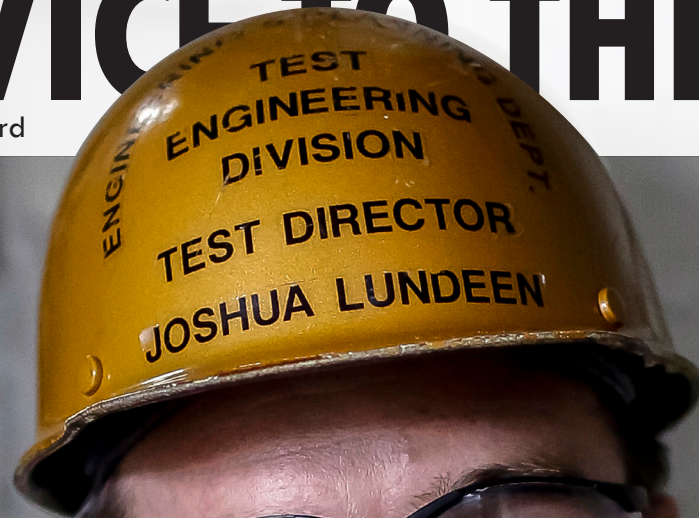


DON'T MISS: RHODE TO SUCCESS AND SHIPYARD CLEAN UP

SERVICE TO THE FLEET

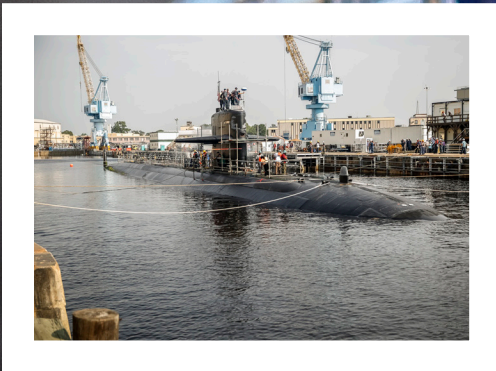
Norfolk Naval Shipyard

September 2015



SHIPYARD SPOTLIGHT
JOSH LUNDEEN

USS HELENA
ARRIVES AT
NNSY



STTF GOES T.E.A.L. FOR OVARIAN CANCER AWARENESS

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SHIPYARD RADIO ADVISORY
1630 AM

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Prohibited Items at NNSY

FIREARMS: Any device that propels an object or any device that produces a visible or audible combustion, explosion, or detonation is prohibited at NNSY. This includes: handguns, rifles, blank pistols, air guns, BB guns, electrical weapons (stun guns, Tasers, etc.), explosives, and ammunition, or any component of these items. Even if you have a permit to carry a concealed weapon in Virginia, please leave your firearms at home. Do not keep a firearm in the glove compartment of your vehicle if you are parking on the shipyard.

WEAPONS: Any object used, displayed, offered, or brandished in any manner to inflict or instill fear, or inflict bodily harm. This includes: blackjacks, steel knuckles, switchblade knives, bows and arrows, crossbows, martial arts weapons, etc. This also includes any knife with a blade greater than 2.5 inches in length. Unsharpened uniform swords are exempt.

CONTROLLED SUBSTANCES: Any substance that is controlled, i.e. illegal, to possess outside NNSY is illegal to bring onboard NNSY.

MARIJUANA USE POLICY: Recently, several states and the District of Columbia have decriminalized the use of marijuana, allowing the use of marijuana for medicinal purposes and/or for limited recreational use. These changes to state law have raised questions about whether Federal employees in these jurisdictions may use marijuana as provided for in state law. Federal law on marijuana remains unchanged. Marijuana is categorized as a controlled substance under Schedule I of the Controlled Substance Act. Thus intentional marijuana possession is illegal, even if an individual has no intent to manufacture, distribute, or dispense marijuana. There are programs in place at NNSY to help civilian employees with drug problems. The Department of the Navy Civilian Employee Assistance Program (DONCEAP) is a free program to aid those seeking assistance with drug-related issues and much more. For more information on the Drug-Free Workplace program, contact Linda Graham at 396-5772.

Service in America's Shipyard



"It should give each of you pride and purpose looking at the number of ships and types of availabilities on our waterfront with which we've been entrusted."

Over the course of the summer, *Service to the Fleet* has focused on the three tenets of NNSY's Command Philosophy. Now that September is upon us, we turn our attention to the third tenet - Service. It reads:

We serve our nation, Navy, shipyard, fellow employees, communities and families. We are personally accountable to those we serve by our actions and daily service to repair U.S. Navy warships.

As you can see, there are many entities to which we are accountable. This responsibility may seem overwhelming. But when you consider the significant overlap between these entities and the core values at the heart of our service, the responsibility to serve becomes a worthy daily goal. It's a natural way to frame our perspective when coming to work every day and providing for others during our off-duty hours.

My vision of "Service" means that the employees of America's Shipyard demonstrate honor with an uncompromising code of integrity, taking responsibility for their actions and staying true to their words. Honorable service often requires delivering bad news forthrightly, and making honest recommendations to our fellow shipyarders, even if when it may be difficult to do so. We have no shortage of challenges working in our industrial environment, and an abundance of projects on our waterfront. Open and effective communication is essential to mitigating our challenges and accomplishing our projects.

My vision of "Service" means that the employees of America's Shipyard are courageous while performing the demands of our profession and our mission serving the Navy. Courage sometimes requires making decisions in the best interest of the Navy and nation without regard to personal consequences. One such employee is this month's spotlight, Code 246 Test Director Josh Lundeen, who served personnel to ensure safety in board USS *Dwight D. Eisenhower* (CVN-69) during her recent shipyard period. As you'll read in the article, Josh keeps the safety and interests of others at the forefront of his work.

My vision of "Service" means that the employees of America's Shipyard remain committed to treating everyone with dignity and care, ensuring their safety, and guarding their professional, personal, and spiritual well-being. You'll find more than one example of commitment in this issue of *Service to the Fleet*, with two employees—Kelby Lilly and John Streeter—going beyond the call to ensure the happiness and peace of mind of others in our community.

That's what it means to serve. You feel a continual pull to go the extra step, sometimes an entire extra mile, for a cause greater than your own self-interests. With the Combined Federal Campaign season now upon us, this is a great time to reflect on our blessings as shipyard employees and ask ourselves what we can do to better serve others. I'm proud of how our employees find ways, both big and small, to do that. Whether it's the Federal Women's Program Annual School Supply Drive, the tutoring/mentoring program we provide to local schools, or NNSY's Naval Civilian Managers Association improving the facilities for Cradock Little League, we continue to seek and provide ways to give back.

As a full-service shipyard, it should give each of you pride and purpose looking at the number of ships and types of availabilities on our waterfront with which we've been entrusted. Let us collectively ensure that these vessels entrusted to us are serviced effectively, efficiently, and carefully. Your service to the Navy and nation is of utmost importance.

