



# SALUTE

Mar. 7, 2019  
Vol. XI No. 5

Puget Sound Naval Shipyard & Intermediate Maintenance Facility



## Shipyard welcomes USS Vinson

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**SALUTE**

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# NAVSEA campaign plan 2.0 – a small course correction

Team PSNS & IMF,

In the Jan. 24 edition of Salute, I told you about the Chief of Naval Operations' newly issued strategic guidance for the Navy: "A Design for Maintaining Maritime Superiority, Version 2.0." It charts the entire Navy's course for our future, and I discussed the importance of understanding how what we do fits into that strategy.

I also discussed that our higher headquarters was leaning forward and was already working revisions to the campaign plan to align with the CNO's vision. NAVSEA Commander Vice Adm. Thomas J. Moore released his "Campaign Plan to Expand the Advantage 2.0" on Feb. 18, and it's going to shape our priorities for months to come.

We have a link to Campaign 2.0 on our Sharepoint home page, and I strongly encourage you all to read it. In the meantime, here's a highlight that's worth a closer look.

"We need significant improvements in how we deliver warfighting capability to the Fleet," wrote Moore in his introductory Commander's Message. "Marginal improvement in today's world of great power competition is not sufficient. It is not about working harder. It is about achieving step-function improvements which require us to think and act differently, challenge the status quo, be more agile, and act with a greater sense of urgency on the priorities contained here."

Think about that for a moment. Marginal improvements are not sufficient. We need to think and act differently, and we need a greater sense of urgency.

It's very clear that, at the highest levels in our Navy, unease is rising over the challenges our Navy faces operating around the globe. There's little doubt that our Navy has the best-trained Sailors and the finest vessels and equipment afloat. But the capability gap between ourselves

and our potential adversaries is closing, and that's more than just a talking point in Washington, D.C. It's a very real development that should be setting off alarm bells in all our heads. More importantly, it should be the catalyst that changes how we approach our jobs, as a shipyard and as individuals.

Every ship is needed. Every project, repair, and modernization is critical. Every dollar saved makes a difference. Every minute we trim from a maintenance availability adds to military readiness. Every idea that produces a better result makes our Navy stronger. Everything that you do to improve efficiency, quality or safety on the job makes our nation more secure.

The campaign plan emphasizes three foundational lines of effort to achieve these improvements: enabling a culture of affordability, creating a high velocity learning environment, and empowering and equipping our talented people. These are the concepts we have and will continue embrace to take our performance to the next level.

"I have the utmost confidence in the entire NAVSEA team to meet challenges head-on and expand our Navy's maritime advantage over our adversaries," Moore wrote. I agree; our team is ready. All that's needed is for each of us to decide to do better, every time, and to share how we did it with our teammates. That way, they can do better, too.

You'll find the campaign plan on the NAVSEA home page, navsea.navy.mil, under "Strategic Documents." I think it will leave you with a renewed sense of urgency about everything we do.

Thanks for reading and for everything else you're doing to help our team make our Navy – and our nation – stronger and safer.

Captain Howard Markle  
Commander, PSNS & IMF

*On the cover*

USS Carl Vinson (CVN 70) pulls into Dry Dock 6 in preparation for work during the upcoming Docking Planned Incremental Availability. (PSNS & IMF photo by Max Maxfield)

# Shipyard team welcomes USS Vinson to dry dock

Christopher Hughes, Carrier Program Manager

Members of the Puget Sound Naval Shipyard & Intermediate Maintenance Facility and ship's force members from USS Carl Vinson (CVN 70) guided the massive carrier into Dry Dock 6 Feb. 28 to start the ship's maintenance availability.

"I'm excited to see the carrier in the dry dock," said Project Superintendent Mike Irby. "We've done a lot of work as a team to get ready for this, and we are already off to a good start."

Prior to docking Carl Vinson, a lot of planning and work was accomplished, including partnering with the USS Nimitz (CVN 68) project team to co-locate both carriers in tight quarters with precise timing. This required the Nimitz to complete all docking and habitability work early.

