



SALUTE



Puget Sound Naval Shipyard & Intermediate Maintenance Facility

Mar. 21, 2019
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Ex-Buffalo undocks early

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A new symbol for the modern shipyard we have become

Team PSNS & IMF,

Wow, what a great couple of weeks. Across the waterfront, you continue to demonstrate excellence in all you do. The USS Ronald Reagan (CVN 76) project team completed the 50 percent review for our latest selected restricted availability. It was clear to everyone including senior leadership from Commander Naval Air Forces, Pacific Fleet and Naval Sea Systems Command that you are on track to deliver on time once again on our forward deployed Naval forces aircraft carrier – incredibly important to the combatant commander in that area of responsibility. We successfully docked USS Carl Vinson (CVN 70), and the entire team is off to a great start on that availability despite some challenges early on. Our ability to perform that non-trivial key event was made possible by the continued strong performance of the USS Nimitz (CVN 68) team. They completed hot operations six days early and are tracking to deliver the first on-time docking planned incremental availability in 13 years.

The team on USS Maine (SSBN 741) completed power range testing four days earlier than our originally scheduled duration, managing to thread the needle with some important repairs that have removed risk from the remainder of the end game. The team on USS Ohio (SSGN 726) is wrapping up the last of the habitability items, planes grooming and motor generator work and getting prepared to start power range testing and complete that availability this spring. The USS Jimmy Carter (SSN 23) team continues to track ahead of what is always a challenging availability, driving through the large number of inspections, repairs, preservation and major alterations.

You undocked ex-Buffalo (SSN 715), and you completed that availability just over two months ahead of schedule for our fastest

Inactivation under the current construct.

You completed work on ex-NR-1, and all is ready to undock to support the fall shipment. You closed the ex-Salt Lake City (SSN 716) disposal package, completed removal of the rest of the ship from the dock and will be ready to undock both packages. This is incredibly important to continue the essential work on maintaining our facilities across the waterfront.

Code 400, Industry Management Department and our private sector partners are currently working Caisson 2 to support the on-time start of the upcoming USS Michigan (SSGN 727) availability and are going to jump right in to Caisson 3 after we undock the two packages in Dry Dock 3. With the team on ex-Narwhal (SSN 671) wrapping up their work pier side, the on-time completion of Caisson 3 will support the docking phase of their availability in September. The Alternate Inactivation Construct team completed the first of its kind ship's layup availability on ex-Bremerton (SSN 698) on March 12, 16 days ahead of schedule, and is on track to complete the ex-Jacksonville (SSN 699) SLA on May 15. These two availabilities are incredibly important to getting our highly trained crews back to the Fleet.

The team in Everett are wrapping up the last of the work on USS Sampson (DDG 102) and the team is on track for the Light Off Assessment and on-time completion in the coming weeks. As a reminder, USS Kidd (DDG 100) was completed on time last year, the first on time surface ship completion in 10 years and the Sampson project team is on track for their second on-time completion in a row. And even with all that, you continued to support our deployed, deploying and deployable boats in Everett, Guam, San Diego, Bangor and Bremerton. If that were not enough, the teams

(Commander's Corner continued on Page 10)

On the cover

Ex-Buffalo (SSN 715) exits dry dock at Puget Sound Naval Shipyard & Intermediate Maintenance Facility on March 14. (PSNS & IMF photo by Scott Hansen)

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

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Buffalo project team, ship's force save Navy money by improving schedule and sub recycle process

PSNS & IMF Public Affairs

The ex-Buffalo (SSN 715) undocked on March 14, a major milestone met nearly seven weeks ahead of schedule. This significant accomplishment was achieved through teamwork. The project team worked to have certain requirements reassessed, drove innovation and was able to return the Sailors assigned to the sub back to the fleet three weeks early.

"We had the momentum coming off of the ex-City of Corpus Christi (SSN 705) and ex-Houston (SSN 713) and never took our foot off the gas pedal," said Project Superintendent Floyd Sawyer. "We set a goal during our Integrated Project Team Development with the ship to work as one team and support each other. I could not be more proud of the shipyard and ship's force team's efforts."

By asking what if things were done differently and encouraging original thinking, several innovative ideas resulted.