Service – it is why we chose to build a career at America's Shipyard. I'm proud to serve with you.

We are Norfolk Naval Shipyard.
We are America's Shipyard.

Capt. Scott Brown
Norfolk Naval Shipyard's 107th Commander



Left: Bianchi, Varela, and Brown pose with the Bingham award. Above: Brown addresses the audience at the awards ceremony. Photos by Shayne Hensley, NNSY Photographer.

Scott Center Annex NEX Wins Bingham Award

By KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST

It was more than a year ago when Navy Exchange (NEX) Portsmouth scooped up the title for the 2013 NEX Bingham Award in the 14 to 23 million dollar category, proving the team stationed at Norfolk Naval Shipyard's (NNSY) Scott Center Annex are a force to be reckoned with throughout the entire Navy. Even with a victory under its belt, the NEX Portsmouth team didn't stop there. They claimed the gold for the second year in a row and were presented with the 2014 NEX Bingham Award Aug. 10 at the Dry Dock Club.

"When I think of all of our Navy Exchanges, and they are all doing a phenomenal job providing quality goods and services and supporting the quality of life programs that are so important, there's a few that stand out and every year I have the honor to recognize them and you for the prestigious Bingham Award," said Robert J. Bianchi, Rear Admiral, SC, USN (Ret.) Chief Executive Officer and presenter of the award. "It's especially significant because it's the second year in a row that Navy Exchange Portsmouth earned this award. That is no small feat because winning the Bingham represents a tremendous achievement on the part of all of you and all the store associates and managers and the base community. You

strive to not only maintain your outstanding record of accomplishment and expectations for yourselves but then you've got to surpass them so the bar is raised each year. Congratulations and well done!"

An award program dedicated to recognizing excellence in customer service, operations, and management at NEX activities, the Bingham Award is named after the late Captain W.H. Bingham, SC, USNR. An honor dedicated to rewarding those who go above and beyond the call of duty and set an example for the entire NEX community, NEX Portsmouth stood tall with sales nearly 16 percent more than the plan, a 12 percent increase from the year prior. Its exchange operating profit was 80 percent more than last year. The team revised 20 planagrams (diagrams that show how to lay out the store for better sales) in domestic/kitchen section, and six planagrams in the electronics section right before the holiday season which increased sales by 46 percent. The increase of 40 percent square footage in the wine section has provided the store with a large array of new brands for the customer. And the team has been host to many events including the Virginia DMV2GO van on multiple occasions, various Morale, Welfare and Recreation (MWR) events such as the

Back to School Bash, and providing the Virginia Department of Transportation with access to sell EZ Passes to customers at Scott Center Annex.

The list goes on for the many accomplishments the team has achieved throughout the year, their efforts recognized once more for being the best of the best. Shipyard Commander, Capt. Scott Brown said, "Winning of the 2013 Bingham Award did not plateau them, they stepped it up a notch. Their true professionalism and outstanding customer service make them most deserving of the recognition of the 2014 Bingham Award."

Scott Center Annex NEX General Manager Gene Varela was very proud of his team and its hard work. "The great coach Vince Lombardi once said that individual commitment to a group effort is what makes a team work, a company work, a society work, and a civilization work. For a store to win this award, especially for two consecutive years, it takes commitment from each individual to reach the group's goal. This team loves to win and they don't take their awards lightly," said Varela. "I'm proud to be a part of this team and I'm proud of the achievement we reached together. And we'll meet here again next year, same time same place."

Staying Focused at America's Shipyard



YOUR ACTIONS COULD SAVE A LIFE

Whether it's letting a Veteran know you're there to listen, or encouraging those in your social networks to rally behind the veterans in your area, every little bit counts. Visit www.VeteransCrisisLine.net/ThePowerOf1 to learn how you can help veterans in need.

There is no shortage of events happening in and around America's Shipyard. It seems like yesterday we were welcoming spring and now we are closing out summer and getting ready for fall. This is a great time of year and the season brings with it lots of activities.

Many of us have already sent our young adult children off to college, and some of us will be sending the younger ones back to school as well. I will be sending my only child, Dalton, to his senior year of high school, and I would like to say how proud I am of him! I would like to wish him and all of our shipyard's children much success in their educational journeys as they prepare for their futures. A reminder to each of us that when the school bell rings, we need to watch out for the bus stops, keep an eye out, and keep the children safe! It takes a village.

What's all the noise about? It is the sound of Chief Petty Officer Selectees and Chief Petty Officers conducting PT, singing cadence, and completing some great quality training. September brings with it a new career milestone for thousands of Sailors in the Navy, including Sailors assigned to the shipyard. Every September, the newly selected Chief Petty Officers are pinned, and this year we look forward to celebrating and welcoming into the NNSY Chiefs Mess the following Chief Petty Officers: ETC Benjamin Abercrombie, MMC Jason Darragh, LNC Cassandra Hunt, ICC

General Livingston, MMC David Pritchett, and FTC Joseph Tant!

Every year, organizations across the country recognize September as Suicide Prevention Month. This year, show how one act can encourage veterans, service members, and their loved ones to seek confidential crisis support from the Veterans Crisis Line. Whether it's something as simple as striking up a conversation with a veteran, or encouraging those on your social networks to support veterans in your area, your actions could save a life. Sometimes, a crisis may involve thoughts of suicide. The following signs require immediate attention: thinking about hurting or killing yourself, talking about death, dying, or suicide, and self-destructive behavior such as drug abuse, weapons, etc. If you notice any of these in a veteran or service member you know, connect him or her with the Veterans Crisis Line at 1-800-273-8255.

In closing, I would like thank all who participated in Clean America's Shipyard Day in August! Our shipyard is looking better every day! It is an honor to be in the Navy and a great time to be a part of America's Shipyard!
- CMC Sends!

Mike Reese
Command Master Chief



KNOW WHERE TO GO SO YOU

DON'T GET TOWED!

Q. What spaces can I use in a General Parking Lot?

A. Persons with blue parking placards can park in any "General Parking" lot. However, that does not mean they can park in someone's "reserved" space. They cannot park in any diagonal yellow lined area, nor can they park in such a way to impede traffic. If it says "RESERVED," don't park there. You will be subject to being ticketed and/or towed.

Q. If I park in a "General Parking" lot and it has reserved spaces that are empty, can I park in one of those spaces?

A. No. Reserved spaces are for GS-13/05 and above. Any space that is not marked "Reserved," "Handicapped," "Van Pool,"

All shipyard personnel are designated to park only in areas as permitted by their parking placard. The three types of placards are blue for General Parking, yellow for Reserved Parking, and red or orange for Forces Afloat Parking. Please note, if you have a blue General Parking placard, you can only park in an unmarked space in General Parking areas. **If you park your vehicle in an unauthorized area, you can be ticketed and/or towed.** If you have questions, contact your departmental parking coordinator.

or "Government Vehicle," etc., can be used as a General Parking space with blue placard.

