

SERVICE TO THE FLEET

Norfolk Naval Shipyard

We Are America's Shipyard


November 2025



USS New Hampshire Begins Depot Modernization Period at Norfolk Naval Shipyard



**HAPPY 258TH
BIRTHDAY
NORFOLK
NAVAL
SHIPYARD**



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OPERATIONS COMMAND**
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Capt. Brandon Johnson

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George Fitzgerald

PUBLIC AFFAIRS OFFICER
Chessie Bray

VISUAL INFORMATION DIRECTOR
Jason Scarborough

SERVICE TO THE FLEET EDITOR/PRODUCER
Kristi Britt

PUBLIC AFFAIRS STAFF
GSM1 Christian Bautista, Marisa Berkey,
Michael Brayshaw, Danny DeAngelis, Justin
Debraux, Susanne Greene, Troy Miller,
Lorenzo Raines, Shelby West

EMAIL THE PUBLIC AFFAIRS OFFICE
nnsy_pao@us.navy.mil

EMPLOYEE INFORMATION HOTLINE
(757) 396-9551

FRAUD, WASTE & ABUSE HOTLINE
(757) 396-7971

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NNSY DISCIPLINARY CORNER

During the month of August 2025, the command issued 37 actions. The following are examples of associated behaviors:

16 Suspensions (three supervisors/13 non-supervisors) - AWOL, unsatisfactory workmanship, possession of phone in restricted area, poor conduct, accepting payment for hours not performing official work.

Seven Removals (one supervisor/six non-supervisors) - RA denial, conduct, decision to revoke security access, excessive absences, misusing government vehicle.

One Last Chance Agreement (supervisor) - Failing to perform certain supervisory duties.

Seven Indefinite Suspensions (non-supervisors) - administrative suspension of access.

Six Reprimands (non-supervisors) - Forklift overloaded, failing to follow safety procedures, unsatisfactory welds, failing to follow work procedures.

During the month of September 2025, the command issued 45 actions. The following are examples of associated behaviors:

Two Probationary Terminations (non-supervisors) - AWOL, Suspension of Access to Classified Information

23 Suspensions (four supervisors/19 non-supervisors) - AWOL, unsatisfactory workmanship, possession of phone in restricted area, poor conduct, using phone during working hours, unauthorized tardiness, leaving work without authorization, violating fall protection policies, claiming hours not worked, failing to schedule employees for classes, knowingly adding false information to official documents, failing to obtain authorization in CIA space, using profanity at general foreman

Eight Removals (one supervisor/six non-supervisors) - Failure to complete a work assignment; decision to revoke security access; excessive absences; violation

of last chance agreement; AWOL for over 500 hours; absent for over one year; unable to maintain work schedule

One Last Chance Agreement (non-supervisor) - Yelling profanity at other employees and supervisor

11 Reprimands (three supervisors/eight non-supervisors) - Using insulting and obscene language around other personnel; playing cards during work hours; overpaid for overtime not worked; sent unprofessional email to chain of command and other employees; verbal altercation with other employee; left jobsite without authorization; AWOL



The Norfolk Naval Shipyard (NNSY) First Class Petty Officer Association (FCPOA) recently participated in the Adopt-A-Spot Cleanup in Portsmouth. The team came together to clean up the perimeter of the base at Gate 10 and following Portsmouth Blvd. and George Washington Hwy/Effingham St. A big thank you to the four volunteers for helping to keep our shipyard and our community clean.

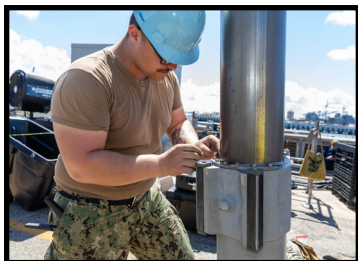


Congratulations to Shop 99 of NNSY's Temporary Services Department, winner of the 2024 Safety Flag presented Sept. 23! NNSY Industrial Operations Commanding Officer Captain Lawrence Brandon met with shop members to congratulate their achievement. Shop 99 was honored for their overall safety performance and attention to work execution throughout the 2024 calendar year. The shop kept safety front and center through recurring safety working group meetings, ensuring distribution of safety start packages, and ongoing safety surveillances in their work areas. Shop 99 also had one of the best Total Case Incident Rates measuring the number of work-related injuries relative to workload. (Photos by Shelby West, NNSY Photographer)



Congratulations to Shop 89 of NNSY's Temporary Services Department (Code 990), honored with the June 2025 Safety Flag! Captain Lawrence Brandon, Commanding Officer of NNSY's Industrial Operations, presented the flag and congratulated shop members Sept. 29. Shop 89 had zero injuries or lost workday cases for the month, thanks to efforts including increased safety surveillances, monthly safety meetings, and a focus on developing team members to ensure proper work execution. At the recognition, individual awards were presented to Sheila Spencer, Kenneth Wells and Denise Bowman for their efforts in contributing to a safer workplace. (Photos by GSM1 Christian Bautista, NNSY Photographer)





Norfolk Naval Shipyard's Fleet Maintenance Submarines (FMB) team recently met a vital milestone installing a new mast on USS Oregon (SSN 793) during its Continuous Maintenance Availability (CMAV)! Shipyard Commander Rear Admiral Kavon Hakimzadeh met with the team at the naval station to observe this milestone and discuss FMB's dedicated support to the fleet. The team also achieved an early completion for Oregon's Fat Line Handling System, a significant depot-level repair. These accomplishments led to FMB completing Oregon's availability six days early on Sept. 15, marking FMB's sixth CMAV completed early or on time in 2025. FMB has also executed 11 voyage repair periods this year providing needed maintenance to submarines while underway. FMB is considered a "mini shipyard" located at Naval Station Norfolk with its own production personnel who can perform ready maintenance and keep submarines on schedule to meet their missions. "Bravo Zulu on the early completion of Fat Line Handling System repairs," said Vice Admiral Gaucher, Commander, Submarine Force Atlantic. "Shop 38 [Outside Machine Shop] and FMB were vital to keeping Oregon materially ready to meet operational tasking. The ability to complete complex depot level repairs at an Intermediate Repair Facility will be critical to sustaining the battle-ready force today and in the future." (Photos by GSM1 Christian Bautista, NNSY Photographer)



Norfolk Naval Shipyard's Chapter of the Federal Managers Association (FMA) recently awarded five \$500 scholarships to children of shipyard employees for the 2025/2026 school year.

Congratulations to: Nia Amagna, daughter of Code 300 Diosdado Amagna; Jaylen Holloway, son of Code 990 Toni Jones-Holloway; Camryn Moore, daughter of Code 109.11 Cathy Lam-Moore; Keegan Boyle, son of Code 1102PE Nicholas Boyle; and Kalani Moore, daughter of Code 109.11 Cathy Lam-Moore (not pictured). (Photos by Shelby West, NNSY Photographer)



Congratulations to NNSY's Radiological Control Technicians Justin McCarthy, Amanda Elosge and Robert Walton, recently commended for their support partnering with Puget Sound Naval Shipyard and Intermediate Maintenance Facility to support work on USS Abraham Lincoln (CVN 72) while it was in San Diego! These NNSY teammates were applauded for their seamless integration with Puget personnel, mentoring and sharing expertise with production, engineering, and radiological controls, and urgently working to resolve issues to support Lincoln's deployment. From left to right are McCarthy, Walton and Elosge. (Photo by Danny DeAngelis, NNSY Photographer)



NNSY Shuttle Service

The Norfolk Naval Shipyard Shuttle Service provides shuttles both inside and outside the Controlled Industrial Area (CIA). Please see the latest information as of October 2025 below.

Shuttle FAQs

- Signs will be posted at each shuttle location
- Shuttles will run in both the CIA and on the Installation from 0500-1700, Monday through Friday EXCEPT on Federal Holidays
- CIA and Installation routes are **SEPARATE** and rules regarding entry to the CIA remain the same
- Two shuttles will be running on each route throughout the day
- 15 minutes is the estimated wait time at each stop

Installation Shuttle Stops

North Bound

1. Gate D - Bldg. 369
2. Gate I - Bldg. 273, 298 and 510
3. Bldg. 1763 - Training Facility
4. Barracks, M-32 Trailers and Bldg. 276A
5. Bldg. 1500 - Gate N (behind the building)
6. Clinic - Gate O
7. Gate R - Bldg. 61 and 62

8. Bldg. 1575
9. Bldg. 15
10. Bldg. 74

11. Bldg. 74

South Bound

1. Bldg. 16
2. Bldg. 1575
3. Bldg. 706 - Gate O
4. M-1 and Bldg. 1500 (behind the building)
5. Gate I
6. Returns to Gate D, route begins again.

CIA Shuttle Stops

North Bound

1. Bldg. 369 North Side and Dry Dock 8
2. Bldg. 369 Southeast Corner
3. Bldg. 369 South Side
4. Bldg. 269
5. Bldg. 298
6. Pier 5
7. Bldg. 1505
8. Bldg. 61 and 62 - Gate R

South Bound

1. Bldg. 1505
2. Bldg. 163
3. Bldg. 510R
4. Bldg. 269 and S1
5. Returns to Bldg. 369, route begins again.



New U.S. Navy Installation in Hampton Roads - Naval Support Activity Portsmouth

STORY BY SUSANNE GREENE • NNSY PUBLIC AFFAIRS SPECIALIST

PHOTO BY SHELBY WEST • NNSY PHOTOGRAPHER



As of Oct. 1, Naval Support Activity--Portsmouth (NSAP) is now an established installation. Formerly a part of Norfolk Naval Shipyard (NNSY), NSAP is now in alignment with other similar installations under Commander, Naval Installations Command and ensures NNSY leadership can more effectively focus on supporting fleet needs. As the Navy's newest installation in Hampton Roads, NSA Portsmouth provides Base Operating Support (BOS) infrastructure for all tenant commands to include those at Norfolk Naval Shipyard, St. Juliens Creek Annex, Scott Center Annex, St. Helena Annex, and residents at New Gosport, and Stanley Court Public Private Venture housing areas. Services previously managed by NNSY that are now under NSA Portsmouth include port operations; emergency management services; fire and emergency services; force protection; explosive safety; environmental compliance; utilities; unaccompanied and family housing; child and youth programs; and Morale, Welfare and Recreation (MWR) functions, among others. NSA Portsmouth's mission is to provide quality customer service while ensuring all regional fleet, fighter, and family readiness objectives are met. NSAP executes the Navy's mission to provide efficient and cost-effective shore installation management services and support. Base Operating Services are also provided to the host command and installation employees supporting and enhancing Chief of Naval Operations (CNO) maintenance availabilities by performing work converting, overhauling, repairing, conducting nuclear refueling/defueling, and drydocking for all types of Navy ships.