"My focus as commanding officer was that we do things for a reason, not just because it's the way we have always done it," said Cmdr. Paul Lee, the final commanding officer of Buffalo. "Everyone's ideas are welcome, not just mine, which created an environment that fostered innovative ideas and solutions."

One of these ideas was a standout example of where the project saved big on time and schedule.

While Scott Beggs, the project superintendent (execution) with Code 350, Inactive Fleet, Reactor Compartment Disposal and Recycling, was talking to Lee, they wondered if the ship's sonar transducers could be harvested during the inactivation phase rather than waiting until the recycle phase. The project team went into their "what if?" mode.

According to Tammy Gal, assistant project superintendent, after a submarine is inactivated, including defueling and preparing for long-term storage, it is brought back into dry dock for recycling. Before Buffalo, the sonar transducers were harvested by PSNS & IMF workers during the recycle phase.

Lee and Beggs' idea of harvesting the transducers during the inactivation phase was presented to the Buffalo project team, the Business and Strategic Planning Office, as well as engineering personnel. Their consensus was that changing the recycle process was not only possible, it could save the Navy millions of dollars by harvesting the transducers before long-term storage.

According to Gal, another benefit of harvesting during the inactivation phase is that the remaining members of the ship's force could assist with the work.

The work the Sailors did during the inactivation phase is work PSNS & IMF workers will not have to perform later during the recycle phase.

"It didn't cost the command resources or man-hours to do the harvesting, and it kept the Sailors busy during the inactivation period," explained Gal. "Ship's force actually did the work in half the time than it normally takes."

Gal said the project worked closely with the ship's force and

Code 350, as well as Code 1050, Corrosion Control and Repair Product Line, and Shop 11 Shipfitter Shop to remove the sonar dome and harvest the transducers while also removing the mud tank and upper and lower rudders from the ship.

When the project ran out of time to remove the mud tank, Code 1050 coordinated with Shop 11 to employ innovative cold-cutting techniques to complete the job on time.

"This was the first time Shop 11 supported this type of work," said Matt Hixon, Code 1050 product line manager. "They now have even better concepts to remove mud tanks on future inactivation projects."

The Buffalo project team did all of this new work and still undocked the boat nearly two months earlier than scheduled.

"If it wasn't for the openness to try new things, the drive and dedication of the team and all the support from within the command, we wouldn't be making the improvements we are today," said Gal.

(Buffalo project continued on page 11)



Ex-Buffalo (SSN 715) sits in Dry Dock 1 at Puget Sound Naval Shipyard & Intermediate Maintenance Facility in Bremerton, Wash., with the sonar dome and sonar transducers removed, March 5. (PSNS & IMF photo by Max Maxfield)

Reagan SRA project team reaches major milestone

PSNS & IMF Public Affairs

Puget Sound Naval Shipyard & Intermediate Maintenance Facility, Ship Repair Facility, Japan Regional Maintenance Center and USS Ronald Reagan (CVN 76) crew achieved a major milestone on March 11, reaching the 50 percent point of the ship's fiscal year 2019 selected restricted availability. Senior leaders from across the naval aviation enterprise visited to mark the occasion and observe first-hand the project team in action. Project leadership briefed Navy leadership on the status of ongoing maintenance, successes and challenges, and lessons learned that will be shared across the maintenance enterprise.

"Here we are at the 50 percent point and we've already accomplished so much," said Paula Chapman, project superintendent of the SRA. "There is much to be proud of with the team. They clearly strive to be the best in both quality and safety—as evidenced by a 98 percent reduction in certification deficiencies—as well as the daily dialogue I hear on what we can do to keep ourselves and each other safe. We are on track to reach production completion date and get the ship back on mission on-time and with full capability."

The major work being performed to keep the Navy's forward-deployed aircraft carrier at the ready includes

propulsion plant instrumentation and electrical upgrades, main engine and piping inspections and repair as well as major weapon systems upgrades. These upgrades continue to meet the intent of the Chief of Naval Operations' "Design for Maintaining Maritime Superiority" and Naval Sea Systems Command's mission priority to improve the warfighting capability of ships and systems.