Q. What if someone parks in my assigned reserved space?

A. You should call Police Dispatch at 396-7266 and request an officer on-scene to write a citation for illegal parking. The officer also has the discretion of towing. The person with the assigned space may be required to be present when the officer arrives.

Q. If I park illegally and my vehicle is towed, how do I get my vehicle back?

A. If your vehicle is towed, you will have to go to the Hobby Shop located at Scott Center Annex to claim your vehicle. The tow charge is \$75.00 with a \$10.00/day storage fee. You will have to show proof of ownership and pay the tow charge before your vehicle is released.

Q. What are the green "visitor" spaces?

A. Green lined "visitor" spaces, or spaces designated for "visitors," are for visitors who come to NNSY on official business. These official visitors are issued a green visitor placard to hang from their mirror during their visit. The green visitor spaces are not to be used for every day convenience parking by shipyard personnel. Violators are subject to citations and/or towing.

Q. Since we've been using placards for parking, do I need to register my vehicle?

A. Yes, you must register your vehicle. It is required by the Navy. If you have ever had a DoD decal on your existing vehicle, then you are already registered. If you change License Plates, purchased a new vehicle or have never registered your existing vehicle, you must register it. To register your vehicle, you must go to Pass & ID Building 1502 just outside Gate 15 and have them register your vehicle. You must present a valid driver's license, proof of insurance, vehicle registration, and proof of state inspection.

To learn more about NNSY's parking regulations, please call your departmental parking coordinator. If you get towed, please call NNSY Police Dispatch at 396-7266.

SEPTEMBER IS SUICIDE PREVENTION MONTH

Confidential chat at
VeteransCrisisLine.net
or text to 838255

1 PERSON
can save a LIFE





Tim Bergan, SURFMEPP Corporate Operations Department Head, and Capt. Malone cut the ribbon at Bldg. 13.

» POSITIVE YARDAGE

Fit Fleet

Shipyard Commander, Capt. Scott Brown, joined the Jordan Bridge Running Club Aug. 21. The group departs Callaghan Fitness Center at 7am every Friday, rain or shine, for a quick jaunt up and over the Jordan Bridge. The run is about 4.7 miles, and a t-shirt will be awarded to anybody who conquers the length of the bridge 20 times! Photo by Shayne Hensley, NNSY Photographer.



NCMA Lunch and Learn

The Naval Civilian Managers Association (NCMA) at Norfolk Naval Shipyard (NNSY) sponsored a lecture entitled "Trophy Park in Rare Photos and Postcards" as part of their Fifth Wednesday Lunchtime Lecture series July 30. Speaker Marcus Robbins, Shipyard Historian, Archivist, and writer of the NNSY *History Matters* Blog, presented an in-depth look at Trophy Park through historic photos detailing the heritage of the shipyard, how it has changed through the years, and what the storied relics can teach us about our past. Photo by Shayne Hensley, NNSY Photographer.



Marcus Robbins • NNSY Historian

SURFMEPP

The Surface Maintenance Engineering Planning Program (SURFMEPP) at NNSY had a ribbon cutting ceremony July 24, to celebrate the team's return to Bldg. 13 after a large remodeling project. "We're elated to move back in this building," said Capt. Michael Malone, the recently retired SURFMEPP Commanding Officer. "Bldg. 13 was the first home of SURFMEPP on base and we're glad to keep the life going within these walls." SURFMEPP is a lifecycle command responsible for developing work packages that keep the ships viable assets for their complete life expectancy. Photo by Shayne Hensley, NNSY Photographer.

» DRUG FREE WORKPLACE

DFWP

The Department of the Navy (DON) Drug-free Workplace (DFWP) Program has been a part of Norfolk Naval Shipyard (NNSY) since the mid-90s; it is a comprehensive drug testing program that balances between helping the workforce through their issues with illegal drugs while also enforcing that illegal drug use will not be tolerated. The program first started when President Ronald Reagan signed Executive Order 12564 establishing the goal of a drug-free workplace in 1986. Code 1102.3's Linda Graham, is the Drug Program Coordinator. "As the DPC, I am responsible for the oversight of the DFWP performing duties such as, but not limited to, providing advice and guidance to supervisors, managers, as well as the employees," she said. For more information on the DON Drug-Free Workplace Program, visit www.public.navy.mil/donhr/Services/DrugFreeWorkplace/Pages/Default.aspx or call NNSY's DPC, Linda Graham, at 396-5772.

» OUTREACH OPS

Tutoring Program

The NNSY Tutoring/Mentoring Partnership Program recruits tutors/mentors to participate in the program each year in preparation for the start of the fall school session in Hampton Roads. Volunteers must possess a personal commitment to strengthening and developing the children and youth in our community, the commitment to be a positive role model for children, and the requisite level of knowledge in their academic areas of responsibility. If you're interested in volunteering to be a tutor, contact the Program Coordinator, Valerie Fulwood, by calling 396-3814 or send an e-mail to valerie.fulwood@navy.mil.

» CFC

CFC Season

The Combined Federal Campaign (CFC) at NNSY will begin with a Kick-Off Rally Oct. 1 in Bldg. 1500's Command Briefing Room starting at 11:20. The goal for the shipyard this year is to raise \$425,000. The mission of the CFC is to promote and support philanthropy through a program that is employee focused, cost-efficient, and effective in providing all federal employees the opportunity to improve the quality of life for all. For more information on the campaign, visit OPM at www.opm.gov/combined-federal-campaign/ or the CFC of South Hampton Roads at www.cfcshr.org

» NOTABLE QUOTABLE

"Before you can worry about the workload, you have to worry about the workers. The people we are developing today will prevent or solve the problems we encounter tomorrow." *Mike Zydron, Code 200*

» POLICY PLUG

NNSY Records Management

A Records Management e-mail account has been established for the shipyard to use as a central location for records management related e-mails and inquiries. The e-mail address is NNSYRecordsManagement@navy.mil. It is monitored on a regular basis, so responses are as prompt as possible. Additionally, there is a Records Management page located on the Code 1102 WebCentral page. It has useful Records Management related information. Feel free to check it out!

» NEWS YOU CAN USE

EARN Awards

For all employees who have not yet redeemed their EARN Awards, please be mindful that Wednesday, Sept. 30, 2015 is the last day to do so. The store is open on Tuesdays, Wednesdays and Thursdays from 7 a.m. to 8 a.m. and from 2 p.m. to 4 p.m.

WAAN

Are you aware of the Wide Area Alert Network (WAAN)? By registering for the WAAN, you have the ability to receive shipyard alerts via personal email, cell phone message or SMS text message. This enables you to receive critical information and updates even when you are not at work. If you do not register in the WAAN with your various personal devices, then the command cannot reach you at home for reporting incidents, delays, or base closures during extreme weather events, etc. Some people think that registration is automatic, but only the work computer pop-ups are set as default. You must click "Access Self Service" after right clicking the purple globe icon in the bottom right corner of your work desktop screen, and input your information and devices.



