full inclusion and participation between all team members," he said. "We didn't cut anybody out of the loop and worked together. Whatever it took to get it done, we did it. If anyone was having problems, someone else was there to help."

"We're a close knit team that always watches each other's back," added SBS Jesse Delmoral.

One of the keys to successfully completing the avail was maintaining good communication between everyone;

including ship's force (S/F), the contractors and Navy leaders as well.

"There was a lot of positive communication between the expanded maintenance team," said Conley. "S/F played a big role because they had to put all the systems back in play and get everything back together. All the outside stakeholders (Expeditionary Strike Group 2, the Amphibious Squadron), when we had to put in for an extension, we explained we're going to need this much time and they were onboard with us the whole time."

"Communication was effective between government, contractors and everyone involved even when things weren't going as planned," added Project Support Engineer (PSE) Mike Ward. "You have to have that trust to be effective as a team."

This is just another major milestone in the ship's lifecycle however. They still have some testing and warranty work to complete before an upcoming Type Commander Sea Trials in the coming weeks. So, while they're relieved to complete the PMA they know there is still work left to do to get the ship operationally ready.

"It's one quick breather," said Quality Assurance Specialist Ron Harper. "You take a breather now, but then you have to get ready for the next challenge."

Project Manager Mike Conley talks with a Sailor from Mid-Atlantic Regional Maintenance Center (MARMC) on the flight deck aboard USS Carter Hall (LSD 50).





Vella Gulf; Monterey

Demonstrate Self-Sufficiency

By Mass Communication Specialist Seaman Andrew Waters

Units assigned to Carrier Strike Group (CSG) 10 take the culture of self-sufficiency to heart in everything they do. Sailors from two of the CSG's guided-missile cruisers, USS Monterey (CG 61) and USS Vella Gulf (CG 72), recently demonstrated this "self-unit-strike group" mentality when they collaborated on several emergent repairs Vella Gulf required to get underway and conduct local operations.

Vella Gulf experienced issues with both close-in weapons system (CIWS) mounts ahead of a planned underway, according to Vella Gulf's commanding officer, Capt. Rob Thompson. He said the issues were addressed by Mid-Atlantic Regional Maintenance Center (MARMC), who made

the necessary repairs to the parts and returned them to the ship to be reinstalled.

"Unfortunately, the timing of the return of those parts overlapped with some additional off-ship Naval Surface Fire Support training that some of our fire controlmen were participating in which meant we basically had more work to accomplish than we had hands to do the job," Thompson said.

The guns can only be fired at sea and, with the last underway of the year only a week away, the pressure was on to install the repaired components and conduct in-port pre-fire checks. To get the work done quickly and correctly so the ship could take advantage of the underway, two

Monterey CIWS techs volunteered to assist with the repairs.

"We were under a pretty big time constraint, and [having the Monterey fire controlmen] here allowed us to get through things quicker," said Fire Controlman 2nd Class Jason Foster, Vella Gulf's lead CIWS tech.

"We were eager to accept an opportunity to assist our peers on Vella Gulf," said Fire Controlman 2nd Class Austin Sisco, assigned to Monterey. "It was clear they take a lot of pride in their equipment and we were just grateful for the opportunity to work with the Vella Gulf technicians to increase their operational readiness."

In another instance, a bleed air discharge flex hose in Vella Gulf's Number 2 Gas Turbine Generator (GTG) had a leak. Additional leaks were found in the Number 1 GTG. Bleed air is used to keep the GTG's engine intake warm in the increasingly colder weather.

"That meant we could only extract bleed air from Number 3 GTG, located towards the aft end of the ship," said Lt. Cmdr. Nathan Fetting, Vella Gulf's chief engineer. "With only Number 3 GTG bleed air available, we would not have enough bleed air to start the main engines."

Again, Vella Gulf reached out to Monterey and two of the ship's gas turbine

systems mechanics (GSM) worked with their counterparts on Monterey to identify a replacement hose. When it became clear a new hose could not be manufactured in time, Naval Surface Force Atlantic approved Vella Gulf's request to remove Monterey's hose and use it to restore Number 2 GTG to full operation. Monterey is currently in a scheduled maintenance period, so the hose's removal would not affect its operations.

"We tested it with SAT results, allowing us to be able to get underway," Fetting said.

Even when underway, however, more challenges arose; as the crew prepared to conduct gunnery demonstrations with their 5-inch guns, they discovered a failed relay that prevented the proper operation of the aft gun. While Vella Gulf did not have the needed part aboard, Monterey did.

"The part was sent out to the ship via water taxi. We installed the part, got the pre-fire checks complete, and successfully shot both guns," said Gunner's Mate 1st Class Gabriel Vazquez, Vella Gulf's gunnery division leading petty officer.

During the same underway, a seal blew inside the oil distribution box of a controllable reversible propeller (CRP), preventing hydraulic fluid from reaching the propeller blades to control their pitch. MARMC sent out a technician to install a replacement seal, a procedure the Sailors

on board were not able to do.

But rather than stand by while the technician replaced the seal – and knowing they may have to handle such repairs while on deployment – Vella Gulf Sailors took an opportunity to learn about the inner workings of the oil distribution box, a part they don't normally take apart. Less than 24 hours after discovering the casualty, the issue was resolved.

"It was awesome learning from the MARMC tech about something I did not know. I feel confident I could execute this repair again if ever needed," said Gas Turbine Systems Mechanic Fireman Apprentice Brian Ramirez.

