

Service to the Fleet

Norfolk Naval Shipyard

"Any Ship, Any Time, Any Where"

March 2012

"My sights are focused on the future of Norfolk Naval Shipyard and our service to the Navy and the nation."



CAPT. MARK BRIDENSTINE
ASSUMES COMMAND



Service to the Fleet

Volume 75, Number 3

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1630 AM

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NNSY Will Continue to Deliver

Over these past two years while serving as your Production Resources Officer, I have been privileged to work for several outstanding shipyard commanders, all of whom exhibited our core values of character and competence and all of whom were willing and active mentors of mine. My knowledge, skills and abilities have grown under their guidance and friendship.

Today my sights are focused on the future of Norfolk Naval Shipyard and our service to the Navy and the nation. The opportunities for continued learning and excellence are many.

As a Learning Organization, we are inspired individually and collectively to increase our abilities to effectively and efficiently deliver maintenance to the Fleet. We are a business of Service to the Fleet.

We Deliver ...

- We deliver principled leadership, fair treatment and trusted mentorship in service to the men and women of Norfolk Naval Shipyard.
- We deliver a well respected, diverse, highly trained, nuclear capable workforce whose standards of excellence are unmatched.
- We deliver a safe work environment shaped by positive attitudes and uncompromising behaviors by all shipyard employees and those that work with us to find, report and fix deficiencies.
- We deliver community outreach and support in developing the shipyard workforce of the future and expanding the opportunities of those living in the Hampton Roads area.
- We deliver worldwide, first time quality, material readiness to the ships of the United States Navy and the men and women who serve on them.



Capt. Mark Bridenstine
Norfolk Naval Shipyard's 106th Commander

- We deliver Any Ship, Any Time, Any Where

My commitment to you is that I will give my personal and professional best every day to lead Norfolk Naval Shipyard in delivering excellence. My challenge to you is find an outlet for your passion to improve what we deliver to the Navy, our community and each other. The opportunities are many and your focused energy is needed now.

Thank you to my family and friends. They provide the support network that keeps me centered. And thank you again to Vice Adm. McCoy and Rear Adm. Campbell who have placed their confidence in me to lead Norfolk Naval Shipyard.

A handwritten signature in black ink that reads "Mark Bridenstine".

Navy Afloat Maintenance Strategy Meets a Need

The Navy has realized that we have stripped the training of our Sailors in the mechanical rates and has come up with a stellar program called Navy Afloat Maintenance Strategy (NAMTS).

We have been the cornerstone of this program here at Norfolk Naval Shipyard for many years and now the program is being revitalized, funded, and with lots of attention being given it.

Last month NNSY graduated 34 Sailors and awarded them NAMTS NEC's in their ratings and the ceremony was presided by Rear Adm. David Gale, commander of Regional Maintenance Center. Also the program was recently visited by Fleet Master Chief Glenn Mallo and there is a lot

of future growth anticipated.

Congratulations to all the recent Sailors who have received their NAMTS NEC's! For those who haven't, stop by their office in CEP 200 and get started.



CMDCM
Scott Kelley

L Contest

Choose one of the themes under the two categories:

1. Individual

2. Group

Individual Category
Theme 1
Self-Improvement (personal mastery)
What are you doing or have you done to accomplish things that are important to you and to which you have been successful?

Individual Category
Theme 2
Overcoming perceptions (mental models)
about people, departments or processes, how did it change you and your prior beliefs or thoughts?

Group Category
Theme 1
Unity (shared vision)
How a team, group or department became unified in order to get a job done.
(limit 5 per group)

Group Category
Theme 2
The BIG picture (systems thinking)
How a group or team was able to accomplish the mission.
(limit 5 per group)

Enter in one of four ways: **Essay, Song, Illustration, Video**

For complete set of rules and guidelines go to: <http://1.usa.gov/wQZYK1>

NOTE: For Official Use Only (FOUO), classified, pre-decisional, proprietary or business sensitive information, visual imagery (pictures or video) should not be included in any entry and will disqualify the entry.

Questions? Call 396-9550



Assumption of Command

By Kristi Britt, Code 1160 Public Affairs Specialist

Capt. Mark Bridenstine assumed the duties as the 106th Commander for Norfolk Naval Shipyard (NNSY) at the assumption of command ceremony Feb. 16th inside Building 163; relieving Rear Adm. Joseph F. Campbell.

“Today my sights are focused on the future of Norfolk Naval Shipyard and our service to the Navy and the nation,” said Bridenstine. “The opportunities for continued learning and excellence are many.”