BREAK THE SILENCE
ON OVARIAN CANCER





▲ Nick Hahn, Joe Boone, Greg Miller, and April Bairdain make up the BSPO Team for the Rhode Island project. Photo by Luke Beasley, NNSY Photographer.

Teamwork is a Pleasure in the Business Office

BY ANNA TAYLOR • PUBLIC AFFAIRS SPECIALIST

The USS *Rhode Island* (SSBN-740) is due to arrive at Norfolk Naval Shipyard (NNSY) in December for its 27-month Engineered Refueling Overhaul (ERO), a major availability during which the submarine will be refueled and upgraded before returning to support the country's nuclear triad.

The Business and Strategic Planning Office (BSPO) team members play a critical role in the timely completion of the ERO; they approve direct workload budgets and evaluate cost performance for various jobs throughout project. The BSPO staff is responsible for coordinating long-range integrated schedules and workload forecasting based on the resources, manpower, and equipment available.

One of the biggest hurdles for the team will be meeting the 27-month timeline and ensuring project team members are trained before the start of the availability, and there is much to be done between now and December when *Rhode Island* arrives. BSPO team members Nick Hahn, April Bairdain, Greg Miller, and Joe Boone are working hard to meet the demands, and they all agree it's a great time to be working in Code 1200.

"It's an energetic team and everyone seems to be passionate about our goal," said Boone, Nuclear Business Office (Code 1200N) Business Agent. "It seems like a family as well as a team."

"The communication on this project has been great," added Hahn.

Hahn, who began his career as a summer intern in 2009, plans

and executes the non-nuclear financial side of the availability. "This means developing and maintaining the budget as the availability is planned and executed," he explained. "During planning, I work to develop the Final Review Estimate for the entire availability. During execution, I monitor the budget compared to work performance and ensure charges are accurate."

Miller, the team's Non-Nuclear Cost Advocate, is a relatively new addition to the BSPO. He provides support for the business agents, and is responsible for data collection and generating reports that allow the *Rhode Island* team to make informed decisions.

"The whole team has been really supportive," he said. "As someone who is fairly new to the shipyard, it's already been a great learning experience for me. Everyone has been willing to offer some of their knowledge and experience from previous projects."

Bairdain has more than 28 years of civil service under her belt, but she still appreciates the collaborative environment and learning opportunities she's been offered as a part of the BSPO. "I am learning each and every day new things that I can implement in my job from my peers and leaders," she said. "I'm very blessed to be working in 1200. All in all I think the *Rhode Island* is going to be a great project."

Ryan Foust, Submarine Business Operations Supervisor (Code 1211), said he "could not ask for a better mix of experience, motivation, and integrity in stewarding all costs associated with the shipyard's highest priority availability."



JOHN STREETER: a yardbird in service

Steve Knipp and his wife Connie were known to have "hearts of gold," always ready to extend a hand to those around them. A marine machinist at Norfolk Naval Shipyard (NNSY), Knipp worked at NNSY for fourteen years after retiring from the Navy. A hard worker in his trade and cherished as a brother to his shipyard co-workers, it was hard for any of them to see him in and out of the hospital struggling with health issues. His shipyard family came on several occasions to see him in the hospital, and that's how Connie met John Streeter.

A co-worker from Shop 38, Streeter visited Knipp every day and would bring his family along to chat with the Knipp family. "We became close," said Streeter. "Steve was my shipyard brother. He would give you the shirt off his back if you needed it. That's just how he was. And I wanted to give back to the Knipp's as much as I could."

Knipp passed away in 2014 from congestive heart failure, leaving behind his wife Connie, four children, and an extended shipyard family who loved him. "The shipyard was always good to us and we were proud to be part of it," said Connie. "There were many from Steve's shop who he worked with who were very kind to us and many of them attended the memorial. However, there is one man in particular who has gone above and beyond anything one could expect."

Shortly after Knipp's passing, Streeter would show up at Connie's door with two cups of coffee and a bag of donuts in hand to visit. He would share work stories about her late husband and Connie would in turn talk about the Knipp's life together.

"That alone would have been enough," said Connie. "But after the first couple visits he asked if there was anything he could do to help me." With health problems of her own, it was hard to Connie to take care of the house. It had fallen into disrepair and Streeter began to fix all he could. "I asked him if he could please get my pump working so I could water my garden. He had it repaired in about 15 minutes and I was so grateful. That one act though had snowballed into an amazing string of things he'd done for me."

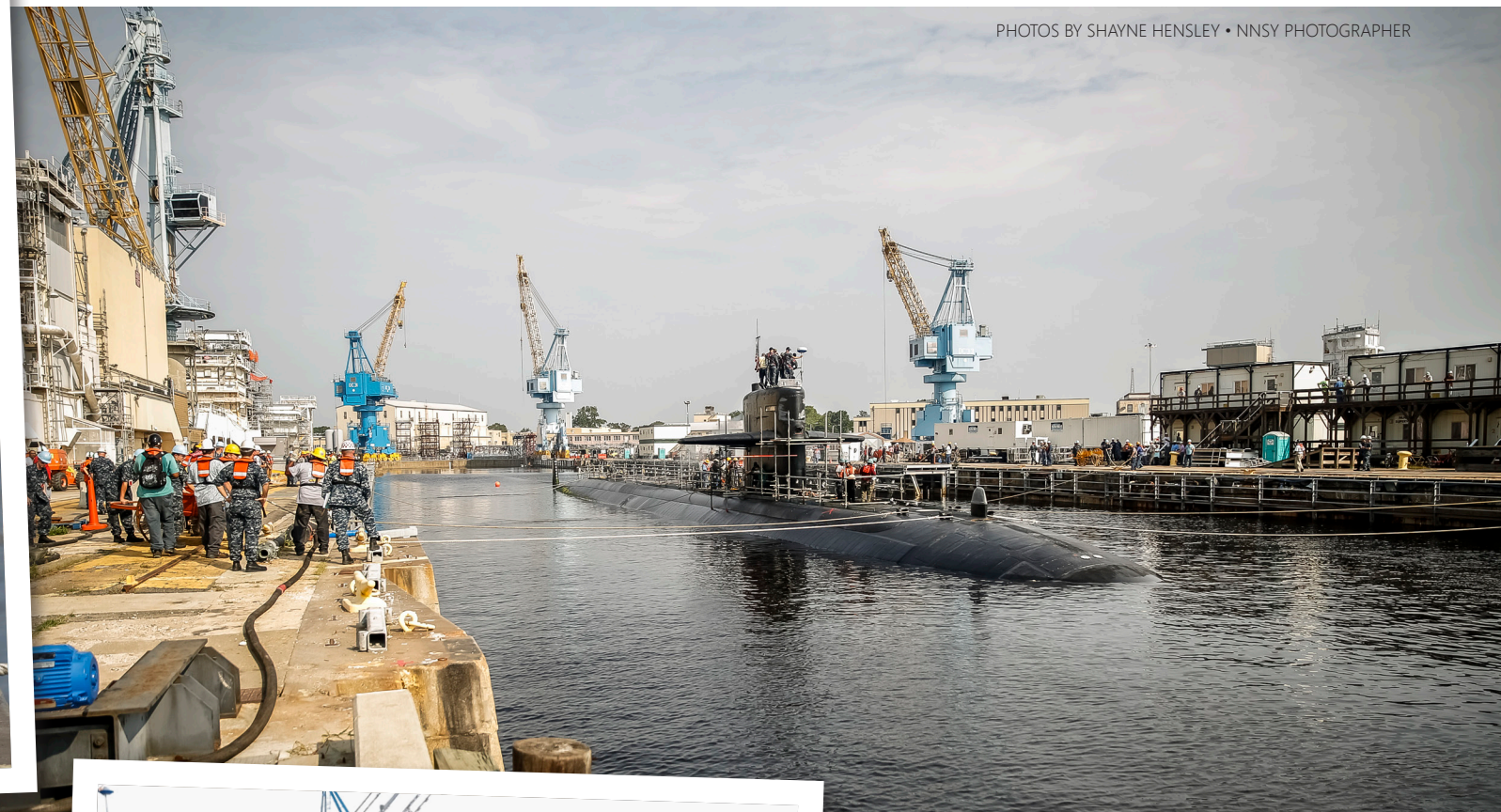
Streeter sorted out the garage and shed, built shelves, repaired a large opening in the garage, and made Connie a driveway. "I tell you what, that driveway isn't perfect," he said with a smile. "But when Miss Knipp saw it she told me she'd never had a driveway in the 17 years she'd lived there. She was so proud of it. It really makes it all worth it."