In order to hit the ground running, The Carl Vinson project team performed work in San Diego during the ship's fall upkeep to reduce the ship's Docking Planned Incremental Availability schedule risk, conducted multiple ship visits and assessments to fully scope the work required, and leveraged improvements implemented during the Nimitz DPIA.

During Carl Vinson's DPIA, the PSNF & IMF project team will lead an effort that includes shipyard workers, contractors and ship's force to maintain major ship components and prepare the carrier to embark an F-35C Lightning II Joint Strike Fighter Squadron.

Also among the work to be undertaken by Irby and his



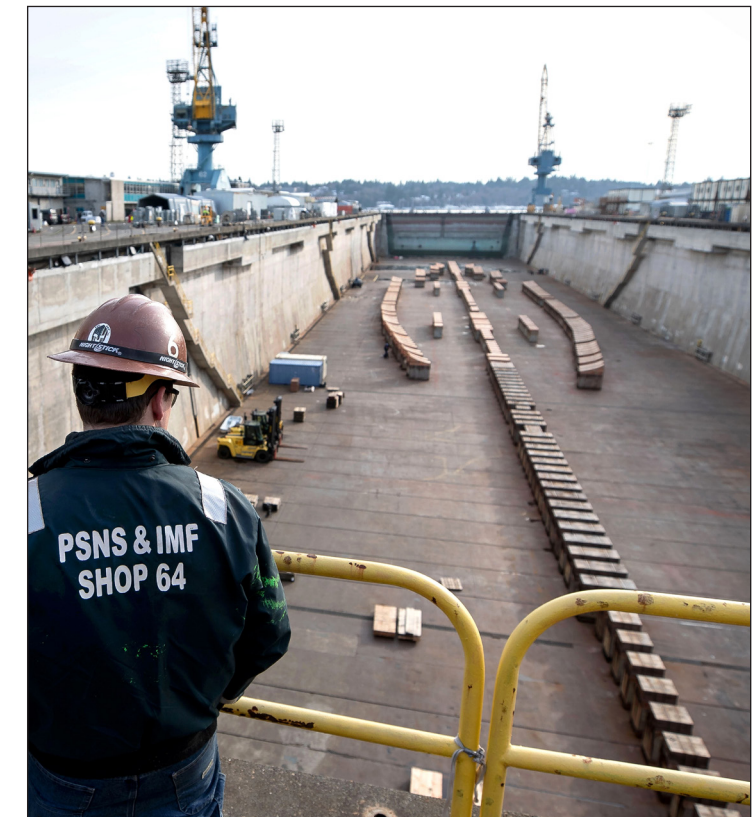
USS Carl Vinson (CVN 70) pulls into Dry Dock 6 on Feb. 28. (PSNS & IMF photo by Max Maxfield)

team are:

- Maintenance on rudders, shafts and tanks.
- Upgrades to crew living spaces.
- Work to preserve the ship's hull.
- Upgrades to Vinson's combat systems.

Carl Vinson arrived at Naval Base Kitsap-Bremerton Jan. 20, marking the start of the carrier and its crew's new homeporting assignment in the area.

Welcoming the crew to Bremerton, Irby shared, "The USS Carl Vinson crew had the challenge of a homeport change with this docking, but they have been strong partners all along the way, we're ready to do this DPIA together."



Keel blocks are set in Dry Dock 6 in preparation for the docking of USS Carl Vinson (CVN 70). (PSNS & IMF photo by Scott Hansen)

## Correction

On Page 3 of the Feb. 21, issue of Salute, the story "Machine guards can save limbs, lives, eyes" incorrectly stated that violations of OSH regulations can result in fines of more than \$120,000. In fact, OSHA doesn't level fines against the Department of Defense. Additionally, the photo of the Shop 31 machinist should not have shown him wearing a lanyard while operating rotating machinery. Loose articles or clothing can become entangled in the machinery and cause injury.

## Despite winter storm, USS Nimitz reaches key milestone

The Puget Sound Naval Shipyard & Intermediate Maintenance Facility USS Nimitz (CVN 68) project team put another on-time mark on the calendar, reaching the project's production completion date as planned Feb. 15.