Bridenstine has been with the shipyard since November 2009 when he became the Production Resources Officer. He had previously reported to the staff of Commander, Fleet Forces Command; serving in the Fleet Maintenance Directorate as the Submarine Branch Head. He later transferred to Commander, Submarine Force as the Maintenance Requirement, Readiness, Improvements Officer until he transferred to NNSY.

His previous commands include serving as Maintenance Officer, Regional Support Group in Norfolk, VA.; Division Head for LHA, LHD and Aircraft Carrier maintenance and modernization at the then newly formed Mid-Atlantic

Regional Maintenance Center; and Assistant Program Manager of Design and Construction aboard PCU Jimmy Carter (SSN 23) through the SEAWOLF Program Office in Washington, D.C.

Entering the Submarine Officer Nuclear Training pipeline, Bridenstine trained in Orlando, Ballston Spa, N.Y. and New London, Conn.

Campbell became Acting Shipyard Commander in May 2011, returning to NNSY after his tenure as the 101st Shipyard Commander from 2003 to 2006. He began his career being commissioned as an Engineering Duty Officer in 1980 via the NROTC program and reported for duty aboard the USS *Holland* (AS 32). Other assignments include Supervisor of Shipbuilding Newport News, Trident Refit Facility; duties at Kings Bay Naval Submarine Base and Pearl Harbor Naval Shipyard; as well as completing two staff tours at Commander Submarine Force, U.S. Atlantic Fleet.

Campbell was nominated for appointment to flag rank in May 2006, reporting for duty in July 2006 as deputy director, Fleet Readiness Division (OPNAV

N43B) at Washington, D.C. He went on to become the Fleet Forces Command, director of Fleet Maintenance (N43) in May 2008, reporting for duty as the deputy commander, Logistics Maintenance and Industrial Operations, Naval Sea Systems Command in June 2009. “To paraphrase that famous baseball player Lou Gehrig, to have command of Norfolk Naval Shipyard not once but twice made me feel like the luckiest naval officer on the face of the Earth,” said Campbell. “Mark, as you take command today, it is now you who is indeed the luckiest officer.”

Commander, Naval Sea Systems Command Vice Adm. Kevin McCoy expressed his confidence in Bridenstine. “We’ve turned to a stellar officer. We have the utmost confidence in him to run the second largest O6 command in the United States Navy with nearly 9,000 people. I say it over and over again, the United States Navy simply cannot sail without a healthy, vibrant Norfolk Naval Shipyard. It’s as simple as that. The success of this yard is in your [the workforce’s] hands.”



Harry S Truman (CVN 75) EXITS Drydock



(Photos by Shayne Hensley, Code 1170 Photographer.)

Norfolk Naval Shipyard (NNSY) successfully undocked USS Harry S Truman (CVN 75) and moved the ship to an adjacent pier on Feb. 3 as a part of Truman's Docking Planned Incremental Availability (DPIA). "We overcame a schedule challenge with lower than predicted tides on Wednesday [Feb. 1, the scheduled undocking date], but tides and weather were more than cooperative on Friday," said NNSY Docking Officer Lt. Cdr. David Schafer. "We do not perform undockings and dockings of carriers regularly and the overwhelming success of this evolution is a testament to everyone's professionalism and dedication to duty."



