



SALUTE



Puget Sound Naval Shipyard & Intermediate Maintenance Facility

June 12, 2019

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**Mission
accomplished x 2**

Pages 4-5

Departing commander thanks shipyard team during change of command remarks

Editor's note: As his last Commander's Corner, Captain Howard Markle shares his Change of Command speech.

Team PSNS & IMF,

Like all awards, speeches and recognition and commander's corners, they are inadequate in that they never sufficiently cover all that an individual, team or command has accomplished. The dates in the Meritorious Unit Commendation on Page 11 were chosen at the start of fiscal year 2016, and the end-date was based on the three-month timeline needed to route the award to recognize your achievements during the change of command. It provides a representative sampling of the significant mission accomplishments across the totality of the command. It also intentionally does not call out any individuals, shops or codes or detachments by name. Further, it does not diminish any of the accomplishments prior to start date of the award, nor any of the many other accomplishments during the award period or anything since. I would recognize all 15,000 of you by name, but we just don't have the time or the space, so I will do my best to cover a bit more ground here to acknowledge your achievements and why you are so incredibly important to our command, our Navy and our nation.

It was you, who for the first time in 10 years, delivered an Everett-based availability on time, completing the USS Kidd (DDG 100) Selected Restricted Availability on time and within budget. You quickly followed with the USS Sampson (DDG 102) docking SRA completing your second in a row, one day early and within budget. You recognize a Regional Maintenance Center is more than just contracting and contractor oversight via auditing and surveillance. It is a partnership with our private sector counterparts to achieve mutual success. You enable these greyhounds of the fleet to deploy in support of freedom of navigation missions in international waters off the coast of China, ballistic missile defense

of our nation and our allies, and in defense of their assigned carrier strike groups.

It was you who completed our seventh aircraft carrier availability in a row on-time or early and within budget and our eighth on-time or early completion in the last four years. It was you who completed the availabilities on USS Ronald Reagan (CVN 76), USS Nimitz (CVN 68) and USS Theodore Roosevelt (CVN 71) that enabled them to conduct the 2017 three carrier joint exercise off the Korean peninsula; the first in over a decade. It was you who completed the USS John C. Stennis (CVN 74) Planned Incremental Availability a record-breaking five days early, enabling a highly successful final deployment before the refueling overhaul. It was you who shattered that record with the 25-day early delivery of the subsequent Roosevelt PIA in San Diego. It was you who greeted the USS Abraham Lincoln (CVN 72) to the Fifth Fleet area of responsibility with an emergent repair fly-away team ensuring she could respond to the latest turbulence in the Middle East. It was you who completed the first on time carrier docking availability in more than a decade on Nimitz and set the new record with a five-day early completion.

It is you who maintain our most survivable leg of the nuclear deterrence triad. It was you who completed the refueling of USS Maine (SSBN 741) 20 days faster than any previous refueling overhaul. It was you whose innovation and improvement initiatives reduced the time of the latest Engineering Refueling Overhaul by 20 percent. And it was your hard work and caretaking of the entire Ohio class that enabled the service life extension from what was originally designed as a 30-year ship life to 42 years, enabling a successful transition to the future Columbia class.

You maintain the one-offs of the SSGN and the Seawolf class. In fact, you maintain the oldest aircraft carrier and the oldest SSGN and SSBN in

the fleet. You expertly overcome the challenges of aged systems, integrating legacy equipment with modernization, obsolescence issues and countless other problems with unique one-of-a-kind systems and components. It was you who ensured USS Connecticut's (SSN 22) short fused transition to support arctic operations and an ice exercise. It is you who maintain USS Seawolf (SSN 21) and Connecticut surge and deployment ready while expertly planning and executing an incredibly complex USS Jimmy Carter (SSN 23) docking availability. It was you who integrated production, engineering, contracting and a local private sector contractor to develop an emergent plan to repair and recover the USS Ohio (SSGN 726) hydraulic system that ultimately was planned and contracted in just over a month and saved \$41 million and seven months over traditional methods. This repair epitomizes your tenacity and drive to keep Ohio and USS Michigan (SSGN 727) forward deployed performing their vital mission in support of special operations forces and formidable land attack cruise missile employment.

