THE PERISCOPE

Portsmouth Naval Shipyard news and information since 1942

March 2026

From Sea

NEW MEXICO ARRIVES

to Shipyard

From the Commander

Commander's Top 3

2026 is about sharpening our focus on what makes this shipyard the best in the world - our people. We will continue to rally behind the three lines of effort focused on your success: developing expertise at every level, ensuring authority is consistent with that expertise, and driving deckplate-led innovation. These goals are direct and ambitious. Soon, you will be seeing videos, posters and signage around your work areas that spell out our plan. When we put it in writing, we're making a commitment to get it done and get it done safely! Meeting our undocking and delivery timelines is not just about production schedules, it is a promise to the Sailors who rely on our work. It will take the entire Portsmouth team working together to get it done.

USS New Mexico (SSN 779) is back at Portsmouth! We proudly sent her back to the fleet in December of 2019 after a successful Extended Drydocking Selected Restricted Availability (EDSRA). Patrick Coleman, project superintendent, and his team are ready to apply their unmatched expertise and get back to work on this naval asset. The mission is clear — to deliver a modernized submarine back to the fleet on time with impeccable quality, ensuring our nation's warfighters have the decisive edge they need. To the project team on New Mexico — you have a team of more than 6,500 people who have your back. You have a great plan, and now it's time to execute. Let's get to work!

To meet our expanding mission and increase our capacity to service the fleet, we have launched an aggressive hiring initiative for fiscal year 2026 with the goal of bringing more than 800 new members to our team across all trades and disciplines. This is not about meeting a number; it's about strategically building our future force. I need your full support to help us recruit the right talent, and then to actively engage in training and mentoring them to achieve the high standards of proficiency our work demands. It is our collective responsibility to match this new talent with our critical needs, ensuring we build a cohesive, highly skilled team that can compete, win, and deliver on our promise to the Navy. The new dry docks are closer to completion every day. We need to be ready to execute! Be on the lookout for ways you can help contribute to growing our team by participating in hiring events, referring quality candidates, and training and mentoring new employees.

THE PERISCOPE

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On the cover:
USS New Mexico (SSN 779) arrives at PNSY Feb. 21, 2026.

Photo by:
Branden Bourque

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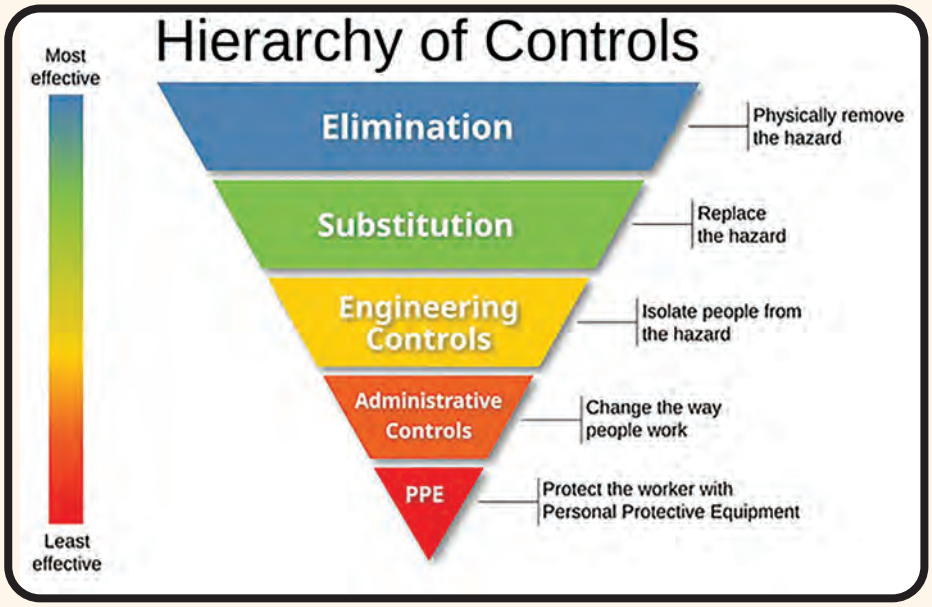
After losing a friendly Super Bowl wager with Puget Sound Naval Shipyard, Capt. Jesse Nice, shipyard commander, sports a Seattle Seahawks jersey in honor of the Seahawks beating the New England Patriots at Super Bowl LX.

THE ENGINEER'S CODE AND THE IRON RING

OP ED submitted by Vincent Lyon, temporary systems engineering design & sustainment branch head

I wear a stainless-steel ring on the little finger of my writing hand. It weighs only a few ounces, but its mass is deceiving. It drags across the page as I write these words, serving as a constant reminder of my obligation to the public as an engineer.

My ring represents the tradition of the "Iron Ring" and the myth surrounding its inception. It is said that the original batch was forged from steel salvaged from the Quebec Bridge collapse of 1907 (shown below). The collapse was a result of a series of misguided attempts to maintain cost and schedule at the expense of an engineering oversight that caused the death of 75 workers when a partially constructed span twisted into the St. Lawrence River under its own weight.



The ring I wear is not forged from the salvaged steel of that engineering disaster, but its symbolic purpose remains the same. The Iron Ring is meant to be a symbol, worn on the little finger of the dominant hand by Canadian-trained engineers — as well as in some U.S. trained engineering circles — representing their professional, ethical, and moral obligations to uphold public safety and maintain high standards in their work. This ring anchors my decisions as an engineer to the responsibility I have for the safety of our workforce here at Portsmouth Naval Shipyard.

You may not have heard of the Iron Ring, especially if you've never studied or served as an engineer with our allies to the north, but you've likely heard of the Hierarchy of Controls — something PNSY's OSHE department has presented in their daily safety briefs.

An explanation of these controls is often accompanied by an upside-down pyramid (shown at top right). The graphic is meant to illustrate the level of effectiveness in control methods with the most effective at the top and the least at the bottom.

The heart of our work, as engineers, resides in the core of the pyramid in the yellow section marked 'Engineering Controls.' It is your responsibility as an engineer to assess, quantify, and minimize risk by engineering out the hazard.

This does not remove every shipyard employee's personal responsibility for safeguarding their own safety by performing as trained, following procedures, understanding the work to be performed, and keeping their heads on a swivel for those unforeseen hazards.

However, engineers are uniquely responsible for setting the workforce up for success by mitigating risk at the design stage to the maximum extent possible to avoid detrimental tragedies such as the Quebec bridge collapse.

In the words of Admiral Hyman G. Rickover: *"Responsibility is a unique concept. You may share it with others, but your portion is not diminished. You may delegate it, but it is still with you. If responsibility is rightfully yours, no evasion, or ignorance, or passing the blame can shift the burden to someone else."*

Open source photo courtesy of www.canadashistory.ca

‘REAPERS OF THE DEEP’ COMPLETE DOCKING PERIOD

Article by Hanna Lanoie

Virginia-class attack submarine USS North Dakota (SSN 784) was safely undocked Feb. 26, marking a significant milestone in its maintenance and modernization availability.

