

Service to the Fleet

Norfolk Naval Shipyard

"Any Ship, Any Time, Any Where"

June 2009

FAMILY DAY



2009

Commander's Comments

by the Shipyard Commander, CAPTAIN RICHARD D. BERKEY

Thanks for a great tour!

This month marks the end of my three-year tour as your Norfolk Naval Shipyard Commander. As someone who has had a career of many short duration tours (typically of two years or less), I can say ironically this has felt like one of my quickest tours of all. The shipyard has faced several significant challenges during our time together, including the transition to Mission Funding; overseeing the consolidation of all the Intermediate and Depot-level (I&D) ship repair work in the Hampton Roads region; multiple overlapping CVN availabilities; the first SSBN ERO for NNSY and a constant stream of 688 submarine work.

As I come upon the close of my command here and reflect on all these many challenges, I am extremely proud of all the work the shipyard has accomplished and the dedication of its workforce. As I reflect on the last three years, I'd like to share my perspective on how NNSY continues to grow in the three areas of service I first discussed at the Change of Command ceremony when I came aboard in June 2006:

Service to the Fleet. As the maintenance provider of choice for the world's largest Fleet concentration area, we continue to excel in executing regularly scheduled CNO availabilities on our own waterfront as well as tackling high-profile, short-fused jobs like our surging to restore the USS SAN ANTONIO (LPD 17) in Bahrain late last year. For years, our motto has been "Any ship, any time, anywhere," but I'm pleased we continue to find new ways of achieving that mission. Becoming the home to the Navy's largest consolidation of I&D work allows us to be even more responsive to shifting Fleet priorities. Since last month, NNSY is also home to the Navy's new Surface Ship Life Cycle Management (SSLCM) activity, which will further bolster Fleet readiness by helping to develop maintenance strategies that increase reliability and lengthen service life for our existing ships. Remember, acquisition of new ships is but a small part of the Navy's hopes for a 313-ship Navy . . . most of those ships are already in service, and it's essential for us to continue providing them with the requisite service and quality that have become the hallmarks of this shipyard.

Service to the Navy. For over two centuries, our mission at the shipyard has been to serve the Navy. During this era of shrinking budgets and scrutinized costs, our efficient service to the Navy has only become more significant. I was particularly proud earlier this year of finishing two of our major availabilities—USS HARRY S TRUMAN (CVN 75) and USS ALASKA (SSBN 732)—both early and under budget. In this issue of *Service to the Fleet*, you'll also read about the USS AUGUSTA (SSN 710) inactivation, which also finished early and under budget. The Navy's fiscal 2010 budget includes plans to build eight ships, and it's the great efforts like these across our waterfront that will help to make that happen.

Service to our People. As serving our employees effectively enables us to surge with meeting Navy and Fleet requirements, I feel we've made great strides in such areas as safety and Human Capital. Just a few short weeks ago, the Occupational Safety and Health Administration recommended us for re-certification as a Voluntary Protection Program (VPP) Star Site, with the head site representative Peter Brown saying we continued to "set the gold standard" in shipyard safety. Now we are even having partners in both public and private industry reaching out to us to learn more about VPP. I'm also pleased to say we're leading the charge in many other areas for our employees. Since my taking command in 2006, we have stood up the Human Capital Management office that formalizes much of what we've been practicing amongst ourselves for years—namely, mentorship and career development. There's no more important time than now to groom the next generation of shipyard employees, as this year we boasted the highest number of applicants to the apprentice program since it was reinstated a decade ago. We are also continuing to reach out to recruit our future workers in other ways such as our local tutoring program in local schools and increased outreach efforts with Historically Black Colleges and Universities.



CO Farewell continued next page

CO Farewell continued

In closing, I would like to thank all of you for your superb work and support during the last three years as we worked together and adapted ourselves to Navy and Fleet needs. We've steered through numerous challenges and turned potential difficulties into positives for the shipyard. As my family and I toured NNSY for Family Day a couple of weeks ago, we enjoyed the opportunities to talk with many of you one-on-one and see so many of the things we will miss about this fine facility. Norfolk Naval Shipyard is poised for a smooth transition as our Operations Officer, Captain Bill Kiestler, steps into the role of Shipyard Commander. I wish him all the best and support as he assumes the best job in the Navy . . . leading this great shipyard!

ALWAYS Stay Safe, Stay Focused, and Stay Engaged!

Richard D. Berkey

NNSY Change of Command

Captain William C. Kiestler will become the 103rd Commander of Norfolk Naval Shipyard when he relieves Captain Richard D. Berkey at 10 a.m. on Friday, June 26 at Trophy Park.