"It's clear that USS Ronald Reagan is being maintained with our NAVSEA mission priority in mind. I am impressed with the job this team of maintenance professionals has done," said Rear Adm. Stephen F. Williamson, deputy commander, NAVSEA Logistics, Maintenance and Industrial Operations, who attended the events.

Although a significant amount of maintenance remains to be done, the team took time to reflect on the extraordinary efforts to date, recognize teammates for their substantial contributions and celebrate the 50 percent milestone with a barbecue for the mechanics and support personnel who made it all possible—a time-honored tradition.

"The Reagan team has done a great job this year. We're on our eleventh SRA here and we continue to knock it out of



Aaron Baker, deputy project superintendent and Rear Adm. Stephen Williamson, deputy commander, NAVSEA Logistics, Maintenance and Industrial Operations, work the grill at a barbecue celebrating the project reaching the 50 percent point of USS Ronald Reagan's (CVN 76) selected restricted availability. (PSNS & IMF photo by Michele Fletcher)

the park," said Chris Hughes, PSNS & IMF aircraft carrier program manager. "I was proud to see the team actually ahead of the 50 percent mark this week. The barbecue was fun and a fitting 'thank you' for a lot of hard work."

Project lead blazing trails across the Pacific

Michele Fletcher, PSNS & IMF Public Affairs

Paula Chapman, Puget Sound Naval Shipyard & Intermediate Maintenance Facility, USS Ronald Reagan (CVN 76) fiscal year 2019 selected restricted availability project superintendent, has been leading the project since planning started in 2017. This is her first time as a project superintendent and she is the first female carrier project superintendent on the west coast, however, she has been part of project teams for fourteen years, starting as project engineer on the 2006 USS Nimitz (CVN 68) planned incremental availability, in San Diego, Calif. Chapman has been with the shipyard since graduating college in 2000.

When the Reagan project finishes

up, she will return to PSNS & IMF Bremerton site and join the planning effort for the USS Abraham Lincoln (CVN 72) fiscal year 2020, planned incremental availability, serving as project superintendent for the first PIA back on the west coast post Refueling and Complex Overhaul.

"The thing I love most about our team this year is how well we band together and rise to new challenges as they come up," said Chapman. "The team comes together, develops plans to get work on particular jobs done weeks ahead of schedule and then executes the work even faster. I firmly believe the team will continue to knock it out of the park each and every day until they are done ahead of schedule."



Paula Chapman, project superintendent, USS Ronald Reagan (CVN 76) selected restricted availability. (PSNS & IMF photo by Michele Fletcher)

Machinists embrace 3D printing to reduce waste, cost of procedure

Max Maxfield, PSNS & IMF Public Affairs

A group of problem solvers at Puget Sound Naval Shipyard & Intermediate Maintenance Facility suspected they could 3D print a device that would reduce time, money and frustration when trying to isolate part of a system in a larger piping system. They are in the final stages of getting that device approved for shipboard use.

For decades, marine machinists in Shop 38 have cooled down a section of water line leading to the repair area by creating an ice plug inside the line itself. The current setup, called a vortex freeze jacket, takes a significant amount of time to build and install and requires insulation to be taped around it.

Mitch Van Epps, reactor systems innovations cell manager with the Reactor Systems Product Line, and Adam Tate with the Product Line Department, came up with the idea of creating a six-piece, 3D-printed freeze jacket that wouldn't require extra insulation, snapped together for easy installation, and would be reusable.

Before taking the time and effort to build the 3D file they'd need, they decided to see if a set-up made out of plastic could replace the metal system currently being used.

"There was some initial concern about the plastic and how it would hold up to the temperatures, so we submerged a block of Ultem 9085 high-performance thermoplastic used in 3D printing into liquid nitrogen for an hour, then removed it and struck it with a hammer to see what abuse it was capable of," Van Epps said.

The liquid nitrogen was about -320 °F. The plastic withstood the assault, so the men enlisted help from Shop 31, the machinists, electroplaters, toolmakers, maintenance and special maintenance



Vortex freeze sleeve. (PSNS & IMF photo by Scott Hansen)



Mitch Van Epps with Code 1010, Reactor Systems Product Line sets up the 3D printed vortex freeze sleeve display model. (PSNS & IMF photo by Scott Hansen)

and reusable support equipment shop, to start the design process.

