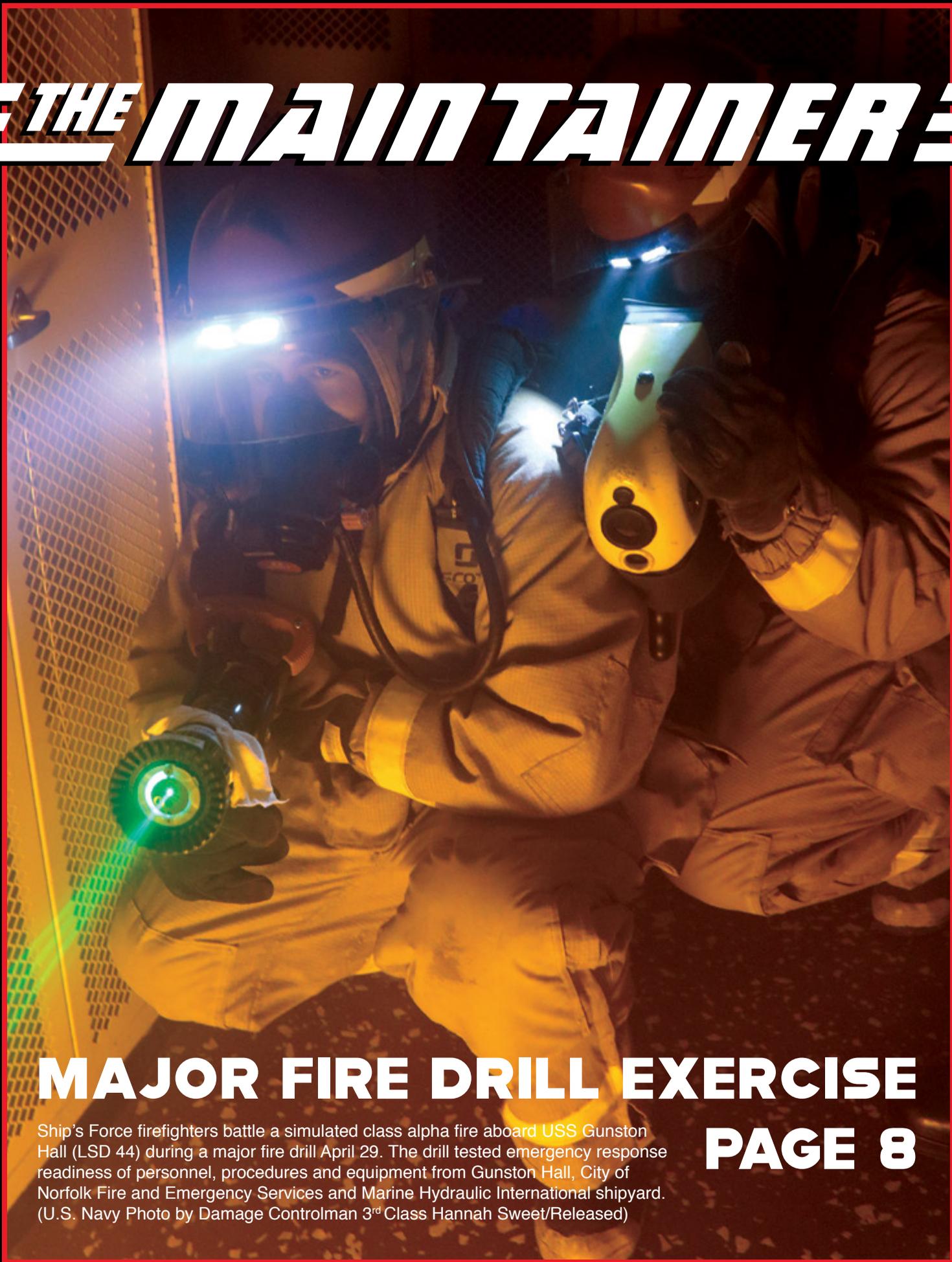


THE MAINTAINER



MAJOR FIRE DRILL EXERCISE

Ship's Force firefighters battle a simulated class alpha fire aboard USS Gunston Hall (LSD 44) during a major fire drill April 29. The drill tested emergency response readiness of personnel, procedures and equipment from Gunston Hall, City of Norfolk Fire and Emergency Services and Marine Hydraulic International shipyard. (U.S. Navy Photo by Damage Controlman 3rd Class Hannah Sweet/Released)

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FEATURED STORIES

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.

6 **Gold Disk Award Winner ET2 Dustin Powell** - Powell repaired nearly 60 CCAs during the first quarter of Fiscal Year (FY) 2019, and he recently received notice that his work during the second quarter of FY19 has earned him an additional award.

10 **MARMC Leads Completion of Monterey SRA** - MARMC provided oversight for the Chief of Naval Operations availability, which was contracted to Marine Hydraulics International (MHI) in Norfolk, Virginia, in September 2018, with a work package that included tank work; extensive structural repairs; Consolidated Afloat Network and Enterprise Services (CANES) modifications; intake repairs and more items.

16 **Production Department's Outside Machine Shop: Jack of All Trades** - With so many jobs coming and going from the Outside Machine Shop, one might ask – what exactly do the Sailors and civilians in the shop specialize in? If you ask the shop's Leading Petty Officer and 2019 Senior Sailor of the 2nd Quarter, Machinist Mate 1st Class Stephanie Faenza, she will tell you they do a little bit of everything.

18 **MARMC Introduces New Critical Path Method Course "The Plan" for Success** - On-time delivery is one of Mid-Atlantic Regional Maintenance Center's (MARMC) top priorities, and it is vital to the Navy's operational sustainability. The command constantly looks for ways to improve its ability to complete maintenance in a timely manner in order to maintain fleet mission readiness.

19 **MARMC Employees Volunteer at Mid-Atlantic Regional ROV Competition** - MARMC has long been a supporter of Science, Technology, Engineering and Mathematics (STEM) education. Volunteers from MARMC's STEM outreach program spend one-hour each week teaching STEM curriculum at four local schools – Norview Middle School, James Blair Middle School and Ruffner Middle School in Norfolk, Va, and Heritage High School in Newport News, VA.

STRAIGHT TALK WITH CAPT. LANNAMANN

Greetings Team MARMC,

This year has been moving at a rapid pace and we have continued to watch our workload grow. As is often the case, there is a lot of work that takes place behind the scenes in order to facilitate our mission of fixing ships. We cannot fix ships if we don't have the right people in the right place at the right times. Because of the hard work performed by the Corporate Operation's Security Division, we are able to properly credential our employees and those who work alongside MARMC in assisting the fleet and get them on the pier or into the shipyard expeditiously. This proves to me the sense of pride each of our personnel take in their daily work.