For questions regarding the shuttle program, contact Danie Larrew, danielle.n.larrew.civ@us.navy.mil.



Important Information

»FOR 2025, NO ANNUAL CURTAILMENT PERIOD AT NNSY

For 2025, NNSY will not be implementing the annual holiday curtailment period that takes place during the holiday season in December. Instead, departments are expected and responsible for managing the holiday leave of their employees to ensure both adequate shop manning and the opportunity for employees to spend time with their families during the holidays. For more information regarding this, please see NAVSHIPYDNORNOTE 5330 at <https://webcentral.nnsy.navy.mil/webdox/Notices/Notice%205330%20of%2024%20Feb%202025.pdf>.

»FEHB OPEN SEASON IS NOV. 10 - DEC. 8

The Federal Employees Health Benefits (FEHB) Open Season runs Nov. 10 through Dec. 8. During this period, you have the opportunity to enroll, change plans or plan options, change enrollment type, and more for the FEHB Program and the Federal Employees Dental and Vision Insurance Program (FEDVIP). You also have the opportunity to enroll or re-enroll in the Federal Flexible Spending Account (FSAFEDS) Program. Learn more at www.opm.gov/healthcare-insurance/open-season/.

»DONCEAP IS AVAILABLE TO DON EMPLOYEES 24/7

Department of the Navy employees are busy juggling work and family and it is not unusual to encounter difficulties with stress, family, relationships, alcohol, work, or other issues which impact quality of life. The Department of the Navy values its employees and has partnered with Magellan Health to provide a new centralized employee assistance and work/life program for employees and their families. The Department of the Navy Civilian Employee Assistance Program (DONCEAP) provides a wide range of services to employees and their families.

Employees can access services 24/7 through the DONCEAP website at <https://magellanascent.com/> or by phone at 1-844-DONCEAP (1-844-366-2327). Representatives can provide answers to questions, research information, link employees to a wide variety of qualified local services and provide licensed confidential support to help with difficult issues.

»PANACEA BEHAVIORAL HEALTH AND WELLNESS SERVICES AVAILABLE

At NNSY, we have a grant partnership with Panacea Behavioral Health and Wellness Center, a patient-centered mental health and wellness practice, offering counseling services to Sailors, veterans, spouses, and family members. Civilians are also welcome and encouraged to participate, with Panacea covered under most insurance providers for civilians, in-network with all Tricare plans, and grant funding from the Virginia Department of Veterans Services. Panacea has representatives available every Tuesday at Callaghan Fitness Center from 9 a.m. to 4 p.m., offering assessments and counseling services to those within the shipyard, including active duty, veterans, dependents, and civilians. For more information, to schedule an appointment, or request for any additional dates for assistance, contact info@panaceabhwc.com.

NNSY

SERVICE TO THE FLEET

We Need You!



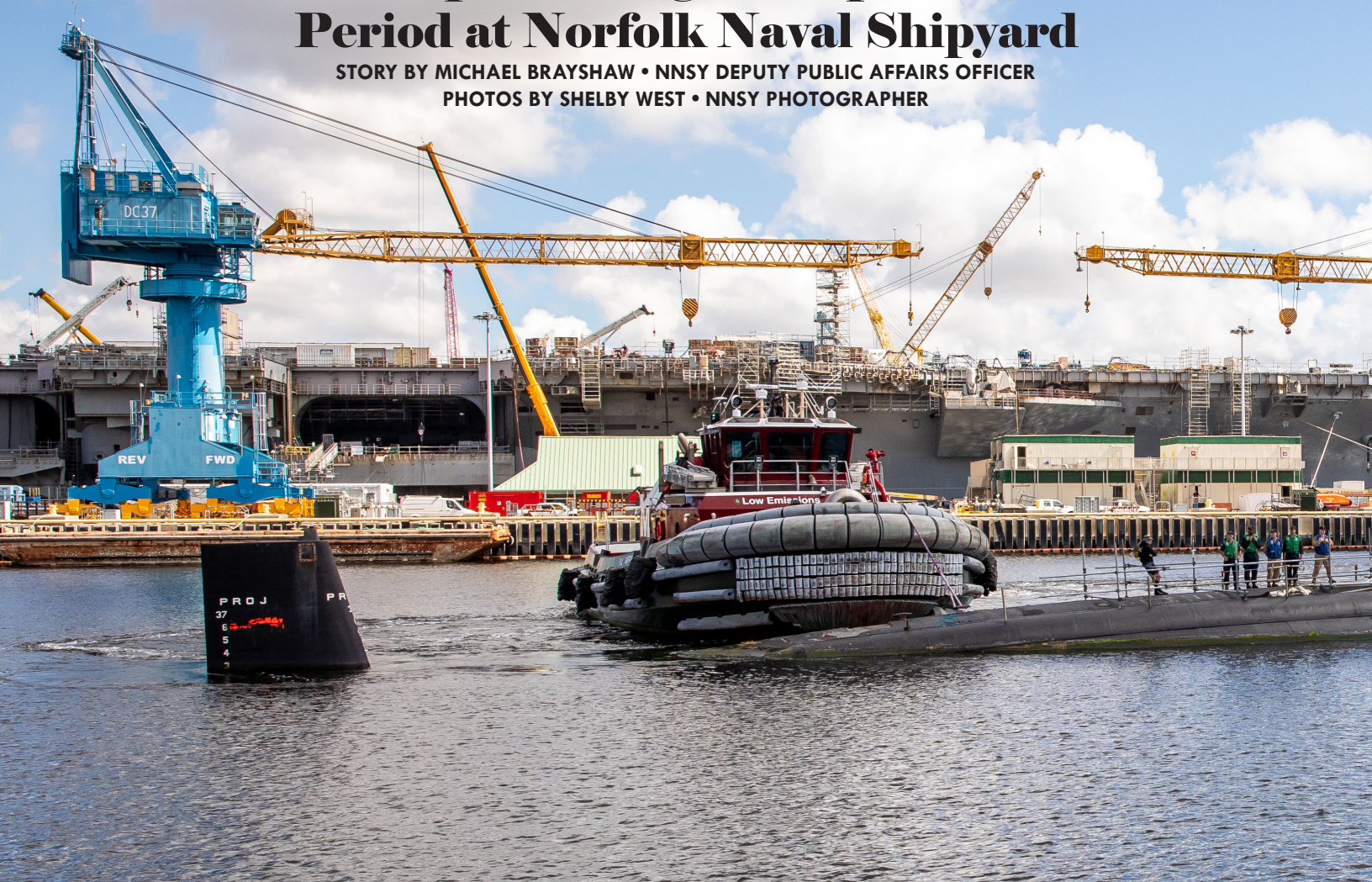
Do you have any story ideas? Upcoming events? Shipyard spotlight nominations, etc.? We want to hear from you!

Contact NNSY PAO:
NNSY_PAO@us.navy.mil

USS New Hampshire Begins Depot Modernization Period at Norfolk Naval Shipyard

STORY BY MICHAEL BRAYSHAW • NNSY DEPUTY PUBLIC AFFAIRS OFFICER

PHOTOS BY SHELBY WEST • NNSY PHOTOGRAPHER



The Virginia-class nuclear-powered attack submarine USS New Hampshire (SSN 778) arrived at Norfolk Naval Shipyard (NNSY) Sept. 3 for a Depot Modernization Period (DMP).

This midlife availability spans a large scope of maintenance and refurbishment for the submarine to meet its full service life. Work on “The Granite Ghost” will include shaft and full outer hull tile replacement; complete overhaul of steering and diving systems; extensive electrical alterations; and a wide range of structural and mechanical inspections and repairs.

This marks NNSY’s second Chief of Naval Operations (CNO) availability on a Virginia-class submarine, following USS John Warner (SSN 785). To benefit work execution, the New Hampshire project team is leveraging lessons learned on John Warner and other projects across the four public shipyards.

The New Hampshire project will implement several improvements teaming with shipyard production shops and work groups. These include a single scaffolding system surrounding the boat to expedite work in dry dock, with the NNSY Mechanical Group using laser tracking to pinpoint hull inspection sites. The shipyard’s Preservation and Habitability Department will set up dedicated blast, paint and cure booths for the sub’s smaller components to reduce strain on its Painting and Blasting Shop. The shipyard’s Submarine Structural Branch (Code 255) will lead tank inspections to

improve efficiency.

New Hampshire will be the first entire availability executed at NNSY to benefit from the shipyard’s new Submarine Maintenance Operations Center Detachment stood up in June 2025. The SMOC assisted the project’s planning by effectively condensing the work package, making the volume of jobs more manageable while still meeting operational requirements.

Helping to build team cohesion between the shipyard and crew, several NNSY project team members participated in underway pre-availability testing on New Hampshire. Project Superintendent Tim Cox, whose experience working on submarine availabilities goes back more than two decades, said, “This was one of the top five experiences of my career. We’ve been afforded a rare opportunity here. It’s not often you get to see the ship at sea before you work on her — and it deepens our commitment to restore New Hampshire to her place in the fleet. Her crew were exceptionally knowledgeable, courteous and proud of what they have accomplished.”

Assistant Project Superintendent Clyde Young said, “Observing our Sailors firsthand was a humbling experience and a clear reminder of the vital role we play in their overall mission success.”