North Dakota has undergone repairs, structural inspections, and replacements of mechanical and electrical systems. This extensive work enhances the submarine’s capabilities, modernizes critical systems and equips Sailors — the engine that powers the fleet — with the most advanced undersea platform possible ready to meet operational demands.

“The execution of submarine maintenance with excellence is fundamental to ensuring our fleet stands as the world’s premier warfighting force – ready, capable, and unmatched,” said Capt. Jesse Nice, shipyard commander. “North Dakota’s successful undocking represents the coordinated effort across the shipyard to return a combat-ready asset back to the fleet. We can only achieve this level of success by maintaining a committed focus on personnel safety and supporting innovation and authority driven by the experts closest to the work.”

The undocking milestone reflects the expertise and commitment of the project team, workforce and Sailors who have worked tirelessly to advance North Dakota through its availability. As a part of the total force, their collaboration, disciplined execution, and dedication sustain the shipyard’s mission and directly support fleet readiness.

“This [undocking] sets the tone for our final mission here at PNSY — get back in the fight and support the fleet,” said Cmdr. Trey Kennard, North Dakota commanding officer. “The incredible dedication and coordination between the crew and project team set us on a solid foundation to meet that mission with excellence at every turn.”

Andrew Stark, North Dakota project superintendent also highlighted the team’s cohesion as the driving force behind the project’s progress.

“The North Dakota docking period has seen its share of significant obstacles overcome by the strength of this team,” said Stark, North Dakota project superintendent. “The project team and ship’s crew have maintained solidarity throughout, and we are aligned on powering through the end game.”

As the leader in attack submarine maintenance, repair, and modernization, PNSY stands at the forefront of America’s commitment to peace through strength, delivering combat-ready submarines that are lethal, resilient, and prepared to win. PNSY strengthens the maritime industrial base and invests in its highly skilled workforce through a focus on innovation, accountability, and fostering a culture of warfighting excellence.

Photo by Branden Bourque

NEW MEXICO ARRIVES

Article by Branden Bourque

The Virginia-class attack submarine USS New Mexico (SSN 779), with its crew of more than 120 Sailors arrived at Portsmouth Naval Shipyard, February 21, 2026.

The submarine is scheduled for a major overhaul to ensure it remains a capable and deadly warfighting asset, one that is prepared to defend our homeland, deter our adversaries, and prevail in war.

"The arrival of USS New Mexico is a significant event for our shipyard and the Nation," said Capt. Jesse Nice, commander of Portsmouth Naval Shipyard. "The world-class team here at Portsmouth is excited to welcome New Mexico back to the Shipyard, and we're ready to apply our unmatched expertise to this critical overhaul. Our mission is clear: to deliver a modernized, more lethal submarine back to the fleet ahead of schedule with impeccable quality, ensuring our Nation's warfighters have the decisive edge they need."

Since last departing the shipyard on December 7, 2019, the USS New Mexico has completed several significant deployments and exercises, highlighting its crucial role in national and international security. Throughout this period, the submarine has upheld its mission to support U.S. and allied maritime interests, underscoring the capabilities of Virginia-class attack submarines.

"New Mexico arrived in Portsmouth as the proud winner of the Commander Submarine Squadron 6 Battle Efficiency award for 2025 – proof positive that their at-sea performance has been nothing short of exceptional," said Capt. Jason Deichler, commodore, Submarine Squadron TWO. "This overhaul is a top priority for the Navy, and the crew and PNSY teams are ready to commence the on-time delivery of a national asset back to the fleet with the advanced warfighting capabilities required to dominate in any contested environment."

The overhaul will be managed by a dedicated project team, working in direct partnership with the ship's crew to ensure a seamless and efficient modernization process. While at the shipyard, New Mexico will undergo extensive maintenance and critical system upgrades to bolster its operational readiness. The successful execution of this comprehensive modernization hinges on the detailed planning and seamless collaboration between the shipyard and the crew, preparing them to tackle the immense scope of the task ahead.

"This is a complex availability with thousands of moving parts, but our project team is fully integrated with the ship's crew and has been preparing for this day for months," said Patrick Coleman, project

Photo by Neil Boorjian

"Defendemos Nuestra Tierra.. ..We Defend Our Land"

superintendent for USS New Mexico. "Our focus is locked in on two things: safety and quality. We have the right people and the right plan in place to execute this overhaul efficiently and return New Mexico to the Navy as the most capable submarine in the fleet."

Fast-attack submarines are the cornerstone of America's undersea advantage and a critical instrument of national power. As multi-mission platforms, they are foundational to integrated deterrence, enabling sea control, power projection, and persistent forward presence in the most contested environments. Designed to dominate the subsurface battle space, they excel in anti-submarine and anti-ship warfare, while holding targets at risk hundreds of miles inland with precision strike capabilities. In an era of peer competition, they serve as our most survivable and versatile assets, gathering critical intelligence and enabling all-domain operations to provide commanders with unmatched decision advantage. Whether deploying special operation forces or conducting covert surveillance, they project power and influence, deterring aggression and setting the conditions for victory.

New Mexico's Commanding Officer is Cmdr. Joseph Kimock. He assumed command January 28, 2026.

New Mexico's host community is Portsmouth, New Hampshire.

As America's leader in attack submarine maintenance, repair, and modernization, PNSY delivers the decisive edge required to master an era of evolving threats. It stands at the forefront of America's commitment to peace through strength, delivering combat-ready submarines that are lethal, resilient, and prepared to win. Through a focus on innovation, accountability, and fostering a culture of warfighting excellence, PNSY strengthens the maritime industrial base and invests in its highly-skilled workforce. The work done at the shipyard is a direct contribution to national security. Submarines leave the shipyard more capable than ever before, ensuring the U.S. Navy remains the most dominant maritime force and that the nation's warfighters are prepared for any mission, anywhere in the world.

USS New Mexico is guided into the shipyard with the help of the Port Operations team.

Photo by Branden Bourque

U.S. Navy Sailors and members of the Port Operations team observe from the sail of the USS New Mexico as it arrives at the shipyard.

Photo by Branden Bourque

PNSY Hosts Assistant Secretary of the Navy

On Jan. 29, 2026, Honorable Brendan P. Rogers, assistant secretary of the Navy for Energy, Installations, and Environment visited Portsmouth Naval Shipyard to review the progress of major infrastructure projects and engage with shipyard leadership and enlisted Sailors.

Demonstrating his top priority of directly supporting the mission, the warfighter, and their families, Honorable Rogers toured PNSY's installation optimization efforts aimed at accelerating the Nation's industrial base in the face of increasing strategic competition.

"Building on a legacy of sea power, the men and women of Portsmouth Naval Shipyard are modernizing our infrastructure to deliver the world's greatest attack submarines, fueling the Golden Fleet, and restoring American Maritime Dominance," said Honorable Rogers.

During his visit, Honorable Rogers met with senior leaders including Cmdr. Eric Thurkins, acting shipyard commander, Steve Fahey, senior executive service, nuclear engineering and planning manager, Capt. Jason Deichler, commodore Submarine Squadron TWO, and Russ Gagner, director Shipyard Infrastructure Optimization Program (SIOP). Discussions focused on strategic initiatives aimed at accelerating the Nation's shipbuilding and maintenance capabilities.