"Through the tireless efforts of the shipyard team, the Nimitz Project was able to call PCD on time; a win that belongs to the whole command," said Project Superintendent Brian Fazio.

Reaching this milestone on time continues the project's record of on-schedule performance; Nimitz had previously undocked one day early on Dec. 5, 2018, and shipyard officials say the work is progressing toward an on-time completion in late spring.

Nimitz's Docking Planned Incremental Availability began March 1. The ship spent nine months in Dry Dock 6, during which officials say the combination of project team, ship's crew, contractors and others logged more than 3.2 million man-hours of work. Significant work on the ship so far has included restoring the propellers, shafts and rudders; re-preserving the entire hull; installation of new combat systems platforms; opening, cleaning and repairing numerous tanks and voids; and refurbishment of many berthing compartments and decks.

The Navy's oldest active aircraft carrier, Nimitz has benefitted from PSNS & IMF team efforts multiple times in recent years. For example, during its most recent deployment to the U.S. 5th and 7th Fleet areas of operation, PSNS & IMF fly-away teams travelled twice to the ship to complete necessary repairs during its deployment.

The work enabled the ship to successfully complete its

mission, which included a series of bilateral training operations with the Royal New Zealand Navy and Exercise Malabar 2017 with the Indian Navy and the Japan Maritime Self-Defense Force. Nimitz also took part in Operation Inherent Resolve, flying more than 1,000 combat sorties into Iraq and Syria and dropping more than 900 pieces of ordnance.

Nimitz's last extended maintenance period at PSNS & IMF took place from January 2015 to October 2016.



USS Nimitz (CVN 68) undocks one day early from Docking Planned Incremental Availability, Dec. 5, 2018. (PSNS & IMF photo by Thiep Van Nguyen II)

## Superintendent of the Year began as journeyman

Silvia Klatman, PSNS & IMF Public Affairs

A few decades ago, Brian McDermott didn't know what a remarkable future awaited him at Puget Sound Naval Shipyard & Intermediate Maintenance Facility. He just felt inspired to get in on the action.

"I was working at PSNS as a contractor, and I wanted to be part of this amazing team," McDermott said.

Not one to sit by the wayside waiting for things to happen, McDermott applied for and snagged a position as a journeyman in Shop 26 Welders. Fast forward 22 years and McDermott has worked his way up to production manager, where his responsibilities and priorities are the safety, quality and training programs for Code 900, Production Resources Department.

"These are key elements in the success of our employees and the shipyard as a whole," McDermott said.

His remarkable career filled with accomplishments has resulted in his selection by the National Association of Superintendents of the U.S. Naval Shore Establishments peers as the command's Superintendent of the Year.

McDermott was specifically cited for the trust he embodies, his presence on the deckplates and his solid reputation for consistent follow-through. Professionally, McDermott was part of the team that helped develop the continuous training and development program, which he describes as "the backbone of trade skill training today."

He also spent the past three years working for Code 312, carrier program, as a deputy project superintendent for the Planned Incremental Availability of USS John C. Stennis (CVN 74) and USS Carl Vinson's (CVN 70) Docking Planned Incremental Availability planning efforts. His expertise goes well beyond the traditional duties and responsibilities expected of those in comparable positions; he assists with apprentice graduations, safety initiatives and the Radiological Emergency Response Organization. This is on top of serving on NAS's local and national executive boards.

McDermott has come a long way from his hometown of West Caldwell, New Jersey, where he joined the Navy as a hull maintenance technician. He says he is appreciative of mentors during his career who enabled him to experience so many successes along the way. He says that professional and personal growth is a continuous journey, so he still looks for experts and role models.

"Throughout my career, many people have inspired me but the person who I have most recently noted exemplifying good leadership is project superintendent Mike Irby," McDermott said. "He truly leads by example and treats the people with whom he works with respect."

McDermott is a strong believer in mentoring others, which is another reason cited for his selection as Superintendent of the Year. He actively mentors two teammates and is helping to stand up an employee resource group for veterans. According to his colleagues, he provides guidance and mentoring on a daily basis, both formally through specific programs and informally via his daily interactions with teammates.

"I take opportunities to get people involved in problem-solving," said McDermott. "I allow people space to do their jobs while still providing constructive feedback."