When people think of MARMC, they tend to focus on our Production Department making repairs, Waterfront Operations executing contract oversight, Contracts awarding solicitations and technical assistance provided by our Engineering Department. All of this is extremely important work and a large reason why our command exists, but the unsung heroes in our Corporate Operations Department are doing outstanding things every day that make the wheels turn in the background at the command. I thank you all for the dedication and professionalism you provide day-in and day-out.

Many of you in Building LF-18 have noticed more construction and refurbishment of spaces as we finalize the push to bring our Contract Department to the command headquarters. Collocation of the command started a few years back as part of MARMC's Strategic Business Plan and it has really begun to pay off this year. Having department heads and their teams available to meet face to face on short notice has helped to mitigate problems and find swift resolutions to issues we have come up against. The second deck of Building CEP-200 is also under construction in anticipation of creating a space for us to put our pod maintenance team concept into action. Having this collocation provides continuity as the Maintenance Teams work through an availability and then move from one project to the next. I want to thank you all for your patience as we temporarily relocate some of you and for your

bearing with the construction zones as our Facilities Division carries out the hard task of making these spaces comfortable and a suitable work environment for all. Additionally, the refurbishment of the male and female heads on Main Street is nearing completion and can be expected to reopen mid to late June.

On-Time Delivery of ships from availabilities is Vice Adm. Moore's number one mission priority. This is an extremely difficult challenge for us. On average we have been working around 20 or more availabilities at any given time over the past two years. MARMC is only staffed to manage roughly 12 availabilities at a time. Couple that with local shipyard industry only having the capability for about 15 availabilities and you can see why this has been such a busy and hectic time for the command and industry. It is important to understand that this is not going away. The demand from the expansion of the fleet and the continuous troubleshooting to understand the material readiness and condition of these ships is only growing in importance and criticality. I want to reiterate the point that there is a mountain of work ahead of us, but it is important

to remember that we can only make a positive impact by staying focused and working smart.

The 101 days of summer is quickly approaching. As the warmer days set in, many of you are grilling, going to the beach, opening your pools and spending more time outside. It is vital that you adhere to your safety protocols in order to avoid injuries. Wear sunblock, maintain your grills and ensure you drink responsibly if you choose to drink during your off-duty time. With the availability of such companies as Uber and Lyft, there is no reason any of our personnel should find themselves behind the wheel of their car after imbibing alcohol. I want you all to enjoy yourselves, but let's be responsible and make it through the rest of the year without incident.

Your efforts and willingness to go the extra mile are what continue to make MARMC the premier RMC in the world. I appreciate your devotion to our mission and I hope you all find time to enjoy the month ahead!

Sincerely,
Capt. Dan Lannamann



CHALLENGE THE NORM



Notes from the Executive Director

As we continue to look at ways we can challenge the norm in 2019, I want to make sure that all Mid-Atlantic Regional Maintenance Center (MARMC) personnel are also still using the tried and true method of discussing ideas with your chain of command. Using your chain of command may not be challenging the norm in itself, but your direct leadership can help you make impactful changes and help further your discussion up the chain if it is warranted. With our Strategic Business Plan (SBP), collectively MARMC has come up with a myriad of ways to effect change and challenge the norm, but a simple conversation with your supervisor can also prove very effective. Use the people who you work most closely with to bounce your ideas off of and help impact positive change in your office when and where you can. Sometimes the biggest impacts come from the smallest changes to our own daily routines and having constructive conversations with those in our own offices.

Over the past couple of years, I have been helping our command define and then refine the critical path to delivering ships on-time. With the current demands to grow the fleet, we have seen an influx in ships requiring our technical assistance and more ships being put into maintenance periods in order to extend their service life. That in turn has started to tax our ports and man power here at MARMC. It has really

begun to make me think about what are our most important business practices, who do we have on board and how am I setting up the command for success? If the new norm is that MARMC is handling 20 or more availabilities at any given time, then the answers to these questions are critical to the command's improvement. With that, I am now starting to challenge the normal operations here at the command. There are around 3,000 employees at MARMC and I need to take a look at how we are utilizing everyone on the team and realign folks closer to the critical path where they can have the most impact on our mission. This can be a slow process, but as the command loses folks due to attrition maybe we look at filling those billets in areas where we are seeing a bottle neck of tasking occur. Freeing up the choke points and removing obstacles is the only way that we will be effective in the ever expanding and more challenging ship repair world.

The first week of May concluded the initial run of our critical path training with members of the Waterfront Operations, Business Office and the Engineering Department. Our traditional oversight of Chief of Naval Operations availabilities and "doing what we have always done" will need to be challenged. Part of the training these individuals are going through is teaching them how to recognize performance efficiency by the local shipyards. By showing them what that

efficiency should look like and giving them the tools to make the analysis will allow us to challenge the normal practices of those industry partners that we interact with on a daily basis. The end goal is to build even stronger partnerships with industry where we are aligned all the way down the board when it comes to how to execute maintenance and modernization. It is a vital step in meeting our priority of on-time delivery and there will be a lot of learning and challenging requirements along the way.

Over the next few weeks I will be working closely with the Executive Leadership Council and the Public Affairs Office to relaunch MARMC's SBP initiatives. Naval Sea Systems Command (NAVSEA) recently put out their Expanding the Advantage 2.0 campaign plan and I want to not only align ourselves with their mission, but also really take a look at how we can make home grown changes that impacts all the way through the NAVSEA enterprise. Focusing on critical path is one way I believe we can make the biggest strides in meeting the mission and I want to ensure all MARMC personnel understand their role in getting each ship we oversee to the finish line on-time. I implore all of you to find ways to improve our processes every day and when something stands in the way of progress – CHALLENGE THE NORM!

C O M M A N D MASTER CHIEF NOTES

Mid-Atlantic Regional Maintenance Center (MARMC) welcomes Command Master Chief Michael Jones. Officially assuming office in July, Master Chief Jones will be visiting MARMC occasionally to accomplish a turnover while Master Chief Bailey transitions out of the Navy.

Master Chief Michael Jones is a native of Sedalia, Colorado. He attained the rank of Eagle Scout in September 1991. Jones enlisted in October 1993, and completed Basic Training and Firecontrolman "A" school at Recruit Training Center Great Lakes, Illinois, and Fire Control Systems Operator and /Operation Readiness Training 'C' school at the Aegis Training Center, Dahlgren, Virginia.

Master Chief Jones' previous Sea assignments include two complete tours as Plankowner on the USS Benfold (DDG 65), and the USS Preble (DDG 88), and as the Command Master Chief at Helicopter Maritime Strike Squadron SEVEN EIGHT, known as the Blue Hawks, in San Diego, California.

Ashore, Jones served at the White Sands Missile Range in New Mexico, the Master Training Specialist at Combat for Surface Command Systems Detachment in San

Diego, California, Command Master Chief for the Transient Personnel Unit in Norfolk, Virginia, and currently as the Command Master Chief for Naval Weapons Station Yorktown in Yorktown, Virginia.