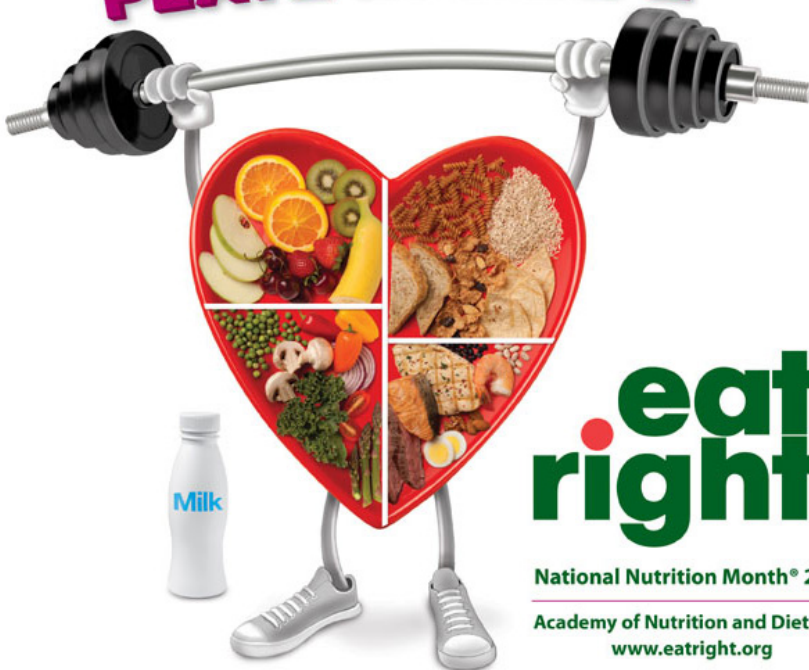
Strategic Goal: 3 Improve Our Facility



Shipyard employees took a break from their normal workload and dedicated time to participate in Clean the Shipyard Day, Feb. 3 from 12 noon to 3 p.m. Various shops, codes and Sailors joined forces to aid in improving their facilities, supporting NNSY's Strategic Goal 3. Pictured from left to right is Logan Budi and Nathan Brooks, both Shop 31 employees doing their part to clean around their workspaces (Photos by Kristi Britt, Code 1160 Public Affairs Specialist).

March is National Nutrition Month

GET YOUR PLATE IN SHAPE



eatTM right.

National Nutrition Month® 2012

Academy of Nutrition and Dietetics
www.eatright.org

National nutrition month focuses attention on the importance of making informed food choices and developing sound eating and physical activity habits. This year's theme is "Get Your Plate in Shape." Launched in June 2011, USDA's MyPlate replaced MyPyramid as the government's primary food group symbol as an easy-to-understand visual cue to help consumers adopt healthy eating habits consistent with the 2010 Dietary Guidelines. Visit <http://www.eatright.org/Public/> for more information.

BATTLE OF IRONCLADS

The Battle of Hampton Roads March 8 and 9, 1862

By Marcus W. Robbins, Norfolk Naval Shipyard Historian

As the spring of March 1862 approached the nation had been at civil war within itself for almost a year. No place held more strategic importance in eastern Virginia's theater of war than the harbor known as Hampton Roads.

This vast natural deep water harbor receives the rivers Nansemond, James and Elizabeth before exiting into the Chesapeake Bay and afforded miles of shoreline for each side to establish defenses. Both the Northern Federal and Southern Confederate forces realized that control of this waterway would be vital to their individual cause.

The Federal forces occupied Newport News Point with a heavily reinforced Camp Butler, the man-made Rip Rap island found at the channel entrance otherwise known as Fort Wool which gave the Union forces a great forward observation point. Most importantly, Fortress Monroe functioned as a secure base for both land and sea operations.

On the southern shores of the Hampton Roads harbor, the Confederate forces established reinforcements at Pig Point, Craney Island and Sewell's Point. Also they held control of their grand prize of

the war that was abandoned by the Union burning of April 1861, found by sailing 10 miles down the Southern Branch of the Elizabeth: the Gosport Navy Yard.

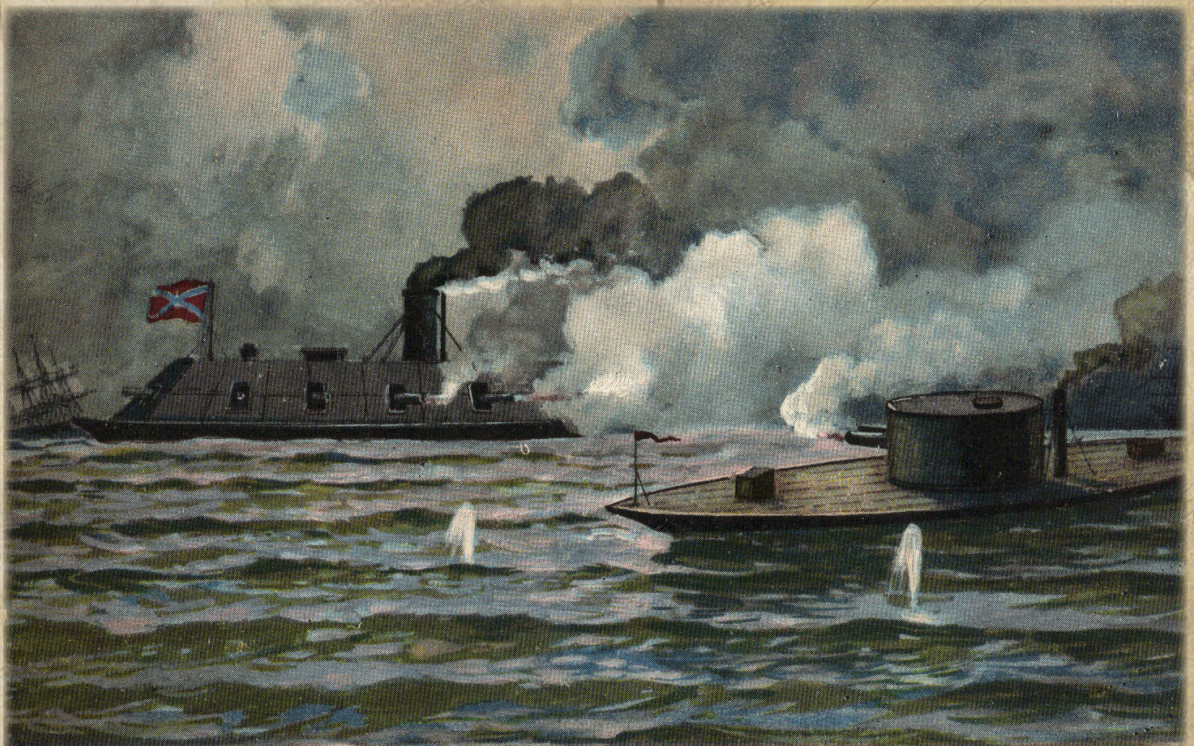
Sides had been drawn, the center harbor cleared and in a matter of time the contestants would appear to do battle.