Over the years, McDermott has witnessed the command consistently meeting the mission of delivering ships on-time, every time while keeping Sailors safe and ready to defend the nation. His goals are to continue making the shipyard a better and safer place to work.

"The things that this shipyard accomplishes is truly incredible and I think we take it for granted at times."

*"(Safety, quality and training programs) are key elements in the success of our employees and the shipyard as a whole."*

Brian McDermott  
Production Manager



Brian McDermott, Code 900 production manager. (PSNS & IMF photo by Scott Hansen)

## Being cybersecure is everyone's responsibility

### Don't take phishing bait

Always verify sources of emails and links in emails.

### When in doubt, throw it out

Don't open suspicious links in emails, tweets, posts or others—even if you know the source.

### Don't connect unauthorized devices

Unauthorized devices may contain software that can allow an attacker inside the Navy's network.

### Remove your Common Access Card

Remove your CAC or lock your computer.

### Make your passwords strong

Don't use easily guessed or weak passwords, and safeguard them so they can't be stolen.

### Safeguard your PII

Attackers can use information they've obtained about you to appear legitimate so they can trick you into surrendering data they need to breach networks and systems.

### Don't use Peer-to-Peer programs

Don't use peer-to-peer, or P2P file sharing programs. These programs can spread bad software inside the Navy's network defense.

### Don't misuse systems

Don't use systems in an unauthorized way. The Navy has established policies to protect itself from compromise.

# Women's contributions integral to meeting the mission

Silvia Klatman, PSNS & IMF Public Affairs

Women have been an integral part of the shipyard since the first women came on board well over a century ago.

Radina Olsen, the first woman to retire from Puget Sound Navy Yard, began her career in 1905, retiring 20 years later only five years after the 20th amendment was ratified granting women the right to vote.

While only six women worked here before America became involved in World War I, that number swelled to more than 200 by the war's end in 1918. They were limited to specific positions such as clerical or rivet passers – think of "Rosie the Riveter." Most returned to working in their homes after the war, although some stayed on for reasons such as being widowed.

The start of World War II brought another surge of women to the workforce as overall employment ballooned to more than 33,000 employees. At the high mark in December 1944, 4,266 women were employed with the sail loft boasting the highest percentage of women in their work area, a solid 50 percent. By the end of the war, women were excelling in numerous occupations such as electricians, painters, joiners, machine operators, canvas workers, sewers, pipe coverers, welders, chauffeurs, pipefitters and sheetmetal workers. In fact, 38 women held leadingmen rates and two female riggers were rated quartermen.

For many, working at the yard to support the war effort was a family affair. In archived issues of Salute, photographers chronicled shops that boasted high numbers of sisters working together. Four sets of sisters worked in the boat and joiner shop, but that number was soon dwarfed by the central tool room, which bragged it had nine sets of sisters working together.

These family affairs soon turned into family traditions, with many women following in their mothers – and even grandmothers – footsteps, sometimes even into the same shops or offices.

The Aug. 13, 1954, issue of Salute includes a feature of three generations of women in the shipyard.

In 1917, Florence Bennett was a young widow with a daughter, Audrene, to support when she began working as

one of only two female clerical workers in the production office. As the office grew, Bennett was eventually put in charge of the women employees in the office where "they made out the work orders, indicated the time for the jobs and whether the work was finished on time." Due to the workload, the crew often worked Saturdays, Sundays and some evenings.

Bennett worked in the production office until 1924, when she married Tony Ottenschmieder, a leadingman and quartermen in public works. About the time Florence (Bennett) Ottenschmieder left the shipyard, her daughter, Audrene, came to work as a roving stenographer. She eventually transferred to planning and, ultimately, to the production department as secretary to the production officer. She left the shipyard in 1935 when she married shipyard patternmaker Dick Rasmussen. Her sister-in-law, Margaret Rasmussen, came aboard as the secretary of the production officer a few years later before ultimately accepting a position in Seattle.

In 1954, Florence's granddaughter and Audrene's daughter, June Rasmussen, graduated from Central Kitsap High School and she, too, landed a job in the production department.