Jones is a graduate of the Senior Enlisted Academy and Command Master Chief Leadership Course in Newport, Rhode Island. Command Master Chief Jones is a Summa Cum Laude Graduate from Colorado Technical University with a Bachelors' of Science Degree in Business Administration specializing in Information Technology.

Master Chief Jones' service decorations include two Meritorious Service Medals, two Navy and Marine Corps Commendation Medals, five Navy and Marine Corps Achievement Medals, an Army Achievement Medal, and various other unit and service awards.



Voluntary Protection Programs

- VPP Committee Meeting • Building LF-18 • AB Conference Room • June 5 • 0900-0930
- Coming Soon-VPP Days of Summer Campaign
- For additional information click the RU SAFE button on the MARMC SharePoint homepage



GOLD DISK AWARD WINNER ET2 DUSTIN POWELL

By Douglas Denzine, Public Affairs Specialist

This month Mid-Atlantic Regional Maintenance Center (MARMC) shines its spotlight on Electronic's Technician (ET) 2nd Class Dustin Powell of the Production Department's Miniature/Micro Miniature (2M) Lab.

Powell, a native of Michigan, joined the Navy in May 2010. In 2014, he was brought to MARMC on limited duty and had his first opportunity to work in the 2M lab. That initial experience started Powell down a path where his interest and excitement to perform miniature and micro miniature repairs has continued to grow.

"During my first assignment to MARMC, I was fortunate to be placed in the 2M lab and had an opportunity to see more of the technical side of my rate, which really started to teach me how these circuit card assembly (CCA) components work," said Powell. "I then went on to receive my 2M Navy Enlisted Classification (NEC) in June of 2018.

A gold disk is a computer compact disk that has troubleshooting routines for thousands of circuit cards the Navy uses. These circuit cards can range from, but are not limited to, radars and aircraft parts to Close-in Weapons Systems (CIWS) or other display and weapons systems used in a ship's Combat Information Center.

“These routines can be developed by technicians in the field or by Naval Undersea Warfare Center (NUWC), the organization that oversees the program and, ultimately, puts out guidance for the routines we use to test circuit cards,” said Powell.

Often times these routines focus on gear that have high failure rates, and give the Navy a way to repair the components instead of just replacing an entire card.

The Chief of Naval Operations (CNO) monthly Gold Disk Awards Program encourages fleet personnel in the maritime community to develop gold disk test routines and repair CCAs and electronic modules to improve operational readiness of a wide range of C5I and HM&E systems.

Powell repaired nearly 60 CCAs during the first quarter of Fiscal Year (FY) 2019, and he recently received notice that his work during the second quarter of FY19 has earned him an additional award.

“It’s a good feeling knowing I’m helping the ships and gives me a sense of accomplishment. I also really enjoy the challenge of taking on uncommon repairs. This is all a learning experience that MARMC has helped facilitate to give me the experience and skill set I need to go back to the fleet, do my job better and be impactful on the deck plates,” said Powell.

The work performed by the techs in the 2M lab gets at the heart of MARMC’s missions – “We Fix Ships!” Aiding ships in

their quest to maintain mission readiness is not lost on Powell.

“The work load ebbs and flows depending on when ships are in port. When they are here in Norfolk, we tend to see a lot of CCAs come in and we are dedicated to ensuring we fix every single one, since most of them are used by a mission critical piece of equipment,” said Powell.

For leadership within MARMC’s 2M lab, the Gold Disk Award has brought recognition to an important shop within MARMC’s Production Department.

“To a certain degree the 2M lab at MARMC is kind of forgotten,” said MARMC 2M Leading Chief Petty Officer Chief Electronic’s Technician (SW/EXW/PJ) Justin Holder. “We have a locked door and not everyone understands what exactly we are doing in here. Having ET2 Powell get this recognition really shines a light on our contributions to the Navy.”

To date during FY19, MARMC 2M lab has exceeded expectations and with Powell’s fast start to the year, they are hoping to end the second half of the year just as strong.

“ET2 Powell has made leaps and bounds in his progress as a technician. His initiative and work ethic has made him my go to guy in the shop and that is saying a lot when I have a shop full of outstanding techs. I can’t say enough of how well he is doing here at MARMC,” said Holder.

...

NORFOLK, Virginia (May 1, 2019) Electronic’s Technician 2nd Class Dustin Powell of Mid-Atlantic Regional Maintenance Center’s (MARMC) Miniature/Micro Miniature (2M) Lab performs repairs on an OGA-451 display unit power supply for USS Stout (DDG 55). (US Navy Photo by Douglas Denzine/Released)





MAJOR FIRE DRILL EXERCISE

Submitted by Frank Walker, Safety Department Head, Code 106

Mid-Atlantic Regional Maintenance Center (MARMC), in conjunction with USS Gunston Hall (LSD 44), City of Norfolk Fire and Emergency Services and Marine Hydraulic International (MHI) shipyard conducted a drill aboard the USS Gunston Hall while pier side at MHI to demonstrate the ability to combat a major fire aboard a Whidbey Island-class ship undergoing a Chief of Naval Operations Availability, April 29.

The drill tested the emergency response readiness of personnel, procedures and equipment utilizing the NSTP S0570-AC-CCM-010/8010, Industrial Ship Safety Manual for Fire Prevention and Response, NSTM S9086-S3-STM-010, Chapter 555, Volume 1, Surface Ship Firefighting and the MARMC Fire Response Plan.

The MARMC Fire Response Team (FRT) and Gunston Hall successfully demonstrated the ability to respond to and mitigate the consequences of the simulated fire aboard Gunston Hall while pier side at MHI. Fourteen of the 16 drill objectives were fully met. We gave ourselves an overall drill performance of satisfactory with minor deficiencies and areas for improvement identified. A cadre of MARMC drill evaluators and controllers in coordination with the Damage Control Training Team from Gunston Hall planned and evaluated the drill.

Additionally, a team lead by Commander, Navy Regional Maintenance Center (CNRMC) conducted an independent, simultaneous evaluation.

NAVSEA and CNRMC evaluators provided:

“The MARMC and USS Gunston Hall major fire drill fulfilled all requirements and is rated as a fully satisfactory exercise.”

Congratulations to the entire MARMC FRT for months of effort planning, executing and self-evaluating our major fire drill exercise.



“ The MARMC and USS Gunston Hall major fire drill fulfilled all requirements and is rated as a fully satisfactory exercise.



MARMC LEADS COMPLETION OF MONTEREY SRA

By Hendrick Dickson, Public Affairs Specialist

Mid-Atlantic Regional Maintenance Center (MARMC) successfully completed USS Monterey's (CG 61) Selected Restricted Availability (SRA) May 3, returning the Ticonderoga-class guided missile cruiser to the fleet in just under eight months.