"It's an honor to welcome Honorable Rogers to the shipyard to see firsthand, how PNSY is working to meet the Nation's call as the Foundry to achieve operational readiness," said Thurkins. "PNSY plays an indispensable role in sustaining our Nation's naval capabilities, and it is our priority as the Navy's center of excellence for attack submarine maintenance, repair and modernization to deliver the maximum support to our warfighters on the frontlines."

Honorable Rogers was briefed by Capt. Kenny Sowell, officer in charge of construction-Portsmouth on the progress of the $2 billion Multi-Mission Dry Dock, which will double the shipyard's Virginia-class docking capacity.

Honorable Rogers also received an insider's view of PNSY's most ambitious improvements, beginning with a tour of the new Paint, Blast, and Rubber Facility where he observed major machinery upgrades and the consolidation of the Coatings and Coverings Shop guided by Nate Maher, deputy officer in charge of construction-Portsmouth, Dave Veino, Coatings and Coverings Shop superintendent and Gagner.

"It was a privilege to have Honorable Rogers visit PNSY to see SIOP projects that are increasing the capacity, efficiency, and resiliency of Portsmouth Naval Shipyard," said Gagner. "It was a fine moment to show him the daily choreography and synchronization between constructing these once-in-a-lifetime infrastructure projects without impacting our ability to perform our primary mission of modernizing the Nation's fast attack submarine fleet."

As the Navy's leader in attack submarine maintenance and modernization, Portsmouth Naval Shipyard is a cornerstone of the Foundry: The Navy's shore infrastructure and industrial base required to generate, sustain and modernize naval power. PNSY safely delivers first-time quality work ensuring the Navy is ready to fight and win, now and in the future.

Article by Alana Demo
Photos by Branden Bourque

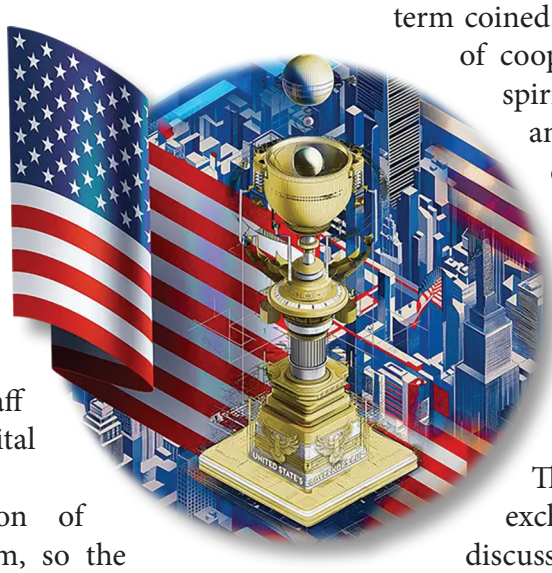
'COOPERTITION' AT THE CAPITAL

ROBOTICS TEAMS COMPETE AT INAUGURAL GOVERNOR'S CUP

Article by Libby Hite

Two local robotics teams funded by the Department of War's STEM program were selected to compete in the inaugural United States Governor's Cup held at Daughters of the American Revolution Constitution Hall in Washington, D.C., Feb. 20-21.

This first-of-its-kind event featured one FIRST Tech Challenge (FTC) team from each state. The teams — Ride the Robot from Dover, New Hampshire, and Blue Potato Lobsters from Berwick, Maine — showcased their design-thinking and teamwork abilities throughout the tournament. Both teams, representing Maine and New Hampshire, are coached by Portsmouth Naval Shipyard staff who view these national stages as vital classrooms for the next generation.



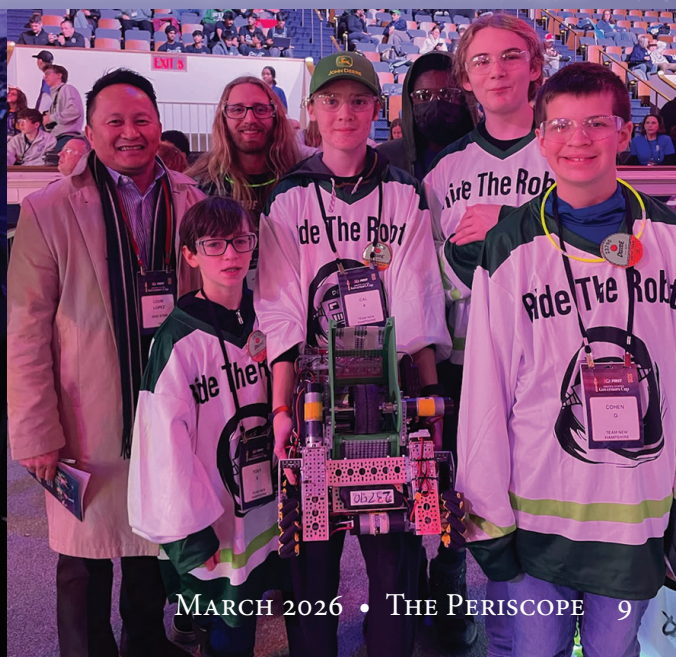
"Outreach and promotion of STEM is a core part of our team, so the opportunity to demonstrate the value of FIRST on a national stage was a no-brainer," said Nick Piscitello, a PNSY electrical engineer and coach of Ride the Robot. "When given the choice between attending the New Hampshire State Championship with a chance to go to the World Championship or the Governor's Cup, our students unanimously chose to represent New Hampshire in Washington, D.C."

That choice placed the students at the center of a high-profile gathering. The event coincided with the National Governors Association 2026 Winter Meeting, providing a platform to showcase how hands-on STEM programming fosters student ingenuity and prepares them for the future. New Hampshire Gov. Kelly Ayotte spent time with Ride the Robot in the pit area and joined the team for one of their qualifying matches.

A key lesson for students is "coopertition" - a term coined by FIRST to describe the balance of cooperation and competition. In the spirit of coopertition, Ride the Robot and Blue Potato Lobsters supported each other throughout the event, leaning into their home-state connections. The teams are part of the Seacoast and Robotics Coalition, a resource-sharing group for Maine and New Hampshire teams, many of which are mentored by PNSY staff. Throughout the event, the teams exchanged robot components and discussed strategies.

This collaborative mindset is exactly what FIRST leadership hopes to instill in every student. "Participants in FIRST programs develop far more than technical skills," said Collin Fultz, senior director of the FIRST Robotics Competition and FTC. "They acquire skills like teamwork, problem-solving, and grit — skills that will serve them regardless of their future path. FIRST participants come out of the programs more ready to face whatever the future holds."

Below: Blue Potato Lobsters team, Maine (left). Ride the Robot team, New Hampshire and Louie Lopez, director of DoW STEM (right).



PORTSMOUTH NAVAL SHIPYARD EMPLOYEES RECEIVE ADVANCED COLD SPRAY TRAINING

Portsmouth Naval Shipyard (PNSY) personnel have been given the opportunity to participate in a new initiative with Naval Sea Systems Command's Naval Systems Engineering Directorate (NAVSEA 05) that provides free training on the cold spray repair method. This eight-day course, held in Brunswick, Maine, provides classroom and hands-on learning.