"The [Sailors who] assisted me were very interested in learning about the system and how to prevent the failure in the future," said Jameson Benbow, the MARMC mechanical engineer who flew to the ship. "The training provided enhanced their general overall knowledge of CRP operations."

Collaborations like this are an example of self-sufficiency within CSG-10. Building a culture of self-sufficiency means finding organic solutions within the strike group for issues before looking outside of it for help, Thompson said. Even when looking outside for help, taking advantage of "looking over the shoulder" of those outside experts strengthens the strike group when that knowledge is acquired

and shared. This adds up to increased readiness, especially when the ships deploy and are not within easy reach of parts or assistance.

"When you go over the horizon, there is no easy parts delivery, and all of the tech reps that help you out are back in port," said Thompson. "All the people you can rely on are the ones within a helicopter ride away."

Foster agreed, adding he would like to see this type of cooperation in the fleet become the rule rather than the exception.

"Things like that should be more common," said Foster. "It saves a lot of time and man hours being able to expedite the process like that."

Rear Adm. John Meier, Commander Carrier Strike Group 10, sums up the culture of self-sufficiency as being, "self – unit – CSG-10."

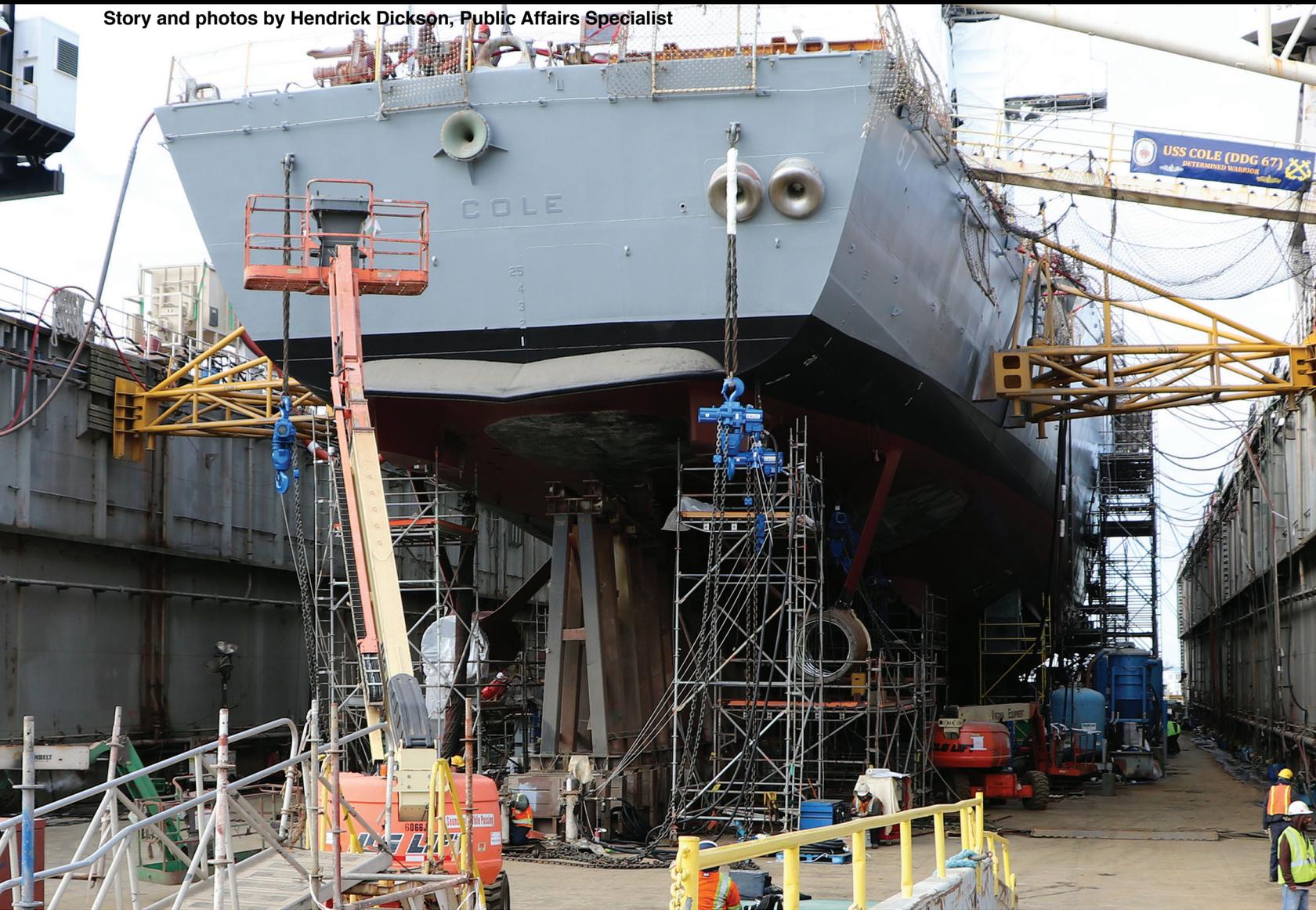
"It starts from within and moves outward to other units within the Strike Group," Meier said. "Vella Gulf and Monterey know in a fight, waiting on tech support or a repair part to make its way downrange is not an option. These are great examples of collaboration and organic problem solving and the 'fight tonight' mindset – vital to our success in combat."

USS Vella Gulf and USS Monterey are Ticonderoga-class guided-missile cruisers assigned to CSG-10, also known as USS Dwight D. Eisenhower Carrier Strike Group.