Along with an extensive amount of yard work, Streeter cut up a fallen 70-foot tree, cutting and hauling tree limbs and branches to the curb, and removing old fencing on the property. "He also made a cute little fire pit for me," chimed Connie. "And he always stops in to see if I'm doing okay. He even brings me things to share from his garden."

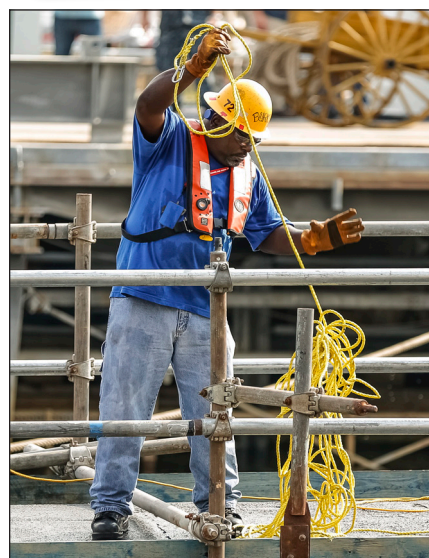
To Connie, Streeter is her shipyard angel. "The comradery at NNSY is amazing; the bonds among the workers are the same as police and firemen," she said. "John has saved me thousands of dollars in repairs and labor these last months and I owe a debt I can never repay. He is a remarkable person. I just wish he would call me Connie instead of Miss Knipp."

"It's all about respect," said Streeter. "I was raised to respect my elders. And this family deserves all the respect in the world. The Knipp's are special people and I try to help out any way I can. I don't expect anything in return. I want no glory from this; I do what I do to help my shipyard family in need."

By KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST



PHOTOS BY SHAYNE HENSLEY • NNSY PHOTOGRAPHER



USS HELENA ARRIVES AT NNSY FOR HIGH PRIORITY DCMV

BY ANNA TAYLOR
PUBLIC AFFAIRS SPECIALIST

USS *Helena* (SSN-725), a *Los Angeles*-class submarine, arrived at Norfolk Naval Shipyard (NNSY) July 21 for a high-priority Docking Continuous Maintenance Availability (DCMAV). *Helena* will spend less than four months in the shipyard while workers complete the oil tank inspection and install technology upgrades in the forward compartment.

"This availability will be a challenge with the current high workload at America's shipyard," said Pat Ensley, *Helena* Project Superintendent. "If you just look at major availabilities on the submarine waterfront, with USS *Maryland* (SSBN-738) currently in her end game, USS *La Jolla* (SSN-701) at the beginning of her conversion overhaul, and the USS *Albany* (SSN-753) in the middle of her Engineered Overhaul, there is a high resource demand that needs to be continuously mitigated to maintain these availabilities on schedule."

Critical path work for the *Helena* availability, which Ensley compares to an all-out sprint due to its short duration, focuses on the oil tank inspection and the submarine's

technical insertion upgrade, along with correcting any deficiencies that arose during deployment. *Helena* will be in dry dock until late-October, which means the project team only has a few months to complete modifications and repairs before waterborne testing begins.

The technical insertion upgrade is a modular framework of processors and consoles, high-resolution monitors, and large-screen displays installed in the forward compartments. "With the Submarine Warfare Federated Tactical System (SWFTS) upgrades, we will be removing legacy equipment and installing new cables, modifying power distribution panels, and making piping upgrades," Ensley explained. "These improvements will modernize the capability of the submarine."

The *Helena* project team has already overcome several barriers, but Ensley says the greatest challenge before the availability was communication with a boat on deployment. "It's extremely difficult to communicate with a submarine underway on mission," he said. "Since docking, the greatest success



has been ability to work with the crew and maintain excellent communications and team continuity with such a short time to plan this availability. This availability is NNSY's number one priority in yard, so she needs to be completed on-time to be able to deploy again."

Ensley, who previously worked on the USS *Newport News*' (SSN-750) Engineered Overhaul, has a unique tie to his current project. "My father, Sheridan Bruce Ensley, is a

native Montanan with strong roots to the 'Big Sky' state having spent most of his adolescence there. He attended Yale University under a Navy ROTC scholarship to start his career and completed his career on SECNAV staff where he influenced Secretary of Navy John Lehman to write to President Ronald Reagan to get approval to use the name USS *Helena* again."

Ensley acknowledged that the two-day successful docking evolution was possible

because of the close coordination between the project team, the docking team, and the *Helena* crew. "This core team comes from a combination of so many different submarine platforms. The diverse background and experience of the team has been enjoyable to work with to overcome the day to day challenges in this availability. We have our mission to get this boat back to the fleet and now it's important we go and accomplish it."



Unsung Heroes

of the Electroplate Shop

By KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST

Have you ever seen a movie with pirates hunting down a lost treasure, "x" marking the spot on the map where they hoped to find their prize? There is a hidden gem at Norfolk Naval Shipyard (NNSY) that many people know little about and unless studying a map would be unable to find it. Bldg. 1512 is cloaked out of sight by the various other buildings within the yard. Yet within the walls of this building, important work is being done. The unsung heroes of Shop 36 work hard electroplating to meet the needs of the projects.