The NAVSEA 05 Navy Expeditionary Sustainment and Repair (NESAR) Program initiative aligns with Secretary of the Navy John Phelan's priorities in adopting advanced manufacturing techniques from allied partners with proven expertise and expanding local workforce development through apprenticeships and vocational training. Soon to be available to all Department of War personnel, the training piloted its first two cold spray operator classes in 2025 to expand the organic cold spray capabilities across the Navy enterprise. PNSY production personnel attended both sessions to gain foundational knowledge of the cold spray method and provide feedback to assess the training's value.

Cold spray is an additive repair process where a heated, compressed gas accelerates solid metal powder to a velocity high enough to create a mechanical bond upon impact with a base metal. The repair method allows for the restoration of vital components due to its low heat input and fast build rates, which saves time in the repair process. Over 100 Navy components have been repaired to date with significant impacts to cost and schedule.

The training is designed for cold spray process operators, engineers, and quality assurance personnel who work in the field at any military branch facility. During the sessions, trainees learn and demonstrate their understanding of cold spray technology by using the respective equipment, including robots, to apply it to naval ship components.

"It also allows non-operator support roles to get significant experience on the equipment without affecting production work," said Dan Fraser, a mechanical engineer who participated as an instructor and observer.

The government-funded training at both academic institutions provides production personnel with the necessary qualifications and hands-on experience for cold spray applications at any Navy repair facility in the world.

According to Fraser, these academic partnerships create a unique and essential training ground. He said the team can grow in a setting where they are able to learn from their mistakes, solidifying their knowledge before taking this new skill to the waterfront.

"Programs such as these provide a critical learning and development opportunity to further the expansion of PNSY's cold spray program by immersing new members of the team in a safe-to-fail environment," Fraser said.

Attendees return to PNSY with the necessary skills to directly support mission-critical work and ensure PNSY remains the cornerstone of the Navy's foundry by continuing to expand the undersea advantage and deliver readiness and lethality to the fleet.

Article by Alana Demo
Photos by Branden Bourque

Students learning how to use the robotic cold spray technology in the training room in Brunswick, ME.

Enduring Ground: The Franklin Shiphouse Legacy

For nearly a century, the Franklin Shiphouse stood at Portsmouth Naval Shipyard the site of key shipbuilding milestones until 90 years ago, when a fire ended its service — on a site now home to a modern facility continuing the shipyard's mission.

More than half of the new completed Paint, Blast and Rubber Facility now occupies the original footprint of the 19th-century shiphouse burned to the ground March 10, 1936.

To honor and preserve the site's history, Naval Facilities Engineering Systems Command integrated archaeologists into the construction of the new facility to assist with the salvage and documentation of architectural remnants of the Franklin Shiphouse, as well as any surviving artifacts.

Congress authorized construction of the original shiphouse, designated Building 53, in 1834. Completed in 1838 at the cost of $56,000, the structure was a colossal presence, measuring 240 feet long, 131 feet wide and 72 feet high, with a roof clad in 130 tons of slate. At the time, it was widely regarded as one of the largest wooden shiphouses in the nation.

On June 13, 1839, the shipyard launched its first vessel from the new shiphouse — the 16-gun sloop of war, USS Preble. The launch marked the beginning of a prolific era, with nine ships constructed inside the shiphouse between 1838 and 1908.

In 1854, the shiphouse was expanded to support construction of USS Franklin. Financial setbacks, however, delayed completion of the massive steam frigate for nearly a decade. It was during this prolonged build that the facility became known as the Franklin Shiphouse. USS Franklin was finally launched Sept. 17, 1864, and was the largest vessel ever built at PNSY.

A new era in naval history dawned at the Franklin Shiphouse on Feb. 24, 1915, with the laying of the keel for the USS L-8 (SS-48). Launched April 23, 1917, L-8 became the first submarine constructed at a U.S. government shipyard. The Franklin Shiphouse continued to support submarine construction, with five additional submarines built there between 1917 and 1925.

The construction of two covered submarine launching ways in 1917 relegated the Franklin Shiphouse to a secondary role. The last significant submarine-related work performed in the facility was likely the repair of the USS S-48 (SS-159) in 1927.

By the mid-1930s, the shiphouse was used primarily for storage. Its end came March 10, 1936, when a U.S. Marine sentry on patrol discovered a fire at 4:53 a.m. Shipyard firefighters, aided by crews from Portsmouth and Kittery, contained the blaze and prevented it from spreading to nearby Building 55, where acetylene gas was manufactured. Despite their efforts, the massive wooden structure could not be saved. The Franklin Shiphouse collapsed at 6 a.m. and smoldered through the day and night, resulting in an estimated loss of $150,000 to $200,000 in 1936 dollars.

Although the Franklin Shiphouse vanished from the skyline 90 years ago, its legacy endures. The new facility now standing in its place is a modern component of the shipyard's Foundry, directly supporting the Fleet. Its completion reflects the Chief of Naval Operations' directive to view operations through a lens focused on the Foundry, the Fleet and the way the Navy fights—ensuring Portsmouth Naval Shipyard continues its vital role in supporting the nation's defense.

Historical photo

Article by Joe Gluckert

TESTING TOMORROW

INNOVATION THROUGH ADVANCED TECHNOLOGIES

Article by Hanna Lanoie

As shipyard maintenance increasingly relies on advanced technology to improve execution, the innovation team at Portsmouth Naval Shipyard is leading efforts to integrate these capabilities into shipyard operations.

Over the past few years, the innovation team — which operates under the Production Resources Department's Process Improvement Office — has collaborated with other public shipyards to pursue safer, more efficient work processes. In the past six months, the team has acquired advanced technologies and conducted tests to put those efforts into action.

To date, the team has explored the use of Unmanned Underwater Vehicles (UUV), Unmanned Aerial Systems (UAS), and advanced livestream capabilities to optimize processes from dry dock inspections to cross-shipyard collaboration.

In late summer 2025, the innovation team collaborated with the PNSY Dry Dock Engineering Department — responsible for dry dock management, maintenance and certifications — to test the use of UUVs in underwater inspections.

"The engineers were looking for a solution that would provide more detailed, real-time insights into the condition of submerged infrastructure, while minimizing the risks associated with traditional diving," said James Weyand, mechanical engineer.

The tests, which used a UUV borrowed from the team's innovation partners at Norfolk Naval Shipyard (NNSY), demonstrated the technology's ability to reach difficult areas, provide real-time data, reduce operational disruption, and improve personnel safety.

As UUVS were demonstrating their functionality in underwater environments, the innovation team was simultaneously advancing the implementation of UAS for crane inspections on the shipyard.

Unmanned Underwater Vehicle used in innovation team tests.

Photo provided by the innovation team.

The first approved UAS test and evaluation flights were conducted over the PNSY softball field in October 2025 with a UAS given to the innovation team by their NNSY partners. Representatives from the Lifting and Handling Department joined the innovation team to observe firsthand how the technology could improve execution during lifting and handling evolutions and help to mitigate risks to personnel.