Women's roles in the shipyard expanded greatly in the 1960s and 1970s

as opportunities such as apprenticeships were opened for them. Today, women have the same job opportunities as men and make up about 17 percent of the workforce. Following in the footsteps of the groundbreaking females of yesteryear, today's shipyard women continue to contribute to our nation's defense and make history.



Radina Olsen, the first woman to retire from Puget Sound Navy Yard. (PSNS & IMF file photo)



Marie Rasmussen (left) is an interested listener while her grandmother, Mrs. Tony Ottenschmieder (center) and her mother, Mrs. Dick Rasmussen, recall incidents of their service in the PSNS Production Department. The picture, snapped by the Shipyard photographer, was taken in the living room of the Ottenschmieder's beautiful brick home on the Silverdale highway.

A photo from Page 5 of the Aug. 13, 1954, issue of Salute. The photo was included with an article about female family members employed at the Puget Sound Navy Yard.

# What is standard work, why is it important?

Dwight Otis, Deputy Production Resources Manager

The term "standard work" has been used around Puget Sound Naval Shipyard & Intermediate Maintenance Facility for several years. Do employees really understand what it means and why it is so important to the success of the command's mission?

## What is standard work?

Standard work is the documentation of the current best sequence and methods for consistently achieving safety, quality and productivity. It includes all tips, tricks, and best practices for the work. This includes the order of work steps, work practices, tools and fixtures, key things to check. This current best standard is used by everyone until a new best is agreed upon and documented.

An easy way to remember what makes up standard work is think of the acronym POEM.

- **Process:** the steps of the task, start to finish, in the right sequence at the right time.
- **Operators:** the knowledge, skills and abilities needed to start, execute and complete the job.
- **Equipment:** the necessary tools, machines and infrastructure needed to start, execute and complete the job.
- **Materials:** the necessary parts and consumables needed to start, execute and complete the job.

## What are benefits of using standard work?

Standard work results in reduction of inconsistencies in process and easier training of new employees. Standardizing work adds structure, promotes problem solving, and involves team members in developing better ways of doing business.

Research shows additional benefits are:

- Clarifies the process of the job or task.
- Allows for documentation of the best way to do a job.
- Ensures operating consistency (doing the job the same way, every time.)
- Expedites employee training.
- Provides the baseline for improvement.
- Results in injury reduction.
- Provides predictability in schedule.

Standard work is one of the most powerful tools for process improvement. By documenting the current best practice, standard work forms the baseline for continuous improvement. You don't know where to start improving until you understand where you are starting from. Improving standardized work is a never-ending process.

## Who can use and develop standard work?

Everyone. The idea is that standard work can be used for every process regardless if you work on the waterfront or in an office space. Do you document those processes? Do you share the best way to do that process with peers at the other shipyards?

## Why the investment?

For an organization the size of the naval shipyards, having a solid strategy for maintaining lessons learned and the best way

of doing business is critical for success. Treating a job as first-time work every time somebody new does it is not a smart way of conducting work. Standard work allows for learning from what others have done in the past.

## What's next?

Collectively, the four naval shipyards knew knowledge sharing was necessary on a larger scale. In December, the shipyards agreed to implement standard work at a corporate level. The Product Book (located on the SharePoint homepage under "other links") is a large part of the knowledge sharing effort. It serves as the repository for documented best practices and process improvements.

In the end, standard work will help the shipyards consistently achieve safety, quality and efficiency, providing the best cost and schedule for the project.

For more information on standard work, inquire with your direct supervisor.

Look for more information on developing and using standard work in an upcoming Salute.

## STANDARD WORK

To support the non-stop execution of work.

