THE MAINTAINER

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The Maintainer

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

STRAIGHT TALK WITH CAPTAIN LANNAMANN

Greetings Team MARMC,

I hope you are all rested after celebrating our nation's birthday on the 4th of July and ready to get back to what we do best – FIXING SHIPS! I was fortunate to get some down time with my family the first week of July and I also had a bit of time to think about the upcoming transition which will take place on August 16. After three very challenging yet very productive years as your skipper, Mid-Atlantic Regional Maintenance Center (MARMC) will welcome Capt. Timothy Barney, who recently served as MARMC's Waterfront Operations Officer, as the new Commanding Officer (CO). I have had the privilege of working with Capt. Barney over the last year and have no doubt that I will be leaving the command in very capable hands. Capt. Barney's knowledge of the ship repair business will propel MARMC to new heights and continue the effort of making On-Time Delivery of ships the command's main priority.

"Each of us must have the trust and confidence in our teams and our leadership that we will act in good faith to solve problems."

This is not the only leadership change that the command will see over the next couple of months. After returning from Executive Officer training, Capt. (sel.) Rey Tanap will be taking over as MARMC's Executive Officer relieving Capt. Eric Williams who will head overseas to take on his first role as CO in Europe. Join me in wishing Capt. Williams the best of luck as he continues forward in an already accomplished career. Capt. (sel.) Tanap, just as Capt. Barney, has a couple of years with MARMC under his belt in the Production Officer role, so his finger is on the pulse as well. This is the best-case scenario for MARMC to see two of its own officers take the helm.

Earlier this month, Master Chief Michael Jones checked in as the new Command Master Chief (CMC). Master Chief Jones is coming to us from Naval Weapons Station Yorktown. My first impression is that he is a man who cares about his Sailors and will do a fantastic job during his tenure as your CMC.

As I was thinking about the major leadership changes that MARMC will undergo this summer, it brought me back to some of the topics our big boss, Naval Sea Systems Commander Vice Adm. Tom Moore, shared with us all at the beginning of June – "Trust and Confidence." He said, "Each of us must have the trust and confidence in our teams and our leadership that we will act in good faith to solve problems. Absent that trust, people will live with problems and near misses that eventually lead to significant problems. We must have a continued full court press to show the thoroughness of corrective and preventive action - the fact that we are not living with problems, we are fixing problems. As we investigate, if we find problems or gaps – correct and fill them."

Reading this a second time, I wanted to ensure I had a conversation with you all before I left to ensure I leave new leadership with a command ready to trust its new leaders and new leaders ready to have the confidence in their team to do the right things. Working in the repair business, we often times see what things look like when they go wrong and in turn are called upon to fix the issue. I think it is extremely important that we are not just doing that for our customer, the fleet, but also taking the time to engage in our own processes, facilities and working conditions to ensure we are creating and working in an environment that is the best it can be. To its credit, MARMC has won several RMC of the Year Awards. I know that is in part due to the proactive approach that many of you have adopted and the great talent we have on our team. You anticipate a problem and have solutions ready before things even have a chance to go wrong.
It will be a vital part of MARMC's success to continue these efforts and to not let problems, no matter how big or small, fester to the point that mistakes are made.
I have to say that my trust in this team from my early days of coming on board has been steadfast. I have taken vacation or attended to the command's business in other parts of the country and each time I came back to things operating as normal. I hope you all show the same level of professionalism to your new leadership and that in turn they give you the trust and confidence you need in order to meet the mission!

The road ahead for MARMC is busy. Just as it has been for the last several years, the command will be taking on dozens of availabilities at a time in a region that has seen its ports overflowing with no signs of relief. Through all of the obstacles and challenges, you have all learned how to face adversity head on. Thank you all for your continued drive toward excellence. Your hard work is the driving force behind the fleet!

Sincerely,
Capt. Dan Lannamann

CHALLENGE THE NORM

Notes from the Executive Director

Over the last few months, the Executive Leadership Council (ELC) has been busy realigning and updating our Strategic Business Plan (SBP). Our goal has been to bolster a renewed emphasis on Naval Sea Systems Command's top mission priorities. Moving forward, there will be nine 'Smart Goals' at the center of Mid-Atlantic Regional Maintenance Center's (MARMC) SBP all aimed at improving execution of our critical path in pursuit of On-Time Delivery. I am excited with the way our conversations have went and the progress we have made. There are several indicators that we identified that will drive improvement in our performance as a command and give us a renewed focus by using measured analytics. These are not just simple metrics, excel spreadsheets or access databases, but MARMC will be engaging with specialized programs that use artificial intelligence to help us interpret data and give predicted outcomes that should positively aid our decision making while executing availabilities. The intended effect is for these programs to help us be more proactive and make decisions well in advance of potential work stoppages or other pitfalls that obstruct us from completing an availability within the allotted period we planned. It is our challenge to find ways to make these resources work for us and implement them in a way that renders results at the working level. Expect to see these new goals and the updated version of the SBP by the end of this summer as we will be looking to put this new plan into action by the start of the upcoming Fiscal Year.

"As has been the case in most years, we have encountered barriers and obstacles, whether a technical or contractual issue, but we have showed our eagerness to persevere."

We are now in the fourth quarter of Fiscal Year 2019, which means an end of year funding sweep is underway. Over the next month and a half, there will be a heavy emphasis on procuring fleet materials and services needed to meet our FY19 obligations. Our Contracts and Finance Departments will be hard at work getting these funds allocated. I ask that any of our folks involved with managing command funds do their diligence to get that money allocated adequately and as quickly as possible.