The South, lacking material resources and a robust industrial base, had raised and converted the burnt hulk of the steam frigate USS *Merrimac*. Torched and sunk by the Union abandonment at Gosport, the new ironclad Confederate States Ship, CSS *Virginia*, was commissioned in about nine months, yet it was still incomplete at time of sailing. Although not ideal, the South was forced to use what it could. To support the goal of survival by holding both Norfolk and Portsmouth--and ultimately Richmond--the South needed control of Hampton Roads and to break the Union blockade.

Virginia drew a great depth of water which would restrict operations and also required much room to



Monitor
Commander
Lt. Worden



Merrimac and Monitor Duel. First battle of Ironclads. Hampton Roads 1862.

turn and maneuver by the very size of the hull. Given marginal performance of the steam engines, *Virginia* made up for any shortcomings by way of firepower between two seven-inch Brooke rifled guns, six nine-inch Dahlgren smoothbores and two 6.4-inch Brooke rifled pivot guns. It sailed with a casemate of two alternating layers of bolted two-inch iron bars over a 24-inch wooden backing all configured at a 35-degree angle in order to best deflect shot. *Virginia* also had an iron ram mounted to the bow, a feature that would be soon tested with much success against wood.

On the morning of March 8, 1862, *Virginia* slipped away from Gosport and sailed into history. Flag Officer Franklin Buchanan commanded his flagship against the North Atlantic Blockading Squadron consisting of the USS *Roanoke*, USS *Minnesota*, USS *Congress* and USS *Cumberland* which had escaped certain destruction the year prior by being towed away from Gosport as the inferno began under the Union match.

With certain direct maneuver, Buchanan set his target upon *Cumberland* with a goal of sinking by a massive broadside hit of the ram. It has been said that the resulting impact was wide enough to let in a horse and a cart. Still yet, *Cumberland* and *Virginia* exchanged fire as she sank, her flag still flying with honor.

Next *Virginia* turned attention back to *Congress* which up to this point had only received some passing shots and continued to pour shot upon the ship until the white flag was raised. *Virginia* ceased fire so the smaller vessels of the Confederate James River fleet could approach *Congress* to remove the surviving officers as prisoners before burning the ship. The Newport News shore batteries would have nothing to do with the surrender and began to fire a hail of



Catesby ap C. Jones, shown here visiting Mariners Museum, is great-grandson of Catesby R. Jones, Commander of CSS *Virginia* that fought USS *Monitor* (photo by William E. Lockridge)

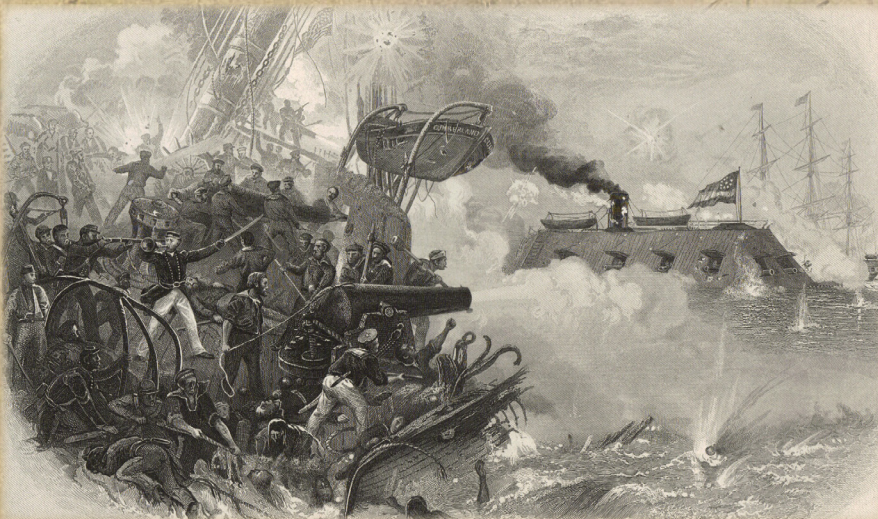
bullets from the shore. It was at this time that Commander Buchanan was hit by rifle shot in the leg and was taken out of action. Buchanan's last order was to heat shells and send hot shot into *Congress* until the ship was burned. Shortly after midnight the *Congress* exploded and ceased to exist as the ruins slipped into the deep.