Shop 36 is a relatively small group consisting of supervisor Ray Iuliano and his team of six. Together they work several types of jobs, including tank plating inside Bldg. 1512. A well-ventilated room holds the tanks, each one set up for a specific type of plating. These types of plating include silver plating used for electrical components and seal rings; copper plating used as a pre-plate for silver and chrome; zinc chromate used for bolts and miscellaneous hardware; industrial chrome used for threaded parts and adapters; chrome strip and nickel strip used on nuclear tooling; and passivation used on stainless steel parts and material to prevent corrosion.

Kevin Westbrook, Shop 36 electroplater, worked with his father in a plating shop for 18 years. He spent some time afterwards working overseas before he returned to the U.S. and got a position at NNSY where he directly uses his talents with tank plating. He set up the tank plating facility within Bldg. 1512 and has since been working hard on jobs for the projects as well as working to make improvements with their processes and their facility. "Something recent we've done that's a huge accomplishment is we've started

to use non-cyanide silver in our tank plating process," said Westbrook.

Iuliano added, "We're one of the first groups among the naval shipyards to ever use non-cyanide silver. It's a huge improvement and greatly diminishes the risks of damaging the environment should something happen."

There's more to electroplating than just using the tanks. The team also engraves valve hand wheels, label plates, gauge faces, level indicators, as well as many other components for ships and submarines. They also polish their work, the products reflecting like a mirror after they are done. They have built their own tools and upgraded their own equipment to meet their needs for their jobs. And then there's the hands-on jobs outside of the walls of their facility. "We also do a lot of brush plating in the shop as well as out on the submarines and the projects," said Iuliano. "If they have a sealing area or O-ring groove that is damaged during disassembly or an area that is pitted due to salt water, we can take our equipment and perform a brush electroplating repair. Basically any sealing area that is damaged, we can repair it without need to remove the component. When we leave that area, you'll never even know the area was damaged."

Recently the USS *Albany* (SSN 753) had Air High Pressure (AHP) Valves tested 100% satisfactory, with Shop 36 playing a part in the success. Andrew "Radio" Friesen from the *Albany* project said, "The electroplaters provided us with first-time quality work the shipyard should strive for. They show a lot of dedication and the hard work they accomplish is amazing. Even hidden away and working behind the scenes, this group was always on



the deckplate when I needed them and were ready to get to the job. They set the standard and they are all mostly new to the trade without any mentors showing them the ropes so that in itself shows how blessed we are to have them. Kudos to the electroplaters!"

The team consists of Iuliano, Westbrook, Rey Portugal, Angie Mullen, Jase Reber, Isaac Saler, and Daniel Summers. Iuliano and Mullen were both in the same apprenticeship class in 1987 before a reduction in force in 1993. They have since been back at the shipyard for almost six years. Portugal and Saler are both retired Navy, while Reber is a retired Marine. And Summers, their latest hire, has only been in the job for about two months now, coming from electroplating work at the Tinker Air Force Base in Oklahoma.

"The team brought me down here when I first came to NNSY. If it wasn't for them taking me in as they did, I would have never found this place because they are so hidden within the shipyard," said Summers. "Everyone here is a wonderful person and I am so excited to be working with them. They are so knowledgeable and have done so much getting me trained up. They worked to make it an easy transition from the Air Force to the Navy. It's my first time working with Navy parts and they've just been so wonderful with me. I'm thankful to be part of such a team."

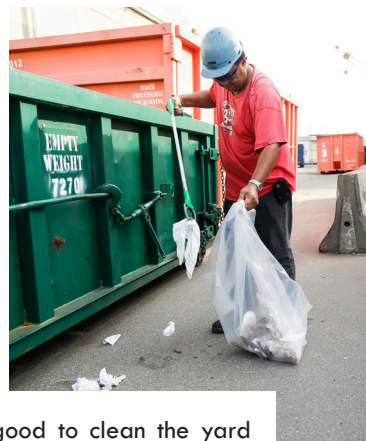
All members of the team have provided true dedication to their craft, going above and beyond what is expected from them. And with such a small group working hand in hand, the electroplate shop really has developed into a family. "Angie just had open heart surgery yet here she is back on the job getting it done," said Saler. "She's our momma and we love her."

Iuliano added, "We truly are a family and we're constantly taking care of one another and helping each other out with our jobs. We work together and have fun doing it."

Saler concluded, "Everyone here is worth their weight in gold. They are amazing people and I'm proud to be a part of the team."



"This is America's Shipyard and it needs to be clean!"
Evan Stallings • Code 920



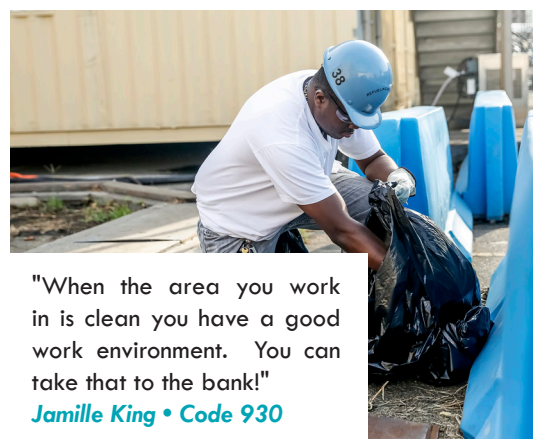
"It's good to clean the yard to make Capt. Brown happy. People need to clean up after themselves."
Martin So • Code 930



"It's good to get all unused things out of the way to make room for the things we need. Everyone should clean as they go."
David Gosey • Code 105.3



"Not only do we care about ships, we care about our work environment. It's great to show the customers the pride we have in our shipyard."
Merald Wallur • Code 930



"When the area you work in is clean you have a good work environment. You can take that to the bank!"
Jamille King • Code 930



13 THINGS YOU DIDN'T KNOW ABOUT Josh Lundeen



1. My favorite color is blue.
2. I'm a Leo.
3. I have a cat named Little.
4. My super power would be teleportation so I wouldn't have to deal with traffic around Hampton Roads.
5. I love home renovation shows on HGTV.
6. I wanted to be an astronaut when I was a kid.
7. My favorite team is the Boston Red Sox.
8. I hate spiders.
9. Folding clothes is my least favorite chore.
10. My wife says Ben Affleck would play me if they make a movie about my life.
11. My favorite comedian is Will Ferrell.
12. My desk is always clean.
13. I would love to meet Jim Lovell, Commander of *Apollo 13*.



Code 246 Test Director Proves Reliability and Relatability are Important Assets

By ANNA TAYLOR • PUBLIC AFFAIRS SPECIALIST

Josh Lundeen, Test Engineering Division (Code 246) Test Director for the USS *Dwight D Eisenhower* (CVN-69) project, develops isolations for safe work release, ensures danger tags are hung correctly on the right components, and coordinates the testing involved after work completion. It's a mouthful of a duty that boils down to one key responsibility: keeping the shipyard's mechanics safe at work.