MARMC provided oversight for the Chief of Naval Operations availability, which was contracted to Marine Hydraulics International (MHI) in Norfolk, Virginia, in September 2018, with a work package that included tank work; extensive structural repairs; Consolidated Afloat Network and Enterprise Services (CANES) modifications; intake repairs and more items.

"We had around 150 items and a lot of aluminum work," said Project Engineer (PE) Sebastian Carrera. "We had a lot of structural repairs, and we also completed a lot of work outside of the package. Much of that was carbon and aluminum replacement as well."

"The quality assurance process presented a lot of challenges because of the amount of items we had on the repair side," added Shipbuilding Specialist (SBS) Efren Azuma. "We had to work closely with MHI fixing all the cracks in the structure and getting all the old aluminum replaced."

The availability was completed a little more than one month from the original estimated date – a big accomplishment given the many obstacles and unpredictable circumstances MARMC maintenance teams are routinely faced with.

Project Manager Sam Moore said things seemed to fall in place nicely for this team.

"We had a lot of instances that helped us get here," said Moore. "Code 500 (Logistics) got most of the government furnished material (GFM) we needed on time, we didn't have any issues with weather. We finished all of our major production, and we were able to move some other jobs to upcoming availabilities. A lot just played into our schedule."

There are a lot of moving parts of a major availability. The team said one of the biggest challenges was keeping

those parts in sync. It was vital for them to stay on the deck plates and keep things moving.

"Getting all the moving parts to marry up is the most important thing a team can do during an availability," said SBS Joe Caragiulo. "We were fortunate that all of the different entities worked well together – the contractors, sub-contractors, ship's force and everyone else involved."

Teamwork is essential to a successful SRA. The camaraderie between the team members drove their positive attitudes and their willingness to help each other.

"I'm the newest guy on the team and some of the biggest challenges I had was learning the layout of the ship because I'm more familiar with large decks," said SBS Ivan Garrett. "But this team is very good. Any time I had questions, all the guys on the team were helpful and giving me guidance."

"The situation changes by the day in maintenance," said Carrera. "You're going to get hit with all kinds of stuff and be pulled in all kinds of directions. We had to stick together and back each other up to make this happen."

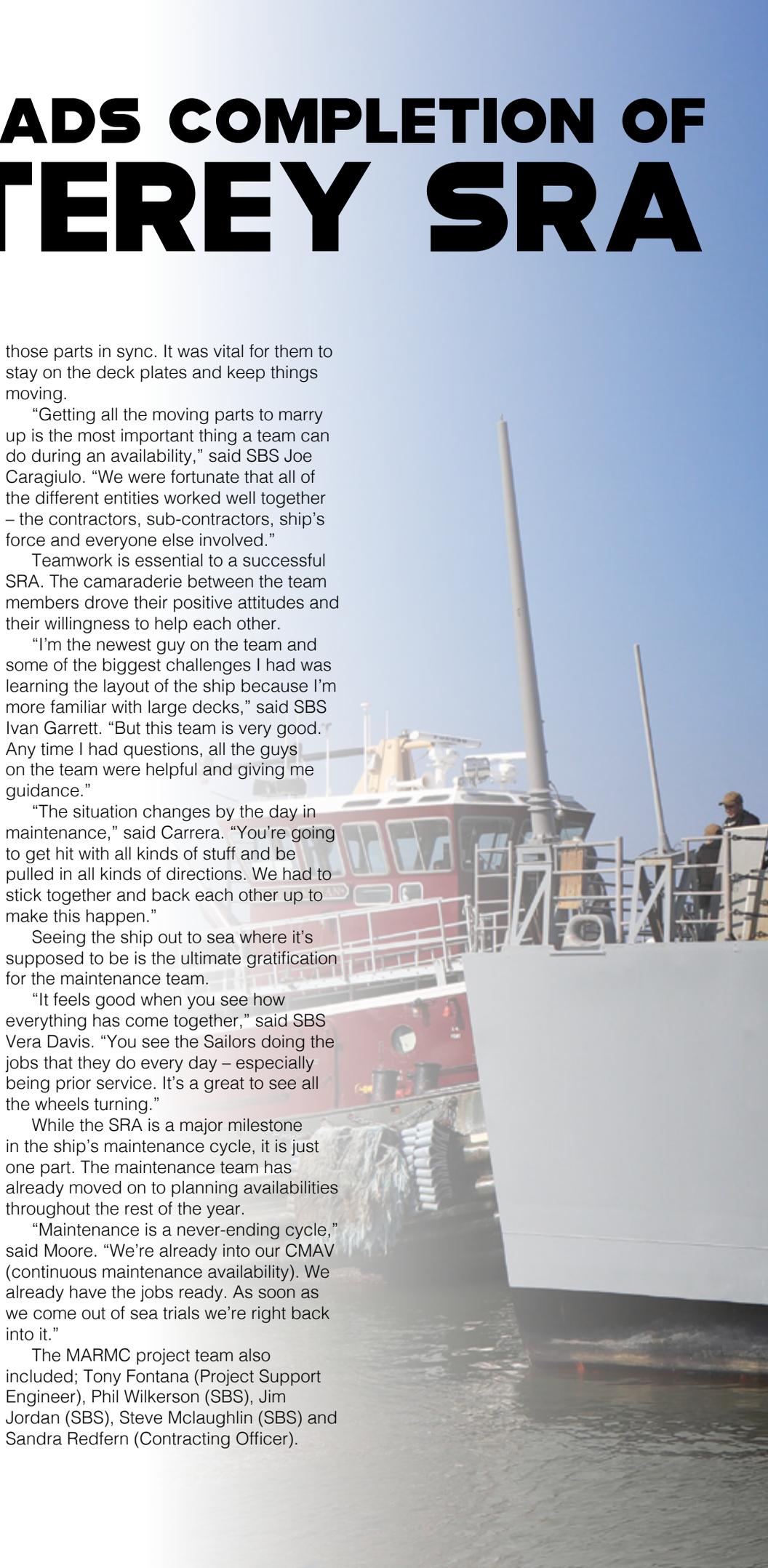
Seeing the ship out to sea where it's supposed to be is the ultimate gratification for the maintenance team.

"It feels good when you see how everything has come together," said SBS Vera Davis. "You see the Sailors doing the jobs that they do every day – especially being prior service. It's a great to see all the wheels turning."

While the SRA is a major milestone in the ship's maintenance cycle, it is just one part. The maintenance team has already moved on to planning availabilities throughout the rest of the year.

"Maintenance is a never-ending cycle," said Moore. "We're already into our CMAV (continuous maintenance availability). We already have the jobs ready. As soon as we come out of sea trials we're right back into it."

The MARMC project team also included; Tony Fontana (Project Support Engineer), Phil Wilkerson (SBS), Jim Jordan (SBS), Steve McLaughlin (SBS) and Sandra Redfern (Contracting Officer).