"UAS [could] revolutionize crane maintenance, and other key areas by offering quicker, safer, and more data-rich capabilities," said Jeremy Edwards, innovation specialist. "[Implementing UAS] allows for real-time visual data, improving the identification of issues such as corrosion or structural stress long before they become costly repairs."

Following the successful tests flights, the team gained practical insight into the utility of UAS in crane inspections. "We successfully conducted a flight to inspect Portal Crane 31 in December 2025," said Edwards. "We were able to collect data that was helpful to the Lifting and Handling Department in assessing the crane."

In parallel with deploying advanced technologies in shipyard operations, the innovation team worked to enhance enterprise-wide communication by exploring advanced livestream capabilities to facilitate clear, real-time communication across shipyards.

In October, a production shop identified a mechanical component as out of specification and required input from off-yard subject matter experts at Naval Sea Systems Command's Naval Systems Engineering Directorate (NAVSEA 05) and General Dynamics Electric Boat. The innovation team contributed network-connected camera-enabled tablets to connect all parties in a virtual meeting — the first of its kind for the shipyard.

"Communicating technical issues, even simple ones, can be challenging. Sketches and text often fall short," said David Hawk, innovation specialist. "Most issues require in-person dialogue with context. Network-connected cameras provide the visual context and interaction we'd otherwise only get face-to-face."

The combined work of the innovation team directly supports Shipyard Commander's Line of Effort to drive innovation and ensure the delivery of practical, effective solutions that strengthen mission execution in support of the fleet. Testing and integrating new technologies into shipyard operations helps maintain the intellectual edge that underpins maritime advantage and supports the fleet's ability to deter, fight and win.

Nate Redden, innovation specialist, poses with Unmanned Aerial System example (left). Jeremy Edwards, innovation specialist, operates Unmanned Aerial Vehicle used in innovation team test flights (right).

Photo by Neil Boorjian.

NEW COMMAND, STILL 'ONE TEAM, ONE MISSION'

Article by Tracy Gray

Naval Support Activity Maine (NSA Maine) became officially established Oct. 1, 2025. Formerly part of Portsmouth Naval Shipyard, NSA Maine now aligns with similar installations under Commander, Naval Installations Command.

Establishment of NSA Maine separates the responsibilities of running the base from running the shipyard. This will help create bandwidth and increase capabilities to drive mission success. In addition, transition allows shipyard leadership to focus more effectively on submarine maintenance and fleet needs.

U.S. Navy Master Chief Robert Schmugge, command master chief NSA Maine, U.S. Navy Capt. Bryan Kupyar, officer in charge NSA Maine, and U.S. Navy Chief Warrant Officer Christopher Cook, assistant officer in charge NSA Maine.

Photo by Branden Bourque.

As the Navy's newest installation in Kittery, NSA Maine provides base operating support infrastructure for all tenant commands. This includes Portsmouth Naval Shipyard, Officer In Charge of Construction (OICC), Shipyard Infrastructure Optimization Program (SIOP), Naval Facilities Engineering Command (NAVFAC), Defense Logistics Agency (DLA), Submarine Maintenance Engineering, Planning and Procurement Activity (SUBMEPP), the Survival, Evasion, Resistance and Escape (SERE) school, Naval Medical Readiness Training Unit (NMRTU), and Portsmouth and U.S. Army Recruiting Battalion, among others.

NSA Maine has assumed management of several critical functions previously handled by the shipyard. These include parking and traffic, port operations, fire and emergency services, force protection, and explosive safety. The command also oversees environmental compliance, utilities, unaccompanied and family housing, child and youth programs, Morale, Welfare and Recreation (MWR) functions, Fleet and Family Support Center, as well as many other core programs.

NSA Maine and the shipyard will continue to refine the division of services and shared responsibilities over the coming months. A formal assumption of command ceremony is scheduled for late March 2026, when Capt. Bryan Kupyar is slated to relieve Capt. Zachary Harry.

Shipyard 101: Nighttime is the Right Time with Second Shift

Second shift employees

The above has been modified and is not the original source image.

Portsmouth Naval Shipyard's second shift has a robust history of leveraging the nighttime to advance the mission and ensure the shipyard is set up for continuous execution of work.

Second shift has been a staple at PNSY for many decades, dating back to the mid-20th century. Second shift is from early evening to early morning with just a few hundred employees currently working this schedule. Through the years, every production shop has had a second shift crew continuing the work from the day shift to meet the U.S. Navy's mission.

Second shift is crucial for accomplishing tasks that would be impractical or disruptive during the day. For example, working in high-traffic areas is better suited for the evening when fewer personnel are on-site. This allows for the necessary restriction of hatches and passageways without impeding shipyard operations. Additionally, second shift provides a unique window for specialized activities, which must be conducted at night to ensure safety and avoid disrupting multi-mission dry dock construction.

Although there have been some changes through the years with things like hours, pay, and infrastructure, one thing that remains is the positive mindset of those who work on second shift.

"While the day shift goes home, the work goes on —we on second shift will give this project a fresh new effort each day —we're ready, and looking forward to the challenge," said Bob Levesque, Paint Blast and Rubber Shift Representative during the USS Kamehameha (SSBN 642) overhaul in 1986.

The dedication and drive to be the best in the trade show a relentless pursuit of excellence and still stands true today. Brian Dickerson, marine machine mechanic leader from Outside Machine Shop began his career working the day shift but moved to second shift and decided to stay on that schedule. "Seeing the camaraderie on second shift amongst my coworkers, and the opportunities to learn so much during that time motivated me to work harder, which ultimately helped my career," said Dickerson.

Team support extends beyond the production side of the shipyard. Over the years, other departments have increased their second shift presence to support production with the non-stop execution of work. "The increased support from Engineering and Planning, Information Technology, and Quality Assurance departments, during second shift, has helped tremendously in reducing work stoppages, ensuring prompt resolution to problems with technical instructions and material availability," said Operations Execution Manager Ray Mondor. "Robust support helps with overall morale, making second shift employees feel valued and know that what they do matters."

Second shift employees

Whether it's 1986 or 2026, second shift production workforce takes pride in the work they do and has a strong sense of teaming and collaboration to continue building up the Foundry the shipyard has maintained for 250 years.

Continuing a centuries-long legacy, Portsmouth Naval Shipyard's second shift continues its faithful service to the Navy, guaranteeing the readiness of its assets and contributing to the capacity and lethality of the fleet.

Article by Cat Davis
Photos by Branden Bourque

Defense Organizational Climate Survey (DEOCS)

DEOCS THE DINOSAUR SAYS, "We have an update!"

WHAT'S NEW?

Shipyard leadership is taking action to address concerns raised through the 2025 DEOCS survey.

As a result of your feedback, actions are being taken to:

- Address departmental concerns by your chain of command
- Increase personal and professional development resources
- Increase participation in the High Occupancy Vehicle (HOV) carpool program
- Improve communication on topics that matter to YOU
- Investigate new ways to gain PNSY workforce input

Your feedback is important! Be on the lookout for opportunities to participate in focus groups and continue to provide input for shipyard improvement.

COMPLETELY

ANONYMOUS

It's Time for a Pulse Reading! The Pulse on Portsmouth (PoP) Survey is Back!