During the month of July, we are holding a three-week critical path training course in which we have invited our industry partners to attend. This will not only be a knowledge sharing session, but also a chance to share with the private shipyards where our focus is and give them an idea of what they can do to anticipate our needs within the repair facilities. My hope is that they run with the concepts that we have been implementing at MARMC and improve not only their relationship with our command, but make huge strides in their business processes.

If you recall I began the calendar year with a maxim that I intended to weave into the fabric of our command – Challenge the Norm! I wanted to start a dialogue that would help shape the way we approach MARMC's mission of 'We Fix Ships!' It still holds true that every day our workforce is up against tight deadlines and the pressure of finding solutions on the fly in order to meet our obligations to the fleet. As has been the case in most years, we have encountered barriers and obstacles, whether a technical or contractual issue, but we have showed our eagerness to persevere. I want to take a moment to congratulate you on your wins and let you know that leadership recognizes the strides we have made in maintaining the RMC gold standard that MARMC is known for. I implore you to continue your efforts and to feel empowered in finding ways that allow us to collectively say "we can do it!"

As in my first address to you this year, remember that you control your temperament and mood each day, so make it a positive one. Give yourself the space to grow and learn with your experiences. Work in parallel with your industry partners. Take calculated risks at the right times. Find ways to lead and motivate those around you every day. When situations present themselves that impede our progress, never fail to forget that you can always - CHALLENGE THE NORM!

Command Master Chief Notes

Team MARMC,

I would like to thank the Mid-Atlantic Regional Maintenance Center (MARMC) Team for welcoming my family and me. I plan to hit the ground running and to do everything that I can to support, and improve the exceptional tradition, and excellence that is MARMC! I have an open door policy so please do not hesitate to come see me if you need to.

First, I would like to thank everyone who competed in the Surface Line Week competition. We won the large command category! We are working on the best way to incorporate all of the trophies that have to be added to the Trophy Cases, we'll let you know when they are out. Great job to everyone and way to represent MARMC!

E4-E6 advancement exams are coming in September. Budget yourself time to study up and be prepared when the time comes. I expect that you will be ready!

Chief Cheyenne Shasky retired earlier this month. I would like to wish her 'Fair Winds and Following Seas' on behalf of the Chief's mess – you will be missed.

The Fleet CPO Training Team is coming to MARMC. Fleet CPO Training is a one-day seminar designed to energize the command to become leaders that are more effective. The seminar focuses on responsibilities, key Navy programs, team building and leadership development. This is a great opportunity for our E6. The training will be held in Building LF-18 on August 5 and 6, from 0800-1600. Uniform is NWUs. Specifics to follow in the POW.

CMC Final Word: Summer is here and the heat has been more intense than years past. Overall, MARMC has done a great job this summer with reducing heat related injuries. Please continue to stay hydrated and be sure the little ones are well hydrated too. Summer is a good time to use your

leave. We are only allowed to carry over 60 days of leave into the New Year. Be safe and enjoy your summer. If you need me for anything, come by my office located in Building CEP-200 or call me at 400-2488.

Multi-Cultural Committee

What does Multi-Cultural mean to you? Multi-Cultural means having people from various cultures and backgrounds being recognized at the command through events, articles and visual displays. Would you like to learn more about different cultures not celebrated here at MARMC? If you are interested in becoming a member, the Multi-Culture Committee needs you!

Please contact Timothy Russell in the Technical Library. Phone: (757) 400-0737 | Email: timothy.russell1@navy.mil

RECERTIFYING: 2M

MARMC 2M/ MTR PROGRAM RECEIVES ANNUAL REVIEW

By Douglas Denzine, Public Affairs Specialist

The Mid-Atlantic Regional Maintenance Center (MARMC) mission statement, "We Fix Ships!" carries an underlying feature – the command also helps ships fix themselves. One program that supports this is the Miniature/Microminiature Electronics Assembly Repair (2M)/Module Test and Repair (MTR) Program.

Chief of Naval Operations policy requires fleet commands to attempt repairs of failed electronic assemblies onboard and at an Intermediate-level (I-level) maintenance shop for additional support prior to purchasing a replacement assembly.

"During the month of June, Naval Surface Warfare Center (NSWC) Crane Division paid MARMC a visit to conduct an annual review and certification as a 2M/ MTR Inspection Site," said Atlantic Fleet 2M Coordinator Andres Cabrero. "MARMC's lab happens to be the largest in the Navy, with nine 2M workstations, three MTR stations, with a throughput of over 150 technicians per year."

The primary mission of MARMC's 2M/ MTR Inspection team is to ensure the fleet warfighters maintain a high level of electronics repair capability and self-sustainability. The program has had a big impact on fleet readiness, during fiscal year 2018 alone the program was involved in 8,174 repairs, which translated into tremendous time and resource savings for the Navy as a whole.

"MARMC's 2M and METCAL Certifications Branch inspection team supports this effort in three ways: review and certification of organizational level and I-level 2M/MTR repair facilities, recertification of 2M/MTR technicians and providing program updates and guidance to MARMC sailors, civilians and contractors," said Cabrero.

MARMC's 2M and METCAL Certifications Branch inspection team is also the front line of program support, comprised of Cabrero and four 2M Inspectors: Todd Jackson, Robyn King, Charles McPeters and Tony Roye.

"Every person on the team is a well-seasoned expert in the field, with over 105 years combined 2M Inspector/Instructor knowledge between them," said 2M and METCAL Certifications Branch Manager

Traci Harrison, who took over as manager in April of this year. "2M/MTR commands in MARMC's area of responsibility (AOR) consists of 42 ships and 27 shore units. Cabrero also has oversight of two other Inspection Site AORs, South East Regional Maintenance Center (38 units) and Forward Deployed Regional Maintenance Center (16 units) with one inspector at each."