"With an idea in mind but no way of bringing it to life, we enlisted the help of Steve Christensen, who created a design based on the current metal jacket," said Van Epps. "We came up with a few different versions of the jacket. We were trying to attach vent ports to control frost buildup and allow it to have interchangeable pieces."

Christensen, an additive manufacturing coordinator with Shop 31, said he and Van Epps wanted to take full advantage of 3D printing capabilities and add improvements into the design that simply couldn't be built into the current metal and insulation setup.

"Mitch came to me looking for a new design for the freeze jackets and pre-coolers," explained Christensen. "I designed them with input from Mitch. The biggest advantage of 3D printing the jackets is the quick delivery via additive manufacture (3D Printing), and it can come in contact without an insulation buffer between it and the pipes around it."

The team is currently on the fifth version of the device. The latest version has double-wall construction to aid in frost control and has variable-output vents that allow mechanics to control

the amount and direction of cold air coming out of the sleeve, Van Epps said.

It also features a snap-together design that allows mechanics to use both hands when installing the hose clamps that hold the device together, he said. The pre-cooler design allows easy removal and installation of various length coolers quickly and efficiently.

The 3D-printed device was designed specially to reduce time, cost and frustration that comes with using the current method.

"The biggest takeaway is that the mechanics will spend less time on installing a freeze jacket due to not having to build a pre-cooler setup out of insulation," said Van Epps. "The foam also becomes very difficult to modify with tape and will not stick well to wet surfaces. Also, at the end of the job the printed parts would all be reusable, while with the current method the foam and tape all become waste and have to be replaced for each job."

Van Epps and Christensen are working closely with Sean Goerke and Scott Matthews, who are responsible for the engineering testing and paperwork needed to allow the 3D-printed device to be used shipboard.

The team hopes to work through any final engineering concerns and use the new setup on an upcoming project.

Recent achievements, next quarter's goals and what comes next for meeting the mission

The command has recently reached many milestones, each of which are a step to delivering on time, every time, to preserve national security, part of the command's strategic framework. Here are a few highlights from around the waterfront and around the world.

Please note not every key event or milestone is listed and some may have been accomplished in the days between submission and publication. In addition, some events have been generalized to ensure proper protection of sensitive information.

USS Maine (SSBN 741)

The engineered refueling overhaul team is nearing the end of the availability. The ship completed their propulsion plant exam, and the combined team is now engaged in fully exercising the propulsion plant with a rigorous testing program. The availability is slated to wrap up in mid-spring.

USS Ohio (SSGN 726)

After the successful undocking over the holiday period, the crew is currently preparing for their propulsion plant exam. Next quarter's goals include coming through a complex ship

alteration to the steering and diving system, accomplishing all propulsion plant testing, and getting Ohio back to sea as a deployable national asset.

USS Jimmy Carter (SSN 23)

The team continues to meet and exceed its timelines including shafting and preservation work, which are some of the major product lines being executed. The goal for the upcoming quarter is to complete significant portions of the blasting and preservation work in late spring.

USS Ronald Reagan (CVN 76)

The four-month Selected Restricted Availability in Yokosuka, Japan is underway and is already at the 50 percent mark. The team is hammering away at the critical paths, which include tank preservation and reboiler work, leading to system restoration and completion of availability in late spring. The team's goal is to deliver the ship on time this upcoming quarter.

USS Nimitz (CVN 68)

Nimitz continues to hold fast on meeting the scheduled completion date. The team completed the undocking over the holiday period, achieved the key



USS Sampson (DDG 102) arrives at Naval Station Everett, June 2016. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jonathan Jiang)

event for starting hot operations plant testing and is on schedule to complete that testing and have all work completed to support the follow-on events and milestones. The team's goal is to deliver the ship on time this upcoming quarter.

USS Carl Vinson (CVN 70)

Carl Vinson arrived at the shipyard in January to execute an early start period and prepare for a 17-month docking planned incremental availability. The Vinson team successfully completed that period as well as the docking. Commencement of the availability was called on-time on Feb. 28. The goal for the upcoming quarter is to execute system takedowns and open up production sites to get the DPIA into full swing production.