- Pulse on Portsmouth (PoP) is an employee engagement survey to solicit feedback for improvement, open spring 2026.
- Created and hosted by Deputy Leadership Team, who will evaluate results and take actions to address local concerns.
- PoP will use these results to determine trend movement since the last time PoP was held in 2021.
- PoP is anonymous to provide a safe and secure platform where employees may share honest and candid feedback without reservations.
- Open to all PNSY employees in UIC 39040 with the goal of identifying challenges unique to PNSY workforce.

Modernizing Confined Space Safety

Article and photo by Jason Saucier

In a significant step towards modernizing safety protocols for confined space work, Portsmouth Naval Shipyard is expanding the implementation of the Industrial Scientific Radius BZ-1 Area Monitor.

This initiative is part of a broader effort to reduce risk and provide mechanics with the safest possible working environment by leveraging the most advanced equipment available. The goal is simple: to ensure mechanics working in confined spaces are not exposed to dangerous atmospheres and are protected from unexpected environmental changes.

"This technology is a part of a growing effort the Confined Space Assessment Team is putting into modernizing how we control and monitor confined space hazards at PNSY. The objective of this effort is to provide an additional layer of protection from both the expected and unexpected conditions that can evolve in confined spaces during work at the shipyard," said Darrel Morris, PNSY gas free engineer. "These monitors give us a tool that makes it possible to respond to any potential atmospheric hazards that are evolving in confined spaces before the situation actually becomes dangerous."

The monitor supports continuous monitoring for up to three days on its internal battery, extendable to 14 days with external power supplies. Designed for flexibility in complex environments, the unit can simultaneously detected up to seven different gases or hazardous conditions, including lower explosive limit levels.

Clear local alarms ensure current readings and alerts are displayed directly on the unit, allowing personnel to quickly assess conditions in real time. Shipyard-driven innovation has enhanced the monitor's functionality. PNSY teams have developed custom accessories, even using Inside Machine Shop 3D printers to create modifications for added functionality in difficult environments.

The journey to adopting the monitoring system has been a deliberate and collaborative process. PNSY has been working with the manufacturer, Industrial Scientific, since 2016 to test and configure the tool for the unique shipyard environment.

A formal trial began at PNSY in late 2024 on the USS Washington (SSN 787) Project, followed by extensive training for the workforce and ship's force throughout 2025.

After this successful trial period, the initiative expanded. By January 2026, the push began to implement the monitors at PNSY Detachment San Diego with four units to support their unique scope of work. The goal of the initiative is to integrate the system to support availabilities on other shipyards.

Personnel can expect to see these monitors in use during any confined space work where the air quality could be altered, such as when using inert gas, spray painting, flame spraying, or Tungsten Inert Gas welding. The units are being installed and managed by tank coordinators, project teams, Occupational Safety Health and Environmental Department personnel, and Temporary Services and Support Department Navy Competent Persons.

The rollout is still in its early phase, with challenges to work through to ensure the process is efficient and minimally intrusive for mechanics. The next steps involve deploying personal monitors for more routine work, with the ultimate goal of integrating all devices into a single, comprehensive monitoring and notification system. This effort reinforces the shipyards commitment to protecting its most valuable asset — its people.

Darrel Morris, PNSY gas free engineer examines area monitor.

WE'RE HERE TO HELP!

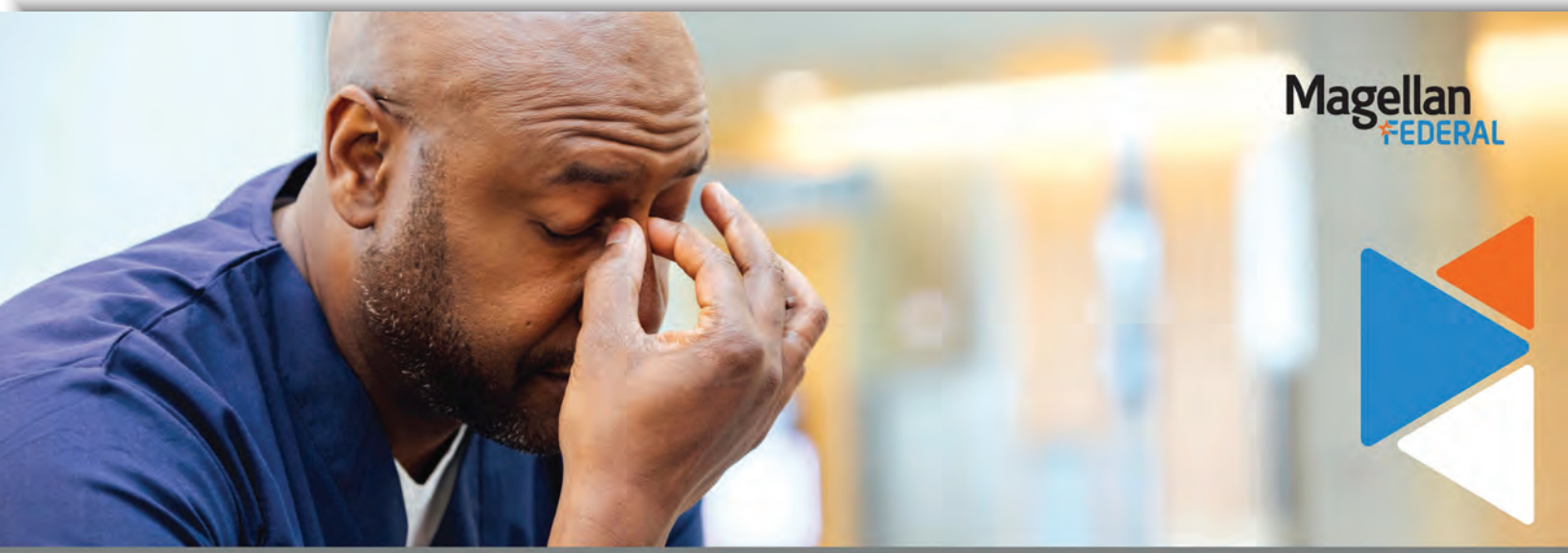
Department of the Navy Civilian Employee Assistance Program (DONCEAP) and Magellan Resources For Your Wellbeing Journey

MANAGER SUPPORT WEBPAGE

Manager Resources to Support Your Staff

Creating a safe, supportive and productive work environment with engaged and enthusiastic staff is a common goal for managers and supervisors. Your DONCEAP program is here to support you on this journey with resources, tools and services that are no cost to you and your household members, completely confidential and available 24/7/365.

When you or your staff experience work-related or personal issues, your program offers help for a variety of challenges including depression, grief, relationship issues, stress, substance misuse, work-life balance and more. Managers: Scan the QR for resources that can help you help your employees.



EMOTIONAL WELLBEING TIP: Self-regulation begins with spotting your triggers—situations, people or memories that set you off. When triggered, pause before reacting and choose a response likely to yield a better outcome.

Scan the QR code to visit Member.MagellanHealthcare.com or call your DON CEAP at 1-844-DON-CEAP (TTY 711) for helpful resources.