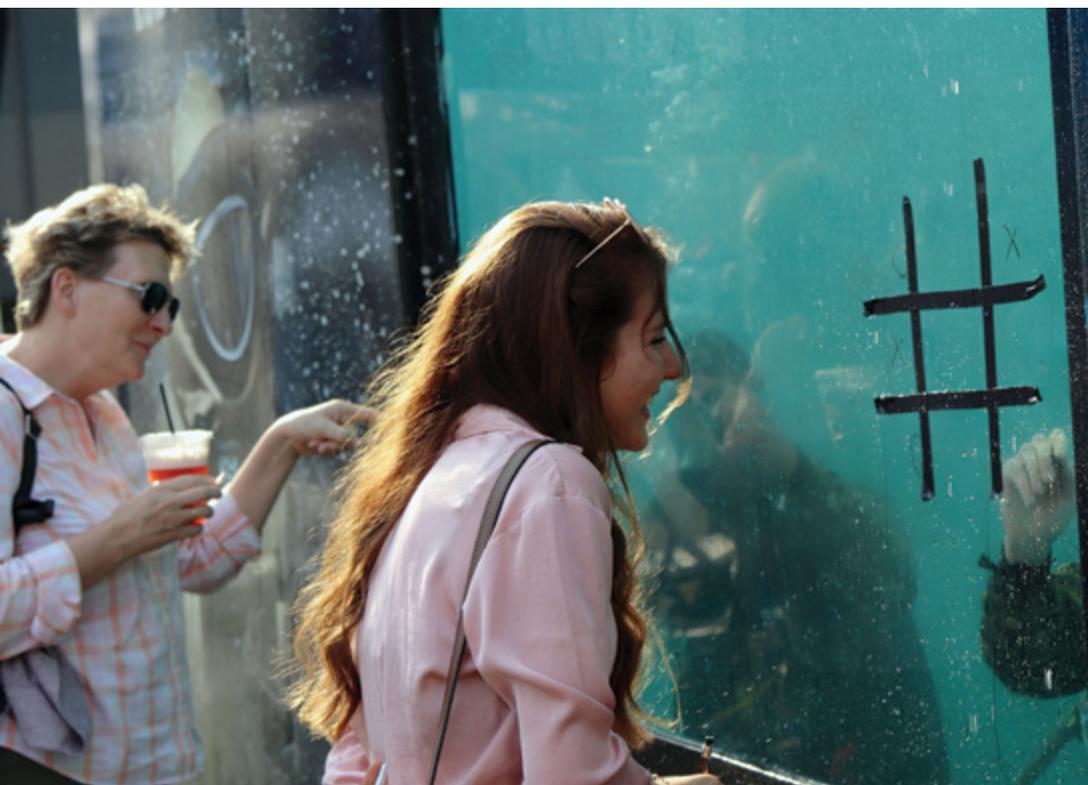
MONTEREY

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MARMC DIVERS DIVE EXHIBITION

By Hendrick Dickson, Public Affairs Specialist



Mid-Atlantic Regional Maintenance Center (MARMC) divers, in coordination with Navy Expeditionary Combat Command and Explosive Ordnance Disposal, Mobile Unit 2, hosted an interactive diving display on the Norfolk Scope Plaza as part of the Virginia International Tattoo, April 25-28.

MARMC divers interacted with hundreds of visitors during the four days, while displaying their dive capabilities by talking with visitors via the communications unit, playing tic-tac-toe with grease pens and posing for photos from the dive tank which holds more than 4,500 gallons of water.

The Virginia Tattoo is a display of

HOST



military music, that features massed pipes, drums drill teams dancers and more. It is the largest spectacle of music and might in the United States. "This was a good opportunity to interact and display the equipment we use at MARMC to an international audience," said Navy Diver (ND) 1st Class Jason Thurston. "This is a major event for NATO here in the states and it was an honor for us to be a part of it."

The dive team also included: NDC Bryan Huffman; ND1 Brian Stewart; ND2 Aaron Jordan; ND2 Karl Johnson; ND3 Carlos Gallardoberry and ND3 Kaiden Silva.





MARMC HOSTS HOLOCAUST REMEMBRANCE

By Steve White, Public Affairs Specialist

Mid-Atlantic Regional Maintenance Center's (MARMC) Inclusion and Diversity Committee (IDC) Special Emphasis Sub-Committee hosted a Holocaust Remembrance Day event in Building LF-18's Granby Room, April 30.

The event, which kicked off with opening remarks from Sarah Weaver, MARMC's IDC's Special Emphasis sub-chair, featured a short film titled "What We Carry." What We Carry is a series of films focused on Holocaust survivors. This film's subject was David Katz, a Holocaust survivor originally from Leipzig, Germany. Following the film, members of the United Jewish Federation of Tidewater hosted a discussion/question and answer session, and exhibited several replicas of the limited items these victims were allowed to carry when they were imprisoned, hence the title of the film.

Deb Segaloff, of the United Jewish Federation of Tidewater, was one of the speakers at the event.

"The purpose of our commission is to help people understand the consequences that come from hatred and prejudice and discrimination," Segaloff said. "What begins as propaganda, morphs into ugly actions and ends in terrible tragedies like the holocaust and like so many things we see every day when we turn on our television sets. We hope that after you hear this story, you will continue to speak out and be a beacon in your neighborhoods and communities."

The program was aimed at providing viewers with a better understanding of the holocaust and the legal and social discrimination against Nazi targeted groups like Jews, homosexuals and the handicapped. The hope is that this personal account of a single Jewish survivor will inspire viewers to become even more engaged.

In 1933, over nine million Jews lived in Europe. In 1945, just 12 years later, the Nazi's and their collaborators had murdered over six million Jews. David Katz, like all European Jews saw his life completely changed by the holocaust.

Katz was born in Leipzig, Germany, in 1930. Leipzig was the musical capital of Europe, and his parents were both professional musicians. They lived in a large apartment with his grandparents. Their home was filled with love, music, laughter and Jewish tradition. The family attended religious services regularly and had

a very happy life. When Hitler came to power in Germany in 1933, David Katz was just three-years old. Over the ensuing years, David and his family endured hardships we can hardly imagine.

After an abortive attempt to immigrate to the United States, the Katz family was separated from one another. Katz's father was placed in a work camp and he and his mother in a separate camp for women and children, respectively. The family was briefly reunited before his parents were shipped to Auschwitz, where they were executed.

Katz, separated from his mother and father, was placed in an orphanage with other Jewish children. When he was just 13 years old, Katz escaped from the orphanage with another Jewish boy by jumping out of an upper floor window into a moving garbage truck. Attempting to reach neutral Switzerland, he traveled over 500 miles, alone and on foot alone in a war torn country.