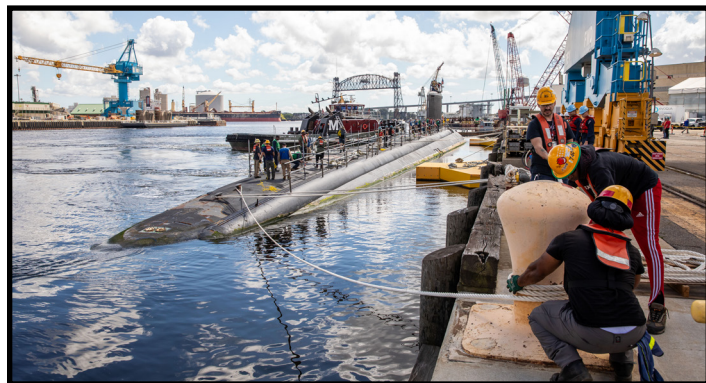
New Hampshire is coming off a rigorous period of service including complex multi-unit exercises and a demanding



seven-month deployment with the U.S. European Command. “With the team’s rallying cry to ‘protect the standard and push the edge,’ the DMP is not just about repairs — it’s about elevating readiness, improving processes, and preserving the fighting spirit of the fleet,” said Cox. “The New Hampshire’s journey back to sea begins here, and her shipyard team is ready to meet the challenge.”

The submarine arrives during a time of transition in one of the country’s most historic shipyards, as NNSY recently began a pilot program with a flag officer, Rear Adm. Kavon Hakimzadeh, becoming shipyard commander, and the establishment of three Navy captains at the shipyard to each oversee aircraft carrier maintenance, submarine maintenance, and industrial operations. NNSY now directly reports to U.S. Fleet Forces Command to further align with operational requirements.

“We welcome this great opportunity now before us at Norfolk Naval Shipyard,” said Hakimzadeh. “Through our multidisciplinary work teams having a ‘Focus and Finish’ mindset to prioritizing and completing jobs, improved accountability, and working toward barrier removal, we will provide timely delivery of USS New Hampshire back to the fleet.”



Building the Sequence: Ford Team's Collaborative Approach to Complex Electrical Planning

STORY AND PHOTO COURTESY OF THE GERALD R. FORD FY-26 PLANNED INCREMENTAL AVAILABILITY PROJECT TEAM



The Project Team for USS Gerald R. Ford's (CVN 78) FY-26 Planned Incremental Availability (PIA) continues to make significant strides in planning for one of the most complex elements of the upcoming availability at Norfolk Naval Shipyard (NNSY): the ship's intricate reactor plant and electrical sequence.

Recognizing the scale and technical demands of the task, the project team established a biweekly teleconference that brings together stakeholders from across the corporation. In addition, the team convenes quarterly for face-to-face working group sessions to foster more robust coordination and problem-solving. These collaborative efforts were first initiated during the Gerald R. Ford FY-26 PIA Project Planning Review (PPR) conference held in November of last year.

"These biweekly and quarterly touchpoints have been instrumental in helping us integrate this complex sequence into the broader work package," said Assistant Project Superintendent Shawnta Tynes, one of the key leaders of the effort. "By bringing everyone to the table consistently, we've been able to address issues early, align resources, and ensure we're all moving in the same direction."

Leading the charge on this initiative are Tynes, Electrical Plant Zone Manager Lt. Michael Frojd, and Risk Manager Carol Johnson, who have coordinated efforts across a diverse and expansive group of stakeholders. These include representatives from both nuclear and non-nuclear engineering, test houses,

the Propulsion Plant Planning Yard (PPPY), HII, Naval Reactors (NAVSEA 08), Naval Reactors Representative's Office (NRRO), Ship's Force, Naval Nuclear Laboratory (NNL), Type Commander (TYCOM), NNSY's Code 950 Electrical Shop and assisting contractor.

"I had the privilege of joining this team. This group leaned forward, challenged assumptions, and by providing the integrated sequence of work schedule as an additional planning document, this document provided clarity to each organization's role and their associated responsibilities to the other organizations that will pay dividends during execution," said Frojd.

The result of this coordination has been a major win for the project team. The collaborative effort has paid huge dividends in integrating, scheduling, and ultimately implementing a highly complex sequence of electrical work, laying a strong foundation for the availability's success.

"This is a shining example of what can be accomplished when the right people come together early and often to mitigate complex risks," said Johnson. "We're building more than just a work sequence; we're building a shared understanding and a unified Ford team."

Congratulations to our NNSY Sailors of the Third Quarter for FY25!



NNSY Sailor of the Quarter

**Machinery Repairman First
Class (Surface Warfare)
Raman D. Singh**



**NNSY Junior Sailor of the
Quarter**

**Logistics Specialist Second
Class (Surface Warfare)
Jeffrey A. Webb**



**NNSY Bluejacket of the
Quarter**

**Gas Turbine Systems
Technician (Mechanical)
Third Class Hazel R. Perez**





Commanding Officer, Norfolk Naval Shipyard (NNSY) Industrial Operations Capt. Lawrence Brandon Jr. and Secret Service Dog Trainer Christopher Willingham, USMC Retired and President of the U.S. War Dogs Association speak at the annual NNSY Patriot Day Fall-In for Colors and Remembrance Ceremony Sept. 11.

Norfolk Naval Shipyard Hosts Annual Patriot Day Ceremony to Honor the Fallen

STORY BY KRISTI BRITT • NNSY PUBLIC AFFAIRS SPECIALIST | PHOTOS BY SHELBY WEST • NNSY PHOTOGRAPHER

Norfolk Naval Shipyard (NNSY) Sailors and civilians came together for the annual Patriot Day Fall-In for Colors and Remembrance Ceremony Sept. 11 to honor the lives lost during the Sept. 11, 2001 terrorist attacks.

The NNSY Chief Petty Officers Mess led the ceremony and provided a timeline of the events that transpired that day, as well as provided the workforce a moment to honor the memory and sacrifice of the more than 2,900 individuals who lost their lives in New York City, at the Pentagon, and onboard Flight 93 during the deadliest terrorist attack on American soil. In addition, the team came together to echo stories of that fateful day and how it impacted their lives.

Secret Service Dog Trainer Christopher Willingham, USMC Retired and President of the U.S. War Dogs Association, was the keynote speaker for the event and shared his personal story of how that fateful day has impacted his life. "9/11 taught us that tomorrow is not guaranteed, that life is precious, and we need

to live every day to its fullest," he said. "One service member that had an impact on my life was Firefighter Stephen Siller who worked with Brooklyn Squad 1. He had recently gotten off his shift and was going to go play golf with his brothers when he received word of a plane hitting the North Tower of the World Trade Center. Without a second thought, he went back to his post, grabbed his gear, and went to the Brooklyn Battery Tunnel. At that point they had closed the tunnel off due to safety concerns but he went anyway with his gear strapped to save as many lives as he could before he passed away."

Willingham went on to share his opportunity to meet Siller's widow Sally through his time stationed in Quantico, Virginia and his efforts working with members from Walter Reed National Military Medical Center. "In 2013, myself and my retired military working dog who had lost a leg in Afghanistan joined about 75 wounded veterans to do a run to Freedom Tower through those same tunnels that Stephen Siller had traveled





to save lives during 9/11," he said. "I get chills thinking about it. We had a platoon of soldiers who started calling cadence. Everyone was working together, gritting through the pain to make it through this jog to the Freedom Tower. And as I was running, I was running by Ms. Sally who was wearing Stephen's old fire jacket. As we made it to Freedom Tower, we had 343 firefighters lined up in dress uniform holding up pictures of the fallen. And that was the first moment I saw the crossroads and impact of 9/11, seeing the families affected, innocent lives being remembered, first responders being honored, and those who rose their hand to defend the constitution of the United States."

He continued, "A whole generation was affected by 9/11 and the impacts that started on that one day. My message to the service members here today is to stay vigilant and ready – you don't know when your time is going to come. Let us never forget 9/11 and let's continue to serve with pride and do our part to protect our Nation."

In addition, MARMC Chaplain Lt. Tosha Arrington provided the invocation and benediction for the ceremony, and the U.S. Navy band as well as bagpiper Lt. Col. (Ret.) Thomas Metz provided musical accompaniments as the workforce took a moment to pause in reflection.

Commanding Officer, NNSY Industrial Operations Capt. Lawrence Brandon Jr. said, "24 years ago marked a day of profound tragedy and a turning point in our Nation's history. A day when terror sought to cripple our Nation. But instead of crippling us, it ignited a fire of resolve, a commitment to defend our freedom and protect our way of life. As employees of Norfolk Naval Shipyard, we understand that commitment intimately. We maintain the warships and vessels that safeguard our shores and protect our strength across the globe. Our work is a direct response to the events of 9/11. Today, as we pause to remember the victims and honor the heroes of that day, we also recognize the ongoing sacrifices of those who have served in the war on terror."





From left to right: Shop 31 Toolmaker Troy Elmore, Code 930 Process Manager Chris Conley, Shop 38 ALRE Supervisor Benaiah Wade, Code 263 Waterfront Lead Hydraulics and Machinery Jonathan Schwalm, and Code 100TO.32 RPC Program Analyst Kelly Carson. Not pictured: Shop 31 Toolmaker Nino Perkins and Code 100TO.32 RPC Engineering Technician John Tate. Special mention to Kenny Kinstler, who has recently retired but was integral in developing the JBD Conveyor for the RPC.

EYE ON INNOVATION:

Rapid Prototype Center's Jet Blast Deflector Conveyor Tool Brings Huge Savings to America's Shipyard and the Navy

STORY BY KRISTI BRITT • NNSY PUBLIC AFFAIRS SPECIALIST | PHOTOS BY GSM1 CHRISTIAN BAUTISTA • NNSY PHOTOGRAPHER

On our naval aircraft carriers, as the jet engines rev up to lift off from the flight deck, jet blast deflectors (JBD) are positioned to redirect the high energy exhaust to prevent injury and damage to those around it. The structure is built to be strong enough to withstand heat and high speed air streams and must be able to be raised and lowered when needed. As part of the shipboard repairs at Norfolk Naval Shipyard (NNSY), mechanics see to these repairs with each carrier project, yet often were faced with dilemmas due to the requirements with the 2,000 pound shaft within the JBD. Through previous tooling and processes, in order to properly lift the massive fixture to conduct those repairs, the team would have to follow extensive rigging requirements, setting up picks along the intended path and cutting out access points to support the lifting of the

shaft. An extensive process that took more than three days and would require additional welding, painting, fabrication and inspections, Shop 38 Aircraft Launch and Recovery Equipment (ALRE) Supervisor Benaiah Wade knew there had to be a better way to get this done.