An estimated 3,000 attend NNSY's 2009 Family Day

By Michael Brayshaw
and MC1 Phil Beaufort

Despite numerous other activities and graduations falling on the same weekend, there were plenty of visitors at Norfolk Naval Shipyard. And despite the occasional threat of rain, there were smiles all around.

An estimated 3,000 attendees came to learn about Norfolk Naval Shipyard's past and present during the 2009 Family Day on May 16, enjoying historical exhibits at Quarters M-1 and the Building 3 Tar House Museum, as well as attractions that included the Family Day Car Show and the USS KEARSARGE (LHD 3) tour.

Shipyard Commander, Captain Richard D. Berkey, kicked off the 2009 Family Day in front of Building M-32, the shipyard's original Marine Barracks. CAPT Berkey touched on the building's history dating back to 1906, noting the barracks was one of the oldest posts in the U.S. Marine Corps.

To conclude the opening ceremony, Code 550's Emily "Cookie" Harris and
Family Day continued next page



DEDICATION TO NNSY PATRIOTS—To conclude the 2009 Family Day kickoff ceremony, Code 274's Graham Sword and Code 550's Emily "Cookie" Harris dedicated a striking wreath of red, white and blue flowers in honor of former shipyarders. (Photo by Tony Anderson, a Code 1170 photographer.)

On the cover...

Family Day photo montage by Tony Anderson, a Code 1170 photographer. Photographs by Anderson and Michael Brayshaw, a Code 1160 public affairs specialist.

Family Day continued

Code 274's Graham Sword dedicated a striking wreath of red, white and blue flowers in honor of former shipyarders.

After a quick rain at the kickoff, the weather started to clear and families began their hikes across the shipyard. By 10 a.m., it was clear the North End of the shipyard was already garnering a large share of visitors. "We've already had over 20 visitors! They're loving it going through the computer room," said Computer Specialist Lucinda Blagg, discussing her Code 1230 work area in being open for the first time ever on a Family Day.

Meanwhile, the Tar House Museum next door enjoyed its biggest one-day attendance ever with visitors getting an eyeful of artifacts and waterfront hand tools dating back to the 1800s. Longtime museum champions, Special Projects Supervisor Charles Proffit and NNSY retiree Tim Brown, were at the Tar House to answer questions throughout the day.

Also garnering a fair share of attention next to Building 3 was the Mobile Expeditionary Security Squadron 4's truck and weapons display, with personnel like Engineman Third-Class Petty Officer Aaron Owens there to discuss the many items on hand.

Over on the waterfront, families enjoyed everything from getting a view into Dry Dock 1, the Western Hemisphere's first dry dock, to walking across the shipyard to tour USS KEARSARGE and buy one of the ship's shirts or coffee mugs. "We've been seeing a great turnout!" said KEARSARGE Public Affairs Officer, Mass Communications Chief John Osbourne. "They come here and we direct them to the tours."

Boatswain's Mate Second Class Lydia Reyes, a training petty officer with Deck Department, was one of those enthusiastic Sailors giving the public tours. "I'm a people person, so I really enjoy showing off KEARSARGE to visitors," said Reyes.

Sailors being Sailors, most of the crew described how the ship works through personal anecdotes of recent deployments.

"What I found interesting was the variety of people that came aboard today and their reaction to the ship," said Reyes. "They were really surprised at how much the ship can do and all of the jobs that Sailors have to perform in order to operate KEARSARGE."

Harv Hobson, who drove up from Palm Bay, Fla., to spend time with his son and get a look at shipyard operations, saw coming aboard KEARSARGE as a welcome bonus.

"The ship is very impressive, but what really surprised me was the professionalism and knowledge of the crew," said Hobson. "They're very passionate about the ship and really enjoyed describing the ship's capabilities and the missions they've done while overseas."

(Brayshaw is a Code 1160 public affairs specialist, and MC1 Beaufort is a mass communication specialist first class aboard the KEARSARGE.)



AARON THE SIDE OF CAUTION—Engineman Third Class Aaron Owens shows off some Maritime Expeditionary Security Squadron 4 protective gear to Family Day visitor Laura Lupton, mother-in-law of Code 105's Tony Pease. *(Photo by Michael Brayshaw, a Code 1160 public affairs specialist.)*

Quarters M-1 historical exhibit proves a popular attraction on Family Day

By Kristi Britt

On May 16, families of shipyard employees were able to visit the shipyard interiors and witness what exactly their loved ones do on a day-to-day basis, as well as get a feel for the shipyard's history. NAVFAC MIDLANT employee Mark Robbins turned the M-1 building into a walkthrough display of history, attracting many guests throughout the day.