Lieutenant Catesby ap R. Jones, *Virginia*'s Executive Officer now found himself in command. With falling tide, proper attention could not be made to the USS *Minnesota* so Jones took up anchor under the guns of Sewell's Point for the night. March 8, 1862 is recognized as the demise for the age of sail and wooden vessels against an ironclad; the Union fleet suffered terrible losses.

On the morning of March 9, 1862, naval warfare would be changed forever, for it would now be ironclad against ironclad on the second day of the Battle of Hampton Roads.

As the fog burnt away on Sunday morning something strange was seen alongside of the *Minnesota*. Described as a cheese box on a raft, it was the USS *Monitor*, the invention of Swedish designer, John Ericsson. The ship had made the voyage from the Brooklyn Navy Yard leaving Thursday at 11 a.m. and entered into Hampton Roads at 9 p.m. Saturday

See **BATTLE**, page 13



The sinking of *Cumberland*

The rhythmic drumming of cleats reverberate off the walls as the players dash across the green, following a black and white ball and hoping to slip it past the enemy lines and into the net of the goal. It is a thrilling sport that excels both physically and mentally. For 15 men working on the USS *Newport News* Project (SSN 750), they accept the challenge of the competitive game known as soccer.

The *Newport News* team members started their first season of recreational soccer in October 2011. Their team, NNS Strike, was created in hopes to give the workers some downtime outside of work and provide a chance to interact with their fellow employees in a fun environment.



TEAMPLAY = TEAMWORK

By Kristi Britt, Code 1160 Public Affairs Specialist

“The team was initially formed for the ship; however, what better way to integrate people from the shipyard and the Ship’s Force than play together on a recreational sport outside the workforce?” said Code 380 Lieutenant Bill Reeves of the *Newport News* Project. “That’s how we formed and it’s been a blast.”

“This is different from anything we’ve done at Norfolk Naval Shipyard,” said Code 300.2 Pat Ensley, Deputy Project Superintendent. “A lot of times the games are softball games between shops; this is taking a different tactic. We go out every week and play recreational ball to build relationships and have fun.”

The first season was quite the success despite the team’s consecutive losses, gaining a better understanding of teammates and building relationships with one another that usually wouldn’t form outside of work.

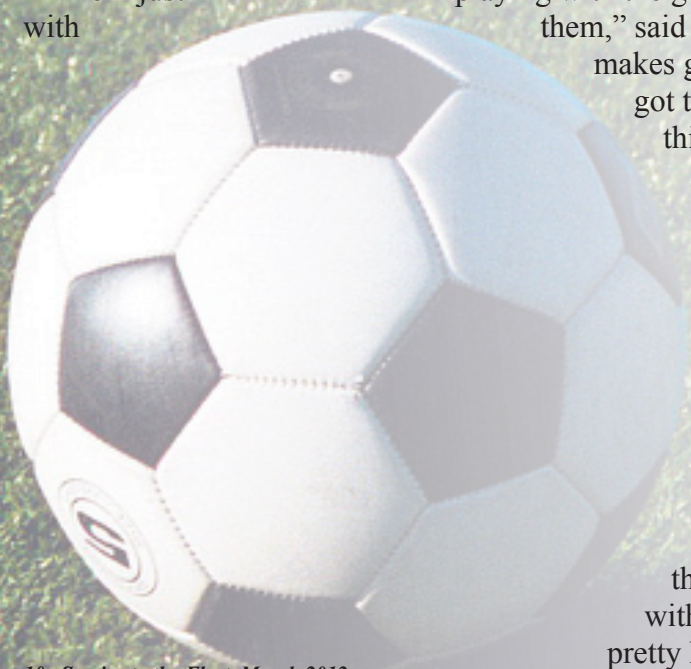
“From just with

playing with the guys outside of work, it’s given me such a better relationship them,” said Mike Bacy, who joined the team in its second season. “It makes going and doing my daily job that much easier. You’ve got that relationship you’ve bonded outside of work that makes things so much easier.”