Upon arrival at the Swiss border, Katz found the crossing to be impossible due to the guards and security posted to stop Jews from fleeing to the neutral country. Stranded near Lyon, France, Katz was taken in by members of the French resistance, whom he assisted for the remainder of the war. Katz was the only member of his immediate family to survive.

Katz eventually was able to immigrate to the United States, where he lived with his aunt and uncle. He was drafted into the United States Army, and was coincidentally stationed in Germany following the war.

Concluding the event, MARMC Commanding Officer Capt. Daniel Lannamann offered closing remarks.

"What we saw today is a reminder of how it is all of our duty to speak up and against those who intend to do us, our families and our communities harm," Lannamann said. "Nazi Germany taught us that genocide happens not just through the choices made by those who perpetrate it, but through the choices made by those who fail to stop the perpetrators"

MARMC hosts a Holocaust Remembrance Day annually each April as part of their monthly IDC recognition series, which highlights the diverse culture within MARMC's workforce.

MARMC's IDC Special Emphasis Sub-Committee will continue its program during the month of May, with Asian Pacific Islander Month.

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 2nd 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.



Michael McLane (Code 130)
Senior Civilian of the Quarter



William Greene (Code 900)
Junior Civilian of the Quarter



MM1 Stephanie Faenza (Code 900)
Senior Sailor of the Quarter



ND2 Tyler Carnes (Code 900)
Junior Sailor of the Quarter



HTFN Jondanae Garza (Code 900)
Blue Jacket of the Quarter

PRODUCTION DEPARTMENT'S OUTSIDE MACHINE SHOP: JACK OF ALL TRADES

By Chris Wyatt, Public Affairs Specialist

With so many jobs coming and going from the Outside Machine Shop, one might ask – what exactly do the Sailors and civilians in the shop specialize in? If you ask the shop's Leading Petty Officer and 2019 Senior Sailor of the 2nd Quarter, Machinist Mate 1st Class Stephanie Faenza, she will tell you they do a little bit of everything.

"We really have a broad range of

and are used while the ship is underway for replenishment.

"Overhauling these sliding padeyes in our shop allows us the space we need to properly disassemble the padeye piece by piece," said Faenza. "Our capabilities in the shop allow us to replace each vital part so that these padeyes can return to their proper working capability. With the work load we have here in the shop it takes a

Outside Machine Shop Zone Manager, Jeff Wunsch. "Sometimes we will get new Sailors who have never done the types of repairs we do here and the civilian and senior military can step in and help teach that Sailor. As these Sailors come here, the goal is to provide them with the knowledge and tools necessary to operate and repair equipment enhancing the ship's ability to be self-sufficient at sea."

Outside Machine Shop repair teams are mixed with senior and junior Sailors. This way the junior Sailors get the opportunity to learn from the senior Sailors and receive hands on training at the same time.

"We have seven repair teams in our shop right now, which give us a tremendous amount of flexibility," said Faenza. "No team is stronger in one area than the other, so that way we have diversity of skillsets throughout the shop. Thankfully we have Sailors that come from various platforms like carriers, destroyers and cruisers, so with that variety of knowledge comes experience that allows us to better serve our customers. The flexibility that I talk about also helps when it comes to emergent work that comes into this shop."

Emergent work is nothing new to those who work in the Outside Machine Shop.

"In my leadership position, I am very fortunate to have the flexible Sailors that I have," said Faenza. "We have great Sailors that pick-up the slack when I have to take people off their team for an emergent repair. When we have to do shift work for an emergent job, no one complains and everyone buckles down in order to get the job done."

Having a good relationship with the other shops under the Production Department is very important because a lot of the jobs that come in from the waterfront require shops to work together.

"We thankfully have a great relationship with all of the shops here in production," said Faenza "We try to work ahead of time to ensure each shop gets plenty of time in order to complete their tasking. We make every effort to foster a positive working relationships. At the end of the day we are all working with the same goal in mind and that's to fix shops."



NORFOLK (May 5, 2019) Mid-Atlantic Regional Maintenance Center's Outside Machine Shop Leading Petty Officer Machinist Mate 1st Class Stephanie Faenza shows Machinist Mate 1st Class Jessica Lightcap and Machinist Mate 2nd Class Lois Cooper how to identify the upper bearing block and bumpers of a T-12A sliding pad-eye. (U.S. Navy Photo by Chris Wyatt/Released)

capabilities here in the Outside Machine Shop," said Faenza. "We work on various ship platforms from cruisers to amphibious ships and we also work many different types of equipment. Auxiliary equipment, sliding padeyes and stern tube face seals are just a few examples of repair capabilities. Depending on the type of equipment we are working on will dictate whether or not we make repairs in our shop or make a visit to the ship."

Sliding padeyes are repaired in shop

good mix of civilian and military leadership in order make everything run as it should."

Currently, the Outside Machine shop has 47 military and five civilian personnel. The civilians provide the continuity piece within the shop. All of the civilians in the shop have military experience, which helps build the camaraderie. The military are mixed by experience level, which is a critical part of the repair team dynamic.

"Our civilians provide the knowledge from lessons learned from past jobs," said

CODE 900 *in Action*

NORFOLK (April 25, 2019) Mid-Atlantic Regional Maintenance Center 2M (Miniature/Micro Miniature) Laboratory Electronics Technician 2nd Class Brandon Hannah explains the capabilities of the 2M Lab to the Naval Sea Systems Command most recent engineering new hires. (U.S. Navy photo by Chris Wyatt/Released)



NORFOLK (July 10, 2018) Mid-Atlantic Regional Maintenance Center's Flex Hose Shop Sailor Machinist Mate 1st Class Carlos Murillo is verifying measurements of a flex hose for the collection, holding and transfer tank aboard USS Leyte Gulf (CG 55). (U.S. Navy photo by Chris Wyatt/Released)



MARMC Introduces

NEW CRITICAL PATH METHOD COURSE

By Hendrick Dickson, Public Affairs Specialist

“The Plan” for Success

In 2017, Mid-Atlantic Regional Maintenance Center (MARMC) introduced a 30-week series of weekly seminars on the Critical Path Method (CPM) in Waterfront Operations geared toward changing their approach toward scheduling and executing availabilities in an effort to improve on-time delivery.

Last month, those seminars were reintroduced to MARMC in a more effective three-week course, which includes more practical exercises and course interaction while encouraging participants to, “conceive, believe and achieve” the full potential of the CPM.

The CPM is a project management technique for process planning that defines critical and non-critical tasks with the goal of preventing delays in project completion. It is a philosophy based on the workflow, the series of activities within a given work item, crossties to other work items, key events and milestones and how much float there is in the schedule.

The new three-week course titled, “MARMC The Plan: Critical Path Method Course,” kicked off April

from a perspective of work items, but to dive deeper into scheduling and planning in order to recognize the pitfalls that could slow workflow.