Halfway Through Avail, **COLE MAINTENANCE TEAM** Receives Praise from Leaders

Story and photos by Hendrick Dickson, Public Affairs Specialist



The maintenance teams at Mid-Atlantic Regional Maintenance Center (MARMC) know “fixing ships” can be a grind. They are responsible for managing ship availabilities and ensuring the work gets done – crucial work in keeping ships operational ready. The job can be thankless with extremely long hours, so when leaders take a moment to recognize a team’s hard work it is greatly appreciated.

Just over six months into their Extended Dry-Docking Selected Restricted Availability (EDSRA) at BAE Systems Shipbuilding in Norfolk, USS Cole’s (DDG 67) Maintenance Team has been receiving praise from industry leaders and has been singled out to Commander, Naval Sea

Systems Command for their ability to bring ship’s force (S/F) and contractors together to work efficiently as one cohesive unit. But for them it’s just a matter of using their experiences, communication and building trust with others.

Project Manager Jeff Dann says he approaches an availability the same way he did when he worked in Rota, Spain, prior to coming to MARMC. He believes S/F, contractors and the maintenance team working in cohesion is vital for success.

“When I was in Rota, I worked with Spanish National Contractors (Navantia),” he said. “They had never worked with the government before, but we knew at FDRMC (Forward Deployed Regional Maintenance Center) that if they failed, we

failed.” I’ve worked with some co-workers in past who had the mentality of ‘that’s not our job, we’re supposed to oversee them not tell them how to do their job.’ I understand we pay them to do a job, but I’m not going to sit back and watch them fail. That’s a waste of time for everyone. So we’re out there encouraging everyone to look out for each other (contractors and government).”

The maintenance team has years of shipbuilding experience among them, and they’ve been able to use their experiences to set the tone of the avail.

“We all have different backgrounds and some of us have been in ship repair for many years, so not too many things surprise us as a team,” added Assistant



if someone doesn't get an answer they're happy with it's taken with a grain of salt, and we make the changes that we need to fix it."

That collaborative approach has created a positive environment and strengthened camaraderie since Cole first arrived at BAE last summer. Due to port-loading issues, the docking was delayed a few weeks and pushed to October. The end of availability date was also shifted to the right from July to September 2019, but the schedule has been in the green since.

With the 20 percent Open and Inspect (O&I) nearly complete on 129 tanks, structural work on the intakes and uptakes in progress, shafting and propellers have been removed and much of the underwater hull repairs completed, the ship is on schedule for a March undocking. Things are going well now, but the team is quick to tell you this isn't just a Cole maintenance team effort – It is a total MARMC team effort.

"I have to give a lot of credit to MARMC's Engineering Service Desk (ESD), embedded MARMC Engineering, here at the shipyard," said PSE Chris Schaffer. "Whenever we have a problem or need them to review something the ESD is always there for us and get it done quickly."

"It has proven to be very beneficial to assign one SBS, Dennis Neuman, to track all material (government furnished material and contractor funded material) to ensure we have the required parts and pieces to put this great warship back together," added Dann. "Dennis has done a fantastic job taking on this task for the team. He really keeps my stress level down."

The team also attributes much of the early success to S/F aboard USS Cole who have embraced the shipyard environment by remaining engaged.

"The ship's company has been amazing," said Integrated Test Engineer John Brewbaker. "They have not given up ownership of their ship and are very proactive. They have been invaluable throughout the entire availability."

"When you talk about the ship's force, you have to talk about the main propulsion assistant (MPA), Lt. j.g. Brian K. Reese, too," added Piazza. "He has been the cog that keeps everyone connected and on the same page."

Despite the current momentum, the team realizes it is truly early on in the avail (45% completed). Those in the shipbuilding industry know a project of this magnitude is a marathon and obstacles unforeseen can always come up. You have to stay focused throughout the entire race.

"Our goal is to continue the effort that we have established so far and improve on what we already have in place," said SBS Winfred Basnight. "I think if we can maintain that and continue to look ahead like we've been doing, we should finish on time, under budget and do it safely."

"I'm not the type of person who celebrates before the end zone," said Dann. "In the end, when we've made budget and we've made schedule that's when we can really look back. But know that there are lessons we learn every day. No one is celebrating, but we'll take the positive feedback along the way to assist with morale. It lets us know we're doing things the right way and gives the team a sense of pride, "Fixing Ships!"

...

Shipbuilders from BAE systems use a needle gun to remove corrosion from the deck aboard USS Cole (DDG 67).



Project Manager Mike Piazza. "Together we have seen many challenges and we know what we have to do to overcome them. Everyone has a skillset from what they've seen on their last ships and they bring that here."

The team holds weekly progress meetings to discuss with S/F, BAE and sub-contractor major events and track the status of the EDSRA. They also hold daily coordination meetings (otherwise known as production meetings) to ensure everyone stays informed.

"We get together quite frequently to discuss upcoming events and hash out things," said Project Support Engineer (PSE) Jim Schaffer. "Everybody is fully engaged and open for suggestions. Even

MARMC “Adopts-A-Spot,” in the City

Story and photos by Hendrick Dickson, Public Affairs Specialist

Partnering with the city of Norfolk, Mid-Atlantic Regional Maintenance Center (MARMC) officially joined the Adopt-A-Spot program, Jan. 25, holding its first cleanup at the Titustown Recreation Center – its new adopted spot.