You are responsible for the nuclear submarine inactivations and solely responsible for the reactor compartment disposal and recycling of our nuclear submarine fleet. You have over the last four years reduced the cost of inactivation availabilities by 16 percent, the docking durations by 40 percent from 15 to nine months and the availability duration by 27 percent from 15 to 11 months ensuring the timely return of our highly trained submarine crews to the fleet. It was you who developed the alternate inactivation construct to provide increased flexibility in shipyard workload and facilitating a 46 percent reduction in crew size giving 2.3 crew years back to the fleet. It was you who completed eight reactor compartment disposal packages on time embodying the Navy's commitment of cradle to grave responsibility and stewardship.

Maintenance and modernization are the start of the man, train and equip

responsibility of the fleet commanders and their subordinate echelon commanders. It starts the deliberate journey to deploying unmatched naval superiority forward in support of the combatant commanders. You ensure the Sailors of our Navy have the latest and greatest on these modern marvels in top material condition facilitating flawless execution of their missions and safe return home to their families and loved ones. You enable the critical humanitarian, crisis response and diplomatic missions that our Navy has performed since its inception. You maintain the deterrent to the warped ideology of the bad actors of the world who seek oppression, suppress freedom and democracy, disrupt commerce and pursue their own materialistic, narcissistic self-interests. And if deterrence is not effective, you ensure that deliberate, decisive, prompt and sustained response is available to calibrate their error in judgement.

You do the basics of maintenance well. All too often we go on a quest for the panacea, the rubric, the Rosetta stone to maintenance. It lies in the day-to-day fundamentals, hard work and tireless execution of the principles of our business. It is all about laser focus on our mission and the people who execute it. The breadth and scope of what is executed by this command is awe inspiring. Even more breathtaking are the countless examples of deckplate ingenuity that aggregate to form the tsunami of improvement and innovation that has washed over the command. Others seek to understand your success. It is simple; roll up your sleeves, hydrate yourself, prepare to get your hands dirty and join us on the waterfront where great people make great things happen with the enduring support of the other local commands, our regional private sector partners, our surrounding communities and our local, state and federal governments.

I have enjoyed immensely being the second-best shipyard, intermediate

maintenance facility and regional maintenance center with you. By that I do not mean there is any better than you, but rather it is that humble service to those we lead, those we serve with, our community, our Navy and our nation that keeps us improving. You have not fallen victim to the arrogance of considering yourself at the apex of the curve with nothing more to learn. You are not a center of excellence. You continue to be dedicated, self-critical maintainers striving for excellence who have earned the respect, admiration and appreciation of those you serve. Our people-centric principles and values are the bedrock of who we are as an organization, why you are successful and should never be abandoned for some flashy, reality TV-esque sales pitch branding that will quickly fizzle into unmemorable history.

Someone asked me recently about my thoughts on the ongoing discussions of the era of great power competition, our narrowing competitive edge, cyber security risks and the like. While we all should remain vigilant of the many threats that exist in the world, it is, of course, why we do what we do, what our mission and vision speaks to and why we have the many professionals throughout the command who ensure we stay ahead of the power curve. However, I will sleep well tonight knowing that the incredible men and women of Puget Sound Naval Shipyard & Intermediate Maintenance Facility, Trident Refit Facility and Northwest Regional Maintenance Center have the watch. You should be incredibly proud of your many accomplishments, I am and there are many people in line behind me who feel the same way.

Thanks for all you do!

Captain Howard Markle
Commander, PSNS & IMF

On the cover:

USS Nimitz (CVN 68) and USS Maine (SSBN 741) depart from Puget Sound Naval Shipyard & Intermediate Maintenance Facility, May 24, 2019, (PSNS & IMF photo by Carie Hagins)

USS Nimitz DPIA finishes four days early—marks seventh consecutive on-time carrier overhaul

Steven Pugh, Code 368, Deputy Project Superintendent

Despite a massive list of jobs to be completed during its 15-month Docking Planned Incremental Availability, including some work never before performed by Puget Sound Naval Shipyard & Intermediate Maintenance Facility workers, USS Nimitz (CVN 68) headed out to sea trials three days earlier than planned and called the availability complete four days early, on May 27. With Nimitz's completion, PSNS & IMF celebrated its seventh consecutive early or on-time completion of an aircraft carrier availability.