The NSWC Certification Agent Andrew Ganster, accompanied Cabrero aboard the USS Bataan (LHD 5) to observe him perform a 2M/MTR Site Review, which included facility inspection, equipment op-test, tool and materials inventory, as well as a program effectiveness assessment.

"He continued his visit at Building CEP-200's 2M/MTR Technician Recertification Lab to inspect nine workbenches, test operate solder equipment, microscopes, static control systems and to verify sufficient consumables, tools and support materials were in stock," said Harrison.

In addition, Ganster observed Roye and Jackson as they successfully recertified five fleet technicians. Lastly, all inspector certifications and training requirements were verified and certification status of all 2M commands under MARMC purview were confirmed.

"The review concluded with MARMC receiving a full Inspection Site certification and I received renewal of my Fleet Coordinator certification as well," said Cabrero.

In his report, Ganster stated, "MARMC's 2M/MTR recertification facility was impressively clean and bright. The effort of Mr. Cabrero and fellow 2M inspectors to organize and maintain their 2M/MTR facility in a high state of readiness is a credit to their dedication in providing excellence in service to the fleet."

Ganster also stated, "MARMC's 2M/MTR area of responsibility is in excellent hands under the care of 2M/MTR Fleet Coordinator Mr. Andres Cabrero and 2M MTR Inspectors Mr. Tony Roye, Ms. Robyn King, Mr. Todd Jackson and Mr. Charles McPeters. Bravo Zulu's to all for their dedication to duty and pride of work."

"I concur with Ganster's comments, whole-heartedly," added Harrison. "We are fortunate to have an awesome team of 2M Inspectors on the East Coast, which brings a vast wealth of experience to the table. We are the subject matter experts (SME) that take pride in our dedicated and excellent service provided to the Atlantic Fleet. I was extremely happy to receive such a wonderful write-up from Mr. Ganster – a job well done to my team!"

An Atlantic Fleet Sailor performs an assignment on a circuit card assembly in an effort to renew his Miniature/Microminiature Electronics Assembly Repair (2M)/Module Test and Repair (MTR) certification in Mid-Atlantic Regional Maintenance Center's (MARMC) 2M/MTR recertification lab. (US Navy Photo by Douglas Denzine/Released)

MARMC, MITSCHER KICKS OFF SRA

By Hendrick Dickson, Public Affairs Specialist

"One of the keys to successfully completing this SRA will be teamwork between MARMC, ship's force and MHI."

Tugboats guide USS Mitscher (DDG 57) from the pier at Naval Station Norfolk during a dead stick move to Marine Hydraulics International (MHI). Mitscher began a Selected Restricted Availability July 8.

The Arleigh Burke-class guided-missile destroyer USS Mitscher (DDG 57) is the latest ship to begin a Chief of Naval Operations (CNO) Availability under the oversight of Mid-Atlantic Regional Maintenance (MARMC). Mitscher began its Selected Restricted Availability (SRA) at Marine Hydraulics International (MHI) in Norfolk, Virginia, July 8.

The SRA includes 130 production days, and a work package of major preservation and rehabilitation of the intakes and uptakes, the 06-level and the bridge wing.

"We have some work dedicated in this package that is required by CNRMC (Commander, Naval Regional Maintenance Center) that we have to accomplish and we have to open up some tanks to get that done as well," said MARMC Project Manager Brian Campbell. "So, it is a pretty extensive package as far as preservation and rehabilitation."

While the majority of the work package is rehabilitation and structural repairs there is some modernization work. However, Campbell says much of the updates to shipboard systems have been accomplish in prior availabilities.

"In both 2013 and 2015, she underwent major modernizations," said Campbell. "This time around, any modernization is minimal – some software and the C2P (Command and Control Processor) will be addressed."

Campbell says while planning this availability, he and his team leaned heavily on experience and the maintenance history of the ship.

"We use what we have had success with in the past," he said. "We have a deep library of work items that we've had in the past – work items that worked for us – so when we planned this avail, we expanded upon them based on the current ship condition."

One of the keys to successfully completing this SRA will be teamwork between MARMC, ship's force and MHI. Campbell said the camaraderie between the maintenance team and crew is already established.

"There are about 15 or 20 work items that comprise 67 percent of the invoice and those work items are going to be the government team's focus. When I say 'government team,' I'm including the ship because they are an integral part of our team," said Campbell. "We're just starting to build the relationship with MHI and cooperation has been great. We've already established that trust and we're on the same page with what has to get done."

Mitscher is expected to return to the fleet this fall.