Fifteen MARMC Sailors, mostly members of the command’s Coalition of Sailors Against Destructed Decision (CSADD), picked up six bags of trash around the recreation center, which includes a playground, softball and soccer fields.

Managed by the Keep Norfolk Beautiful campaign, the Adopt-A-Spot program gives local communities the opportunity to contribute to a healthier and cleaner environment by engaging volunteers (leaders, community groups, business groups) to coordinate litter cleanups of designated or adopted sites in the city.

Joining the program means MARMC agrees to maintain the recreation center for a minimum of two years, conducting cleanups once a quarter and assisting with other events or activities.

“We wanted to do something that meant something to someone else,” said Cleanup Coordinator and CSADD President Machinist’s Mate 2nd Class Paul Ouma. “One of our shipmates at MARMC has a kid that plays soccer on this field, so this gave us a chance to do something that was close to the command.”

“I like to know kids have a good, safe and clean place to go out and play,” added Machinist’s Mate 2nd Class Zaneta Neal. “No

trash on the playgrounds, no trash on the fields. If we can come out here and help with that, I’m all for it.”

The mission of CSADD is to provide Sailors with prevention and intervention tools to deal with issues of drinking, reckless driving and destructive decisions while promoting positive lifestyles. This includes participating in community relations projects.

“People see us out in the command raising money for various activities all the time, but we’re not just about fundraising,” said Gas Turbine Systems Technician (Mechanical) 2nd Class Aaron Balestreri. “We’re also about getting out and helping the community. This program is a good way for us (CSADD) to get out and give back. It makes me happy when people can see us out here helping and representing the Navy.”

After participating for two quarters, MARMC will receive a sign on the location letting the entire neighborhood know the effort the Sailors are making to ensure kids have a clean, safe environment to play. Ouma said he hopes the command’s participation in the program will go beyond the two-year requirement.

“We took a leap of faith when we decided to apply for this program,” said Ouma. “We are required to come out here at least once a quarter, but we plan to be out here more. Whenever someone drives by and see things going down, we’ll be out here to do another cleanup. Whenever they request our assistance with an event, we’ll be here. Hopefully, MARMC will be associated with Titustown Recreation Center for years to come.”

...

Sailors assigned to Mid-Atlantic Regional Maintenance Center (MARMC) walk toward the parking lot to muster after completing a cleanup at the Titustown Recreation Center. MARMC adopted the recreation center as part of the city’s Adopt-A-Spot program.



BZ

From: USS The Sullivans
To: Mid-Atlantic Regional Maintenance Center
Subject: Bravo Zulu

USS The Sullivans would like to recognize the outstanding tech support we received from MARMC Norfolk. Specifically, The Sullivans would like to recognize Mr. Dave Kelly for troubleshooting and repairing NR 2 reefer - restoring a major habitability deficiency that prevented The Sullivans from getting Underway for Command and Control Exercise (C2X). Bravo Zulu! Cmdr. Eliason and USS The Sullivans sends.

"We Stick Together!"



181127-N-PY230-1003 BAB AL-MANDEB (Nov. 27, 2018) The Arleigh-Burke class guided-missile destroyer USS The Sullivans (DDG 68) transits the Bab al-Mandeb strait. The Sullivans is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points. (U.S. Navy photo by Senior Chief Intelligence Specialist Matt Bodenner/Released)

marmc mindfulness program



***the inaugural run of the marmc mindfulness program
was a huge success -keep an eye out for new dates coming soon!***

program topics include

**affirmations • breathing techniques • visualizations • sound therapy • essential oils
mindfulness science • beginner's guid to yoga • mantras • emotional intelligence**

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NORFOLK, Virginia (Feb. 6, 2019) Machinery Repairman 2nd Class Christian Smalley manufactures a necked down bolt for a blowout hatch on USS Forrest Sherman (DDG 98). (U.S. Navy photo by Damage Controlman 2nd Class Damiano McLaughlin/Released)

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NORFOLK, Virginia (Feb. 7, 2019) Hull Maintenance Technician 3rd Class Nicolas Schacht briefs Army Chief of Transportation Colonel Jered Helwig on pipe fitting capabilities available at Mid-Atlantic Regional Maintenance Center's (MARMC) Hull Shop. (U.S. Navy photo by Chris Wyatt/Released)

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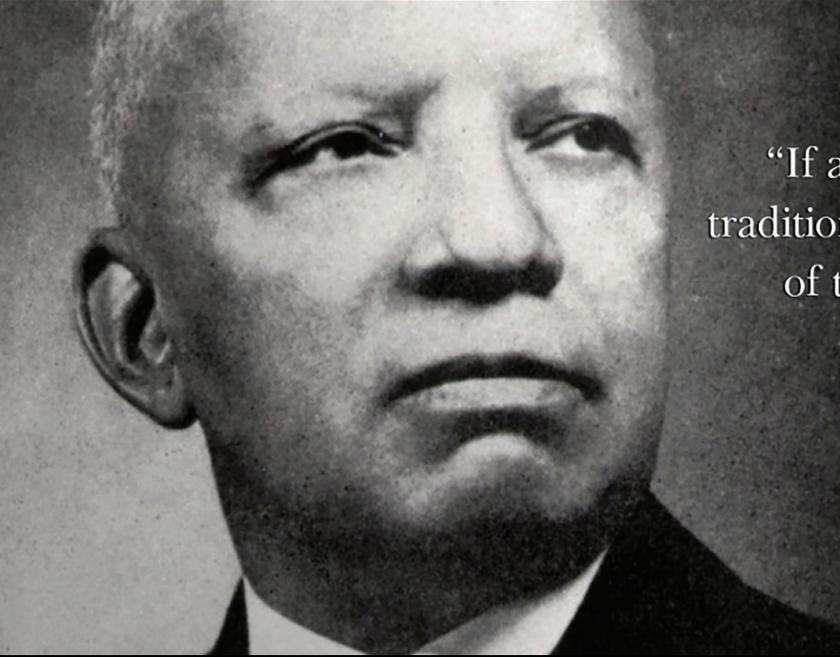
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History of Black History Month



“If a race has no history, if it has no worthwhile tradition, it becomes a negligible factor in the thought of the world, and it stands in danger of being exterminated.”