Previous availabilities

Prior to the Nimitz availability, PSNS & IMF and its Japan and San Diego detachments completed six carriers on time or early:

- USS Theodore Roosevelt (CVN 71) Planned Incremental Availability, completed on time in San Diego in December 2016.
- USS Ronald Reagan (CVN 76) Selected Restricted Availability, completed one day early in Japan in May 2017.
- USS John C. Stennis (CVN 74) Planned Incremental Availability, completed five days early in Bremerton in August 2017.
- Ronald Reagan Selected Restricted Availability, completed on time in Japan in May 2018.
- Theodore Roosevelt Planned Incremental Availability, completed 25 days early in San Diego in December 2018.
- Ronald Reagan Selected Restricted Availability, completed on time in Japan in May 2019.

During its DPIA which began on March 1, 2018, Nimitz—the oldest Nimitz-class carrier—received upgrades and renovations to a variety of systems to include propulsion and steering components, hull preservation, combat systems equipment, aircraft elevator doors and berthing areas. The work package required about 770,000 man-days of work between March 1, 2018, and May 27, 2019.

The Nimitz team took on a challenge to complete all docking work in only nine months, allowing the ship to be

moved pierside so USS Carl Vinson (CVN 70) could move into Dry Dock 6 to begin its Docking Planned Incremental Availability.

“This team has rocked it from start to finish and I am proud to have worked with such great folks,” said Jerry Moore, non-nuclear assistant project superintendent.

“We had a team that cared about getting to yes over placing blame when faced with problems and challenges. No one person ever has all the answers and no one on our project had the ego to think they did,” said Cmdr. Gary Chase, Nimitz reactor officer.

Work completed

The project team completed scheduled work on the propulsion plants, topside, hull and running gear, as well as many improvements and upgrades. PSNS & IMF workers installed the MK 53 Nulka Decoy Launching System. This was the first time the system was installed by shipyard workers at PSNS & IMF.

Team Nimitz accomplished the large volume of work in such a short amount of time by focusing on strong teamwork amongst all maintenance partners, careful planning that started months before the availability began, as well as embracing technological solutions.

“Congratulations to team Nimitz,” said Capt. Howard Markle, PSNS & IMF commander. “You have done a tremendous job in returning Nimitz to the fleet ahead of schedule and within budget. The Nimitz project team, ship's force and our private sector partners should be incredibly proud of this

accomplishment. Completing this challenging and intricately complex task on time is an incredible feat all on its own. Doing it for the seventh time in a row – that's exceeding all expectations, and it speaks volumes about the professionalism and dedication of our entire shipyard team.”

This was the ship's most recent upgrade since its last maintenance period from February 2015 to October 2016.

Congratulations team!

Bravo Zulu on completing USS Nimitz (CVN 68) availability four days early during their fiscal year 18 Docking Planned Incremental Availability.

Delivering the longest serving CVN in the Navy early during her final 15-month docking availability is a testament to the outstanding preparations and teamwork of the Nimitz crew and Puget Sound Naval Shipyard & Intermediate Maintenance Facility project team.

Depot maintenance periods ensure our ships remain fully modernized and materially ready throughout their service life. Delivering these availabilities on time is absolutely critical to what follows; the training, deployments and sustainment periods needed to dominate our adversaries in great power competition.

Congratulations on another successful carrier availability and a job well done.

Admiral John C. Aquilino
Commander, U.S. Pacific Fleet



USS Nimitz (CVN 68) departs Puget Sound Naval Shipyard & Intermediate Maintenance Facility, May 24, 2019. (PSNS & IMF photo by Wendy Hallmark)

USS Maine project team completes 32-month ERO

PSNS & IMF Public Affairs

On June 3, Puget Sound Naval Shipyard & Intermediate Maintenance Facility's USS Maine (SSBN 741) project team successfully completed a 32-month Engineered Refueling Overhaul. The ERO began in October 2016, accomplishing more than 700,000 man-days of work extending the lifespan of the submarine to 42 years.