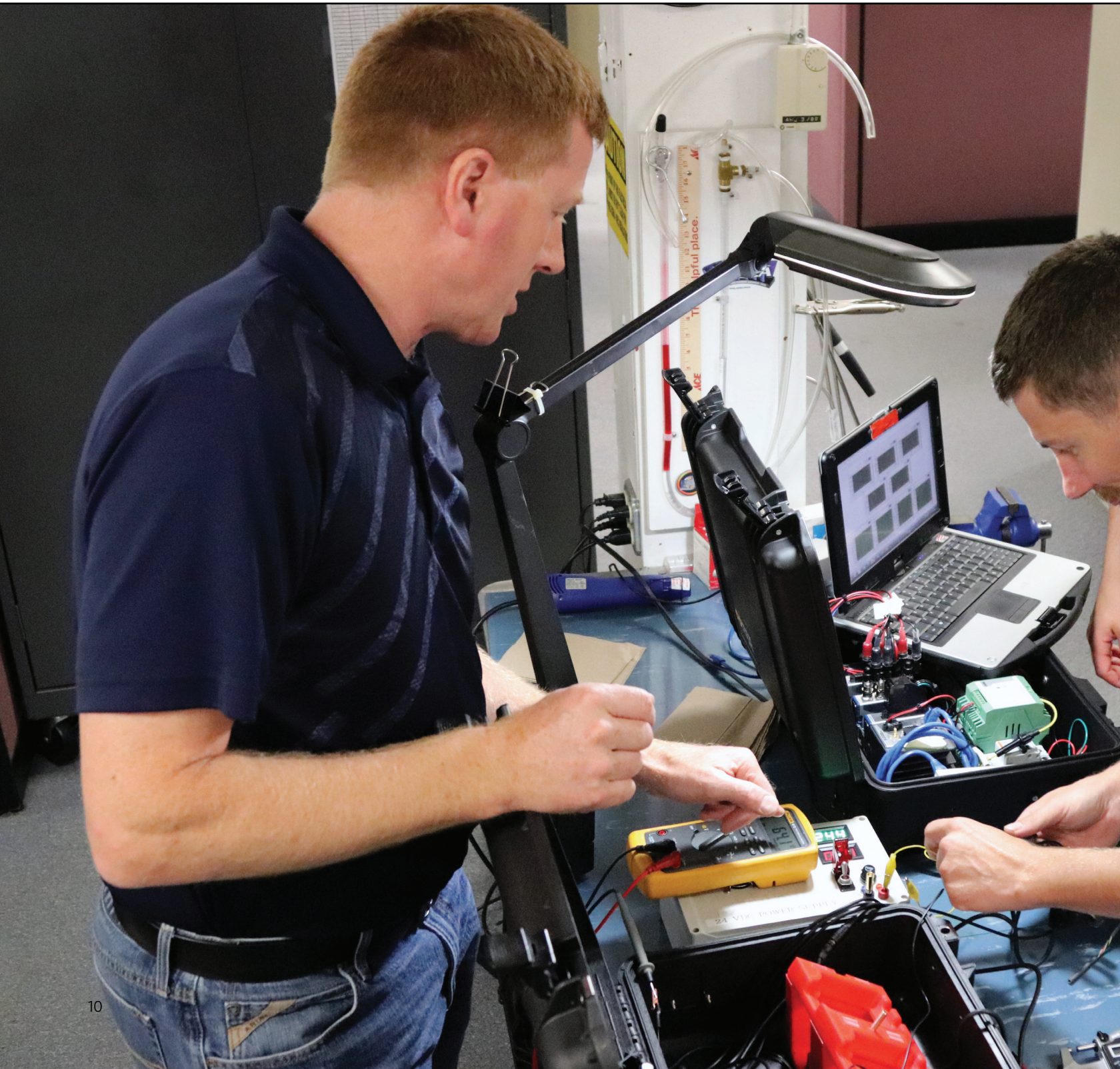
Sailors aboard USS Mitscher (DDG 57) remove mooring lines from the pier during a dead stick move from Naval Station Norfolk to Marine Hydraulics International (MHI). Mitscher began a Selected Restricted Availability, July 8.

DIGITAL FUEL ANALYZING SYSTEM

ENTERS FINAL STAGES OF DEVELOPMENT

By Douglas Denzine, Public Affairs Specialist

Mid-Atlantic Regional Maintenance Center (MARMC) Electronics Technician Jim Vallance (left), Electrical Engineer Jason Wampler (center) and Mechanical Engineer Michael Vittorio (background) make adjustments to the new Digital Fuel Analysis System developed within MARMC's Gas Turbine and Engine Controls Branch. (US Navy Photo by Douglas Denzine/Released)



Mid-Atlantic Regional Maintenance Center's (MARMC) Gas Turbine and Engine Controls Branch is entering the final stages of developing a Digital Fuel Analyzing System (DFAS), which will be used to quickly troubleshoot issues on the LM2500 marine gas turbine engine used by guided missile cruiser (CGs) and guided missile destroyer (DDGs) class ships.

The LM2500, which once used a power lever actuator control system similar to a gas pedal, has since been upgraded to a hydro-mechanical computer controlled fuel metering system, which now runs the engine.

"The upgrade was a great success for about a decade," said MARMC Electronic's Technician Jim Vallance. "Over the last few years however, ships have started to encounter some serious issues. The systems are shutting down due to various faults that stem from the hydro-mechanical fuel metering system. The problems are episodic, so it could be two in the morning and a random fault occurs for five seconds."

"The nature of this system makes it really tough to troubleshoot if you don't have a full view of what is happening within the system during specific time spans," said MARMC Mechanical Engineer Mike Vittorio. "We were spending countless hours monitoring systems that had experienced faults, taking the engine offline, but not able to pinpoint exactly what the root cause was because we weren't there to witness the fault actually occurring."

That is where the inventiveness and ingenuity of MARMC's Gas Turbine and Engine Controls Branch came into play. The team got together and designed a diagnostic kit that can connect to pressure or electrical points on the LM2500 allowing very precise data collection. The most current iteration of the diagnostic kit is what is now referred to as DFAS.

The overall goal is to provide better reliability of the LM2500 engines for ships forward deployed and in need of the ships full capabilities while performing their various missions.