“The course is very eye-opening when you take a look at the availability from a critical path perspective,” said Project Manager Gill Powell. “It makes a difference when you can recognize what’s going on with your critical work and you’re able to push that up to the leaders to really focus on priorities that have the most effect on on-time delivery.”

The course concluded with a leadership panel discussion with MARMC



Commanding Officer, Capt. Dan Lannamann; Executive Director Dennis Bevington; Waterfront Operations Manager Chuck Baker and Availability Support Division Director Norm Schimming. Participants got to talk with leaders about the CPM and in general improving on-time delivery.

“We are modernizing how availabilities are monitored and the Navy’s management of ship maintenance,” Baker told the group. “This is not just the flavor of the last three years; it is the flavor of the future. And it is not just for Waterfront Operations, this is something the entire command will get behind and it will redefine how we accomplish our mission of on-time delivery.”

Although this was the first course, it is just the beginning. MARMC plans to hold three more courses this year.

“They came together as a team – even though they’re not on the same project team – and I believe they have accomplished something in these three weeks, said Boisseau. The challenge now is to go and implement what they have learned. We’re all about on-time delivery, but it starts with understanding how it’s supposed to work. Conceiving it, then believing in it, then going out and executing – achieving it.”

22, at the Tidewater Community College Workforce Development Center in Suffolk, Virginia, with 20 students from various departments in the command. While the content is still the same, the new facilitated workshop format allows participants to be more engaged by discussing current availabilities with current data.

“They spent three weeks together talking about real schedules and real projects today while sharing their own knowledge and experiences with each other – not just hearing from the instructor,” said Mike Boisseau, course developer and facilitator. “We took a look at an entire availability starting with planning (A-360 days) to execution and completion. The exercises really drew them together and allowed them to build relationships.”

The CPM encourages maintenance teams to not just look at availabilities

MARMC EMPLOYEES VOLUNTEER AT MID-ATLANTIC REGIONAL ROV COMPETITION

By Steve White, Public Affairs Specialist

Mid-Atlantic Regional Maintenance Center (MARMC) employees volunteered during the Marine Advance Technology Education (MATE) Mid-Atlantic Regional Underwater Robotics Competition at the Old Dominion University (ODU) Recreation and Wellness Center, May 4.

MARMC has long been a supporter of Science, Technology, Engineering and Mathematics (STEM) education. Volunteers from MARMC's STEM outreach program spend one-hour each week teaching STEM curriculum at four local schools – Norview Middle School, James Blair Middle School and Ruffner Middle School in Norfolk, Virginia, and Heritage High School in Newport News, Virginia.

This Outreach initiative consisted of 10 weeks of after school sessions where students learned real world applications of Naval ROV's that simulate real life scenarios.

Each of these schools participated in the Sea Perch program and competed in the MATE event at ODU.

The competition encouraged students to apply STEM skills as they

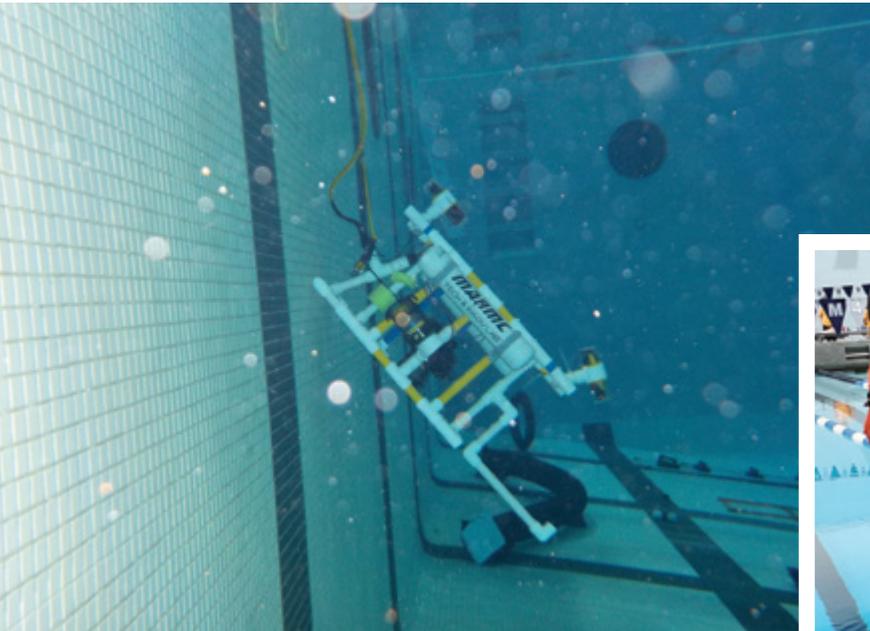
completing the underwater obstacle course, students created product display boards, showcasing their projects as if they were trying to sell them. A panel of judges reviewed each team's ROV for design, safety and teamwork skills during the product presentation and had an opportunity to ask students questions about their design.

Volunteers from MARMC's Dive Locker provided underwater support during product demonstration runs. Obstacles were set up in the pool in order for students to complete their missions. Divers were positioned at all four stations to reset obstacle courses and retrieve ROVs if they sunk or got hung up on an obstacle.

MARMC's Executive Officer, Capt. Eric Williams, came to the event to lend support to the schools competing. Williams was excited about the diversity of the teams competing.

"I see programs like this as a two-parts opportunity," said Williams. "We're achieving community outreach and inspiring local youths, but we also have an opportunity, and a duty, to affect positive change on a much larger or global level by bringing diversity and inclusion into our science and engineering fields. We're achieving that starting right here with MARMC's outreach to the youth in the region."

"Our three middle schools competed at the Scout



created underwater remotely operated vehicles (ROVs) to participate in missions that simulate real-life scenarios.

This year's theme was "Innovations for Inshore: ROV operations in rivers, lakes and dams" highlighting technologies that aide in the exploration of our inland waterways. Ruffner Middle School took home the win – getting the "First Place Scout Award" as well as "Best Marketing Display".

Rhonda McGee and Anthony Velasco, MARMC's Outreach Coordinators, organized the after school sessions while Arvin Persaud and Petty Officer 2nd Class Eden Paulos provided oversight to the subject matter expert volunteers in the classrooms.

"This was the first year that any of our schools participated in the competition," said McGee. "And all four of them placed. Our objective was to inspire and motivate, and I think we really met those objectives."

Teams competed in three classes; Scout (beginner level), Navigator (intermediate level) and Ranger (advanced level) and came from schools in Delaware, North Carolina and Virginia to compete with their ROVs.

Judging was conducted in multiple function areas to determine the overall effectiveness of the ROVs. Besides



level," McGee said. "Heritage High, which is our pilot school in this program, competed at the Navigator level. This year, Heritage was sponsored by PepsiCo, who had issued a challenge to the students from Heritage and built their own ROV, intending to compete against the Heritage team at the competition. Unfortunately, the PepsiCo engineer's entry had mechanical issues and wasn't able to compete. We are working with Heritage and Pepsi to schedule a re-match."