One of the innovation and teaming highlights of this ERO came from the establishment of a critical path improvement team which was chartered to focus on the longest string of work through the availability and implement lessons learned, innovation and teaming to improve durations. Right from the start, they implemented improved methods for removing the superstructure, completing refueling hull cuts, installing shielding and employing a new training model and problem-solving strategy that halved the number of issues that arose on previous projects. After eight previous EROs, the result was an astounding 10 percent reduction in the “corporate best” refueling portion of the availability.

“We accomplished a lot of great work during this ERO but what I was most proud of was the daily concern I saw for each person's safety,” said Chris Byron, project superintendent. “There was no rank or title when it came to safety; every person mattered. As a result, the team reduced lost days resulting from injuries by more than 70 percent from previous EROs.”

Some additional successes on Maine include:

- Faster circular hull cuts.
- Elevated and streamlined temporary services.
- Newly designed anti-biofouling adapters that reduced heat exchanger cleaning.

- Tank preservation timeline improvements.
- A centralized safety trailer.

“I will always remember the positive attitudes and teamwork of this team,” said Byron. “From the way we worked together to resolve problems and share ideas, to the depth of caring I saw for each and every person, it was all there. The slogan ‘Remember the Maine’ is often attributed to this ship's name and is a fitting slogan to carry forward as we continue our journey to new projects and jobs in the shipyard.”

As a testament to the efficiency of the PSNS & IMF team, the command continues to improve as a maintenance community, reducing the overall time of this latest ERO by 20 percent from the previous ERO.

Maine's ERO follows on shipyard successes with:

- USS Ohio (SSGN 726)
- USS Michigan (SSGN 727)
- USS Henry M. Jackson (SSBN 730)
- USS Alabama (SSBN 731)
- USS Nevada (SSBN 733)
- USS Pennsylvania (SSBN 735)
- USS Kentucky (SSBN 737)
- USS Nebraska (SSBN 739)

“The Maine project marks the ninth ERO PSNS & IMF has completed, returning an asset back to the fleet in exceptional material condition and demonstrating the command's effort to continually improve our processes,” said Dave Sliger, submarine program manager. “Maine is set to provide another 20 years of strategic deterrence and Team Maine has once again demonstrated what amazing work the shipyard can do with positive attitude and leadership.”



USS Maine (SSBN 741) departs from Puget Sound Naval Shipyard & Intermediate Maintenance Facility, May 24, 2019. (PSNS & IMF photo by Wendy Hallmark)

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

The command recently reached multiple milestones, each of which is a step to delivering on-time, every time, to preserve our national security. Here are a few highlights from 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 Ronald Reagan (CVN 76) and USS Nimitz (CVN 68)

Two stellar wins for the shipyard; great job to the Ronald Reagan and Nimitz project teams! Over a four-month window, the Reagan project team accomplished more than 200,000 man-days of production work and delivered Reagan, a critical, forward deployed asset, back to 7th Fleet on time. With the fiscal year 2019 Selected Restricted Availability completed, the yard has already set its sights on making the fiscal year 2020 SRA just

as successful. On the homefront, the Nimitz project team completed the first Drydocking Planned Incremental Availability for an aircraft carrier in more than five years, executing more than 520,000 man-days of maintenance, and meeting all critical milestones and key events on time or early. The excellence shown by the Nimitz team embodies the vision of the shipyard to deliver on time, every time, to preserve our national security. Bravo Zulu team!

USS Maine (SSBN 741)

The project team is in the final stages of wrapping up the 32-month Engineered Refueling Overhaul and getting ready to return Maine back to the fleet.

USS Ohio (SSGN 726)

Since the last update, Ohio's crew completed their propulsion plant preparations, and the combined ship's force and shipyard team successfully executed the arduous propulsion plant testing program. Ohio is on track to meet its next milestone.