USS Seawolf (SSN 21)

Seawolf completed the Chief of Naval Operations extended drydocking selected restricted availability and returned to the yard for the post major availability upkeep. Currently undergoing a battery replacement and sonar upgrades, Seawolf is on-track to deliver on time in late spring.

USS Connecticut (SSN 22)

Returning from deployment, the ship went into stand-down. This inport period gave the team the time to interface with the boat and get ready for the docking continuous maintenance availability starting this quarter. The goal for the upcoming quarter is to

get Connecticut docked on time and commence the installation of a major sonar ship alteration.

Ex-Buffalo (SSN 715)

The Buffalo team hit this one out of the park. Originally scheduled to complete in May, the team undocked and completed the availability a month and a half early.

USS Sampson (DDG 102)

The project team will be wrapping up Sampson's availability at Vigor Shipyard this quarter. Currently 98 percent complete, the project team is on track to complete the availability in the coming weeks.

USS Jacksonville (SSN 699) and USS Bremerton (SSN 698)

Both ships have made great strides to execute the prototypical ships' layup availability and melding the crews together to complete the availability. Bremerton is tracking to be done this month with Jacksonville's completion in late spring.

Ex-Salt Lake City (SSN 716) and ex-NR-1

Recycling efforts for both ships have overcome some major obstacles and will be closing out in the upcoming quarter. The ex-NR-1 is tracking for on-time completion and shipment and, on Salt Lake City, docking work will be completed in late spring.



USS Jacksonville (SSN 699) arrives at Puget Sound Naval Shipyard & Intermediate Maintenance Facility in December 2017 for its inactivation process. (U.S. Navy photo by Master-at-Arms 3rd Class Taylor Ford)



USS Carl Vinson (CVN 70). (U.S. Navy photo)

What's next:

- USS Michigan (SSGN 727) – availability commencement
- USS Pittsburgh (SSN 720) – preparing for arrival, inactivation commencement.



USS Buffalo (SSN 715) arrives at Puget Sound Naval Shipyard & Intermediate Maintenance Facility for its inactivation process in May 2017. (U.S. Navy photo by Mass Communication Specialist 1st Class Amanda R. Gray)



USS Nimitz (CVN 68). (PSNS & IMF photo by Thiep Van Nguyen II)

Colby Carter, Shop 11

Shipyard, project work the right direction for shipfitter

Colby Carter is a shipfitter in Shop 11 who has worked for the shipyard for five years. He graduated the apprenticeship in 2018 and this is his second time working in Yokosuka on the USS Ronald Reagan (CVN 76) project team.

Why did you decide to come to work for the shipyard?

I was working for the city of Bremerton and taking a few college classes to decide the direction I'd like to go. My dad mentioned the shipyard was hiring and suggested I apply. I applied and was accepted and, soon after starting work, I thought there was potential for a good career. I applied for and was accepted into the apprenticeship. It all seemed like the right direction to go and it definitely has been.

What do you like best about being part of the project team in Yokosuka?

Teamwork. Teams working together inside short schedules have

opportunities to really help each other, to shape great mechanics. Everyone counts on everyone else. With a more concise schedule each trade assists the other, setting things up for the next evolution of a job. For example, one of the jobs this project required was taking pre-fabricated foundations that have come from the shipyard, fit-up in place properly and accurately to support the necessary component resulting in successful assembly of that system.

What gives you pride in what you do to support the mission?

The best part is seeing the finished product. When the project is done and you know you did your part and everyone else did theirs. There's always camaraderie on any job we do for the shipyard, and even more so on a temporary duty job where everything falls into a fast-paced schedule. When the project's done, there's a sense of pride in being part of that team.



Colby Carter, shipfitter with Shop 11. (PSNS & IMF photo by Michele Fletcher)

Elizabeth Schlinsog, Code 246

Test engineer finds the big picture the perfect perspective

Elizabeth Schlinsog has been a Code 246, Test and Work Control Engineering Division, test engineer since joining the shipyard in August 2017. In January 2018, she traveled to Yokosuka as a part of the fiscal year 2018 Reagan project and she knew right away that she wanted to come back. She's been back in Yokosuka as part of the fiscal year 2019 Reagan project team since November.