For more DONCEAP information or resources call ext. 2672

VANPOOL LISTINGS

All advertisers listed take part in the Transportation Incentive Program (TIP).

Multiple Locations - WHITE KNUCKLE TRANSIT LLC: 1st shift 0630-1500, (3) 15-passenger vans serving the Brunswick area, Sanford/Springvale/Wells and Limington/Waterboro/Alfred. Space available. Contact Matt: (207) 252-0584 or wtnukltransit@gmail.com.

Alfred/Lyman/Kennebunk/Sanford/Wells - CUNNINGHAM VAN, 10-hour van, 0600-1630, 5 days a week, 10 riders in a 15-passenger van. Contact Ken Cunningham: Call or text (207) 608-9402 or CunninghaVan@gmail.com.

Lebanon/Berwick/S. Berwick - AT BUS 1: Lebanon, ME (Upper Cross Road), Berwick (via Long Swamp Rd), Berwick, Berwick Park & Ride, South Berwick (via Rte. 236) 0600-1430, M-F (8 hour day shift).
AT BUS 2: Lebanon, ME (Town Hall Park & Ride), Berwick via Long Swap Rd & Berwick (Park & Ride), South Berwick (Rte. 236) 0600-1530 5/4/9 shift
Call Lee for details: ext. 4531, daytime cell (207) 703-3769, evening cell (603)312-7956

Biddeford - O'BRIENS VANPOOL: 0700-1530, Two vans, 1st picks up at Biddeford Park & Ride; 2nd picks up at Five Points Shopping Center in Biddeford. Pickups also available at homes on Village Lane, Westmore Ave. or near this area. Registered with TIP. Contact Mike: ext. 3737 or (207) 590-0546.

Biddeford/Saco - ACIN VANPOOL: 1st shift. Picks up at Biddeford Park & Ride, 10 passenger limit. Arrives on-yard by 0615. Contact Phil: ext. 1682 or (207) 423-6142.

Biddeford/Saco area - PERHAM VANPOOL: 1st shift, (2) vanpools. Meet at Biddeford Park & Ride. Second vanpool meets at Saco Park & Ride. Space available. Contact Chris: ext. 1821 or (207) 590-2378.

Portland/Saco - CHURCH VANPOOL: 1st shift, reliable drivers. Space available. Contact Randy: ext. 4790 or (207) 450-5824.

Dayton/Lyman/Kennebunk - DANLEY VAN POOL: (4) 15-Passenger vans with seats available. Can accommodate first shift 0600-1430 or 0630-1500. No out-of-pocket expense when enrolled in TIP. Contact Tyler: (207) 590-3279.

Biddeford - SWANK VANPOOL LLC: Two 15-passenger vans from Biddeford (1) 0600-1500 leaves Biddeford Park & Ride at 0500, (2) 0600-1530 5/4/9 Friday SDO leaves Biddeford Park & Ride at 0500. Please contact Kevin Swank 207-205-1311

Brunswick/Topsham/Yarmouth/Portland/South Portland - CRONIN VANPOOL: 1st shift 0600-1430. Reliable drivers, newer 12-passenger Chevrolet van. With Transportation Incentive Program, $0 out-of-pocket cost. Space Available. For more info, call Kevin ext. 2531 or (207)837-3561.

Hollis/Waterboro/Alfred/Sanford/Wells - MADORE VANPOOL: 1st shift, via Rt. 117/202/4/109/I-95. Non-smoking. Riders wanted. Contact Cory: (207) 752-6019 or (207) 423-3774.

W. Newfield - NEWFIELD EXPRESS: 1st shift (0630-1530). 15-passenger. Multiple pickup spots include W. Newfield, Shapleigh, Springvale, Sanford, N.Berwick, Berwick, Contact Ben x5873 or sign up on TIPS directly. newfieldexpress@gmail.com, (207) 806-7043

Lebanon/Berwick/South Berwick - POPLAR HILL TRANSPORTATION LLC: 1st shift. Picks up at Lebanon Park & Ride, Berwick Park & Ride, and South Berwick Park & Ride. Contact Jake: (207) 608-3879 or email at poplarhillllc@yahoo.com.

Lebanon-North Berwick/Berwick/South Berwick/Eliot/Kittery – FARREN TRANSPORTATION: 1st Shift; On schedule means on yard by 5:40. 15-passenger van. Berwick, South Berwick Park & Rides. Will pick up along Little River Rd., or Rt. 236. Contact Dan: (207) 451-7092, (207) 475-6325, email RidewithFT@gmail.com.

Lebanon/Berwick/South Berwick - CRASHIN' BURNS TRANSPORT: 0630-1500/0645-1515 shifts. Free for TIPS participants. 10 passenger van. Space available, contact Ryan Burns: ext. 2786.

Springvale/Sanford/Berwick - MATHIEU VANPOOL: 1st shift. No overcrowding, 10 riders in a 15-passenger van. Dependable drivers, no out-of-pocket expense with TIP. 2 openings available, call Shawn: (207) 651-4975.

Gray - BENNER'S VANPOOL: 1st shift, (no stops). Accommodates 0600-1500 shift. Registered with TIP, no out of pocket expense. Contact Jason (207) 590-1955. Call or text.

Lebanon/Berwick/South Berwick - DEVOLL'S VAN POOLS: 1st shift, non-smoking, 15 passenger van that only takes 12 passengers, TIP participant, Lebanon Park & Ride, Little River Road, Lebanon Road, Beach Ridge Road, Rt 9 to Berwick, Rt 236 to shipyard. Contact Kip (H) 457-1241, (C) 451-3257.

Dayton/Lyman/Kennebunk - DANLEY VANPOOL: 15-passenger OVERTIME van with seats available. Accommodates 0530-1530 shift. No out-of-pocket expense when enrolled in the TIP program. Contact Tyler: (207)590-3279.

Lebanon/Berwick/South Berwick - DK TRANSPORTATION: 15 passenger van. Plenty of seats available! 10-hour shifts. 0600-1630. TIP participant. 1st pick up at Lebanon Park & Ride, into Berwick via Long Swamp Rd., stop at Berwick Park & Ride, into South Berwick via 236. Multiple stops along the way. Call or text Drew: (978)305-0537

Wells area - PERHAM VANPOOL: 1st shift. Meet at Wells Park & Ride. Space available. Contact Chris: ext. 1821 or (207) 590-2378.

Farmington, NH - GRANITE STATE TRANSIT 25- Passenger, leaves daily from old Fire Station downtown 0515, leaves from Shipyard Mall 1500. Contact Lee: (603) 781-3402.

Lebanon, ME - GRANITE STATE TRANSIT 32-Passenger, 3 pickup locations: Lebanon corner of Depot Rd. and Rt. 202, Berwick Park & Ride - corner of Sullivan St. and Wilson St., bus stop - corner of Norton St. and Main St., (across from B&T Bank) South Berwick. Leaves from Shipyard parking garage 1500. Contact Lee: Personal (603) 781-3402, Work (207) 451-7497. Contact Lee: (603) 781-3402.