**Standard work is: Think POEM**

**Process**  
The steps of the task, start to finish, in the right sequence at the right time.

**Operator**  
The knowledge, skills, and abilities needed to start, execute and complete the job.

**Equipment**  
The necessary tools, machines and infrastructure needed to start, execute and complete the job.

**Material**  
The necessary parts and consumables needed to start, execute and complete the job.

**The benefits are:**

- » Clarifies the process
- » Documents the best way to do a job
- » Ensures operating consistency
- » Expedites employee training
- » Provides the baseline for improvement
- » Results in injury reduction
- » Predictability in schedule

Safety . Quality . Efficiency . Cost . Schedule

## Congratulations team!

On Feb. 19, USS Theodore Roosevelt (CVN 71) sent the following Bravo Zulu message for emergent repair support which was provided by Puget Sound Naval Shipyard & Intermediate Maintenance Facility. The Rough Riders extend a personal 'thank you' for your exceptional support during emergent repair work for the astern throttle valve.

Your team of professionals, especially those from Code 371, Roosevelt Project; Code 246, Test and Work Control Engineering Division; Code 900, Production Department; Shop 38, Marine Machinists and Shop 51, Electricians performed the repair brilliantly and expeditiously.

Their dedication and quality work is a testament to PSNS & IMF's continued commitment to the fleet.

Your engineering, technical, testing support and teamwork with our Sailors will remain essential to enabling our future mission success. We value our partnership with you.

Thank you again for your team's can-do attitude and for always supporting the warfighter.

Bravo Zulu!

Captain Carlos A. Sardiello  
Commanding Officer  
USS Theodore Roosevelt (CVN 71)



## Kitsap Transit Commuter Survey

**Kitsap Transit is conducting a survey to understand the commuting needs of the Puget Sound Naval Shipyard & Intermediate Maintenance Facility workforce.**

**The survey is voluntary and anonymous (unless you request to have more information provided at the end of the survey).**

**The results of the survey are intended to help Kitsap Transit enhance transportation services to their Worker/Driver customers.**

*Take the survey at:*

<https://www.surveymonkey.com/r/PSNS-commuter>

## Safety throughout the year Proper procedures, controls protect against hazardous energy injuries

*PSNS & IMF Public Affairs*

When people think of hazardous energy in the workplace, one of the most common hazards that probably comes to mind is electrical energy. However, several forms of hazardous energy can cause serious injury, or worse, if employees don't follow proven procedures to protect themselves.

Chemical, electrical, hydraulic, mechanical, pneumatic and thermal are all energy sources with the potential to hurt an employee. One of the procedures Puget Sound Naval Shipyard & Intermediate Maintenance Facility employees can use to protect themselves from hazardous energy is the Lockout Tags-Plus procedure.

### **Lockout Tags-Plus procedure**

The following steps must be completed by an authorized employee who is qualified to perform the service or maintenance on the machinery, equipment or system in question.

First, identify the types of energy sources used on machinery, equipment or system, as well as identifying potential hazards and control devices such as switches or valves. Next, notify all affected employees in the vicinity

that the machinery, equipment or system will be down and de-energized prior to servicing, and that the Lockout Tags-Plus system will be implemented. Then turn off or open all operating systems to isolate or depower the machinery, equipment or system. Turning off the electricity to a machine that also has stored hydraulic pressure only protects employees from half the hazardous energy risk. All energy sources must be blocked, bled or relieved if connected to the machinery, equipment or system.

Next, lock out all energy controls in the "off," "open" or "safe" position—machine depending. Be sure to verify all hazardous energy is removed by utilizing appropriate tools, test equipment, and safety measures. Only after these steps have been completed will the authorized employee perform the service or maintenance on the machinery, equipment or system.

Finally, after the work is complete and the machinery, equipment or system is fully intact and operational, remove all lockout devices. All employees in the area must be notified before removing the lockout device by the authorized employee who applied it.

### **Types of hazardous energy**

Many types of equipment or machinery can store energy. Employees must use Lockout Tags-Plus to work on or near any equipment or system that stores energy of any kind.

For example, counterbalances, springs and gravity can all store mechanical energy. Spraying devices, power washers and other tools and machines store pneumatic energy. Hydraulic systems used to power pistons on both tools and ship's systems can store immense amounts of energy. Any system or equipment powered by electricity poses an electrical discharge risk. Batteries and other chemicals used in industrial processes can store energy that people should avoid. Finally, anything that is heated or cooled to a hazardous temperature should also be serviced using proper Lockout Tags-Plus procedures.