Lundeen's responsibilities require close coordination with ship's force, Production Resources Department personnel, and the shipyard Engineering and Planning Department. "The first part of the process is a complete review of a TGI and then a work authorization form (a document to authorize work on a commissioned vessel) can be written and submitted. At a certain point, an authorizing officer will issue danger tags to be placed on equipment," he said. "One tag needs four separate signatures and the last signature is from someone in Code 246. The tags go on the isolation (the method by which steam, electricity, or air, etc., has been cut off from its source) - it might be a breaker or valve - so we're signing for a lot of things; we're ensuring that it's on the right component, that it is the correct position, that it's labeled

correctly, and all the signatures are there."

Donald "Dink" Weaver, Code 246 Assistant Chief Test Engineer, calls Lundeen a "go-to guy" no matter the situation. "Josh is an excellent representation of a Code 246 employee," Weaver said. "When questions arise with respect to problem solving and take-down schedules, he goes above and beyond, finding errors and getting them corrected. Josh has earned the respect of everybody who has worked with him."

Lundeen believes this may be attributed to his five-year experience as an active duty Navy Machinist Mate Second Class (MM2). His brother currently serves in the Navy and his grandfather, a prior Engineman, is the one who took Lundeen to a U.S. Navy recruiter in 2002. He reported to Naval Station Norfolk in 2003, his first time in Hampton Roads; and as Hurricane Isabel was preparing to make landfall along the Outer Banks, Lundeen was gearing up for deployment on USS *Theodore Roosevelt* (CVN-71). He left the Navy in 2008 and worked at Newport News Shipbuilding for four years until accepting an offer at Norfolk Naval Shipyard (NNSY).

Lundeen was assigned to *Roosevelt* when it came to America's Shipyard for maintenance. While at NNSY on active duty, he worked as

Code 246's military counterpart and learned many of the duties he now performs.

"We've been working in a trailer with ship's force, so I think because I was performing their duties not too long ago, I can relate to some of the more junior Sailors," Lundeen said. "They are the people who we rely on. We need a lot of help from them, so being able to relate to them has helped. There's always going to be different relationships, but I think having been in their shoes encourages a good feeling of partnership."

Code 246's work may often go unnoticed, but any mechanic cutting pipe or installing an electrical socket has Lundeen and his team to thank for their continued safety.

"We screen the job, look at the drawings to see what the mechanics are doing, and then we go isolate the work," he explained. "If they're doing electrical work, we turn the power off. If they're doing mechanical work cutting a section of pipe, we have to shut off the valves. People make mistakes. It's human nature. So when three people go and check something, that's what the process is there for, to help find those things you might overlook."

This part, Lundeen says, is where teamwork with ship's force becomes crucial. Civilians are not permitted to operate the equipment on a ship, so the Sailors must do the isolation. Code 246 then concurs, verifies, and approves completion of the work. When it's time to test the new or repaired part, ship's force must be present if Code 246 needs to turn on a pump or open a valve, which sometimes requires hours of watching a meter

and taking readings.

"Our job can be taken for granted because when you're issuing work on a steam system, which is in some cases upwards of 600 PSI, even though the mechanic's package says to verify the work authorization form has been processed, they trust it's something

"I think I've been given some pretty decent opportunities in just three short years. The leadership that I've had has played a huge role in how I got to where I am and how I've developed."

we've done days earlier," he said. "So they're depending on us to do the right thing, and in some cases their life relies on it."

Lundeen says he is lucky to work in a code surrounded by knowledgeable people who all perform an important function. "Some people might get the finished product, and because they're on

a time crunch, they don't appreciate the effort. They may not go back and think, 'well, if I cut this wire, Code 246 has taken care of it.' But we have. We've researched it extensively to make sure

you're safe and to make sure you're going to go home at the end of the day, and that's what it's about."

Lundeen, a Connecticut transplant, says he and his family are settled down for the long haul in Hampton Roads. He's returning to school to complete his master's degree at Old Dominion University and is working toward a Lead Test Engineer qualification. "I think I've been given some pretty decent opportunities in just three short years. The leadership that I've had has played a huge role in how I got to where I am and how I've developed. The shipyard is a great place to work. Code 246 is a great place to work."





CORE COMPETENCIES RECEIVE FACELIFT AT WORKFORCE DEVELOPMENT SUMMIT

By ANNA TAYLOR • PUBLIC AFFAIRS SPECIALIST

For several months, leaders throughout Norfolk Naval Shipyard (NNSY) have been working to breathe new life into the shipyard's workforce development pipeline. This initiative was inspired by the Performance Improvement Plan (PIP), which identified workforce development as one of the five strategic areas for targeted improvement, but the primary motivation comes from a collective desire to foster well-trained workers in America's Shipyard.

One of the first steps to this overhaul was identifying employees' core competencies at the department level. Early this year, each branch was tasked with developing models by which to measure its employees' responsibilities, recognize required proficiencies, and to determine workforce gaps where workload needs are not being met.

In early August, after each code compiled its development expectations, department representatives met at a Core Competency Summit to discuss the results.

"The focus was to bring all members of NNSY together, showcase what each department did, and ask, 'what do we as a group want to be the standard - the common language and the common process - for competency model development moving forward?'" explained John Snell, Code 900T Superintendent. "What

does a mechanic or an electrician at NNSY need in order to move from entry level to journeyman level to subject matter expert? That's what we need to identify."

In the past, the number of skilled workers far outweighed the number of incoming inexperienced employees. But now NNSY, like many other federal agencies, is losing those expert workers as they retire in greater numbers, leaving the shipyard in younger, motivated, albeit less-seasoned, hands.

"When you think about everything going on at the shipyard right now, this is the right time from a priority standpoint," said Mike Zydron, Code 200 Engineering Planning Manager. "We've got a lot of experience leaving. We've known this was coming. At the same time, the workload is up. It's a great problem to have."

In addition to the hiring push of FY-15 which will flow into 2016, the size of the apprenticeship class increased by 42 percent last year and will continue to grow in size, so in order to meet the training demands of these new entry-level workers, training must be re-evaluated in a way that is new for the shipyard.

"We have to change the paradigm about how we develop people," said Snell. "Unless we understand the competencies we want our people to have, and how we can more quickly deliver those competencies, we aren't going to get where we need to be meet the demands of the future and what our nation is expecting of us."

The hope behind defining these new core competency models is to open a natural dialogue between employees and supervisors by creating a map of opportunities for individual development and goal setting. "We're looking to create that desire to learn and desire to become a well-developed employee contributing to the mission, supported by a manager who is building opportunities, pushing for development, and encouraging hands-on experience," said Zydron. "This isn't just a concept. At the end of the day, we feel it, we see it, and we live it."