Why did you decide to come to work for the shipyard?

I earned a mechanical engineering degree from Walla Walla University, and several of my friends who worked at Puget Sound Naval Shipyard & Intermediate Maintenance Facility recommended applying for a job. The aspects of the job they described were exactly what I was looking for—a job focused on system-wide perspective. I like to see how the whole puzzle fits together and understand the big picture. In Code 246 I get to interface with many

different people on the project and see how the project operates from planning through certification.

What do you like best about being part of the project team in Yokosuka?

On a project as unique as this one you see the whole evolution from start to finish over a relatively short period of time. Out here problem resolution has to happen at a faster pace than it would back at the shipyard due to the short duration of the availability. Also, while on temporary duty the team effort is more pronounced, and I really enjoy being part of the team.

What gives you pride in what you do to support the mission?

Watching the ship pull away from dock after the work is done and realizing that you had a part in its ability to return to duty. Knowing the work I did was part of its success makes me really proud of the job I do.



Elizabeth Schlinsog with Code 246, Test and Work Control Engineering Division. (PSNS & IMF photo by Michele Fletcher)

Jenacia Cutino, Shop 56

Camaraderie across trades makes project team appealing



Jenacia Cutino, nuclear test pipefitter work leader, Shop 56. (PSNS & IMF photo by Jeremy Moore)

Jenacia Cutino is a nuclear test pipefitter work leader in Shop 56. She's worked for the command since 2012 and has been with the Reagan project team in Yokosuka since January. This is her second time on the project team in Yokosuka

Why did you decide to come to work for the shipyard?

I came to the shipyard because I was a single mom of two young boys and the opportunities available by working here were a great improvement to the position I was in at the time, working three jobs to support my family.

What do you like best about being part of the project team in Yokosuka?

The camaraderie. In nuclear testing you're working the same job every time, but on the project team you meet many new people because you work across trades. On a project like this,

everybody's there for you. The schedule is tight, so there's more direct interaction between trades. I like that feeling like we're all family. I'll be back again for future projects; it's a great job, a great team to be part of.

What gives you pride in what you do to support the mission?

The sense of support that helps us meet the mission. We're here to support the ship and by doing what we do, the ship meets its mission.

"On temporary duty trips, you get a greater sense of the command principles. It's easier to see how something like systems thinking works when you're on a project away from home and everything's streamlined — everyone's there for each other."

Jarod Port
Pipefitter Supervisor

Brandon Wahl, Shop 64

Fifth time around, project work still appeals



Brandon Wahl, shipwright with Shop 64. (PSNS & IMF photo by Michele Fletcher)

Brandon Wahl, a shipwright in Shop 64, Composite Plastic Fabricators, Fabric Workers and Shipwright's Shop, has worked at the command for seven years. He graduated the apprenticeship and continues to work for the project team year after year.

Why did you decide to come to work for the shipyard?

I came to the shipyard because the apprenticeship offered the potential which was greater than my circumstances at the time. It offered the potential for a lasting career.

What do you like best about being part of the project team in Yokosuka?

The project allows for a great flow of work. Every job requires scaffolding, that is what we build. On the project, there's a greater need for it everywhere, all the time—everyone needs scaffolding to get

to their work. That need being present all the time and in a condensed time is interesting and makes for staying busy most all the time.

What gives you pride in what you do to support the mission?

There is a good feeling in knowing that what we do is important, for the ship to finish maintenance and get back to service. Every job is important, and everyone supports each other, like a family. In fact I have a sister who works in kitting for the shipyard. We're hoping she'll get to come over and be part of team on an upcoming project. I look forward to it—the idea of being able to share the experience, the culture and support the mission together. It could be a great experience.

Shipyard, Sarcos Robotics announce collaboration

Matthew Bailey, PSNS & IMF Public Affairs

In a first-of-its-kind collaboration involving a Navy shipyard, Puget Sound Naval Shipyard & Intermediate Maintenance Facility and Sarcos Robotics will jointly develop robotic technologies, including full-body powered exoskeletons, for use in naval shipyards.