### **Tags-Plus**

For machinery, equipment or systems utilizing the Tags-Plus process, department head and Code 106 Occupational Safety Health and Environment Director approval is required on the energy control procedure prior to the start of work.

For more information about hazardous energy control go to: <https://homeportnw.psns.navy.mil/dept/106/106-2/default.aspx>.



Rodney Breummer, a temporary services electrician with Shop 99, uses a volt meter to confirm a device has been properly powered down during a lock-out tag-plus procedure demonstration in Building 462, Feb. 25, at Puget Sound Naval Shipyard & Intermediate Maintenance Facility. (PSNS & IMF photo by Max Maxfield)



A lock is attached to a device that has been properly powered down. (PSNS & IMF photo by Geno Hernandez)

The March safety throughout the year topic was brought to you by Shop 99, Temporary Services.

NEW DATE!



# Employee of the Year

## Award Ceremony

April 10 at 1 p.m. at the Admiral Theatre

Time allowed with supervisor's approval.

Questions 476-3010 or 476-3012



## Thrift Savings Plan enrollment information

Information about participating in the Thrift Savings Plan during calendar year 2019 is available on the Office of Civilian Human Resources portal at <https://portal.secnav.navy.mil/orgs/MRA/DONHR/Benefits/Benefits%20Bulletins/2018-1%20TSP%20Enrollment%20For%202019.pdf>.

### Highlights:

- You can enroll, change, or cancel your TSP contributions at any time; there is no open season!
- The 2019 TSP catch-up contribution limit for employees age 50 or over is \$6,000 (total of pre-tax traditional and after-tax Roth contributions).
- Federal Employees Retirement System participants must distribute their regular TSP contributions over the entire year to receive Agency Matching Contributions each pay period.
- If you want to change the amount of your contributions or make TSP catch-up contributions in 2019, you MUST make an election using the Government Retirement and Benefits Platform or by calling the Benefits Line. You can access the GRB Platform on the OCHR Portal at <https://www.civilianbenefits.hroc.navy.mil/>

If you have any questions, call the Benefits Line at 888.320.2917 or email your questions to [navybenefits@navy.mil](mailto:navybenefits@navy.mil).

**Tickets now on sale!**

## Womens History Month Breakfast

Thursday, March 21  
6:30 - 8 a.m.

One hour time allowed with supervisor approval



## Naval Base Kitsap offers vehicle registration opportunity in CIA

March 11  
1 - 5 p.m.

March 13  
6 - 10 a.m.

Building 850A lobby

Naval Base Kitsap regulations require that all vehicles operating on the base be registered through the NBK-Bremerton Parking Office in Building 433.

In an effort to minimize disruption to our workforce, NBK will be staffing a table to provide registration opportunity to our employees.

The form for registration is available on the PSNS & IMF Sharepoint page News You Can Use. Additionally copies will be available at the table.

Please fill out the referenced form and bring it and the following with you:

- Valid vehicle registration.
- Proof of insurance.
- Common Access Card.
- Driver's license.

### For more information:

call the NBK Parking Office at 360.627.4021

or email [traffic.and.complaints@navy.mil](mailto:traffic.and.complaints@navy.mil)

# Summer 2019 Knowledge Share Fair

Want to be an exhibitor?

For more information email:  
[PSNS.Workforce.Dev.FCT@navy.mil](mailto:PSNS.Workforce.Dev.FCT@navy.mil)



## Voluntary Leave Transfer Program recipients

This program authorizes federal employees to donate annual leave to other federal employees experiencing medical conditions. If you wish to donate annual leave or have questions contact Shawn Castro at [shawn.castro@navy.mil](mailto:shawn.castro@navy.mil) or 360.476.5386 or fax your donation form to 360.476-6669.