McGee is currently coordinating with Arvin Persaud and Petty Officer Eden Paulos to solicit volunteers for the 2020 season. For more information on the Sea Perch outreach, contact Rhonda McGee at 757-400-0436 or rhonda.d.mcgee1.ctr@navy.mil.

ASIAN AMERICAN PACIFIC ISLANDER HERITAGE MONTH

How Cambodians Celebrate their New Year

Information submitted by Linh Finn, Contracts Specialist, Code 412

My name is Linh Finn; I am Vietnamese and Cambodian. Last year, I shared an article about my Vietnamese heritage. This year, I wanted to share a little something about my Cambodian side. Cambodia is located in Southeast Asia, west of Vietnam and south of Thailand. Cambodia is known for the historic temple Angkor Wat. The native language spoken is Khmer, and the religion there is Buddhism.

Growing up, I've always looked forward to Cambodian New Year, which occurs usually on April 13 or 14, and lasts for three days. We would celebrate it by going to the temple and paying our respects to the monks by bringing

a Cambodian dish and praying for a prosperous year for our loved ones. After the temple, we would get together to play games. The adults would play a game called stone tossing, which is similar to coin tossing, but using stones. Usually the guys would be on one side, while the ladies would be on the other. Each person would have a stone on the ground in front of them. The object of the game is to take your stone and throw it at the opponent's stone. If you hit the opponent's stone, you get to tap the opponent's knee with the stone and the opponent is out of the game. If you miss, the opponent gets a chance to try to hit your stone. The game

goes on until all players from one side are eliminated. For children and teenagers, they would catch each other and throw powder and/or shaving cream. Although it gets pretty messy, it's filled with laughter and fun. Families would get together to enjoy dinner with popular Cambodian dishes such as fried fish with fish sauce and rice and rice noodles with vegetables.

Cambodian New Year is one of many events that I look forward to. It's not just for the fun, but it makes me happy that I can celebrate it with my family. It's a time that helps me relieve stress and appreciate everything that I have.



MAY IS NATIONAL LUPUS AWARENESS MONTH

Information submitted by Cedricka Dalton, Health and Fitness Council

The aim of Lupus Awareness Month is to raise awareness and educate others about this life changing disease.

Lupus is an autoimmune disease. In a healthy immune system, the body produces antibodies, which destroy unhealthy cells such as bacteria, viruses and foreign waste. However, lupus causes an overactive immune system to produce auto antibodies which attacks healthy body tissue. This can affect most parts of the body including any organ.

There are several types of lupus, the most common being systemic lupus in which any organ of the body can be affected. Organs which can be damaged by lupus include the heart, lungs, kidneys, brain and skin. Other areas of the body can also be affected including the blood and the joints.

In about 20% of cases, the eyes are affected. Other types of lupus include Cutaneous lupus, which affects only the skin causing sores and rashes, and drug induced lupus brought on through the use of some types of prescription drugs. There are over 5 million people with lupus of which 90% are female.

Symptoms of lupus include fatigue, fever, headaches, sensitivity to light and hair loss. People with lupus may also have a butterfly shaped rash across their cheeks and nose. Fatigue is one of the main symptoms affecting about 80% of people with lupus.

Lupus can often be hard to diagnose as the symptoms are similar to other diseases. In some cases, it is not uncommon for several years to pass before a diagnosis of lupus is confirmed as other diseases may be ruled out first. As symptoms of lupus can come and go it can make diagnosis even harder.

Lupus Awareness Month is supported by the Lupus Foundation of America. They provide ideas and resources on how people can help raise awareness.



More information can be found at: <http://www.whathealth.com/awareness/event/nationallupusawarenessmonth.html>

TORNADO SAFETY DID YOU KNOW?

DID YOU KNOW? – You can keep abreast of the latest information by checking the MARMC Information Line (757-396-7777) and by registering for MAT-Hoc alerts from an NMCI computer: <https://alerts7.athoc.com/SelfService/MARMC>

DID YOU KNOW? - Hurricane season officially runs from June 1, 2019, to November 30, 2019. Hurricanes can spawn tornadoes at any time.

DID YOU KNOW? – Tornadoes can occur at any time of the day or night, they are most likely to occur between 3:00 and 9:00 p.m.

DID YOU KNOW? – Tornadoes have been reported in every state, and though they generally occur during spring and summer, they can happen any time of the year.

DID YOU KNOW? – Over 1,000 tornadoes are reported annually nationwide, and as our tornado detection systems improve, more are being reported each year. However, sometimes tornadoes will develop in areas in which no tornado watch or warning is in effect, so stay alert for changing weather conditions.

DID YOU KNOW? – A National Weather Service “WATCH” is a message indicating that conditions favor the occurrence of a certain type of hazardous weather. For example, a severe thunderstorm watch means that a severe thunderstorm is expected in the next six hours or so within an area approximately 120 to 150 miles wide and 300 to 400 miles long (36,000 to 60,000 square miles). The NWS Storm Prediction Center issues such watches. Local NWS forecast offices issue other watches (flash flood, winter weather, etc.) 12 to 36 hours in advance of a possible hazardous-weather or flooding event.

WORK IMPROVEMENT NOTE

WIN

03/06/19 • Martin Webb, Code 911 Rigger/Weight Test
Easing Out Weight Test

Brief Description of the Process/Problem: Funding a floating crane to support Easing Out Weight Tests on Underway Replenishment Equipment. The Easing Out Padeyes are used to assist in controlling the Easing Out Line that the receiving ship uses during the process of bringing over and securing the Spanwire that will be used to transfer fuel and cargo. After the transfer is complete, the Easing Out Padeyes are used to releases the Spanwire end connection and tends the Spanwire out over the side for the delivery ship to retrieve.

Solution/Benefit: I discussed with Code 200 the procedure to accomplish the test using a water bag or chain hoist with dynamometer and determined that it met the requirements of the Easing Out Weight Test work package.

Benefits: Avoids expending about \$60K per year on crane support (approx. \$10K each use [6 times a year])
Eliminates the challenges of scheduling a floating crane to meet ship's force and Weight Test Shop's schedule for the test.

If you have recommendations on any aspect of the Command's operations, processes, spending, policies, practices, etc., please go on the MARMC intranet page and click on the WINS button and there you will find a link that will bring up the WINS form to document your recommendation. When you are done, please send it to MARMC_NRFK_WIN@navy.mil. It will be consolidated and the process will be started. Your WINS are making a difference! **KEEP THEM COMING!**

Please take the time to identify the issue, the basis for its ineffectiveness and the recommendation you have. **WE ARE LISTENING!**



ASIAN AMERICAN PACIFIC ISLANDER HERITAGE MONTH • MAY

UNITE OUR MISSION

BY ENGAGING EACH OTHER