"We have had the opportunity to ride along with ships that were experiencing faults as they transit the Atlantic, and other bodies of water around the world, to put these diagnostic tools to use. Those trips were really instrumental in helping us develop multiple kits that are contained in modular transportable pelican cases. The kits can hook-up to the engines power currents, pressure valves and can also collect temperature readings giving up to the second data collection on a wide range of functions taking place within the engine system," said Vittorio.

"Between my 30 years of experience working on these engines and our newest engineers who have a solid understanding of the mechanics, we worked together to create what should be a vital tool used by all the Regional Maintenance Centers (RMC) in the near future," said Vallance.

MARMC is currently working in conjunction with the in-service engineering activity for DFC and Naval Sea System Command to make DFAS available to each RMC giving them advanced troubleshooting capability for the LM2500. MARMC's team believes this will become a standard piece of test gear in the following years.

"There have already been at least six underways that have required the use of this set-up. It worked each time and has considerably cut down the diagnostic time from weeks with several technicians to only a couple days with just one technician," said Vallance.

While performing their tests on the engines in the field, the team has also been able to make incremental improvements to the DFAS, which is nearing its final stages of design where a cleaner more compact kit is the intended final result.

"We have learned some hard lessons on what the gear needs to be able to withstand while in the spaces collecting data. From waterproofing to ensuring it's flame-retardant, we are constantly making adjustments to guarantee what the other RMCs receive is a well thought out and built piece of equipment," said Vittorio.

In the long run, DFAS will not only be a benefit to Navy ships, but can be used on any vessel which uses the LM2500 engine giving it a wide application the world around.

"Two big goals of our team have been to build the world's finest test equipment and provide the best technical documentation," said Vallance.

So far, the team is well on their way to meeting both marks with expanded use coming by the end of summer 2019.

Mid-Atlantic Regional Maintenance Center personnel teamed up with technical experts and ship's force to replace the rotor for Number 5 Ship's Steam Turbine Generator (SSTG) aboard USS Bataan (LHD 5). The repairs began in March and were completed July 8, with successful no-load tests. MARMC Diesel Shop lead the project with assistance from the Steam Propulsion, Rigging and Lagging Shops.

MARMC DIESEL SHOP LEADS ROTOR REPAIRS ON BATAAN SSTG

By Hendrick Dickson, Public Affairs Specialist

Mid-Atlantic Regional Maintenance Center (MARMC) completed the rotor replacement on the Number 5 Ship's Steam Turbine Generator (SSTG) in the USS Bataan (LHD 5) Aft Plant, July 8.

MARMC's Diesel Shop led the repairs, which began in March and required removing portions of the shipboard piping systems, brackets, access ladders, pumps and other equipment just to get the rotor off ship. Once removed, the rotor was sent to the manufacturer for a swap out.

"We already knew going in the rotor was old and needed to be replaced, but we actually ended up replacing seals and bearings too," said Diesel Shop Supervisor George Tellefsen.

The job involved multiple Sailors, mechanics and technical experts from Code 200, as well as MARMC's Steam Propulsion, Rigging and Lagging Shops and the ship's force.

"They all had an important role in getting this done – everybody had their part," said Schaun Thomas, Diesel Shop Lead Mechanic. "It was a team working together over time to accomplish one mission."

Tellefsen said this is one of the largest jobs ever done, but with their shared experiences, they were able to put everything together.

"We're all skilled mechanics, but this was new to some of us," he said. "In this shop, you have diesel mechanics and gas turbine mechanics and although we've worked on steam turbines before we've never done a complete SSTG. We had to use all available resources, but we also used what knowledge we already had from working previous jobs. Everybody's bringing their knowledge together was the key."

There are always challenges when different entities come together to accomplish a job. The biggest was communication, but once everyone got on the same page the job went smoothly from there.

"At the beginning it was a little rocky, but once we got into the rhythm of things, found out what needed to be taken off we started to work better together," said Engineman 2nd Class David Williams. "If I was to do another job like that, I would want to be with the same team."

MARMC had plenty of help onboard the ship as well. Tellefsen said Bataan's engineers played a crucial role in getting the job done.

"The crew was very helpful," he said. "The Sailors in the aft plant, the MPA (Main Propulsion Assistant) – I have to commend their entire team because whenever we needed help they were there."

The crew conducted a successful no-load test on the newly repaired turbine generator at sea on July 8. The next step is to test it with a full load bank test with an electrical load later this month.

Thomas said there is a feeling a pride to know they were able to take on a job this size for the first time. It is a testament to the Diesel Shop's hard work.

"This is a huge accomplishment and it feels good to know we can go in with limited experience and take on a job of this size," he said. "A job like this shows the full capability of MARMC as a maintenance center."

"With the right people in the right spots, MARMC can accomplish great things," added Tellefsen. "We're mechanics, and mechanics apply what we already know and pick up things as we go to get the job done."

Diesel Shop Mechanic Nathaniel Henderson and Engineman 1st Class Antonio Morgan were also members of the Diesel Shop SSTG rotor replacement team.

CODE 900 in Action

With help from a local YD Crane Services, Mid-Atlantic Regional Maintenance Center's Dive Boat Alpha was lifted and placed on blocks pier side in preparation for a 3-month maintenance period, June 28. This will mark the first time MARMC will perform significant repairs and upgrades utilizing in house resources to its dive boat. (U.S. Navy Photo by Troy Delgado/Released)

Robert Jones of the Mid-Atlantic Regional Maintenance Center (MARMC) Lagging Shop applies paste to a piece of lagging cloth while relagging Number 5 Ship's Steam Turbine Generator (SSTG) in the Aft Plant aboard USS Bataan (LHD 5) (U.S. Navy Photo by Hendrick Dickson/Released)

PRODUCTION CONTROL AND PLANNING DIVISION SHOP OVERVIEW

By Chris Wyatt, Public Affairs Specialist

MARMC Planning Engineering Technician Rebecca Sandoval reviews with Hull Technician (SW/AW) 2nd Class Meghan Pint the planning and estimating of shipboard lagging onboard USS Bataan (LHD 5), July 9. (U.S. Navy Photo by Chris Wyatt/Released)

This month Mid-Atlantic Regional Maintenance Center (MARMC) shines its spotlight on Code 960 Production Control and Planning Division. Lloyd Allen serves as the Production Control Division Head, located in Building CEP-200 and falls under the Production Department.