The partners entered a cooperative research and development agreement to develop technology to assist shipyard workers in unstructured, ergonomically challenging work environments such as confined spaces or when power tools or heavy lifting is required.

The collaboration was organized through the PSNS & IMF Technology Transfer Program, which helps link federal research and development with academic institutions and businesses in the private sector. A CRADA provides the formal mechanism between the federal laboratory and

partner collaborator.

PSNS & IMF received the designation as a technology transfer laboratory in June 2017 from the Office of Naval Research. The status enables the shipyard to enter partnership agreements to accelerate access to critical technologies.

"This partnership provides an exciting opportunity for the shipyard to develop innovative solutions to improve our work while providing a safer, more ergonomic work environment for our employees," said Capt. Howard Markle, commander of PSNS & IMF.

Sarcos Robotics, headquartered in Salt Lake City, has developed advanced robotic technologies that may have direct application for the maintenance, modernization and retirement of ships and submarines. Ben Wolf, chairman and CEO of Sarcos Robotics, said that this collaboration will, "ensure our robotic systems address the specific needs of the Navy and its workforce."

Commander's Corner: A new symbol for the shipyard we have become

(Continued from page 2)

on USS Louisiana (SSBN 743), USS Michigan (SSGN 727), USS Pittsburg (SSN 720), USS Connecticut (SSN 22), ex-Augusta (SSN 710) and ex-Minneapolis-Saint Paul (SSN 708) are doing excellent job planning for their availabilities that commence after the middle of the calendar year. Again, wow! And well done!

Puget Sound Naval Shipyard & Intermediate Maintenance Facility has served the nation with distinction for 128 years. Many of the facilities in which we do our most critical work are historic landmarks – national treasures, really – older than ourselves, our parents or our grandparents. You and I can look back with great pride at the legacy of accomplishment that our command has established over the years.

Regardless of the age of our physical plant, PSNS & IMF is a thoroughly modern, innovation-focused, high-tech military maintenance organization poised for success today and into the future. Our organizational identity and brand should reflect that. Our new command logo embodies this and depicts the totality of the warships that are under the care of our great teams that I just discussed.

You'll notice right away that the new logo is a cleaner, more modern and more modular design. We think it will be instantly recognizable wherever it's used, near or far, small or large. With multiple shape and color combinations, it's also versatile enough for any use we can imagine while retaining its distinctiveness.

That's only part of the story of our new logo. Our previous logo had a very traditional look and feel to it. Our new logo is focused squarely on you – a team of maintenance professionals that deliver well-maintained, newly modernized warships to the Fleet on time, every time.

As well as it served us, our previous logo whispered our name to those who saw it. The new logo proudly shouts "PSNS & IMF" to all who see it, leaving no doubt about the pride we take in our mission and our command. It is a new symbol for a new era at the shipyard and a new generation of PSNS & IMF teammates.

I think our new logo will serve us well on signage, on correspondence, in the digital world and on authorized organizational clothing and equipment, and it's our intention to protect it, legally and via shipyard policy, for those purposes. If you're in doubt about whether your plans for the logo are authorized, just ask the legal office or the public affairs team.

Of course, we have a lot of items, permanent and consumable, that still bear our previous logo. Please – do not discard large amounts of consumable items, such as business cards, solely to replace the logo. Use those existing stocks until they're depleted, and change logos when it's time to restock. That said, please do a scrub of things like permanent signage and electronic documents, note all the places where the logo is displayed, and start the process of replacing them.

I hope you feel the same sense of pride as I do in our team, and it's my hope that our new logo will become a universally recognized symbol of that pride. Thanks in advance for embracing this new symbol, and for being an indispensable part of the team it represents.



Howard Markle
 Captain Howard Markle
 Commander, PSNS & IMF

Buffalo project

(Continued from page 3)

Removing both the front and back of the ship means it will take up less room at Mooring Alpha.

Gal said all openings into the main ballast tanks have welded blanks installed, and all other openings into the tanks have been welded shut, so the ship is more than seaworthy enough to sit at Mooring Alpha until the PSNS & IMF schedule calls for it to be recycled.