USS Sampson (DDG 102)

Sampson was a significant win for PSNS & IMF's Detachment Everett. The great teamwork and open communication between Northwest Regional Maintenance Center, ship's force and Vigor Shipyard were key to completing the availability under budget and one day ahead of schedule.

USS Jimmy Carter (SSN 23)

The team has done a phenomenal job ensuring Jimmy Carter keeps battling the schedule out of the park. Meeting and beating shaft work and preservation timelines, the Jimmy Carter team is continuing its fast-paced drumbeat to get to undocking and complete the availability ahead of schedule. Major milestones on track to be achieved in the upcoming quarter are the reinstallation of masts and antennas and the start of command and control systems testing.

USS Carl Vinson (CVN 70)

After a fast-paced start to the availability, Carl Vinson's DPIA is fully up and running. Work is progressing well on all fronts and is ahead of schedule in a number of areas. All propellers, shafts and rudders are removed and repairs have begun. Next quarter's goals include completing all flood dock limiting inspections and continuing the push to deliver the ship



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

on time or early. Carl Vinson is on track to be another win for the shipyard.

USS Connecticut (SSN 22)

Executing a Docking Continuous Maintenance Availability, Connecticut is receiving several significant ship alterations and system upgrades that will greatly improve the boat's onboard capabilities and maintain it as a tip-of-the-spear asset for the Navy.

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

Both Bremerton and Jacksonville completed their Ship's Layup Availabilities, successfully merging crews and watchstanding responsibilities. A first for the fleet, the SLA concept reduced manning requirements for assets awaiting inactivation and enabled the return of Sailors to active naval warships.

USS Michigan (SSGN 727) and USS Louisiana (SSBN 743)

With Ohio and Maine projects working toward completion, the yard is preparing for the next major submarine overhauls on Michigan and Louisiana. Michigan, undergoing a 17-month Extended Refit Period availability, is the next opportunity to demonstrate commitment and support to the guided missile submarine fleet. At 31.2 months and with more than 750,000 man-days planned, Louisiana's Engineered Refueling Overhaul is one of the largest and longest submarine availabilities the yard has planned and is the last refueling overhaul scheduled for the Ohio-class ballistic missile submarine fleet. The goals for the upcoming quarter are to execute the nesting periods and prepare both boats for docking and major production work.

USS Pittsburgh (SSN 720)

Pittsburgh, the next Los Angeles-class submarine to be inactivated, is the first flight II submarine the yard has inactivated. Working to capitalize on

the lessons learned from the recently and highly successfully executed Ex-Buffalo inactivation, the Pittsburgh team is eager to get started on the availability this quarter.



USS Louisiana (SSBN 743) arrives at Naval Base Kitsap-Bangor March 2, 2018 following a routine strategic deterrence mission. (U.S. Navy photo by Mass Communication Specialist Nancy C. diBenedetto)



USS Maine (SSBN 741) departs from Puget Sound Naval Shipyard & Intermediate Maintenance Facility, May 24, 2019. (PSNS & IMF photo by Carie Hagins)



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



Cmdr. Jason Deichler, commanding officer of USS Pittsburgh (SSN 720), stands on the bridge as the boat transits to Naval Base Kitsap-Bremerton May 28, 2019. (U.S. Navy photo by Mass Communication Specialist 1st Class Rebecca Ives)

Safety throughout the year

Practice caution near lifting machines, avoid 'no-zones' to stay safe

PSNS & IMF Public Affairs

Various machines are used to transport and lift heavy objects throughout Puget Sound Naval Shipyard & Intermediate Maintenance Facility. Cranes and forklifts are a common site inside the Controlled Industrial Area. Code 740, Lifting and Handling Operations, is one group of professionals who operate forklifts in addition to cranes and other lifting equipment and are helping to keep folks safe as an object or lifting machine are moved.

Following some basic rules and paying attention to on-site guidance from the lifting and handling team will help ensure workers near the lifting and handling operation are not injured. A crane team consists of a rigger in charge (wearing a blue vest), a crane walker (wearing an orange vest), a crane operator, and one or more crane riggers.

Here are some things to remember when near areas cranes are operating:

- Always follow instructions given by the rigger in charge (blue vest) or the

crane walker (orange vest).