Production Control and Planning Division includes the Resource Management Branch (Code 961), Planning/ Work Packaging (Code 962), Ship Superintendents (Code 963), Budget/ Material Support Branch (Code 964) and Tag Out/Certification Branch (Code 965).

"The Division consists of 82 Sailors, 53 civilians, and 10 contractors," said Work Package Control Supervisor David Brooking. "Each branch plays an integral role in the Production Department ability to fix ships."

The Planning Division writes the work packages, which includes the work specifications and procedures.

"When a ship puts in an automated work request (AWR) we perform a ship-check first," said MARMC Planner Mechanical Engineering Technician Arvin Persaud. "Once we come back to the shop we will write up an estimate on repair-time and cost, and we send that estimate with the AWR out to Ship Superintendent and the shop that will be making the necessary repairs for initial review. Once we get that estimate and AWR back, we will write procedures on how to fix that piece of equipment."

The next stop for a work package is the Work-Package Control Section.

"We have logs for each stop that our packages make along their review paths from cradle to grave," said Brooking. "Work Package Control is where the final reviews come into play. This is another opportunity for the shops to review the package for accuracy and ability to accomplish as written. If any mistakes are noted or the shop determines that the package cannot be executed in the form written, it is returned with comments stating why along with possible options to be considered. When all are satisfied, the package is turned-over to tagout if required, or released directly to the shop for work accomplishment. Once the repairs have been completed, Work Package Control certifies the package complete."

Tag Out is responsible for insuring the safety of MARMC personnel when it comes to working on potentially energized equipment aboard a ship. The Branch reviews the work package, and if necessary go aboard the ship and verify that the equipment/systems being worked are secured, depressurized, drained and isolated so that MARMC personnel can affect repairs safely.

The Budget Office handles all of the mapping for work package materials and labor hours in order to complete a repair. "Once the planner estimates the material cost and man-hours needed in order to complete a repair, the work package gets sent to the budget office for mapping," said Brooking. "The Budget Office maps the material cost and man-hours in a system called Advanced Industrial Material. It's a management program tool used for timekeeping and material tracking. The final step is mapping to funding for that project."

The Ship Superintendent Branch acts as the liaison between MARMC and the ships on the waterfront (our customers). They are responsible for relaying the ship's list of repair priorities to us and ours to the ships keeping both parties informed on the priority, concerns and schedules. As we all know, schedules are fluid in this business and things can change very quickly.

Next is the Resource Management Branch, which is responsible for training and hiring actions. They primarily deal with civilian personnel. Resource Management is the liaison between MARMC Training and Personnel Services divisions. They provide the Production Department with everything it requires in order to handle the manning and training demands for the largest department in MARMC.

With 82 Sailors performing these tasks on a daily basis, it is very important that everyone get an opportunity for on-the-job training.

"A lot of our civilians worked as planners when we were in the Navy," said Brooking. "Our background helps us when it comes to training the next generation of planners – plus it allows for a certain level of continuity here at MARMC. Our military are usually here for a period of two to three years. Our goal is to send these Sailors back to the ship knowing how to plan a job properly."

The Production Control and Planning Division shops all work together with a common goal in mind 'fix ships.' Do it safely, efficiently and do it right!

"When you think about it, we are the heartbeat within the Production Department," said Brooking.

BRINGING HOME A TROPHY: MARMC PARTICIPATES IN SURFACE LINE WEEK

By Derry Todd, Public Affairs Specialist

Mid-Atlantic Regional Maintenance Center (MARMC) participated in Surface Line Week 2019, a sporting competition between Navy commands, the week of June 24 - 28.

MARMC Sailors won first place in the DC Olympics, swim relay and second place in soccer and welding, securing a first place finish in the large command category.

Surface Line is an annual event comprised of 24 events with as many as 26 commands competing. The competition is broken up between small, medium and large commands. MARMC was placed in the large command group and competed in 13 events.

Surface Line Week coordinator Chief Gas Turbine Systems Mechanic Evan Woodworth, the Ship Superintendent, is partially to owe for the large personnel turnout and the command's success.

"The idea is to get the information out as soon as possible, to as many Sailors as possible, to assure we get the greatest amount of participation we can," said Woodworth. "Our success speaks volumes to our Sailor's teamwork and it is demonstrated by our people who were able to coordinate with their teams and execute the event and competition to get the outstanding results that we did."

The sporting events are held during working hours and are open to all service members. Surface Line Week is seen as an opportunity to increase camaraderie and interaction between commands.