NNS Strike is currently involved in its second season with a total of 15 players; their games are held on Monday evenings in Virginia Beach. The team hasn’t lost a single player over its two-season span, drastically improving to meet face-to-face with their competition. They’ve won a few games as well as lost a few; their focus is mainly on having fun while scoring for the win.

The team hopes to continue to gain new players and form another team so that everyone will have a chance to play and socialize with fellow employees.

“We want to continue to develop positive support from the command,” said Reeves. “They’ve been very supportive with us doing this. It worked out well and the project team’s pretty happy as well.”



Safety Sub Culture

West Virginia, Shop 06 and Newport News Project Teams Celebrate Safety

By Brian McNeal and Jennifer Zingalie, Code 1160 Public Affairs Specialists

The year 2012 is off to a safe start as two of Norfolk Naval Shipyard's (NNSY) submarine projects, USS *Newport News* (SSN 750) and USS *West Virginia* (SSBN 736), and Shop 06 celebrated three separate safety milestones Feb. 9.

The day of safety recognition kicked off in the morning, with the *Newport News* project team members celebrating completing their Volunteer Passport Program 2 (VPP) books. The Passport 2 requires the completion of 20 of 28 listed activities -- six of which are mandatory. Deputy Project Superintendent Pat Enley credited incorporating the Learning Organization concepts of Team Learning and Shared Vision into the project's completion of the Passport 2. "We set the completion of VPP as one of our goals at the beginning of the project. Working on it as a team versus as a group of individuals has done a lot in terms of learning and then applying that knowledge in the shipyard. That is what having a Shared Vision is about."

Later in the morning, the Toolmakers of Shop 06 were recognized with the NNSY Safety Flag for not only being injury-free during the month of December, but during the last three

months. According to Shop Superintendent Dave Bittle, there were several initiatives that have contributed to the shop's success. "We utilize the Blueman [safety] data and stress the Voluntary Protection Program in our shop. We go over items in our zone manager and supervisor meetings which help them get their signatures. In turn, they are challenged during the weekly safety meetings to go over safety topics with their people during their morning job briefs." The shop also provides notebooks for all zone managers and supervisors which are updated with safety data every Monday.

In the afternoon, the *West Virginia* project team celebrated 57 injury-free days

with a cake ceremony. "We set a high goal," said Jack Harris, *West Virginia* project superintendent. "Everyone knew our goal, it was a Shared Vision—zero injuries. Every day we look at things that could harm us and we fix it. We don't walk past it, we fix it and if we can't, we tell someone who can."

Safety, Health and Environmental Director Cameron Harper was impressed with the approach these personnel are taking towards safety. "The shipyard's goal for injuries per 100 employees is no more than 2.7 and we are currently at 3.4 which leaves room for improvement. Having projects and shops like these is going a long way to getting us to that goal, and our eventual goal of zero."



As a part of a successful docking, line handlers help bring in USS *Newport News* (SSN 750) Dec. 3 to begin the boat's 23-month Engineered Overhaul (EOH), a first-ever such availability for the shipyard (Photo by Shayne Hensley, Code 1170 Photographer).



SAFETY

The Yardbird Word

“What do you think is the new shipyard commander, Capt. Bridenstine’s, biggest priority?”

Photos and interviews by Brian McNeal

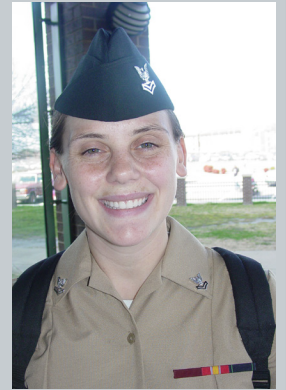


Linwood Williams
Shop 57

“Focus on the three strategic goals--transforming into a Learning Organization, improving workers skills and our facilities.”

MM2 Gabriel Aragon
Code 935

“Getting projects out on time.”



Kirk Allen
Shop 56

“Safety is first. I want to leave the shipyard the same way I came in.”



Tamika LaRue
Code 100PI

“Helping us transform to a Learning Organization. We have a lot of experience leaving and coming into the shipyard and we need to merge those together.”



Portia Drummond
Shop 56

“Make sure all workers, supervisors and mechanics work the non-nuclear execution process verbatim.”



Jeff Butler
Shop 56

“Revitalize the shops--bringing them up-to-date with modern technology.”



Yairaliz Aponte
Code 100PI

“Culture.”



Gabriel Roundtree
Shop 57

“Parking needs to be more consistent.”



BATTLE, Continued from page 9

evening in time to witness *Congress* on fire.