"I originally discussed with HII since we knew they were able to overhaul their JBDs without doing all these cuts. We ended up landing on the need for a conveyor, yet what we were able to find wasn't reaching the low profile we needed for the job," said Wade. "We wanted a rolling device that you could control the height, weight, and motion of this object without it being destabilized or having it ram into something and causing damage. We had an idea – we just needed help making it a reality."



The Jet Blast Deflector Conveyor tool was developed by the Rapid Prototype Center in partnership with the toolmakers, Code 930, and Code 263 in order to lift and rotate the shafts in the jet blast deflector operating gear to eliminate the need for extensive rigging requirements as well as removing the need to cut access points to remove the fixture.

Enter Code 100T0.32 Rapid Prototype Center (RPC), a division of Rapid Innovation, a one-stop shop for shipyard workers looking to have prototypes developed to fit their needs across the waterfront. “Wade and his work leader walked through the door and shared with us the issue they were having and what they were looking for,” said RPC Engineering Technician John Tate. “If they could just have a device that didn’t fall into the major rigging requirements, something that could lift the shaft up the little bit needed to get out of the fixture assembly and motivate it sideways safely and efficiently, it would save on a lot of time and effort for the mechanics. Together, we worked through some ideas we thought could work and once we had a vision in mind, we got to work.”

With drawings developed of what they wanted to create and what materials they would be using, Code 263 Waterfront Lead for Hydraulics and Machinery Jonathan Schwalm began calculating the specs that would be required to achieve the lift they needed. “When it comes to handling large amounts of weight, we have to have a factor of safety defined,” he explained. “This was a new design and we didn’t have a full vector figured out for Code 263 [Surface Ship Auxiliary/Hydraulics Branch] to accept the process. I took those preliminary sketches that were mocked up, built in all the data from the material, went through catalogues, and I was able to make a 3-D model based on the materials specified to be used. We confirmed everything was good for the weight to be handled and balanced on the tool and with that, we were able to have Code 263’s blessing to proceed.”

The RPC then teamed up with NNSY’s Mechanical Group (Code 930) and the Inside Machine Shop (Shop 31) Toolmakers to develop the prototype. Toolmaker Apprentice Nino Perkins was the first to tackle the initial prototype. And within 30 days of the request coming through the RPC’s door, the Outside Machine Shop (Shop 38) had something in hand to test shipboard on USS George H.W. Bush (CVN 77). “When it went through ship check, the team was very excited to see it work so well. We took some feedback for ways to improve the

design and were already on task to work on additional kits,” said Code 100T0.32 RPC Program Analyst Kelly Carson. Four sets of six rollers have been completed so far thanks to the RPC, Perkins, and Toolmaker Troy Elmore. These rollers have been used on various repairs for the JBDs on CVN 77 and USS Dwight D. Eisenhower (CVN 69).

For a job that at its fastest used to take three 12-hour days to complete and require extensive work across various trades, could now be done in a fraction of the time. “We can move the shaft now from one spot to the other with the conveyor in 45 seconds,” said Wade. “It’s less stress on the mechanics as well as the boat itself.”

Carson added, “This has made a significant difference and it’s a huge win for our shipyard. We would love to share this design with anyone who wants to utilize it!”

“This project has been a tremendous success and we’re looking at ways devices like these can be utilized across all our projects, including submarines, or if there are other ways the RPC can assist our mechanics on the waterfront,” said Code 930 Process Manager Chris Conley. “With the RPC’s help,

Continued on next page



seeing how efficient and knowledgeable they are making prototypes and being able to come up with something on the fly just from a conversation and have a piece of equipment in your hands that you can shipcheck within two weeks to 30 days is pretty insane. Seeing their skills firsthand, I can go to the boat now and doing surveillances, I can ask the mechanics how can we help, how can we make this better for you, I know there are people behind me and around me that can do what we can to see improvement on the deckplate.”

Tate noted that for a project like this, teamwork is what made it possible to achieve. “Everyone stepped up to the plate to help make this a reality and that’s something great about our shipyard family – they are ready and willing to do their part to help their teammates,” he said. “With this job, we were able to generate work for our toolmakers and apprentices, get them those added opportunities to hone their skills and develop something that could make a huge difference to our mechanics on the ship. We had Code 930 and Code 263 helping us test the product and getting it to where it needed to be so it was ready to be used shipboard. We also had our RPC teammates putting in the work to bring this idea to life and assembling it so it was ready to go.”

Tate continued, “Lots of ideas are out there, people just sometimes feel that they don’t have anywhere to go to share those ideas or that there are no resources in place to try it out and see how it goes. That’s what the RPC is for. We hear your ideas and see what we can do to make it a reality. We’re here to help and are always ready to listen and see what we can create for you to make your job easier.”

Interested in working with the Code 100TO.32 Rapid Innovation Branch? Visit the NNSY SharePoint site at https://flankspeed.sharepoint-mil.us/sites/NAVSEA_NSY_NORFOLK and click the Hot Links section to reach the 3D Print Request form. Provide your contact information and a description of what you need and the team will reach out to coordinate further details, files or designs, as well as schedule visits to the space to assess on-site. In addition, you can also visit the Code 100TO.3 Innovation & Tech Insertion Division in Bldg. 31 First Floor or the RPC on the third floor of Bldg. 171 to bring your ideas to them firsthand.



Code 100TO.32 RPC Program Analyst Kelly Carson, and Engineering Technicians John Tate and Kenny Kinstler at the 2024 Norfolk Naval Shipyard Innovation and Technology Showcase.

NNSY FLTHRO PRESENTS: UPCOMING TRAINING OPPORTUNITIES

All trainings will be held via Teams. NNSY employees have two ways to register:

1. Self-Register at Waypoints by searching for the Course # and requesting registration under "View Details".

2. Email the NNSY Career Counselors at NNSY_WFD@us.navy.mil and specify the course and date, along with the last 4 digits of your DOD ID /CAC #.

A calendar event containing the Teams link will be emailed within 24 hours of the event. Ensure you gain supervisory approval prior to attending. This office is not responsible for any pay concerns.

Resume Writing: Learn tools and tips to writing an effective Federal Government Resume

Open to all NNSY Employees:

November 14: 11 a.m. to 12 p.m. via Teams

Register via Waypoints, Search Course 24-NNSY (FLTHRO-RW) FLTHRO Resume Writing

Workers' Compensation: Provides an overview of the Workers' Compensation program, discuss how to file a claim for work-related injuries or occupational diseases and benefits associated with on the job injuries.

Open to all NNSY Employees:

November 14: 11 a.m. to 12 p.m. via Teams

Register via Waypoints, Search Course 24-NNSY (FLTHRO-WC) FLTHRO Workers' Compensation





NORFOLK NAVAL SHIPYARD STUDENT LOAN REPAYMENT PROGRAM (SLRP)

For more information, Contact:
Donald R. Banks, Jr.
SLRP Administrator
(757) 967-4397
Donald.r.banks.civ@us.navy.mil

**Applications Accepted
through Dec. 5, 2025**

Program Highlights and Changes

The Federal Student Loan Repayment Program (SLRP) allows agencies to assist in setting the debt federally insured student loans as a means of recruitment, retention, or as an incentive for prospective or current employees of the agency, under 5 CFR 537. NNSY has chosen to implement the SLRP as a retention strategy aimed at specifically addressing critical series that are difficult to retain and difficult to fill. The series deemed critical may vary each fiscal year. Positions that are difficult to fill and retain within critical series will be given priority in selection if the number of applicants surpasses the available funding. The SLRP functions as an incentive program, where applications compete within peer groups. Selection is required, and as such, approval is not guaranteed. NNSY may support up to a maximum of \$10,000 (gross) per year, subject to a cumulative maximum of \$60,000 (gross), for any one employee, per lifetime. This amount is subject to taxation prior to distribution to loan holders.

Selection Panel

Panel will only convene if it is determined that NNSY will exceed allotted funds.

Minimum Criteria for Eligibility:

- Employed by NNSY
- Open to all positions/job series. The codes with the highest attrition/hard to retain codes will have priority if we have more applicants than funding allows
- Federal student loans in good financial standing.
- Must have 3.0 or higher on DPMAP
- No misconduct or performance disqualifiers
- Forms and application instructions are located: [https://flankspeed.sharepoint-mil.us/sites/NAVSEA_NNSY_C1100/c1102/SitePages/Student-Loan-Repayment-Program-\(SLRP\).aspx](https://flankspeed.sharepoint-mil.us/sites/NAVSEA_NNSY_C1100/c1102/SitePages/Student-Loan-Repayment-Program-(SLRP).aspx)



Captain Bryan W. Ballard, a federal firefighter with Navy Region Mid-Atlantic Fire and Emergency Services based at Naval Support Activity-Portsmouth, was commended by NSA-Portsmouth Commanding Officer Captain R. Stephen Ramsey for his decisive action and response to a life-threatening medical emergency while he was off duty and on a flight from Washington Dulles National Airport to South Carolina.

Naval Support Activity Portsmouth Supervisory Captain Renders Aid While Off Duty

STORY BY SUSANNE GREENE • NNSY PUBLIC AFFAIRS SPECIALIST | PHOTOS BY SHELBY WEST • NNSY PHOTOGRAPHER

Recently, Naval Support Activity (NSA) Portsmouth Supervisory Captain Bryan Ballard assisted a passenger in need of medical assistance while on a flight from Washington Dulles National Airport to South Carolina. The patient was in cardiac arrest and, after 19 years in Fire and Emergency Services, Ballard's expertise paid off.

"It was a small plane, I think there were only about 50 people on there, and I could see that the flight attendant had a nervous expression on his face," said Ballard. "So, I turned around, looked, and I could see a younger guy trying to get this woman out of her seat and I went over and helped."

Another passenger had asked the flight attendant for an Automated External Defibrillator (AED) and while waiting, Captain Ballard checked for the distressed passenger's pulse and did not detect one.