- *Dr. Carter G. Woodson*

Information Submitted by: Cedricka Dalton, Code 284

February marks the beginning of Black History Month, a federally recognized, nation-wide celebration that provides the opportunity for all Americans to reflect on the significant roles that African Americans have played in the shaping of U.S. history. But how did this celebration come to be – and why does it take place in February?

“We should emphasize not Negro History, but the Negro in history. What we need is not a history of selected races or nations, but the history of the world void of national bias, race hate, and religious prejudice.”

-Dr. Carter G. Woodson (1875-1950) on founding Negro History Week, 1926.

Dr. Carter G. Woodson, considered to be a pioneer in the study of African American history, is given much of the credit for Black History Month. The son of former slaves, Woodson spent his childhood working in coalmines and quarries. He received his education during the four-month term that was customary for black schools at the time. At 19, having taught himself English fundamentals and arithmetic, Woodson entered high school, where he completed a four-year curriculum in two years. He went on to receive his Masters degree in history from the University of Chicago, and he eventually earned a PhD from Harvard.

Disturbed that history textbooks largely ignored America's black population, Woodson took on the challenge of writing black Americans into the nation's history. To do this, Woodson established the Association for the Study of Negro Life and History. He also founded the group's widely respected publication, the Journal of Negro History. In 1926, he developed Negro History Week. Woodson believed that “the achievements of the Negro properly set forth will crown him as a factor in early human progress and a maker of modern civilization.”

In 1976, Negro History Week expanded into Black History Month. The month is also sometimes referred to as African American Heritage Month.

Woodson chose the second week of February for the celebration because it marks the birthdays of two men who greatly influenced the black American population: Frederick Douglass (February 14), an escaped slave who became one of the foremost black abolitionists and civil rights leaders in the nation, and President Abraham Lincoln (February 12), who signed the Emancipation Proclamation, which abolished slavery in America's confederate states.

Because of his work, Dr. Woodson has been called the “Father of Black History.”

More information can be found at <http://www.cnn.com/2006/EDUCATION/01/30/extra.black.history.month/>

Spotlight on TEMPORARY SERVICES

Story and photos by Chris Wyatt, Public Affairs Specialist

This month Mid-Atlantic Regional Maintenance Center (MARMC) shines its spotlight on Code 910 Temporary Services. Martin Webb serves as the Zone Manager for the Temporary Services shops. These shops are located in Building CEP-200 and fall under the Production Department umbrella.

Temporary service covers the Rigging, Weight Test, Scaffold Building, Gas Free, Calibration and Powder Coat shops.

"We have over 175 Sailors and 18 civilians that are assigned to Temporary Services," said Webb. "I have three really great civilian supervisors that help me within the code – Mike Bell, Isaac Pettaway and David Lucas. They pretty much take care of the day to day duties including keeping their Sailors up-to-date with training."

As the Zone manager, Martin Webb is tasked with oversight of the shop programs which are corrosion control, confined space, gas free, weight test and rigging.

The Gas Free Program is a critical part

of MARMC's Safety Department. The shop receives requests to provide Gas Free services for a compartment scheduled for Hot-Work such as welding or grinding. After a required ventilation period a gas free engineer will be sent into the space to ensure proper oxygen levels and no existence of explosive gases.

The Weight Test Program is designed to ensure weight handling equipment can be safely used as intended. To do so equipment is required to be tested using a payload mimicking its intended use. A weight test will be performed to certify that the part can handle the necessary weight loads in order to operate correctly.

"Weight tests are important to validate equipment meets strict guidelines for usage". Failure to complete required periodic and post repair weight testing could potentially cause equipment damage or personnel injury in the future," said Webb.

The Powder Coat Program is designed to decrease corrosion and prolong shelf

life by provided anti-corrosion protective covering. Items such as hatches, stanchions, flight deck net frames and ready service lockers can be powder coated. The shop will abrasive blast items to bare metal and then recoat it electrostatically. After which, the part is cured under heat to allow it to flow and form a "skin." The powder may be a thermoplastic or a thermoset polymer. It is usually used to create a hard finish more durable than conventional paint.

Temporary Services coordinates with other production shops in order to complete work packages for any given ship currently receiving production services from MARMC.

"The riggers will receive a request from the Air Conditioning and Refrigeration, Pump or Valve shops for a job they have on a particular ship," said Webb. "Next, based on the weight of the of the pump or valve that needs to be moved, the riggers will be able to create a movement path and also remove any interference necessary. Most of our pumps weigh between 1,100 and 3,200-pounds so we have to be very careful in our procedures. Once the part is removed then the part will be repaired or replaced and the riggers will rig it back into place on the ship."

With 175 Sailors performing these task on a daily basis, it's very important that everyone gets an opportunity for on-the-job training.