- Always walk where the crane team can see you.
- Never go under suspended loads.
- Never park a vehicle on the crane or railroad tracks.
- Never walk between the crane and the dry dock edge unless you have obtained permission from the crane walker or the rigger in charge.
- Always wait for permission from the rigger in charge or the crane walker before driving any type of vehicle, including forklifts, through a working crane envelope.
- If you hear a crane horn, stop. You may have inadvertently entered a working crane envelope.
- If you are not directly involved with a lift, stay out of the working crane envelope.

Forklifts present their own set of challenges. They often move faster than cranes, and have a smaller team of people managing the area around

them. According to the Occupational Safety and Health Administration, one out of six workplace deaths are forklift related, and nearly 80 percent of forklift accidents involve a pedestrian. Being aware of a forklift's "no-zones"—where forklift operators cannot see very well or at all—is one of the best ways to avoid colliding with the forklift.

Follow these tips to avoid being struck by a forklift:

- Look at what is going on and anticipate the operator's movements.
- Make eye contact with the forklift operator.
- Stay a safe distance away from the equipment and beware of "tail swing."
- Be extra careful in noisy work areas.
- Listen for horns, back-up alarms and other warnings.

More information and examples of "no-zones" are available on the Code 740 SharePoint site.

Brought to you by Code 730, Crane Maintenance

Cybersecurity responsibility is up to every individual

Cybersecurity is everyone's business. It has become so important that Vice Adm. Thomas Moore, commander, Naval Sea Systems command, has placed it in his top three priorities.

Every Puget Sound Naval Shipyard & Intermediate Maintenance Facility employee with computer access signs a user agreement stating they will comply with the following:

- Do not open links in emails which are not digitally signed and are from an unknown or suspicious sender. (*Opening unknown links places risk of installing a virus or malware onto government owned systems and, if either are found on an individual's system, it could mean loss of computer access for up to several days.*)
- If you receive a "phishing" email, forward it as an attachment to nmci_spam@navy.mil then delete the email and empty your deleted items.
- Protect authentication tokens and personal identification verification at all times. (*Remember, authentication tokens are not to be left unattended at any time, unless properly secured.*)
- Remember to pull your Common Access Card every time you leave the computer.
- Change your computer passwords regularly.
 - Try setting a routine to change passwords on a specific day of the month.
 - Use long passwords (15 characters or more) with special characters, capital letters and numbers.
 - Never use the same password.
- Report all incidents—including any involving personally identifiable information—immediately to your department security coordinator.
- Protect controlled unclassified information, to include PII, and do not leave PII on your desk when you are not at your desk.
- Properly label and store PII in a locked container or drawer.

As additional systems are networked, the threat to those systems becomes more prevalent. Adhering to the user agreement reduces risk significantly.

For more information on cybersecurity, email the Code 109.21 Cybersecurity Administration team at BREM.PSNS.InfoSec.FCT@navy.mil.



Code 740 crane riggers (from left) Nicholas Westcott, Troy Cox, Dylan Garcia and Jeff Lane, rigger in charge, provide security as Crane 80 travels along Dry Dock 5, May 20, 2019. (PSNS & IMF photo by Scott Hansen)



Celebrate
Flag Day
June 14, 2019

FLAG DAY FACTS

- ★ The first American flag was created in December 1775 and had no stars but rather the Union Jack in the upper left corner.
- ★ The Second Continental Congress passed a resolution on June 14, 1777, stating that "the flag of the United States be 13 stripes, alternate red and white," and that "the union be 13 stars, white in a blue field, representing a new constellation."
- ★ The colors of the flag symbolize hardiness and valor (red), purity and innocence (white) and vigilance, perseverance and justice (blue).
- ★ Gazing upon the star-spangled banner at Fort McHenry in 1812 inspired Francis Scott Key to write the national anthem.
- ★ In 1818, Congress voted to add a new star to the flag every time a state was admitted but to reduce the number of stripes to 13 to honor the original colonies.
- ★ Until the 48-star flag was adopted in 1912, there was no guideline for the arranging the stars: they were arranged in rows, circles and even star shapes.
- ★ Bernard Cigrand, a 19-year-old schoolteacher in Wisconsin, led his class in celebration of the flag on June 14, 1885. Despite changing careers to dentistry, Cigrand remained a lifelong advocate for a national Flag Day.
- ★ Congress passed legislation recognizing Flag Day as a national holiday in 1949, but it is not a federal holiday. The only state that recognizes Flag Day as an official holiday is Pennsylvania.
- ★ Five of the six U.S. flags planted on the moon are still standing. Exhaust from Apollo 11 blew over one flag when the spacecraft departed the moon.