Monitor was an experimental first of its kind vessel, featuring a round rotating turret that was covered by eight inches of rolled iron plate. Inside the turret were two 11-inch Dahlgren cannon that could be trained in any direction by rotation of the turret. Given the shallow draft required and it being somewhat shorter in length, *Monitor* had greater maneuverability than *Virginia* in Hampton Roads.

Lieutenant Worden was Commander of the *Monitor* from her commissioning till the time of his wounding as the result of a direct hit while he was peering out the observation slit in the pilot house near the close of the battle that Sunday afternoon.

Much has been written pertaining to the first ever battle between two iron-clad vessels, but in summary after four hours it was a tactical draw, a stalemate.

There was no loss of life or damage to either ship and although worse for

the battle, the *Minnesota* was saved and the Federal blockade remained. Each side claimed its own victory.

For us today, we can observe actual various artifacts from the ships involved in the Battle of Hampton Roads. Various relics from the CSS *Virginia*, USS *Monitor*, USS *Congress* and USS *Cumberland* are on display at various local museums and parks in eastern Virginia.

One only needs to travel on either of the two bridge tunnel complexes that cross the Hampton Roads harbor and consider that they act as a natural picture frame showcasing where naval history was made 150 years ago upon these waters.



(Above) 32 pounder 6" solid shot from the Hampton Roads harbor, circa 1862 (author's collection)



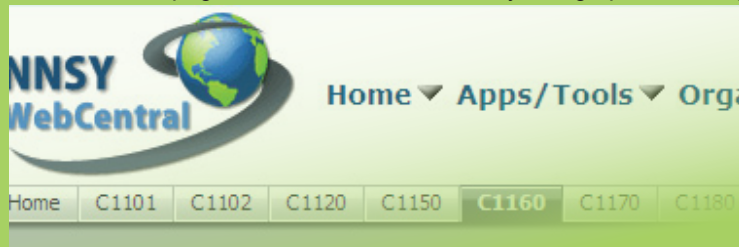
(Right) Rifle minié balls from the Hampton Roads harbor, circa 1862 (author's collection)

The Congressional and Public Affairs Office Webcentral Page

Need to schedule the Command Briefing Room? The calendar's posted and updated with each scheduled appointment made in our office. Have an item you'd like to feature in Swapshop? There are Swapshop announcements updated frequently.

There are also photo libraries, an updated list for employees seeking leave and links to useful websites including the NNSY Facebook page. The website is constantly being updated--so go and check it out today!

<https://webcentral.nnsy.com/departments/C1100/C1160/default.aspx>



Employees Seeking Leave for Emergencies

- Hollis L. Boone** – Shipfitter
- Cheryl Davis** – Fabric Worker
- Juan Dejesus** – Pipefitter
- Kenneth J. Donovan** – Painter
- Kendra D. Fields** – Electronics Mechanic
- Tracy Hodge** – Pipefitter
- Stanley Murray** – MMM
- Robin S. Salugao** – Occ Safety Spec
- Kenneth V. Turner** – Equipment Spec
- Jimmy L. Waller** – Training Instructor
- Andre Waters** – Rigger
- Veronica R. Watson** – Admin
- Gaberiale S. White** – Shipfitter
- Raymon M. White** – Prod. Controller
- William L. White** – Sheet Metal Mechanic
- Eric Williams** – Mechanic Insulator
- Kelby Gene Lilly** – Woodcrafter
- Kenneth Smith, Jr.** – Insulator Leader
- Emily Mae Colvin** – General Engineer
- Clarence E. Silver** – Welder
- Patrick W. Phelps** – Marine Machinery Tech
- Daniel L. Kelly** – Instructor Specialist

To donate leave, contact E. Allen at 396-9023

Truman Docking Availability 75 Percent Complete, Ready for Final Stage

By MC3 David Finley
Harry S Truman Public Affairs

USS *Harry S Truman* (CVN 75) reached the 75 percent mark for its Docking Planned Incremental Availability (DPIA) Feb. 7.

A brief was held at the Renaissance Hotel in Portsmouth, Va., to review the major milestones completed to date and discuss the strategy for the remainder of DPIA.

Capt. Dee L. Mewbourne, *Truman's* commanding officer, and Matt Durkin, project superintendent, briefed Rear Adm. Ted Branch, commander, Naval Air Force Atlantic; Rear Adm. Joseph Campbell, then commander, Norfolk Naval Shipyard (NNSY); Rear Adm. Herman Shelanski, commander, Carrier Strike Group 10; and civilian officials from NNSY and Naval Sea Systems Command (NAVSEA) on *Truman's* DPIA analysis, lessons learned and schedule.

During the review, Mewbourne said it is vital to establish essential services back onboard.