"We were provided the AED, I put the pads on her, I told the

other passenger to analyze her with the AED, and the system recommended 'shock advised,' so we shocked her, and then I started doing chest compressions on her," said Ballard. "And after about two minutes, I checked for a pulse again, and I could feel a really weak pulse, but after that, we just kind of tried to maintain her airways so she could breathe."

The pilots made an emergency landing in South Carolina where first responders boarded the plane and rushed the distressed passenger to a local hospital for further medical assistance.

Captain Ballard was commended by NSA-Portsmouth Commanding Officer Captain R. Stephen Ramsey for his decisive action and response to a life-threatening medical emergency while he was off duty.

"By rendering aid without being called upon, and while off duty, he upheld and elevated the noble tradition of our



MARK YOUR CALENDARS! NORFOLK NAVAL SHIPYARD BLOOD DRIVES!

There is currently an urgent need for blood across the country, including Type O. Norfolk Naval Shipyard is launching it's support with various Blood Drives scheduled throughout the year. Those with access to the base are welcome to join us on the scheduled dates.

For more information, please contact Briana Darden at briana.d.darden.civeus.navy.mil or visit www.health.mil/militaryblood to learn more and register for the drive of your choice. Walk-ins are also accepted at all NNSY Blood Drive events.

profession," said Ramsey in the award citation. "His conduct is in keeping with the finest ideals of valor and reflects great credit upon himself and the United States Navy."

Ballard finds the most rewarding part of his job working with the public and helping people, even during unexpected times like on his flight.

"When you go on calls or if something happens off-duty like it did, try and stay professional," said Ballard. "Even if you don't think it's the worst day of their life, the individual you're assisting may think it's the worst day of their life."

When he's off-duty, Ballard enjoys spending time with his family and working out. Recently, he and members of his family attended a Baltimore Orioles baseball game.

"I like hanging out with my daughter and going shopping with her too," said Ballard. "My wife and I also enjoy going to concerts and local sporting events like the Norfolk Tides baseball games."



Every two seconds, someone in the United States needs blood, which means more than 38,000 blood donations are needed per day.

All Blood Drives are held in the Bldg. 1500 Lobby from 8:30 a.m. to 1 p.m.

2026

Jan. 6-7 Mar. 18-19 May 20-21
Jul. 22-23 Sept. 23-24 Dec. 2-3

BLOOD DONATION IS A SIMPLE FOUR STEP PROCESS



Register online or participate as a walk-in.



Mini-physical, where your health is evaluated.



The donation, which only takes about eight to ten minutes.



Refreshments, where you get a snack and drink afterwards.



Naval Support Activity (NSA) Portsmouth Supervisory Captain Bryan Ballard and other firefighters along with USS Dwight D. Eisenhower (CVN 69) and NNSY personnel perform the 2025 Confined Space Rescue Drill Sept 16.



Safe blood saves lives and improves health. It is the most precious gift that anyone can give to another person: the gift of life.



SIGN UP TO BE A BLOOD DONOR TODAY!



ACCESS CODE: CODE 1102.7 AWARDS DIVISION

STORY AND PHOTOS BY TROY MILLER • NNSY PUBLIC AFFAIRS SPECIALIST



From left to right: Code 1102.7 Supply Technician Rhonda Griffin (left) shows Production Resources Manager (Code 900R) and C.O.R.E. Award recipient Robin Stevens a t-shirt available at the C.O.R.E. Store; Electricians Shop (Shop 51) Electrician Pablo Vazquez receives his selected C.O.R.E. Store merchandise from Code 1102.7 Administrative Management Specialist Briana Darden. "It feels good to be recognized for my hard work I put forth by my supervisors," said Vazquez. "The thing with the C.O.R.E. Store, it boosts morale when someone is recognized for the work they've done, and with good morale comes better performance."

Norfolk Naval Shipyard's (NNSY) Awards Division (Code 1102.7) plays a pivotal role in recognizing and celebrating the exemplary contributions of its employees. This small but mighty team of five individuals dedicates itself to acknowledging the hard work and achievements of individuals within the shipyard, enhancing morale and fostering a culture of excellence.

"Our mission is to ensure that our workforce feels valued and motivated," explains Code 1102.7's Supervisory Administrative Management Specialist Awards Brian McPherson. "Recognition is not just about awards; it's about acknowledging the efforts that drive our shipyard's success every day."

The Awards Division oversees a variety of awards programs, including Civilian Service Meritorious Awards, Civilian Service Commendation Awards, Civilian Service Achievement Awards, Quality Step Increase Awards, C.O.R.E. Awards, time in service awards, time-off awards, cash awards and qualification awards. With numerous categories ranging from innovation and teamwork to safety and leadership, the awards team works to ensure the contribution is acknowledged.

"The ultimate goal is to get that vessel delivered back to the fleet on time," said McPherson. "I really feel the various awards boost morale to make sure that happens."

The enthusiasm these team members have for their work is infectious. They believe that recognizing those who excel at NNSY enhances overall morale, making work feel less like a job and more like a family affair.

Code 1102.7 processes approximately 40 Civilian Service Meritorious Awards, 50 Civilian Service Commendation Awards, 50 Civilian Service Achievement Awards, 2,200 time in

service awards, 2,600 cash awards, 110 Quality Step Increase Awards, 100 qualification awards, 1,100 time off awards, and over 2,000 C.O.R.E. Store Awards in a year's time frame.

The C.O.R.E. Store is where awardees can literally wear their accolades. From t-shirts to polo shirts, ball caps to jackets, to a variety of other items, the C.O.R.E. Store merchandise is a way for employees to proudly display their recognition. "I think it's a great incentive for people to strive to do even more than what's asked of them," said Production Resources Department (Code 900) Production Resource Manager (Code 900R) and C.O.R.E. Award recipient Robin Stevens. "It's the thing that helps you take responsibility for the job you do and a way of showing that you're appreciated."

Code 1102.7 Supply Technician Rhonda Griffin added, "One of the main reasons I enjoy my job as much as I do is seeing the C.O.R.E. Award recipients come into the C.O.R.E. Store for the first time. They're so excited. They say, 'This is my first time earning a C.O.R.E. Award, so I am interested in seeing everything you have here.' They take a little longer because it's their first time; therefore, we try to keep everything on display, but seeing the look on their faces when they pick out something they like, well, that's something to be proud of being part of the C.O.R.E. Store."

The C.O.R.E. Store has two locations C.O.R.E. Award recipients can go to pick out the merchandise they would like. The main branch is in Bldg. 15, Room 105 and the second location is inside the Controlled Industrial Area (CIA) Bldg. 163 Personnel Office. The C.O.R.E. Stores hours are: for Bldg. 15 (Room 105), Tuesdays through Thursdays from 7:00 to 8:00 a.m. and 2:00-4:00 p.m.; and for Bldg. 163 Personnel Office,

Tuesdays through Thursdays from 8:00 to 10:00 a.m. and 1:00 to 2:00 p.m. To view the C.O.R.E. Store catalog, go to https://flankspeed.sharepoint-mil.us/sites/NAVSEA_NSY_NORFOLK/Lists/Information/DispForm.aspx?ID=1&e=X3XFu6.

“Due to the limited space available at CIA Bldg. 163 location, we are unable to keep on hand all sizes and color options for each product, as we do at the main C.O.R.E. Store,” said McPherson. “However, if someone wants a size or color, and the CIA Bldg. 163 C.O.R.E. Store does not have it on hand, we can usually have it transferred from the main C.O.R.E. Store within the same day or the very next day. This courtesy makes the Bldg. 163 C.O.R.E. Store a convenient option for those who work on the waterfront.”

Processing awards isn’t the only thing they do. “For each First-Line Supervisor (1LS) training, we tell the attendees what their options are to award their people, but also we show the attendees how to fill the forms out and how to submit all award types properly,” said Code 1102.7’s Administrative Management Specialist Briana Darden. “This ensures first-time quality and timely processing of the award.”

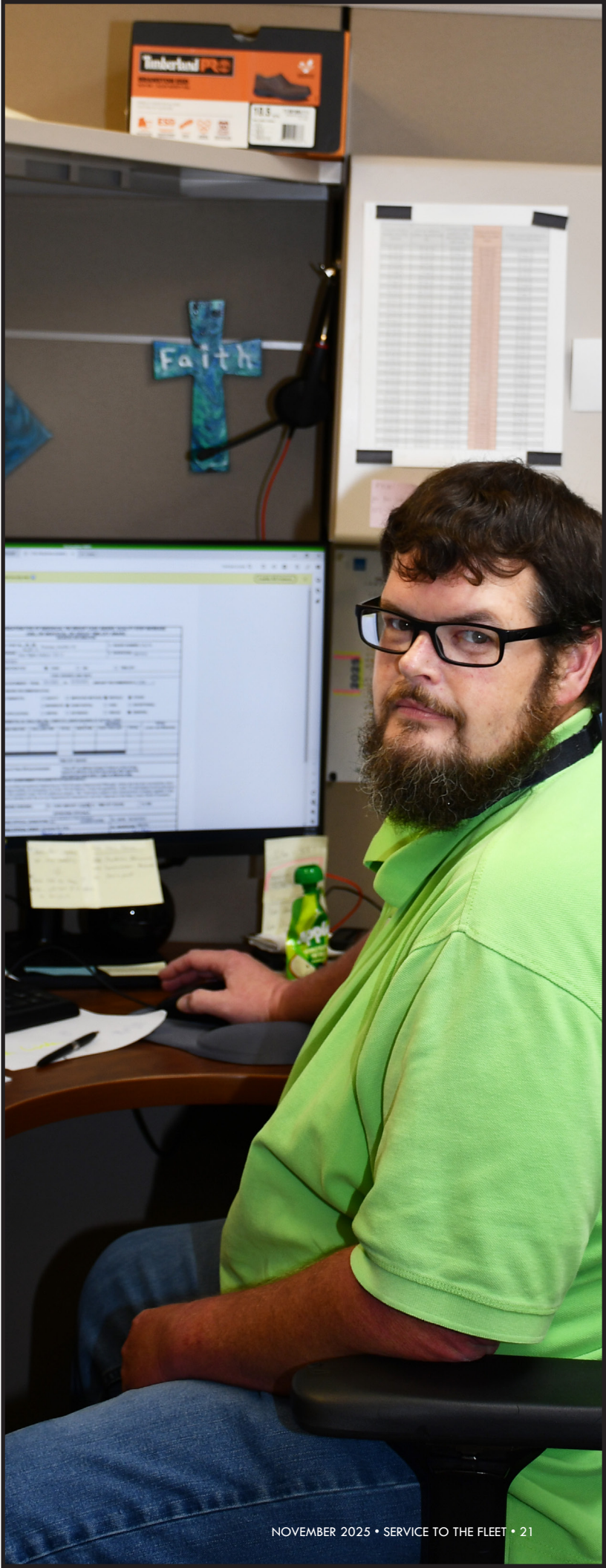
During the class, Code 1102.7 also takes an in-depth look at the NNSY Incentive Award Program Instruction, to make the attendees aware of all rules, restrictions, limits, departmental yearly allocations, and explain how the award process is continued to Fleet Human Resources Office (FLTHRO), Department of the Navy Office of Civilian Human Resources (OCHR) and Defense Finance and Accounting Service (DFAS).