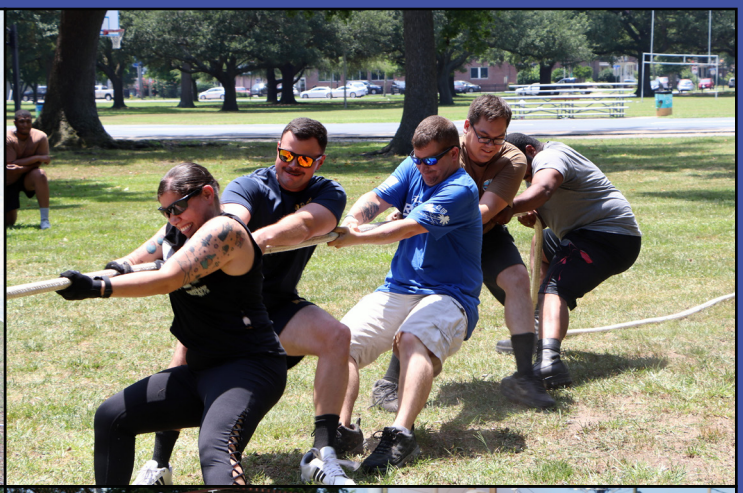
"The competitions bring people together who may not work with each other or who don't interact with one another on a regular basis," said Boatswain's Mate 1st Class David Rodgers, the captain of MARMC's bowling team. "It's a fun way to meet people, and It's really fun to have a healthy rivalry between commands."

During the competition, all ranks and rates are treated equally as teammates. In some cases, a Seaman and Master Chiefs were working together to win, without any subordinate relationship.

"As the Ship's Superintendent I don't get to participate with the junior Sailors as often as I would like, but this was an opportunity to do so," said Woodworth.

Some of the events are an opportunity to increase the Sailor's war fighting abilities. The DC Olympics are strictly based on Navy firefighting and damage control skills, encouraging Sailors to increase a crucial navy skillset furthering their ship's mission readiness. The physical challenge portion is nearly identical to the Navy's physical readiness test with some added challenges.

Surface Line Week is sponsored by Naval Surface Forces. The annual competition is a marquee event on the Norfolk waterfront.












MARMC HOLDS PRIDE OBSERVANCE HOSTED BY LGBT LIFE CENTER

By Derry Todd, Public Affairs Specialist

Mid-Atlantic Regional Maintenance Center (MARMC) held an observance for lesbian, gay, bisexual, transgender (LGBT) pride month, June 28.

LGBT Life Center Intake Coordinator Zain Welsh gave a presentation, which happened to fall on the 50th anniversary of the day that started Pride month.

"I believe it's important for our organization to come and speak to the civilians and service members here at MARMC," said Welsh. "It's an opportunity to talk about that diversity, inclusion and pride month in itself. We can open that door and hopefully answer some questions for people who might not be comfortable asking the [LGBTQ+] community in a personal setting. This is a familiar environment to show the importance of diversity and acceptance for the military members serving and for those who will come after."

During the presentation, Welsh spoke about the tumultuous history of pride, how it all began with a riot, and explained the definition of the LGBTQ+ terms and their meaning. Dozens of service members and government employees who may not have gotten the chance to otherwise, engaged with LGBT concerns and issues.

"I think the presentation was great," said Electrician's Mate 3rd Class Sterling Bryant. "It brought up a lot of things that have personally impacted my life. I may work with people who have been brought up with a different upbringing or culture and may still harbor some biases. I think it's much better to get information on the LGBTQ+ community here in person, than from a potentially toxic online community."

Not even 10 years ago some would have found it hard to imagine a military/government institution holding an observance for an LGBT pride month. The repeal of don't ask don't tell was a monumental achievement that paved the way to where we are today.

"I joined the navy the same year my step father retired after 24 years," said Bryant. "As I came out of the closet, I remember my stepfather coming home and saying, 'I serve with people but they can't talk about it.' In 2011, he said 'the president repealed it, and if you want to serve its okay now.' Just two years later, the military began recognizing same sex marriages. Just in the last six years the military has made huge strides to become more inclusive and accepting."

Sadly, in it's time, "Don't ask don't tell," was seen as a progressive achievement, shining an even harsher light on the acceptance and normalization of bigotry in America. Many people find the way LGBT individuals in the military and government where treated in the past as backwards and cruel. This marks the special importance of this observance. It reminds us how far we have come, and where we have left to go. It lets us engage with a community that we once rejected, so we can be a better, more diverse organization.

"The military is right there. If they aren't fighting for us then somebody else has to, but its culture and organization is forever changing," said Welsh. "I think we will still see more changes in the future, but just like the changes in the past, with new ideas there will always be pushback."

The LGBT Life Center serves more than 2,000 individuals each year. They have walk-in services and individuals who's entire medical case they manage to ensure they get the very best care for their HIV/AIDS while also respecting their dignity and desire for anonymity.

Yeoman 1st Class Caaleb Johnson-Burroughs, from Atlanta, reviews a ship instruction on his computer aboard the guided-missile destroyer USS Dewey. (U.S. Navy photo by Mass Communication Specialist 2nd Class Devin M. Langer/Released)

NAVY HOLDS AI AND CYBERSECURITY CONTEST WITH $150,000 IN CASH PRIZES

By Jackson Barnett, Fedscoop

The Navy launched a competition the week of July 8, for finding machine learning and artificial intelligence solutions for real-world cybersecurity challenges.

The challenge – dubbed the Artificial Intelligence Applications to Autonomous Cybersecurity Challenge (AI ATAC) – holds a $100,000 first place and $50,000 second place awards. It is open to all citizens and permanent residents, be they defense contractors, researchers, students or just technology-curious private citizens.

The contest is sponsored by Naval Information Warfare Systems Command (NAVWAR) and Program Executive Office for Command, Control, Communications, Computers and Intelligence (PEO C4I). It's a way to lower barriers for the private industry to work with the military. Contracting requires fine-tuned knowledge on the process and cybersecurity concerns, but with a contest, more people can participate than just the defense industrial base. The contest winnings pale in comparison to some of the multi-million and even billion-dollar contracts the military awards for cybersecurity.