"It is important to reclaim the ship," said Mewbourne. "We have lived off the ship since March. We have also welcomed a lot of new Sailors aboard since arriving at NNSY. When our Sailors return to the ship, it is important that we take full ownership of our spaces."

Cmdr. Anthony Harrell, *Truman's* damage control assistant, said the 75 percent review is a good way to measure the ship's progress and ensure *Truman* is on track during its DPIA.

"For the ship, this milestone means



Photo by MC3 Zachary D. Montgomery

Sailors assigned to the Nimitz-class aircraft carrier USS Harry S Truman (CVN 75) simulate combating a fire during a general quarters exercise. Truman is undergoing a Docking Planned Incremental Availability at Norfolk Naval Shipyard to conduct maintenance and refurbish shipboard systems.

we can see the light at the end of the tunnel," said Harrell. "We are at 75 percent, and we have a defined way ahead to reach our goal of returning to the fleet on time."

The focus for the rest of DPIA includes increasing shipboard training in preparation for at-sea operations.

Sailors aboard *Truman* are conducting general quarters drills, retraining damage control repair lockers, and completing personnel qualification standards for shipboard systems.

Since switching its berth, *Truman*

and NNSY leadership have focused on housing the ship's in-port emergency teams and essential personnel.

"Our goal is to house every Sailor in a permanent crew living space in four to six weeks," said Lt. Doug Evans, NNSY security manager and *Truman's* habitability integration leader. "We also plan to serve meals in the forward galley and wardrooms after maintenance and equipment are certified."

Truman Sailors Kick Off Inaugural Community Service Day

By MC2 Leona Mynes Harry S Truman Public Affairs



Photo by MC3 Zachary D. Montgomery

About 1,000 Sailors assigned to USS *Harry S Truman* (CVN 75) participated in *Truman's* first Community Service Day Feb. 1.

The project provided about 4,500 community service hours to Hope Charitable Services, Keep Norfolk Beautiful and other area charities, parks and organizations.

"Today gave us a chance to leverage our organization and manpower to help out groups in the Hampton Roads area," said Cmdr. William Bulis, *Truman's* air boss, who volunteered at the Samaritan House in Virginia Beach. "Teamwork is a huge part of this job. A lot of planning went into making this day happen."

Bulis worked with more than 150 Sailors at Samaritan House and surrounding Virginia Beach locations.

Truman participates in community service projects regularly. However, the crew set a goal to give 25,000 community service hours this year. The ship plans to hold a Community Service Day once a month to help achieve its goal.

"We are proud to be here helping the Hampton Roads community," said Operations Specialist 1st Class (SW/AW) Nakisha Joseph, assigned to *Truman's* operations department, who helped replace mulch at the Norfolk

Botanical Garden. "The Community Service Day is really all about teamwork, which is what we are all about on *Truman*."

Truman Sailors enjoyed the opportunity to give back to the community, said Information Systems Technician 3rd Class Tataiana Garner, assigned to *Truman's* combat systems department, who helped with interior painting at Toras Chaim Elementary School.

"It's really great for us, and it increases morale," said Garner. "The [community service projects] allow us to work off the ship and in a different environment."

"It's just a great feeling to know that the Navy is part of our community, and not only is this an organization that protects us and keeps us safe, but it's also an organization that is dedicated to preserving the community and making the communities they work in better," said Mordechai Loiterman, principal of Toras Chaim Elementary School in Portsmouth.

More than 100 Sailors painted walls, cleaned the soccer field and spoke with children at the elementary school.

"I feel a tremendous debt of gratitude to *Truman* Sailors," said Loiterman.

Truman is undergoing a Docking Planned Incremental Availability at Norfolk Naval Shipyard to conduct maintenance and refurbish shipboard systems.



Photo by MC2 Leona Mynes

(Left) OSI Nakisha Joseph and Carl Simmons, assistant gardener at Norfolk Botanical Garden, spread compost around rose bushes at the garden (Right) AO1 Michael Turley installs an air conditioning unit at Toras Chaim Elementary School.

CELEBRATING WOMEN'S HISTORY MONTH



Rear Adm. Grace Murray Hopper

was an American computer scientist and United States Navy officer. A pioneer in the field, she was one of the first programmers of the Harvard Mark I computer, and developed the first compiler for a computer programming language. She conceptualized the idea of machine-independent programming languages, which led to the development of COBOL, one of the first modern programming languages. She is credited with popularizing the term “debugging” for fixing computer glitches.

Because of the breadth of her accomplishments and her naval rank, she is sometimes referred to as “Amazing Grace.” The U.S. Navy destroyer USS *Hopper* (DDG 70) was named for her, as was the Cray XE6 “Hopper” supercomputer.