Unlike previous versions of the development program, the accountability now rests on each department head to implement and maintain the changes. The hope is that without one individual owner, the models will feel less forced and become a habit built on collaboration rather than seen as an obligation.

"If we get this right, I really truly believe we'll be able to develop our workforce more effectively and efficiently and with greater depth than we ever have been before," added Snell.

From a command standpoint, there should be nothing with a higher priority, and Zydron believes we must resist the temptation to delay this initiative to set ourselves up for success in the future.

"It's all about the people we have now and the thousands of folks who we're hiring," he said. "Before you can worry about the workload, you have to worry about the workers. The people we're developing today will prevent or solve the problems we encounter tomorrow."

"It's all about the people we have now and the thousands of folks who we're hiring. Before you can worry about the workload, you have to worry about the workers. The people we're developing today will prevent or solve the problems we encounter tomorrow."

- Mike Zydron, Code 200



"If we get this right, I really truly believe we'll be able to develop our workforce more effectively and efficiently and with greater depth than we ever have been before."

- John Snell, Code 900T



PHOTOS BY SHAYNE HENSLEY • NNSY PHOTOGRAPHER



Teamwork Takedown: Bldg. 262's Crane Removal

By KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST

When it comes to teamwork, each member fits into place like the cogs of a clock. The gears must spin and each cog must work off one another to make the clock tick. Their efforts, though solo at first, become an integral part of the system. If one cog is missing, the clock is at risk of malfunctioning or even falling apart altogether.

At Norfolk Naval Shipyard (NNSY), such bonds of teamwork help service the fleet of our nation. No matter the difficulty of the job or the level of priority, each job is important and needs a well-oiled team ready to face the challenge to chime out in victory at the end of the day.

This summer showcased a project emphasizing the need for teamwork, the Performance Improvement Plan highlighting 12 specific facility items to tackle for the 2015 Facilities Project Plan. One of the items was a Special Project, the refurbishment and renovation of Bldg. 260's Nuclear Storage Warehouse.

"To be able to execute this project that was close to nine million dollars, two codes in the facility needed space to store their material for roughly a year," said Mark Heustis, Code 985 General Engineer. "In order to provide space to store items, we needed to remove three gantry cranes from Bldg. 262 to allow Code 2305 to have enough footprint to store the material they needed. This was contingent on the fact that these cranes came out."

Mechanical Engineer Derek Deerfield added, "These cranes were stored there for many years and there had been plans to move them before without success. It was difficult to successfully write a contract to get them out of the building and they couldn't fit through the big bay doors. The building had removable roof hatches so we had to take the roof off the building and bring the cranes out via the roof opening."

Heustis credited the job to a strong partnering effort. "This job was a joint venture with Codes 2380.5 980, 713, 2370 and NAVFAC. Code 713 generated the scope, Code 2370 did the estimate, Code 980

packaged it up to where it could go through the NAVFAC contracting team, NAVFAC provided engineering support with a construction manager to oversee the project, and Code 2380.5 aided NAVFAC, Code 2370, and Code 713 in the on-site coordination and facility preparation for crane removal. Everyone had a job to make this project a success and they all came together."

This was also one of the first jobs under a change in the lifting and handling group being unable to go through Flicker and the Defense Logistics Agency (DLA) to contract lifts. "Not only was it a huge evolution to get this job done but it was the first time we had to acquisition a crane lift to get these cranes out," said Heustis. "The crane that was brought in was a 450K Crane that had an extendable boom of about 150 feet. It was pretty amazing to watch. We got the lift plan for the roof section and a lift plan for the cranes and had all three gantry cranes removed within a week and a half once the contractor was on site. If we didn't have that awesome flow of teamwork, things wouldn't have gone as smoothly as they did."

Deerfield said, "This project has been a perfect example of partnership and taking pride in what we're trying to do here at the shipyard."

"The shipyard as a whole seemed to get really excited about the job as well," added Heustis. "There were a lot of people watching the progress because they all knew those three old cranes had been down there for quite some time. The sheer size of the crane we brought in was just cool to watch. You hear words like 'awesome!' from people you would never expect to hear it. The boom was above the Hammerhead it was so huge. It was an impressive evolution for the shipyard to go through. And it was all possible thanks to a little bit of teamwork."

The team included Heustis and Deerfield from Code 980; John Adams, Gregory Greene, William Crone, Kathryn Balonek, and Jeanette Jordan from NAVFAC; Robert Steiner and Anthony Cox from Code 713; Jonathan Hagberg Kerry Hoover, and Nicholas Lambert from Code 2370.5; and Terry Gay from Code 2380.5.

NNSY WOODCRAFTER UNCOVERS a precious artifact



PHOTO BY MITZI LUSK, TIDEWATER NEWS

By KRISTI BRITT • PUBLIC AFFAIRS SPECIALIST

Norfolk Naval Shipyard (NNSY) woodcrafter Kelby Lilly loves history. He and his wife spend time reading and researching the world around them, and diving deeper into family trees. Lilly and his father, James, who also worked at the shipyard, would spend time in Trophy Park learning as much as they could about the history in the ground beneath their feet.

When he bought his house in Sedley, Lilly began digging up artifacts from the soil. "I would find little bottles and porcelain dolls in the ground," said Lilly. "And as I began remodeling the house, I would find items in the walls and in the ceiling. The house was built in 1918 and I was curious about its history, so finding these little clues was amazing. Though I'm still trying to find that big pot of money hiding somewhere."

In June, Lilly was digging up weeds in his garden when he came across a find he never expected. He pulled up a military dog tag covered in soil and immediately took it to his wife, Allison, to help clean it. The dog tags had a name: Wesley Wills.

"I've always wondered who lived in our house previously so this was a huge find for us. My wife looked the name up on the census to see if he was still alive," said Lilly. "We were wondering how we were going to find him. So my wife took a photo and posted it to Facebook to see if anyone recognized the name and knew who he was or knew his family so we could return the tags to them. We had a lot of response from people and soon we got a call from his granddaughter."

Wills was still very much alive, and in fact, turned 89 in August. He served in Germany at the end of World War II as a tail gunner in the B-24 Liberator bomber. The social media campaign spurred nearly 60 people to call and leave him voicemails, emails, and even a note on his



PHOTO FROM WTKR NEWS CHANNEL 3

front door. And when the missing dog tag came to his attention, Wills had no idea it wasn't attached to the chain with his uniform stored in his home.

"He [Wills] came to our house with his son and shared with us that as a child he lived in our neighbor's house next door. After the war, he bought our house from his uncle and he started his family here. He had three children here," said Lilly. "It was so interesting to hear how his life was, how different the house was when he lived in it, and actually seeing that progression of history through his eyes."

When asked why he reached out to the world to find the owner of the dog tag, Lilly said, "We just felt like it was the right thing to do...now we've got a new friend and he got to see the home that was so important to him growing up. He keeps telling me if I find his big pot of money to call him up and we'll split it 50/50. He's a great guy and I look forward to many visits in the future with him."



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