"With the riggers, we have five teams that we send out daily to handle the workload. Those teams are mixed with senior and junior petty officers and civilians. Some folks are better with pumps and others work better with valves, so it's really important that we get the mix of experience right. Training is important not only for gaining the experience but also for safety reasons,

"Temporary Services is a very dynamic support shop that can flex at a moment's notice to handle any emergent job that comes our way. We would always prefer more time to prepare for a job, but that is the nature of ship repair. My shop is filled with extremely capable Sailors and civilians and I have faith in their ability to not only get the job done, but get it done right the first time," said Webb.

...

Mid-Atlantic Regional Maintenance Center's Powder Coat Shop Sailor prepares to blast clean a ship part using steel grit pellets.



NUWC Norfolk Det & MARMC Team Up

By Laura Petty, 2M Lab Manager and Chris Wyatt, Public Affairs Specialist

Mid-Atlantic Regional Maintenance Center's (MARMC) Micro-Miniature (2M) Lab and Naval Undersea Warfare Center Detachment Norfolk (NUWC) work together to keep the MK-53 Decoy Launching Systems (DLS) (Nulka) operational, Feb. 11.

MARMC's Electronic Warfare Division and 2M repair shop work closely together to repair Processor Power Supplies (PPS) for the MK-53 DLS. The MK-53 DLS is a rapid response Active Expendable Decoy (AED) System capable of providing highly effective defense for ships against modern

Anti-Ship Missiles. Nulka means "be quick" in the Australian Aboriginal dialect. The MK-53 DLS contains up to six Nulka Launchers, associated Processor Power Supplies and a Decoy Launch Processor.

MARMC's recent repair efforts on two PPSs were delivered to USS Dwight D. Eisenhower (CVN 69).

"We were able to test and repair both launch controller cards for the Eisenhower and get them back to the ship during the inspection phase," said Steven Thomas 2M Engineering Technician. "Typically when we receive the cards from the ship we

have the tools on hand to repair the card, but we have no way to operationally test them. MARMC's Electronic Warfare MK-53 technicians have that very capability. Through our partnership we can test and repair these cards while saving the Navy time and resources."

Over the past year, MARMC has supported five U.S. naval vessels with PPS and currently maintains four Ready for Issue Cards (RFI) on hand to support future request.

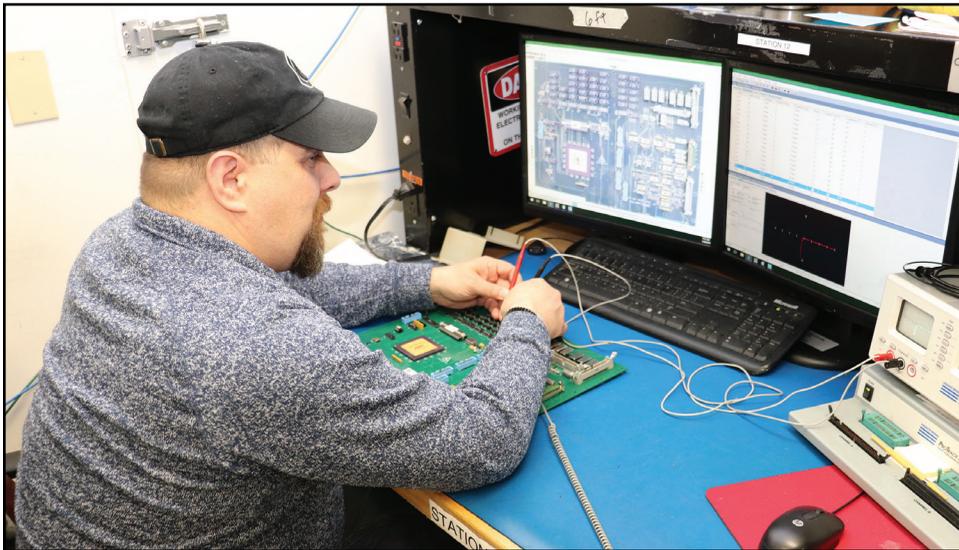
"NUWC's Scott Doherty 2M/Module Test and Repair Program Coordinator acquires faulty PPS from Naval Supply Center Norfolk and forwards them to MARMC for repair and operational testing," said Laura Petty 2M Lab Manager. "The quick turnaround between MARMC 2M repair technicians, Steven Thomas and Eleuterio Miguel, and Electronic Warfare MK-53 technicians, Jericho Jefferson and Victor DeLeon, has proven successful in keeping MK-53 systems operational."

The 2M Second Chance Program, coordinated through Scott Doherty, repairs electronic circuit cards and modules to fill outstanding requisitions and supporting several systems to include 5-inch/54 caliber (MK-45) gun, Sonar AN/SQS-53C and UV Flame Detectors to name a few. MARMC's 5-inch gun engineering technicians have also provided support in testing the 5-inch gun input and power supply cards.

"Our ability to repair a circuit card and bring an important system or piece of machinery back online cannot only save the Navy time and resources, but also help those ships out on our waterfront maintain a high level of readiness," said Thomas.

...

Mid-Atlantic Regional Maintenance Center 2M (Micro miniature) Laboratory Engineering Technician Steven Thomas is troubleshooting the Mark-53 Processor Power Supplies with the Huntron Protrack I and a Gold Disk Test Routine. Gold Disk Test Routine provides test procedures and Analog Signature Analysis (ASA) of a known good circuit card(s) for troubleshooting.