“We also ensure all the tables and chairs needed for each blood drive that NNSY hosts are set up and in place for the blood drive personnel can get right to work and not have to worry about finding chairs and tables to do their processing with,” said Griffin.

Norfolk Naval Shipyard’s Code 1102.7 Awards Division is more than just an administrative unit; it is a vital part of the shipyard’s ecosystem that propels motivation, unity, and recognition of excellence. As they continue to celebrate individual and collective achievements, they help to foster a strong bond between NNSY and its employees, and helping build a culture of dedication that is essential for the shipyard’s continued success. For the Awards Division, recognizing the contributions of America’s Shipyard workforce is not just a program—they’re honoring the heart and soul of the Norfolk Naval Shipyard, its people.



Code 1102.7 Supervisory Administrative Management Specialist Awards Brian McPherson works at his desk, ensuring all submitted awards forms are filled out properly.





Congratulations to Norfolk Naval Shipyard's graduates in the NAVSEA Journey Level Leadership (JLL) Program Cadre XI and Next Generation (NextGen) Leadership Program Cadre VIII! The team was recognized during the NAVSEA Leadership Development Continuum (LDC) Graduation Ceremony Sept. 11, joining participants from across the enterprise during the virtual ceremony to celebrate their personal achievements as future leaders within the Navy.

During the virtual ceremony, NNSY's participants were presented a Certificate of Completion for the program as well as a trophy of achievement by Vice Shipyard Commander Capt. Brandon Johnson. "We at Norfolk Naval Shipyard are very proud of what you have accomplished," he said. "I'm looking forward to seeing you put these leadership skills to the test as we all work together in serving our mission at America's Shipyard."

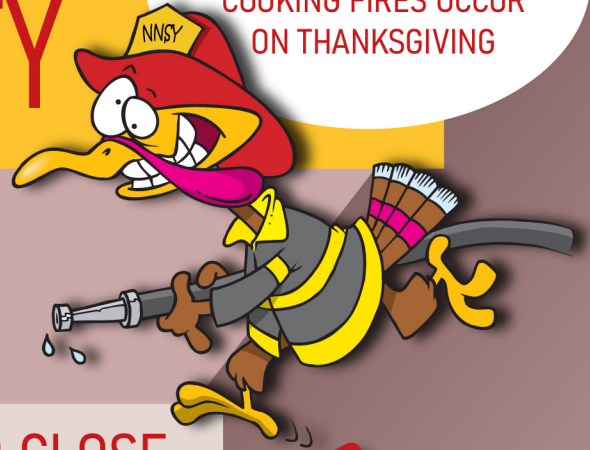
Congratulations to Radiological Controls Technician Melissa Elosge, Industrial Engineer Scott Laing, Radiological Controls Auditor Venita Scott, Nuclear PEPM Michael White, and Elec/Elex AIC Gregory "Coleman" Daniels, who were recognized for their achievements as part of JLL Cadre XI; and Shipwright Journeyman LaToya Williams, Inside Machinist Melanie Davis, and Journeyman Inside Machinist Stevie Bailey, who were recognized for their achievements as part of NextGen Cadre VIII.

(Photos by GSM1 Christian Bautista, NNSY Photographer)



THANKSGIVING SAFETY

THE GREATEST
NUMBER OF HOME
COOKING FIRES OCCUR
ON THANKSGIVING



TOP CAUSES OF HOME FIRES



HEAT SOURCE TOO CLOSE
TO FLAMMABLE
MATERIALS

1

2

ACCIDENTALLY LEAVING
COOKING EQUIPMENT ON

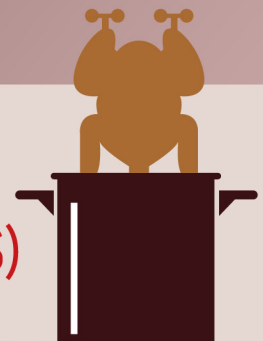


UNATTENDED
EQUIPMENT

3

4

PRODUCT MISUSE
(MOSTLY TURKEY FRYERS)



ABANDONED
MATERIAL

5





NAVSEA Executive Director Chris Miller speaks at the Kaizen Improvement Event recently held at Norfolk Naval Shipyard, discussing digital initiatives across the shipyards.

NAVSEA and Four Public Shipyards Come Together for Kaizen Improvement Event Focused on Digital Initiatives Across the Shipyards

STORY BY KRISTI BRITT • NNSY PUBLIC AFFAIRS SPECIALIST | PHOTOS BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

Members from the four public shipyards and Naval Sea Systems Command (NAVSEA) recently came together at Norfolk Naval Shipyard in Portsmouth, Virginia to host a Kaizen Improvement Event, focusing on digital initiatives across the shipyards. A Japanese term meaning “change for the better” or “continuous improvement,” this event was set to examine how NAVSEA can deliver agile software to the shipyards faster based on user requested feedback and to examine anything prohibiting adopting of these digital tools.

“Folks from all four naval shipyards and headquarters came together to tackle shared challenges, identify root causes, and provide actionable solutions that will increase agile delivery and tool adoption in the yards,” said NAVSEA Executive Director Chris Miller who spoke at the event. “Our project sops and mechanics deserve World Class! This event was a great example of how collaboration across commands yields effective problem solving and ultimately better outcomes for the Fleet.”

Supported by the NAVSEA Force Improvement Office (FIO), the event used digital crew boards (DCB) as the focused user case. Attendees worked to create a value stream map of the actual current state of the software delivery process, mapping out the entirety of the process in order to identify waste for removal and plotted pain points. Together, the team performed root cause analysis and left the event with solutions identified for critical challenges.

“We took a hard look at DCBs and what improvements can be made and how those improvements can possibly scale to other digital transformation efforts,” said Problem Solving and Improvement (PSI) Lead Jessi Staats. “The FIO support these events in a way that not only leads to improvements but educates attendees on use of various Get Real – Get Better toolsets. The goal is to have folks get more familiar with these tools to use them on their own teams for their own problems.”

Staats continued, “Knowledge of these tools is only half the

battle. NAVSEA FIO along with Office for the Chief of Naval Operations (OPNAV) Office of Warfighting Advantage are really seeking to change the culture where each person and each team has instilled a mindset of always learning, honest self-assessment, and a relentless pursuit to self-correct.”

FIO Director Sabrina Lemire added, “Building on this mindset, the event created an environment where we could see the Get Real-Get Better behaviors in actions: ‘Focus on what matters most,’ ‘act transparently,’ and ‘build learning teams.’ Changing our mindsets and exemplifying these behaviors consistently are non-negotiable when it comes to challenging the status quo and no longer accepting the phrase ‘we’ve always done it that way.’”

Thanks to this event, participants stepped away with a better understanding of the process overall and what actions could be taken to improve how it works. In addition, participants saw firsthand that they can make small improvements and build momentum to improve paid delivery of DCB updates. With next steps in place, the stakeholders returned to their workplaces ready to take action and improve the way they do business.

Interested in learning how you can help? To personally share your voice in communicating changes you wish would be incorporated in these tools, please reach out to Erin Small at erin.r.small.civ@us.navy.mil to learn how you can provide feedback to the development team for consideration.

In addition to these events, the NAVSEA FIO is also in partnership with the OPNAV Office of Warfighting Advantage to deliver training on problem solving to folks on teams who want to learn more about these proven problem-solving tools for them to use on their own teams. If you are interested in learning more about these trainings, please visit the FIO Training Page at https://flankspeed.sharepoint-mil.us/sites/NAVSEA_ForceImprovementOffice/SitePages/Instructor-Led-Training.aspx.



HONORING ALL WHO SERVED

NOVEMBER 11, 2025

VETERANS

DAY





Just like the complex LEGO sets Myshalai Whalen likes to put together when she's off duty, she is the perfect fit as Code 950's Electrical/Optical Hull Fitting and MQJ Lab Supervisor. She has worked at Norfolk Naval Shipyard (NNSY) for more than six years starting as an Electrician Apprentice in February 2019. Currently, she is an Electrician Supervisor and tracks timekeeping, reviews technical documents and trains and mentors her team to achieve both quality and excellence in their work.

SHIPYARD SPOTLIGHT: MYSHALAI WHALEN CODE 950 ELECTRICAL/OPTICAL HULL FITTING AND MQJ LAB SUPERVISOR

STORY BY SUSANNE GREENE • NNSY PUBLIC AFFAIRS SPECIALIST | PHOTOS BY DANNY DEANGELIS • NNSY PHOTOGRAPHER

Just like the complex LEGO sets Myshalai Whalen likes to put together when she's off duty, she is the perfect fit as Electrical/Optical Hull Fitting and Measurement Quality Jumper (MQJ) Lab Supervisor for Norfolk Naval Shipyard's (NNSY) Electrical/Electronics Department (Code 950). She has worked at the shipyard for more than six years starting as an Electrician Apprentice in February 2019. Currently, she is an Electrician Supervisor and tracks timekeeping, reviews technical documents and trains and mentors her team to achieve both quality and excellence in their work.

Whalen was nominated by both NNSY Fiber Optic Mechanic Haley Mustard and NNSY Marine Electrician Christopher Apple.