Family Day continued next page

Family Day continued

“I developed the concept and assembled all the materials,” Robbins said about the items on display. “They were a blend of my personal collection (framed pictures) and other related shipyard maps and various artifacts.”

M-1 housed a lot of history on Family Day, having display cases filled with small trinkets found in the soil of the grounds. Pictures of the shipyard and its changes throughout history were lined up on the walls, giving a clear view of some of the famous ships that have come through here. And, shown for the first time was a rare piece of history found in 1999 when workers were dredging the swamp areas to extend Pier 3—a bronze wheeled-deck cannon from the Civil War era.

“I think it’s been very good and enthusiastic for everybody,” Robbins said discussing the M-1 attendance. “People have shown a genuine interest. We’ve had some World War II veterans that have come through and I’ve been able to hear them reminisce and relate to the pictures, so that’s really touching.”

Ralph Bruno, who’s worked at the shipyard for two years, toured the exhibit and found it very interesting to see all the history from his workplace.

“I like the weapons in particular and the photos are fantastic,” Bruno said of the exhibit. “I’m just fascinated by them.” M-1 wasn’t only appreciated by workers of the shipyard. The family members also showed a genuine interest in the display. Maxine Bartlett, mother of Base Support Officer, Commander Marion Jacobs, toured the shipyard with her family and was pleased to view M-1’s display.

“I think it’s fantastic,” Bartlett said when touring M-1. “There are so many things that are fascinating to see, especially the age of the shipyard itself and the age of some of the buildings that are here.”

For the next six months, Robbins will leave the entire display that relates to the fall of the Gosport Yard in 1861 on the southern sun porch of M-1. It will be available for viewing when the M-1 conference center is open for use.

M-1 is the former quarters of the Marine Corps Commanding Officer at the shipyard.

(Britt is a Code 1160 student intern.)



MARKING HISTORY—NAVFAC MIDLANT employee Mark Robbins enjoyed much praise from Family Day visitors for his Quarters M-1 historical exhibit. Robbins performed the exhibit set-up, gave tours throughout the day and featured much of his own personal collection of shipyard history in the display. Here, Robbins is shown next to a photographic display of the shipyard during the early part of the Civil War. (Photo by Michael Brayshaw, a Code 1160 public affairs specialist.)

TENNESSEE celebrates early successes and dedicates DD4 elevator

By Michael Brayshaw

As the latest “Back to Basics” initiative for improving performance on submarine availabilities, on May 1 the USS TENNESSEE (SSBN 734) project became the beneficiary of Norfolk Naval Shipyard’s first elevator in Dry Dock 4.

“The elevator is one of our most important assets yet for our [Dry Dock 4] Sub Hub,” said Project Superintendent Dennis Bevington. “It really enhances worker productivity getting in and out of the dry dock. I can’t say enough good things about it!”

Code 981 General Engineer Mark Valentine said the Dry Dock 4 elevator, currently under rental from Delaware Elevator, is a construction elevator “typically used during the erection of a high-rise building.” He added, “The TENNESSEE project was a great partner in the installation effort—they constructed the lower landing platform, made necessary modifications to the upper landing platform, coordinated crane and rigging services during installation, and they manage the process for handling freight on

USS TENNESSEE continued next page

the elevator, and continue to work with Delaware Elevator to coordinate maintenance.”

While co-location for submarine availabilities at NNSY was successfully spearheaded by USS BOISE (SSN 764) and USS AUGUSTA (SSN 710), TENNESSEE is the first project to have a dry dock elevator installed for a specific availability. “We’re now trying to put together another elevator rental for Dry Dock 2 for the MONTPELIER availability,” said Valentine. “Generally, an elevator in a dry dock seems to be a good idea that benefits the movement of material and personnel. Experience will help verify the costs and economic advantages.”

Since coming aboard last year, NAVSEA Commander, Vice Admiral Kevin M. McCoy, has emphasized a “Back to Basics” approach to submarine availabilities, which emphasizes eliminating bottlenecks to attain timely and cost-conscious over-



THANKS, TENNESSEE TEAM!—USS TENNESSEE (SSBN 734) project team leaders recently held an appreciation lunch for the project team at the Dry Dock 4 Sub Hub on May 15.



FOUR TO THE FLOOR—USS TENNESSEE (SSBN 734) Project Superintendent Dennis Bevington demonstrates the new Dry Dock 4 elevator that carries personnel and equipment to and from the TENNESSEE project. The elevator is permitted to carry up to 6,000 lbs. (or 30 people).

hauls.