"I could not have hand-picked a better group than the Buffalo project team I inherited," stated Lee. "The personalities, professionalism and expertise were all in the right proportions to make our team greater than the sum of its individual parts."

February retirees

During February 2019, 11 employees with a combined 381 years of corporate knowledge retired:

Morris W. Duncan, Shop 17
 John P. Durupt, Code 740
 Bob Louis Hasbargen, Shop 99
 Laurence A. Hall, Code 720
 Michael A. Heesacker, Code 2300
 John R. Jones, Code 246

James J. Kershaw, Code 350
 Charles M. Kornish, Code 730
 Gary E. Meckley, Code 270
 Chinh M. Nguyen, Code 260
 Steven A. Soto, Code 126

Trading Post

For sale

2007-2017 JEEP WRANGLER 5 ea GT Radial 245/70R16 107H studdable Champiro 16 Pro SUV radial tubeless M+S mounted and balanced on silver painted OEM Jeep wheels 16" x 7". Text 253.886.9166

Rideshare

PIERCE TRANSIT VANPOOL Rider opening. Departs TCC park & ride at 5:55 a.m. Departs G Lot at 4:10 p.m. Call 360.340.5122

PIERCE TRANSIT VANPOOL Rider/alternate driver opening. Departs Tractor Supply, River Road at 5:45 a.m. Departs G Lot at 4:10 p.m. Call 360.600.9221

PORT ORCHARD VANPOOL Rider/driver opening. Work schedule of 6 a.m. to 2:30 p.m. Departs Port Orchard at 5:20 a.m. Departs shipyard at 2:40 p.m. Call 360.627.2891

PIERCE TRANSIT VANPOOL Driver/rider opening. Departs Tacoma Narrows/6th Ave park & ride at 6 a.m. Departs Bldg 943 at 4:15 p.m. Call 253.274.9650

Ad policy

To post an ad, email to psns.pao.fct@navy.mil, or come to Building 850, floor 5, Congressional and Public Affairs Office and fill out an ad form. Ads for Trading Post are accepted from military and civilian personnel of PSNS & IMF only. Work email address and phone number must be included in the ad submission. All information (other than work email address or phone number) included in correspondence is subject to be used in Salute-print and online.

- 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.

Voluntary Leave Transfer Program recipients

Federal employees are authorized to donate annual leave to other federal employees experiencing medical conditions. If you would like to donate annual leave or have questions, contact Shawn Castro at 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 Billy Sprague	Robert Centeno	Shop 06 Teresita Callaway	Marcus Waring
Code 109 Fay Escobedo	Shannon Burgess	Valerie Hopper	Shop 51 William Kiendel
Kendra Fitch	Code 700 Andrea Abrams	Shop 11 Jessica Hammons	Shop 52 Bonnie Eicher
Marselles Jefferson	Taylor Crippen	Shop 17 Vanessa San Gil	Shop 57 Glenn Webb
Code 130 Annikka Bryant	Chelsea Weber	Shop 26 Joshua Hubbell	Shop 67 Douglas Irvin
Richard Petrone	Jonathan Yette	Luis Rivera	Shop 71 Breanna Spracklin
Code 200 Caitlin Earl	Code 1000 Lawrence Kalcso	Joshua Wagner	Ryan Garrison
Shane Hamre	Code 1100 Rebecca Phillips	Shop 31 Rebecca Elkins	Robert Pennington
Tyler Jackson	Code 1180 Britany Ashley	Gilead Rose	Shop 99 Marian Baca
Code 280 Christopher Smith	Code 2300 Karl Druschke	Gary (Todd) Smith	Sarah Hustis
Code 300 Melissa Jaskinia	Julia Martinez	Shop 38 Sandra Hayman	Kelly Peterson
Code 400 William Abare	Marty Sampson	Kevin Martin	Frank Yulfo
		Jeremy Walker	

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



We remember Oso

March 22, 2014



In memory of

Cmdr. John Regelbrugge III
Kris Regelbrugge
NCC Billy Spillers
Brooke Spillers
Kaylee Spillers
Jovon Mangual

*Members of
our command family
who lost their lives in the
Highway 530 mudslide
in Oso, Washington*