"Ms. Whalen exemplifies the quality of an engaged leader and goes above and beyond in our section every day," said Mustard. "She is knowledgeable in the work and makes herself available to teach others and leads by example by actively listening to her team, providing clear direction, and fostering a positive and productive work environment."

Mustard continued, "Whalen empowers her team and

celebrates successes and regularly acknowledges and appreciates our team's efforts and achievements. Her leadership represents the values of NNSY and demonstrates integrity throughout her role as supervisor."

Whalen's work supports the Code 950 mission of installing, connecting and operational testing of shipboard electrical and electronic systems and components, and specifically for those on submarines undergoing overhaul at NNSY. The Electrical/Electronics Department overhauls components on Light Weight Wide Aperture Array (LWAA) which use fiber optic sensors on submarines used to detect and track other vessels. The system enhances the capabilities of submarines to gain a greater understanding of the sub's environment. The Large Aperture Bow Array (LAB) Array provides enhanced detection of underwater targets and acoustic signal transfer, and the CHIN Array is a high frequency sonar system used along shallow and noisy coastal waters.

"Her astonishing acts of valor led to the successful upgrade of LWAA, LAB Array and CHIN Array systems on a submarine," said NNSY Marine Electrician Christopher Apple. "Her efforts

ensure our warfighting readiness, and she is an asset to NNSY, the United States Navy and our Nation.”

The most rewarding part of Whalen’s job is working with her team.

“I enjoy witnessing the confidence, excitement, and pride in my team when they achieve success on difficult projects,” said Whalen.

She overcomes challenges at work by reaching out to other team members for their expertise and trusts that they will guide her to success.

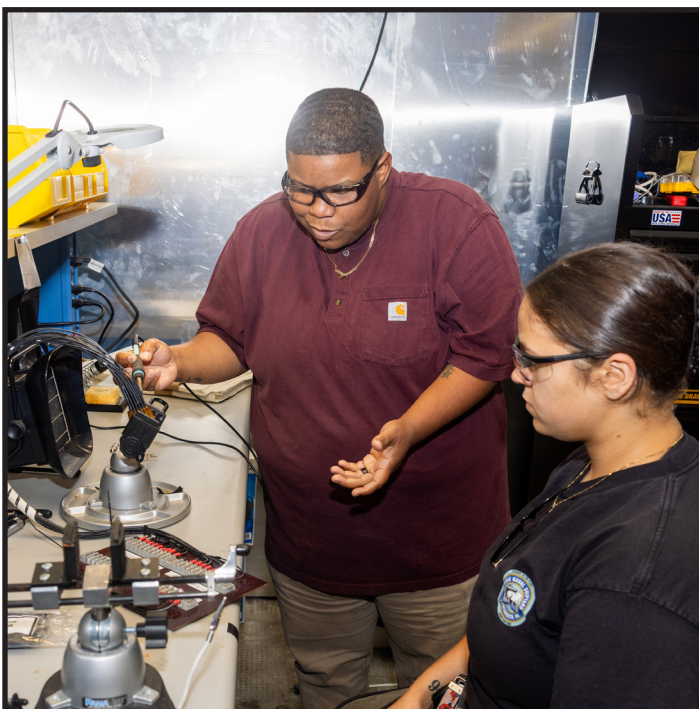
“To be a good leader you must lead by example, be knowledgeable, accountable and available for your team,” said Whalen. “Innovation starts when you question the norm, leadership happens when you act on it.”

She believes that anyone interested in a career at NNSY must be open-minded, flexible and eager to learn as that is how you grow.

“The best career advice I received at NNSY is to not take anyone’s word for something,” said Whalen. “There is so much literature available to use, and it’s important to know where that information comes from.”

Whalen continued, “Being proficient at utilizing process instructions has played a huge part in my success.”

When she winds down at home she enjoys building complex LEGO sets, playing corn hole and enjoying a bonfire with family and friends.



Our Yard History:

The Foundry, Building 172

STORY BY MARCUS W. ROBBINS • SHIPYARD HISTORIAN | PHOTOS FROM THE SHIPYARD ARCHIVES



Over the past few months, we have explored the locations where the work gets done here at America's Shipyard or as I like to say our "big box stores" and that specific facility focus continues on. As an aside, this is my closing submission prior to my 48-year career ending as I finally enter retirement. For this month, I wanted to look at our now ex-Foundry, Building 172.

Casting and working with molten metal at Gosport first can be traced to the Blacksmith Shop, Building 9 in the north end during the 19th century as we constructed and repaired wooden warships. As the shipyard continued expanding to the south, Building 22 then served the foundry function both prior to and after the Civil War. According to the June 30, 1903 station map, Building 22 gains a companion structure known then as the Pattern Shop, Building 72. A pattern is usually a wood replica of a desired shape that is first placed into a sand casting before molten metal is poured into the negative of the mold after the wooden form is removed.

As World War I raged in Europe, the recently obtained yet undeveloped vast land expanse known as the Schmoele Tract of 273 acres was being planned with precision according to the December 28, 1917 station map titled as the "Proposed Final Layout For Development." This map is what I often say becomes the birth certificate for how our shipyard appears today well over a century later.

A new Foundry and a new Pattern Shop are placed side by side and today we recognize these structures as Buildings 172 and 184 respectfully. Now Norfolk can truly pattern, cast and then also machine large metal components as the Machine Shop, Building 171 is laid out for construction within this same timeframe. Norfolk has now become an East Coast industrial giant and is in position to service every need of Uncle Sam's modern steel fleet of ships.

It is interesting to look at the early glass plate photos of our foundry being laid out in the wilderness circa 1917 and then in its initial short configuration as a completed structure

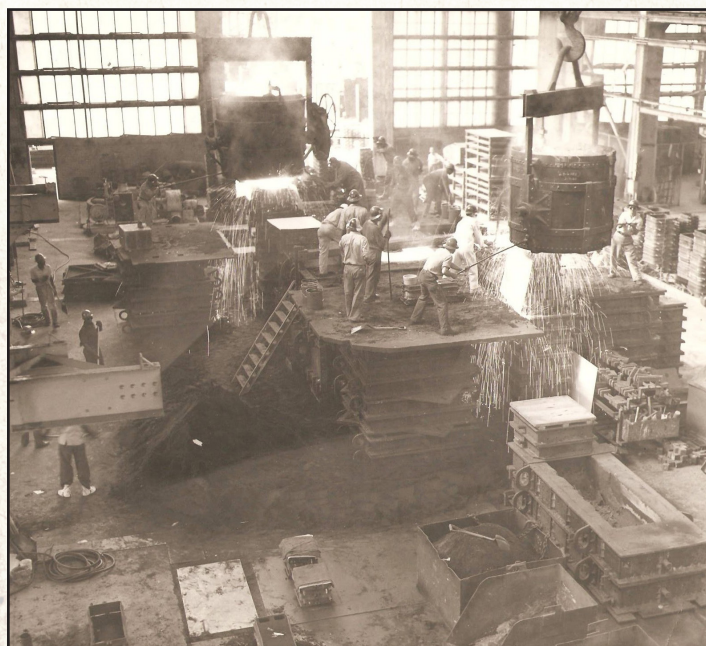


when occupied in September of 1919. Also reflect back as this location could now cast its own roadway structures such as manhole or drain inlets as the Shipyard is improved. Our mission then as it is now always had a focus about the ships and our foundry helped there too as we cast all of our own cleats and bollards that you see along our waterfront today. I have said it often that during this period of time there was not anything that this Navy Yard could not accomplish or manufacture on its own.

As evidenced with the October 1927 image to manufacture a complete anchor ready to ship out was a matter of craftsman pride. Working in this type of environment was not only hot and dirty but honorable for the worker. Norfolk cast many anchors including one you can go touch today in Wilmington, North Carolina of the forward deck of the battleship USS North Carolina (BB 55) as shown by a photo from one of our prior NNSY Photographers, Bob Cohen. Norfolk also cast the anchors for the most of the Forrestal and Nimitz-class aircraft carriers over the following decades.

In the mid-1990s as a result of the Base Realignment and Closure (BRAC) commission hearings found the Navy with two primary industrial Foundries on the East Coast yet the Philadelphia Naval Shipyard proper was slated to close. It became a business decision to stand-up and make heavy capital improvements for the Naval Foundry and Propeller Center (NFPC) to become a modern manufacturing facility located on the Philadelphia Navy Yard Annex in Philadelphia, PA. This facility is also organizationally attached to the Norfolk Naval Shipyard today.

So, what became of Norfolk's foundry? After the excessing of floor furnaces, a multitude of industrial equipment and filling in various casting pits within the structure today Building 172 is used for heavy industrial storage awaiting its eventual demolition as the shipyard begins planning to implement the Shipyard Infrastructure and Optimization Program (SIOP). This footprint shall be reutilized as Norfolk looks to the future and yet honors its past because - "history matters."



Talking Shop:

Celebrating NNSY's Sail Loft (Shop 89)

STORY AND PHOTOS BY TROY MILLER • NNSY PUBLIC AFFAIRS SPECIALIST

During the “Age of Sail,” roughly spanning from the mid-16th to the mid-19th centuries, sail lofts played a vital role in maritime communities, serving as crucial components in shipbuilding and repair. Sail lofts were the hub of sail-making, where sails for ships were created from raw materials like canvas. Although U.S. Navy tall ships have since sailed off into naval history, Norfolk Naval Shipyard’s (NNSY) Sail Loft still plays a crucial role for today’s Navy by protecting personnel, supporting nuclear work and assisting the workforce.

“NNSY’s Sail Loft is the Fabric Worker Shop (Shop 89), consisting of approximately 90 shipyard employees,” said Shop 89 Nuclear General Foreman Dallas Mabry. “The Fabric Worker Shop specializes in the fabrication, installation, modification, removal, and repair of nuclear and non-nuclear containments, tents, safety nets, and re-certification of inflatable lifesaving rafts to support U.S. Navy missions.”

The Sail Loft consists of four sections. The Life Raft Facility recertifies and repairs inflatable lifesaving rafts and ration bags. The Life Raft Facility is one of only three facilities worldwide that service inflatable lifesaving rafts for U.S. Navy warships. The other two are located in Yokosuka, Japan, and San Diego, California. Recently, the Life Raft Facility re-certified 17 life rafts to support the deployment of the Arleigh Burke-class destroyer USS Roosevelt (DDG 80).