Rochester/Milton/Farmington/Barrington - SEACOAST EXPRESS: 3 buses running daily covering 0500-1530, 0600-1430, 0600-1530, 0700-1530 and "5/4/9" shifts. Seacoast Express users can switch buses at any time throughout the month if they would like to work overtime, switch shifts or leave early. All buses leave from Rochester Home Depot parking lot. Vehicle available at shipyard if passengers have an emergency situation and need to leave early. For more information, contact Aaron: (603) 337-5137.

Sanford/Wells/Kittery - CCR EXPRESS: 1st shift (0630-1500) pickup at Hannaford-Sanford (0445), Mardens-Sanford (0455), Hannaford-N. Berwick (0505), Aroma Joes-S. Berwick (0515), Kittery Masonic Lodge #184(0600). Either snooze or watch a movie on the way to work. Come give it a try. 100% Free ride to work with TIP. Contact Milton: (207) 604-4936.

Sanford/Springvale/points south - TURNER VAN POOL: Arrives 0545 am, departs 1500, 8-hr shift. Contact Herv: cell (207) 432-3779, email herveyturner@gmail.com

Waterboro/Alfred/Sanford/Wells - AB VANPOOL: 1st shift. Clean, comfortable, and reliable. Arrives on yard around 0615. No out-of-pocket expenses for TIP participants once enrolled. For more information, contact Cory: ext. 1442 or (207) 651-1526.

Dover - J.R.'s VANPOOL: 1st shift. Departs from Exit 9 Park & Ride at 0540. Large comfortable van, space available. Contact J.R.: ext. 1123 or (603) 749-1409.

Manchester/Epping - QUEEN CITY AND EPPING VAN POOL: Commute for free, picks up in Manchester and the Epping Park & Ride (Exit 7, Rt-101) First shift (0630-1530). 15-passenger van. No smoking or out-of-pocket costs, fees covered by TIP program. Call or text Pete, cell (603) 505-5508, home (732) 397-0429.

Waterboro/Alfred/Sanford/Wells - AB VANPOOL: 1st shift. Clean, comfortable, and reliable. Arrives on yard around 0615. No out-of-pocket expenses for TIP participants once enrolled. For more information, contact Cory: ext. 1442 or (207) 651-1526.

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Manchester/Epping - QUEEN CITY AND EPPING VAN POOL: Commute for free, picks up in Manchester and the Epping Park & Ride (Exit 7, Rt-101) First shift (0630-1530). 15-passenger van. No smoking or out-of-pocket costs, fees covered by TIP program. Call or text Pete, cell (603) 505-5508, home (732) 397-0429.

Rochester/Somersworth/Dover – PLATT VANPOOL: 1st shift 4/10s, 0600-1630. Main pickups are Rochester Park & Ride and Tuckers off Exit 9 in Dover/ Somersworth. Route starts from Parsonsfield, ME; Newfield, ME; and Wakefield, NH; so if you are in the north country, call for details. Contact John Platt ext. 2912; text or call (603) 923-3979; email jpe.john@gmail.com.

Rochester/ East Rochester – COPPS TRANSPORTATION 1st Shift 0630-1500. Leaving out of Rochester, stops in East Rochester and Lowes. Arrive on yard 0550, home by 1545. No out-of-pocket cost. Call Jesse: 207-451-0973.

Saco/Biddeford/Wells - WISE MAN TRANSPORTATION: 10-hour days, 0600-1630, 5 days a week, non-smoking, 25-passenger limo bus from the Park & Rides with no out-of-pocket fee after TIP reimbursement. Pick up **Saco-0450,**

Biddeford-0457, Kennebunk-0505, Wells-0515 arrive at shipyard-**0545.** 2nd bus running 8-hour shift, 0630-1500, in a non-smoking 32-passenger bus with no out-of-pocket fee if signed up on TIP. Pick up at Park & Rides **Saco-0520** and **Biddeford-0530.** Contact Brad: ext. 1228, (207) 219-2474 or nascardriver_39@hotmail.com

Shapleigh/Sanford/Wells -TRIPLE C&K TRANSPORT: 1st shift. No out-of-pocket expense for riders once enrolled in TIP. For more information contact Darrell: (207) 752-7886.

Hooksett/Candia/Epping/Exeter - CAPITAL CITY TRANSPORTATION: Commute for FREE with TIP debit card, servicing I-93, exit 11 and Rt. 101, exits 7 &11, 1st shift (0600-1500) no overcrowding, 15-passenger van with bench seats, non-smoking. For more information call, text or on Facebook - Jeff (603) 682-6124.

Springvale/Sanford/Wells - FROMMIES FREIGHT LLC: 15-passenger van, 8-hour work days 0600 to 1430. Clean, comfortable and reliable. No out-of-pocket expenses once enrolled in TIPS program. Contact Mike: 207-608-9964 and/or frommiesfreightllc@gmail.com.

Springvale/Sanford/Wells – DAVID BOMBARO TRANSPORTATION: 1ST shift. Departs Springvale Public Library 0505, Guerrero Maya (formerly Back Street Grill) 0515, Wells Park 'n Ride 0530. Will pick up anywhere along Rt. 109. No more than 2 riders per seat. Nothing out of pocket when registered with the TIP. Seats available. Call or text David: 207-210-2626

Shapleigh/Springvale/Sanford/South Berwick – S.S. TRANSPORTATION: 1st Shift. 15-passenger van. 1st pickup at Pine Springs, Shapleigh 0445; Boonies 0500; foot of Mousam 0506; stops at Springvale Courthouse, Sanford Hannaford, Mardens, North Berwick Hannaford, South Berwick Town Hall. Contact Shawn (207) 459-9536.

Southern NH/Berwick/Kittery – COAST Bus- Public Transit Bus System – First arrival Gate 1 is at 0600, then 45 minutes past the hour every hour from 0745-2045. TIP-registered. Contact: COASTBUS.ORG, or call/text (603) 743-5777.

Springvale/Sanford/Wells – YCCAC Shipyard Sprinter
Serving 2 shifts (0600-1430 and 0630-1500) For questions or driver qualifications, contact Kim at 207-459-2928 or email kim.engel@yccac.org

For more commuter information or information on the TIP, or to add, remove, or edit an ad, check out the "TIP Transportation Incentive Program" section under the resources tab on the PNSY Intranet or contact the TIP coordinator at ext. 3551 or 6335, or via email at: PNS_TIPS@us.navy.mil.

AWARDS

During the month of January, Portsmouth Naval Shipyard issued 1150 awards:

963	On The Spot Awards
88	Time Off Awards
14	Special Act Awards
84	Special Act Awards for Qualifications
1	Safety Awards

DISCIPLINARY ACTIONS

During the month of January, Portsmouth Naval Shipyard issued 41 disciplinary actions including:

Non-Bargaining Unit Employees (Supervisors)

3	*Letters of Reprimand*
2	*Suspension (14 days or less)*

Bargaining Unit Employees (Non-Supervisors)

13	*Letters of Reprimand*
13	*Suspensions (14 Days or fewer)*
10	*Terminations/ Removals*

We Remember...

USS Thresher Memorial Service

Robert W. Traip Academy

1 p.m. Saturday, April 11.

All are welcome to join in honor of the memory of the 129 heroes lost aboard Thresher on April 10, 1963