DEPT HEAD

Brown

Feb. 25
11:30-12:30
LF-18 Break Room

Bag Lunch

Civilians and Sailors of the Quarter

Please join Mid-Atlantic Regional Maintenance Center (MARMC) in congratulating MARMC's Civilian and Sailor of the Quarter Awardees for 1st Quarter, Fiscal Year 2019.

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



George Morley (Code 300)
Senior Civilian of the Quarter



Stephen Montgomery (Code 900)
Junior Civilian of the Quarter



EM1 Kendall Gaillard (Code 900)
Senior Sailor of the Quarter



ND2 Kent Sasagawa (Code 900)
Junior Sailor of the Quarter



HTFN Joyce Valencia (Code 900)
Blue Jacket of the Quarter

FEBRUARY IS AMERICAN HEART MONTH: 8 STEPS TO PREVENT HEART DISEASE

Information Submitted by: Cedricka Dalton, Health and Fitness Council

Although you might know that eating certain foods can increase your heart disease risk, it's often tough to change your eating habits. Whether you have years of unhealthy eating under your belt or you simply want to fine-tune your diet, here are eight heart-healthy diet tips. Once you know which foods to eat more of and which foods to limit, you'll be on your way toward a heart-healthy diet.

1. Control your portion size

How much you eat is just as important as what you eat. Overloading your plate, taking seconds and eating until you feel stuffed can lead to eating more calories than you should. Portions served in restaurants are often more than anyone needs.

Use a small plate or bowl to help control your portions. Eat larger portions of low-calorie, nutrient-rich foods, such as fruits and vegetables, and smaller portions of high-calorie, high-sodium foods, such as refined, processed or fast foods. This strategy can shape up your diet, as well as your heart and waistline.

2. Eat more vegetables and fruits

Vegetables and fruits are good sources of vitamins and minerals. Vegetables and fruits are also low in calories and rich in dietary fiber. Vegetables and fruits, like other plants or plant-based foods, contain substances that may help prevent cardiovascular disease. Eating more fruits and vegetables may help you cut back on higher calorie foods, such as meat, cheese and snack foods.

3. Select whole grains

Whole grains are good sources of fiber and other nutrients that play a role in regulating blood pressure and heart health. You can increase the amount of whole grains in a heart-healthy diet by making simple substitutions for refined grain products. Or be adventuresome and try a new whole grain, such as whole-grain farro, quinoa or barley.

4. Limit unhealthy fats

Limiting how much saturated and trans fats you eat is an important step to reduce your blood cholesterol and lower your risk of coronary artery disease. A high blood cholesterol level can lead to a buildup of plaques in your arteries, called atherosclerosis, which can increase your risk of heart attack and stroke.

5. Choose low-fat protein sources

Lean meat, poultry and fish, low-fat dairy products, and eggs are some of your best sources of protein. But be careful to choose

lower fat options, such as skim milk rather than whole milk and skinless chicken breasts rather than fried chicken patties.

Fish is another good alternative to high-fat meats. And certain types of fish are rich in omega-3 fatty acids, which can lower blood fats called triglycerides. You'll find the highest amounts of omega-3 fatty acids in cold-water fish, such as salmon, mackerel and herring. Other sources are flaxseed, walnuts, soybeans and canola oil.

Legumes — beans, peas and lentils — also are good sources of protein and contain less fat and no cholesterol, making them good substitutes for meat. Substituting plant protein for animal protein — for example, a soy or bean burger for a hamburger — will reduce your fat and cholesterol intake and increase your fiber intake.

6. Reduce the sodium in your food

Eating a lot of sodium can contribute to high blood pressure, a risk factor for cardiovascular disease. Reducing sodium is an important part of a heart-healthy diet. The American Heart Association recommends that:

Healthy adults have no more than 2,300 milligrams (mg) of sodium a day (about a teaspoon of salt)

Most adults ideally have no more than 1,500 mg of sodium a day

7. Plan ahead: Create daily menus

You know what foods to feature in your heart-healthy diet and which ones to limit. Now it's time to put your plans into action.

Create daily menus using the six strategies listed above. When selecting foods for each meal and snack, emphasize vegetables, fruits and whole grains. Choose lean protein sources and healthy fats, and limit salty foods. Watch your portion sizes and add variety to your menu choices.

8. Allow yourself an occasional treat

Allow yourself an indulgence every now and then. A candy bar or handful of potato chips won't derail your heart-healthy diet. But don't let it turn into an excuse for giving up on your healthy-eating plan. If overindulgence is the exception, rather than the rule, you'll balance things out over the long term. What's important is that you eat healthy foods most of the time.

Incorporate these eight tips into your life, and you'll find that heart-healthy eating is both doable and enjoyable. With planning and a few simple substitutions, you can eat with your heart in mind.

More information can be found at: <https://www.mayoclinic.org/diseases-conditions/heart-disease/in-depth/heart-healthy-diet/art-20047702>



Photo by Jamie Street

SAFETY MISHAP REPORTING

- Your Role and Responsibility at MARMC

By Lisa Kingsbury, Occupational Safety & Health Specialist, Code 106

We like to think of safety mishaps as unexpected or unplanned events, but often, that's not the case. The majority of workplace mishaps at Mid-Atlantic Regional Maintenance Center (MARMC) result from personnel overlooking or not obeying proven safe work practices and/or processes.