During the first few months of its 27-month availability, the TENNESSEE team has been trying to do exactly that. The first milestone was dedicating the new “sub hub” at Dry Dock 4 late last year, which co-located the project team right next to the boat. The sub hub is comprised of 12 trailers, a break room, a tool room and weld wire issue room. And now with a new dry dock elevator permitted to carry up to 6,000 lbs. (or 30 people), travel time for the TENNESSEE’s project mechanics will be even further reduced.

“Co-location has been working out great,” said Bevington. “Milestones and key events have all been met early so far!”

Bevington pointed out that TENNESSEE has already reduced the time it takes to turn over a TRIDENT sub for refueling. Another success story for the project team is currently being well under budget on its overtime.

As part of a thank-you to the project team, TENNESSEE team leaders hosted an appreciation luncheon on May 15 at the Dry Dock 4 sub hub. To accommodate 400 hungry project team members, “we got 800 hot dogs and 800 bags of chips,” said Deputy Project Superintendent, Tim Spittler. “This was something to recognize all the great work we’ve done so far.”

“We wanted to get together and celebrate, so this is a celebration!” said Bevington. “The managers all threw into the pot to pull this together. We’d like to do these more frequently.”

Gesturing to the project team members enjoying lunch right at the dry dock, Bevington added, “Co-location even comes in handy on something like this. This is what it’s all about . . . our team can come enjoy a hot dog without walking halfway across the shipyard.”

(Brayshaw is a Code 1160 public affairs specialist.)

AUGUSTA departs NNSY following a safe and successful inactivation

By Michael Brayshaw

Following its record-setting performance for being Norfolk Naval Shipyard's fastest Los Angeles-class submarine inactivation this decade, USS AUGUSTA (SSN 710) departed the shipyard on May 8 for towing to Puget Sound Naval Shipyard and Intermediate Maintenance Facility.

The availability was completed on April 14th—a day early—and under budget with a .89 Cost Performance.

“It was just a lot of hard work from the folks on the project—everybody from the production, support and refueling sides helped to make it a great success,” said Project Superintendent Jack Harris.

Harris added, “Before we even started, Integrated Project Development sessions were held where we set some goals and strategies, and I feel like we were able to accomplish those goals we set.”

Deputy Project Superintendent Phil Imhof said completing the availability in 52 weeks was made possible thanks to the project team's sharp focus on safety. “We had several recognition ceremonies for our Safety Employees of the Month,” he said. “Each supervisor on the project nominated an employee on their team, and the project team leaders voted to select a winner. Holding Voluntary Protection Program (VPP) Fairs also kept us focused on working safely.”

AUGUSTA marked NNSY's first inactivation since USS PORTSMOUTH (SSN 707) in 2004. Using “lessons learned” from the PORTSMOUTH availability, project team leaders were able to reduce the number of lost-time injuries by 23 percent. “Looking at the deficiencies on the PORTSMOUTH helped us fix some things, and thanks to AUGUSTA, next time we'll be able to look at an even wider spread,” Imhof said.

The AUGUSTA project was both record-breaking and precedent-setting for NNSY. Helping to complete the inactivation in such a timely manner was this project pioneering the Hangar Bay Concept, which co-located the project team next to the dry dock. The Hangar Bay Concept is estimated to save thousands of man-hours on a maintenance availability.

Harris also credited a helpful submarine crew for ensuring success.

(Brayshaw is a Code 1160 public affairs specialist.)



SETTING THE STANDARD IN SAFETY—At left, Shop 51 Mechanic John Walter was recently commended as Safety Employee of the Month for the USS AUGUSTA (SSN 710) project, with a plaque presented to him by Project Superintendent Jack Harris. “He was one of our best mechanics on the project and was down here the whole availability,” said Deputy Project Superintendent, Phil Imhof. (Photo by Tony Anderson, a Code 1170 photographer.)

Surface Ship Life Cycle Management Activity formally stands up

By NAVSEA Office of Corporate Communications

The Naval Sea Systems Command (NAVSEA) formally established the Surface Ship Life Cycle Management (SSLCM) Activity on May 8, in a ceremony at Norfolk Naval Shipyard. The new activity, a NAVSEA program office, will be aligned under the Deputy Commander for Surface Warfare (SEA 21).

The activity is headquartered at NNSY in Portsmouth. Initially staffed with about 40 people, the activity is expected to grow in the near future.