Teammates currently in need of donations:

### Code 105

Curt Cady  
Billy Sprague  
Code 109  
Fay Escobedo  
Marselles Jefferson

### Code 130

Annikkia Bryant  
Richard Petrone  
Code 200  
Shane Hamre  
Tyler Jackson

### Code 280

Christopher Smith  
Code 300  
Melissa Jaskinia

### Code 400

William Abare  
Robert Centeno

### Code 600

Shannon Burgess  
Code 700

Andrea Abrams  
Taylor Crippen  
Kendall Juluke  
Chelsea Weber  
Jonathan Yette

### Code 1000

Lawrence Kalcso  
Code 1100  
Rebecca Phillips

### Code 1180

Britany Ashley  
Code 2300  
Julia Martinez  
Marty Sampson

### Shop 06

Valerie Hopper

Tammy Jordan

### Shop 11

Jessica Hammons  
Shop 17  
Vanessa San Gil

### Shop 26

Joshua Hubbell  
Luis Rivera  
Joshua Wagner

### Shop 31

Rebecca Elkins  
Gilead Rose  
Gary (Todd) Smith

### Shop 38

Sandra Hayman  
Kevin Martin  
Jeremy Walker  
Marcus Waring

### Shop 51

William Kiendel

### Shop 52

Bonnie Eicher

### Shop 57

Glenn Webb

### Shop 64

David McCrary

### Shop 67

Douglas Irvin

### Shop 71

Ryan Garrison

### Shop 99

Marian Baca

Sarah Hustis

## Trading Post

### For sale

2009 VOLKSWAGEN CC LUXURY (114K MILES)  
Excellent condition, 2.0T. Auto. Dark grey w/ clear-bra, glass moonroof. Heated power front seats. Black leather interior. Garaged. Non-Smoker. Dealer maintained with service records. Transferring overseas. Asking \$5,900, OBO. Call 425.420.5100.

### Rideshare

PIERCE TRANSIT VANPOOL Rider/driver opening.  
Depart Canyon Rd. and 115th Safeway/Walgreens parking lot at 5:45 a.m. Departs from the shipyard at 4:10 p.m. Call or text 360.979.8381.

### Ad policy

To post an ad, email to [psns.pao.fct@navy.mil](mailto: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.

- Not all ads can be guaranteed to run in the next issue.
- Ads accepted from military and civilian personnel of PSNS & IMF only.
- PSNS & IMF official phone numbers or official Navy email addresses cannot be used in an ad.
- No rentals, home businesses permitted.
- No firearms.

## Federal employees health benefits service day

March 13  
11 a.m. - 1 p.m.

United Way of Kitsap County  
Conference Room  
654 4th Street #100

Representative from a few health insurance carriers will be available to answer questions.

Employees may attend outside of the normal lunch period with supervisor approval.



## Science, Technology, Engineering and Math showcase

March 23  
10 a.m. - 3 p.m.

at the Kitsap Mall

Dozens of free, hands-on activities for all ages

Experiments • Science • Mathematics • Engineering • Robotics • Technology • Electronics

Compete in the Bridge Challenge! Details at [westsoundstem.org](http://westsoundstem.org)

# Puget Sound Navy Museum seeking volunteers

Are you a military veteran or retired Puget Sound Naval Shipyard & Intermediate Maintenance Facility worker? Perhaps you are interested in helping out and meeting new people? Puget Sound Navy Museum has a great opportunity for you to volunteer and help educate the public about our nation's proud Navy heritage!

Volunteers are the public face for the museum and allow the museum to remain open to the public 361 days per year. They are seeking enthusiastic people to welcome and interact with visitors at the front desk, within exhibit galleries and in the museum gift shop. They offer flexible schedules and are willing to accommodate individuals as

best they can. If you are a veteran, this is an excellent opportunity to continue serving the public. If you are a local, your knowledge of regional Navy history is invaluable to us!

For more information, please call Alexander Hostettler, volunteer coordinator at 360.627.2271 or email [volunteer.psnm@navy.mil](mailto:volunteer.psnm@navy.mil).



**Come join our team at the**  
**Puget Sound Navy Museum**

For information, contact Alexander Hostettler, volunteer coordinator at 360.627.2271 or online at [volunteer.psnm@navy.mil](mailto:volunteer.psnm@navy.mil).

*Volunteer applications can be filled out at the museum or online at [www.pugetsoundnavymuseum.org](http://www.pugetsoundnavymuseum.org).*



**251 First Street, Bremerton, WA**



**Spring ahead**  
**One hour**  
**March 10!**