The Non-Nuclear Fabric Section designs, fabricates, installs, and removes non-nuclear containments, tents, weather covers, safety nets and other miscellaneous items. Recently, Shop 89’s Non-nuclear Fabric Section, Fabric Worker Tammy Frandsen was recognized for outstanding contributions to safety for designing new carrying bags for gas-free detectors, which allow certified shipyard personnel to carry equipment and supplies safely and securely.

The Nuclear Refueling/Defueling Section and the Nuclear Overhaul Section both design, fabricate, install, remove, modify and repair containments to support naval nuclear work. The Nuclear Refueling/Defueling Section completed fabrication, installation and removal of the M-140 Facility and Refueling Area Enclosure and the Envelopes for the Modification and Reactor Facilities (MARF) prototype shutdown at Naval Nuclear Power Training Unit (NPTU), Balston Spa, New York.

The Nuclear Overhaul Section recently completed the fabrication and installation of nuclear containments for the execution of emergency core coolant pipe cuts for special emphasis jobs (Code 361 Special Emphasis at NPTU Ballston Spa, New York).

Although the days of sail are a thing of the past, those who work in NNSY’s Sail Loft continue its mission today to support NNSY’s and the U.S. Navy’s current and future missions.



After performing maintenance and ensuring the life raft passes inspection, Shop 89 Fabric Worker Apprentice Zykeara Hinton securely seals the life raft container with a metal band strap. “Before becoming an apprentice approximately six months ago, I served eight years in the U.S. Army as a cable system installer. When I got out of the Army to start a family, I still wanted to serve my country in some sort of capacity,” said Hinton. “I was always boots on the ground. Now, not only am I learning a new trade I’ve never done before, but I am working on equipment, materials and tools I never had to use in the Army, plus I am also learning the Navy’s way of doing things.”



Shop 89 Work Leader Denise Bowman is checking measurements on material to ensure all dimensions are correct. "My job is important because we make containment curtains and tents for all the shops that require them for them to complete their job successfully."



Shop 89 Fabric Worker Apprentices Alexandra Newman (left) and Makayla Barber are checking the pressure relief valves on a Mark VII 25-person life raft. "I really enjoy going through the apprentice program, because I am learning and doing things I have never done before," said Barber.



Shop 89 Fabric Worker Apprentice Makayla Barber is performing an inspection test of the pressure relief valves on a Mark VII 25-person life raft, making sure it's operating at the proper pounds per square inch (PSI). "I take my training and my work very seriously, because one day these life rafts might have to be used; therefore, these life rafts have to be in the best working order," said Barber.



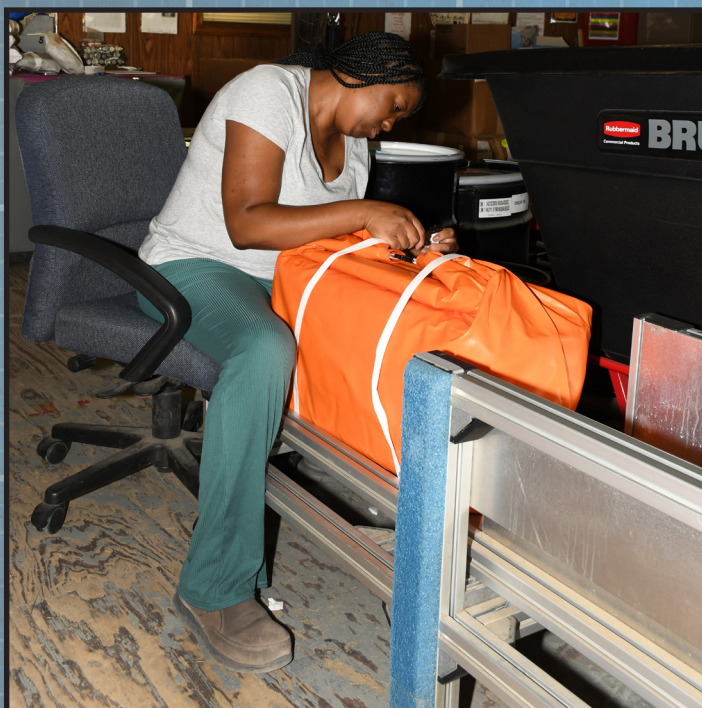
Shop 89 Fabric Worker Hsein Chen is sewing a manhole cover net that will be used onboard ships for safety purposes. "I am proud of my job, because I know the work I do here will help prevent anyone from getting injured or worse," said Chen.



Shop 89 Fabric Worker Cody Everhart performs a test on the pressure relief valves on a Mark VII 25-person life raft. "I've been working at NNSY for almost four years now," said Everhart. "I first came in on the helper-to-worker program, which gave me training while getting paid for it. Plus, it's nice to know the job I do here could save lives one day."



Shop 89 Fabric Worker David Wiggins is sealing contamination drapes for one of the projects at NNSY. "I'm basically closing up the sides," said Wiggins. "Closing up the sides will help the shipyard workers when it comes to pouring water into a basin."



Shop 89 Fabric Worker Erin Stokes is sealing up a rations bag that will be in a life raft. "I work in the Rations Room, where I pack up food, water, medical supplies and a few other things into a rations bag that will be placed with the life raft," said Stokes. "I pack approximately 50 rations bags each month, because we take care of the life rafts not only for the ships and submarines here at NNSY, but also those that aren't here at the shipyard."



Shop 89 Fabric Worker Anthony Pena is making tag sleeves that will protect a variety of tags used at NNSY throughout the process of the work being done. "Before coming to the shipyard, I went to Old Dominion University," said Pena. "I majored in Mechanical Engineering Technology, which helps me when I have to convert measurements. I am also familiar with how to use auto computer-aided design (CAD), which we use here in the Sail Loft."



Shop 89 Fabric Worker Jasmin Sullivan is making stretch rubber seals for barrel bags. "A barrel bag is a containment that goes around different components when they're being worked on," said Sullivan. "Performing this task is important because the stretch rubber seals help to prevent people from getting burned on hot pipes, and it also used to contain the heat."



Shop 89 Fabric Worker Ashlyn Brown is fabricating cleanliness pads. "I worked at a tanning salon before joining the Helper to Worker Program about a year ago," said Brown. "I wanted a career job that had good benefits and a great career path. I thought it would be a good start to work at NNSY, at the same time learning a useful trade."



Shop 89 Fabric Worker Brandon Chandler is upholstering galley seat covers and war room seats for the Virginia-class fast-attack submarine USS Oregon (SSN 793). "I am one of the few, if not only, upholsterers here at the shipyard," said Chandler. "I never thought the trade I used for working at a furniture business before coming here would actually be used on a U.S. Navy shipyard. This makes the job all that much more fun for me."



Shop 89 Work Leader Lisa Porter sets up the embroidering machine for a job request. "Before coming to work for the shipyard five years ago, I had my own embroidering business," said Porter. "I put my expertise to use and upgraded our embroidering machine from a consumer household product with minimal use to an industrial product that allows us to support our customers with a better quality product in a shorter time than before."

Happy Thanksgiving!

From Norfolk Naval Shipyard



C-FRAM FRAUD SCHEME AWARENESS

NOVEMBER EDITION: EXPORT CONTROLS

Export control laws protect U.S. national security, foreign policy, and economic interests

Export controls are U.S. laws that regulate the transfer of certain goods, software, technology, and services to foreign countries or foreign persons, primarily to protect national security and advance foreign policy goals by preventing proliferation of weapons of mass destruction and controlling access to sensitive technologies. They are implemented through regulations like the Export Administration Regulations (EAR), which use Export Control Classification Numbers (ECCN) to determine licensing requirements based on the item's characteristics, its destination, and the end-user's purpose.

The U.S. Entity List is a list published by the Bureau of Industry and Security (BIS) of foreign individuals, businesses, and organizations subject to stricter export licensing requirements under the EAR. Companies must screen all export transactions against this list to avoid civil and criminal penalties.

Cadence Design Systems Agrees to Plead Guilty and Pay Over \$140 Million for Unlawfully Exporting Semiconductor Design Tools to a Restricted PRC Military University

In July 2025, Cadence Design Systems, Inc. (Cadence) agreed to plead guilty to resolve charges that Cadence committed criminal violations of export controls by selling electronic design automation (EDA) hardware, software, and semiconductor design intellectual property (IP) technology to the National University of Defense Technology (NUDT), a university in the People's Republic of China (PRC). NUDT was added to the U.S. Department of Commerce's Entity List in February 2015 due to its use of U.S. origin components to produce supercomputers believed to support nuclear explosive simulation and military simulation activities in the PRC.

From Feb. 2015 to Apr. 2021, Cadence and its indirectly owned and wholly controlled subsidiary in the PRC, Cadence Design Systems Management (Shanghai) Co., Ltd. (Cadence China) engaged in a conspiracy to commit export control violations in connection with the provision of EDA tools that were subject to the EAR to NUDT through Central South CAD Center (CSCC), an alias for NUDT, and another associated entity, Phytium Technology Co. Ltd. (Phytium) without seeking or obtaining the requisite licenses from the BIS.

In Oct. 2020, while Cadence and Cadence China had knowledge that items previously sold and exported to CSCC had in fact been exported to NUDT in violation of U.S. export control laws, Cadence consented to CSCC's assignment to Phytium, a semiconductor company closely associated with CSCC and NUDT in the PRC, of CSCC's contracts for Cadence EDA tools. Some of Cadence China's contracts with CSCC listed Phytium as the contractual party and stated that the work would occur at NUDT. Internal Cadence communications show certain Cadence employees' understanding that CSCC and Phytium were effectively the same entity both before and after the decision to transfer Cadence China's business from CSCC to Phytium. Cadence and Cadence China transferred U.S. origin EDA software and IP technology to Phytium until Feb. 2021. In Mar. 2021, Cadence placed Phytium on export hold as a result of its internal compliance review and discontinued transactions with Phytium without completing all of the originally anticipated transfers. Phytium was placed on the Entity List in Apr. 2021.

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FEB. 4, 2026

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