Voluntary Leave Transfer Program recipients

This program authorizes federal service employees to donate annual leave to other federal service employees who are experiencing a medical emergency or medical condition for themselves or a family member. If you wish to donate annual leave or have questions about leave donation, please contact Human Resources Office, 360.476.5386 or visit Bldg. 850, floor 5, room 506; or fax your donation form to 360.476.6669.

Teammates currently in need of donations:

Code 105	Code 1200	William Kiendel
Billy Sprague	Jeannie Randall	Shop 52
Code 109	Code 2300	Bonnie Eicher
Kendra Fitch	Karl Druschke	Shop 56
Marselles Jefferson	Julia Martinez	Erin Avery
Code 130	Marty Sampson	Robert McCarthy
Annikkia Bryant	Shop 11	Shop 57
Richard Petrone	Michael Hamblet	Christina Deitch
Code 200	Jessica Hammons	Shop 64
Caitlin Earl	Shop 17	Ashley Brown
Phillip Hartline	Vanessa San Gil	Colleen Ellis
Michaela Raymond	Shop 26	Mercedes Flerx
Code 300	Joshua Hubbell	Shop 67
Melissa Jaskinia	Luis Rivera	Sarah Alvarez
Code 400	Joshua Wagner	Shop 71
William Abare	Shop 31	Michael McDowell
Code 700	Corey Wooten	Jamie Ruth
Andrea Abrams	Shaun Yeadon	Breanna Spracklin
Jesse Hannawacker	Shop 38	Michael Swain II
Jonathan Yette	Nicholas Clemente	Shop 99
Code 900	Sandra Hayman	Marian Baca
Sierra Morrell	Kevin Martin	Bianka Curtis
Code 1000	Jeremy Walker	Sarah Hustis
Lawrence Kalcso	Shop 51	Kristy Peterson
Code 1100	Diona Arena	Frank Yulfo
Rebecca Phillips		

Recreation & Rideshare

Recreation opportunities

Department of Defense civilians and their escorted guests can recharge their minds and bodies by using a variety of recreational services on base such as movie theaters and restaurants. DOD civilians are also eligible for recreational discounts off base including at popular attractions in California and Florida.

Upcoming recreational activities

Father's Day Cookout - June 16

11 a.m. - 1 p.m. Bangor Plaza Patio, NBK-Bangor
More than 20 items to choose from in this delectable buffet. Prices vary. Call 360.396.5466 for reservations.

Paint 'n' Sip - June 21

6 - 8 p.m. NBK-Bangor Recreation Center
Create canvas art with the help of an expert instructor. Includes art supplies and two beverages. \$35 per person, register by June 17.

Whidbey Wine & Garden Tour - June 22

Explore Whidbey Island's local wineries, gardens and points of interest such as the Chocolate Flower Farm. \$55 per person, register by June 20.

Sea Kayak Class - June 29

8:30 a.m. - 5:30 p.m. In this introductory class review the overall kayak program, kayak anatomy, clothing, equipment and safety. You'll learn self-rescue and bailing techniques before enjoying time on the water. Register by June 27.

To register or see more opportunities, visit kitsap.navylifepnw.com.