"We are approaching innovation with disciplined urgency," NAVWAR Commander Rear Adm. Christian Becker said. "This prize challenge presents a unique opportunity to cast a wider net to get the best technology to the fleet faster."

The period for submission is open through Sept. 30, and winners will be announced in December. Entrants need to submit both an endpoint security solution and white paper.

"We believe by sponsoring AI ATAC we can quickly get new ideas about how we can incorporate AI and ML into our cybersecurity tool bag," John Armantrout, a deputy program manager at PEO C4I, said.

SAFETY CORNER: GAS-FREE ENGINEERING FLEET SUPPORT

Submitted by Vince Fleming, MARMC Marine Chemist

Mid-Atlantic Regional Maintenance Center's (MARMC) Safety Department provides gas-free engineering support not only to MARMC, but across the globe. Gas free engineering support is absolutely critical for MARMC to accomplish its mission of fixing ships, safely and on-schedule. MARMC has the expertise and extends this support to other naval maritime facilities when called upon because crucial help is needed.

What exactly is gas-free engineering? Gas-free engineering is a navy term used to describe atmospheric testing, inspecting, evaluating and controlling hazards to make shipboard spaces safe for entry and work. That work may be hot work, which includes welding and grinding or cold work such as inspections. Contrary to popular belief "gas-free" is not limited to just confined spaces, which includes fuel and ballast tanks, voids and cofferdams. Gas-free support is required for hot work in machinery spaces, pipe line repairs, sewage and gray water system repairs and near ordnance/magazines etc.

Who provides gas-free support for the command and worldwide? That would be Code 900's Navy Competent Persons (aka NCPs) – primarily Damage Controlman. MARMC Commanding Officer Capt. Dan Lannamann mentioned previously how people, when thinking of MARMC, focus on our production department making repairs. Fortunately, we have an outstanding group of talented Sailors who do the dangerous dirty work behind the scenes to keep MARMC "leading the RMC charge and setting the gold standard of how repair work should be done worldwide."

The NCPs complete a challenging four-week training course consisting of formal classroom and on the job training where they are carefully evaluated and tested. Afterwards, they receive a Navy Competent Person Designation Letter from the Captain authorizing them on behalf of the command to carry out these duties. That means the work doesn't start until the NCPs ensure that all necessary and effective precautions have been taken so that spaces where entry and work are needed are indeed safe. Safe meaning the atmosphere has adequate oxygen, no flammable/explosive gases and that the presence of any toxic gases do not exceed permissible exposure limits. NCPs also check for possible physical hazards as well such as water and slip/trip/fall hazards just to name a few.

Navy ship repair and modernization has

NORFOLK (July 9, 2019) Mid-Atlantic Regional Maintenance Center (MARMC) Navy Competent Person (NCP) Damage Contolman 2nd Class Jesus Figueroa tests a confined space prior to entry aboard USS Laboon (DDG 58), which is currently pier side at Naval Station Norfolk. (US Navy Photo by Derry Todd/Released)

been ramping up for quite some time, which has not surprisingly increased MARMC's workload. Code 900 has been doing a lot of repair work typically done during various availabilities and the MARMC NCPs have not only accepted the challenge, but have done so with no accidents, injuries or fires. The NCPs get an early start every day and will go to any of the seven contractor/private shipyards, Norfolk Naval Shipyard, Joint Expeditionary Base Little Creek, Fort Story and the Naval Station Norfolk base piers.

The MARMC NCPs have also provided support to Naval Air Station Rota, Naval Air Station Keflavik and Forward Deployed Regional Maintenance Center Bahrain for a variety of emergent jobs. When the gas-free engineering requests calls come in, the NCPs have to be ready for any space, for any work, on any ship, at any location. They have been battle tested and continue to shine!

A lot of this work is for standard ship availabilities where intake/uptake/void space inspections, graywater and sewage system repairs, water oily waste and fuel piping repairs, cathodic protection inspections/repairs, as well as various structural repairs.

This isn't a glamorous glitzy duty for sure, the NCPs return to Building CEP-200 sweaty, a little dirty and happy to have done their part to help MARMC continue fixing ships! The NCPs don't expect kudos or Bravo Zulus for this, safety is paramount in all that they do. They know that a shipboard fire is catastrophic, not only in fleet force readiness, personnel safety, time and money, but also the intangibles. If MARMC is having accidents and fires during their repair work what message does that send to contractors that we're providing oversight for and what example are we setting if we want them to operate on the highest level possible.

"One fire is one fire too many," says MARMC Safety Director Frank Walker, who meets with each all new NCPs to communicate the expectations. He lets the NCPs know that not only are they tasked with providing gas-free support, but also to support MARMC's safety contractor oversight. The NCPs are enlightened to know that if it's an unguarded edge, an inattentive firewatch or any safety concern, they must take appropriate action. The major fire earlier this year on the USS Oscar Austin (DDG 79) was an unfortunate reminder that all hands are needed on deck to prevent a repeat, so the NCPs (and everyone) must continue to take their jobs seriously and stay vigilant when it comes to ship safety.

This mindset has been a win-win not only for MARMC, but for the fleet as well. When MARMC NCPs leave the command and transition back to their shipboard assignments they bring their gas-free experience and safety knowledge and lend support whenever possible.

ON JULY 27, WE HONOR VETERANS OF THE FORGOTTEN WAR

KOREAN WAR VETERAN

ARMISTICE DAY

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

FORGOTTEN NO MORE