One example of "I've always done it this way," is personnel working with thin metal or sharp tools without proper gloves for the task – this is just one instance of preventable injuries that has been ignored or tolerated for weeks, months or even years around the command. In cases like this, it's not a question of "IF" a mishap will

occur, it's simply a matter of "WHEN" that deep cut or painful rip and tear of the skin will occur.

Unfortunately, we often overlook the warning signs and "just do it" which equals a very high "ouch" factor for the employee! If a mishap occurs, secure the scene and immediately notify the Technical Services Duty Officer (TSDO) at 757-400-0000 and inform them of what happened, when it happened, where it happened and personnel injury specifics, as well as any property or equipment damage that may have occurred.

The TSDO will notify MARMC senior leadership. Once MARMC Safety and

Management arrive on the scene, all witnesses should be prepared to provide the details of the mishap as part of the High Velocity Learning fact finding investigation, to include the sequence of events and possible causal factors.

Your Department Head will review the fact finding report and brief the Commanding Officer, as well as the other Department Heads as to the factors leading up to the incident and steps taken to prevent recurrence. Safety is our responsibility – if a practice is not safe, don't "just do it" – the life you save may be your own!

MISHAP • SPILL • ENVIRONMENTAL RELEASE

Contact the TSDO Immediately at 757-400-0000
Non-emergencies email marmc_tsdo@navy.mil

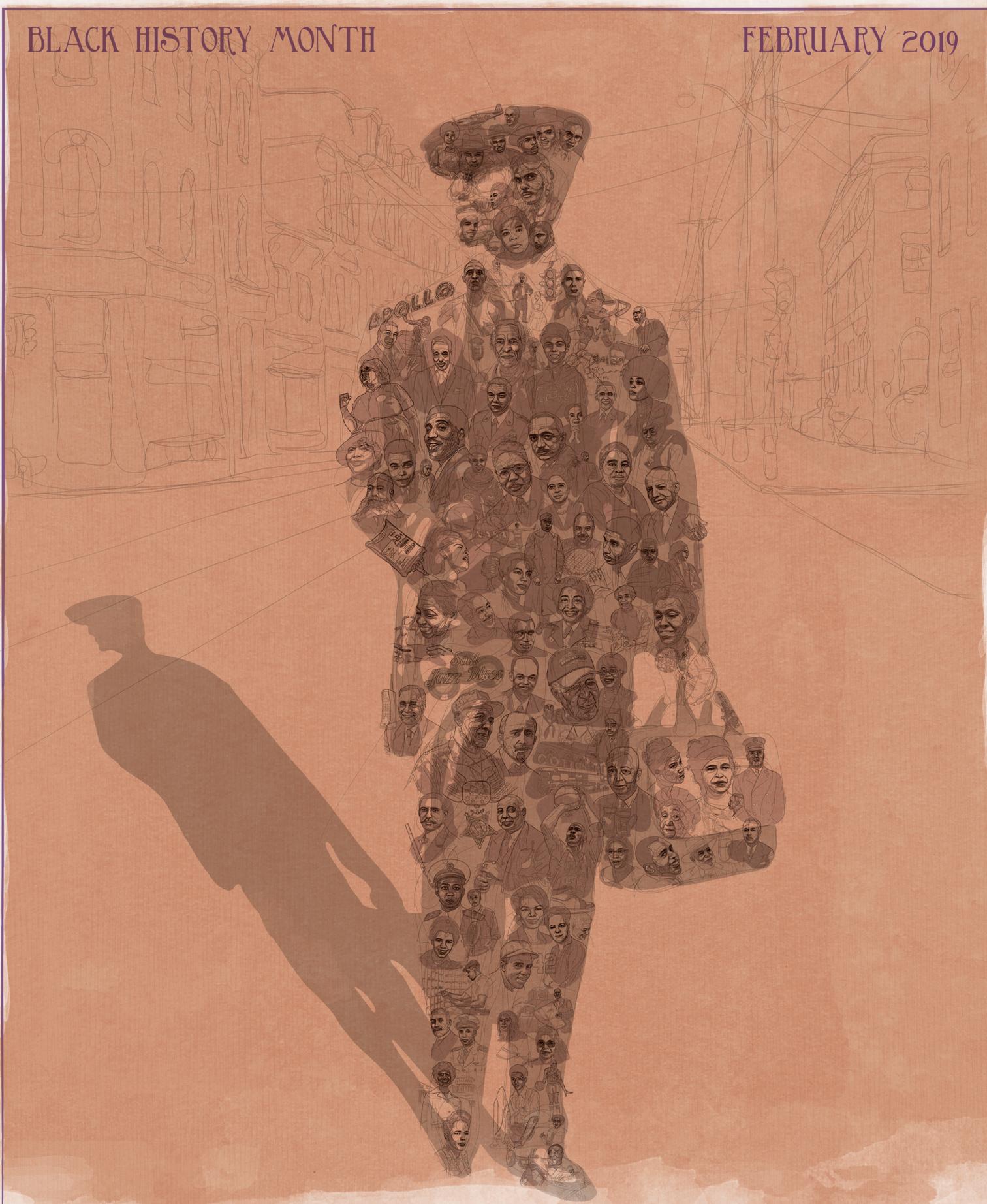
Safety Director
Frank Walker • 757-641-5933

Waterfront Safety Supervisor
Mike Palmer • 757-408-5818

Environmental Safety Supervisor
Glenda Scott • 757-618-6495

BLACK HISTORY MONTH

FEBRUARY 2019



BLACK MIGRATIONS



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