MERITORIOUS UNIT COMMENDATION AWARDED TO PSNS & IMF:

For meritorious service in maintenance, innovation and operational support for the United States Navy from October 1, 2015, to March 8, 2019. The personnel of Puget Sound Naval Shipyard & Intermediate Maintenance Facility, through superior leadership, meticulous planning, and extraordinary team alignment, returned three aircraft carriers to the fleet on or ahead of schedule, resulting in significant combined maintenance cost reductions of \$8.1M and enabled them to conduct joint drill operations in the Western Pacific for the first time in years. The shipyard's expeditious emergent repairs to USS Nimitz (CVN 68) while underway ensured she was able to remain at sea with little effect on operational requirements. PSNS & IMF's focus on nonstop execution of critical path work, process improvement, and lessons learned allowed for an almost three-month early completion of the inactivation availability of USS Dallas (SSN 700). For the first time in 10 years, PSNS & IMF succeeded in the on-time completion of an Everett-based CNO availability for USS Kidd (DDG 100). Exemplifying their dedication and efficiency through unprecedented results, PSNS & IMF completed a six-month, planned incremental availability on USS Theodore Roosevelt (CVN 71) 25 days ahead of schedule. Now, more than ever, the Navy's operational readiness is critical, and PSNS & IMF is a key enabler. Through their exceptional performance, continued innovation, and devotion to the mission, the personnel of PSNS & IMF reflected credit upon themselves and upheld the highest traditions of the United States Naval Service.

LGBT (Lesbian, Gay, Bisexual, Transgender)
Employee Resource Group

PRIDE Month networking event

Saturday, June 22, 1 - 4 p.m.

Blue Sky Hobbies, Bremerton
(a block up from the Burwell Gate)

For more information,
Call 360.476.4490 or 360.476.0523

SALUTE

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ontheWaterfront

Flickr: [Flickr.com/PSNSandIMF](https://www.flickr.com/photos/PSNSandIMF/)

Twitter: [Twitter.com/PSNSandIMF](https://twitter.com/PSNSandIMF)

YouTube: [YouTube.com/](https://www.youtube.com/channel/UCjoeShipyards)

JoeShipyardsWorker

Website: [navsea.navy.mil/](http://navsea.navy.mil/Home/Shipyards/PSNS-IMF)

Home/Shipyards/PSNS-IMF

Salute online: [dvidshub.net/](http://dvidshub.net/publication/1101/salute)

publication/1101/salute

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Change of Command

Capt. Howard Markle has served at the helm of Puget Sound Naval Shipyard & Intermediate Maintenance Facility since August 7, 2015.

Under Markle's leadership, the shipyard saw an increased workload with a corresponding swell in the workforce. More than 4,100 additional employees and sailors joined the command bringing the total number of teammates to 15,000 people, the highest employment level since World War II.

Notable accomplishments in the past four years include:

- Mission critical emergent repairs on deployed aircraft carriers, cruisers, destroyers and submarines.
- Returning eight aircraft carriers to the fleet on time or ahead of schedule, including USS Theodore Roosevelt (CVN 71) 25 days early from its Planned Incremental Availability.
- On-time or early completions of Chief of Naval Operations availabilities for USS Kidd (DDG 100) and USS Sampson (DDG 102).
- Early completion of the two most recent Los Angeles-class inactivations, overall availability duration has been improved by three months. Completion of eight reactor compartment disposal packages.
- A command-wide initiative for workforce development; providing a comprehensive framework for hiring, training, developing and retaining employees.

During Markle's tenure, the shipyard earned the Robert T. Mason Award for Maintenance Excellence, the Department of Defense's highest honor for depot-level maintenance. This was in addition to numerous other awards and recognition including community service, environmental excellence and, most notably, the Meritorious Unit Commendation.

Markle's next assignment will be on the executive staff of Commander, Naval Sea Systems Command, in Washington, D.C.

Wolfson comes to PSNS & IMF from Norfolk Naval Shipyard where she served as operations officer. She was commissioned in 1996 and has served in various capacities in her 23-year career including shipboard assignments on USS George Washington (CVN 73) and USS Carl Vinson (CVN 70). In addition to Norfolk, Wolfson's shore assignments include Portsmouth Naval Shipyard in Maine, Supervisor of Shipbuilding in Newport News, Virginia, and Commander, Naval Forces Atlantic. Wolfson is the first woman to command a U.S. Navy shipyard.

Farewell

Captain Markle



Welcome

Captain Wolfson