The SSLCM Activity will maintain, monitor and refine Class Maintenance Plans for all non-nuclear surface ships to ensure material readiness for the projected service life, develop life-cycle strategies to address system upgrades, and fully implement the Integrated Class Maintenance Plan into each surface ship's maintenance schedule and availability planning process. The new activity is modeled after and will function similarly to the Submarine Maintenance Engineering Planning and Procurement Activity and the Carrier Planning Activity, which provides engineering and maintenance planning services for the U.S. Navy submarine and

SSLCM continued next page

carrier Fleets.

“The acquisition of new ships is only part of what it will take to reach the Navy’s goal of 313 ships,” said Rear Admiral James McManamon, deputy commander for surface warfare (SEA 21). “To meet this goal, we need to continue to maintain and efficiently manage our existing ships. The SSLCM Activity will put in place the processes necessary to accomplish that.”

Since Planning, Estimating, Repair and Alterations (PERA) Surface in Philadelphia was deactivated in 1993 as part of the BRAC process, surface fleet class maintenance and availability planning has been executed by Regional Maintenance Centers and the type commander. The SSLCM activity will provide centralized life-cycle support and management for U.S. Navy surface ships to assess and manage the maintenance requirements throughout the life-cycle of ships in the surface fleet, in order to better plan and budget for long-term maintenance needs.

By analyzing and weighing the costs and risks of maintenance tasks, the activity will improve the accuracy of future Baseline Availability Work Package development and will validate existing maintenance strategies. This effort will provide long-term value for surface ship lifecycle sustainment efforts and ensure an effective means to achieve full service life. SSLCM Activity will regularly work with the U.S. Fleet Forces Command, Surface Warfare Enterprise, Board of Inspection and Survey and other NAVSEA and Navy offices to carry out their mission.

“SSLCM Activity will execute the complex task of maximizing the material readiness of our current Fleet by ensuring each and every ship in our inventory is ready to respond to their missions today, tomorrow, and well into the 21st century,” said Vice Adm. Kevin McCoy, Commander of NAVSEA. “And as we continue to build our future Fleet, particularly as our Littoral Combat Ships come online, every newly commissioned ship will be meticulously tracked right out of the gate to ensure our warfighters, our taxpayers and our nation get the most out of these national assets.”

SEA 21 manages the complete life-cycle support for all non-nuclear surface ships and is the principal interface with the Surface Warfare Enterprise. The directorate is responsible for the maintenance and modernization of non-nuclear surface ships currently operating in the Fleet. Through planned modernization and upgrade programs, SEA 21 will equip today’s surface ships with the latest technologies and systems to keep them in the Fleet through their service lives. Additionally, SEA 21 oversees the ship inactivation process, including transfers or sales to friendly foreign navies, inactivation and or disposal.



PREPARING TO CUT CAKE—commemorating the start-up of the Surface Ship Life Cycle Management Activity (SSLCM) at Norfolk Naval Shipyard are, left to right: Rear Admiral James McManamon, Deputy Commander, Surface Warfare, Surface Warfare Directorate, NAVSEA; Vice Admiral Kevin McCoy, Commander, NAVSEA; Rear Admiral Kevin Quinn, Commander Naval Surface Force Atlantic; and Captain Thomas Johnston, SSLCM’s first Officer-in-Charge. (Photo by Tony Anderson, a Code 1160 photographer.)

Announcement

Save annual leave for curtailment

Norfolk Naval Shipyard will close all but essential operations for the Christmas/New Year holiday curtailment period. Shipyard employees will need 40 hours of annual leave for the shutdown per NAVSHIPYDNORNOTE 5330. All three shifts will work on Dec. 23, ending with the third shift at 7:40 a.m. on Dec. 24. Employees will return to work on Jan. 4, 2010. Dec. 25 and Jan. 1, 2010 are official paid holidays for civilian employees.



Ship-Alt team uses Lean to meet challenges

By Robert Dailey

In the next few years the shipyard will execute an increasing amount of off-yard work which brings unique challenges associated with working away from the shipyard. Pre-fabrication of parts and pre-staging of materials are two key processes used to facilitate off-yard work. Off-yard work teams are now using Lean Six-Sigma to identify and implement process improvements in the planning stages. By attacking waste, reducing variation, and eliminating rework, cycle time will improve and customer satisfaction will certainly increase.

In preparation for the upcoming FY10 USS RONALD REAGAN (CVN 76) availability, Code 920 conducted a Value Stream Analysis (VSA) April 20-24 to analyze the process for execution of the Electronic Throttle Control Ship Alteration. This event was initiated due to the availability having several challenges which include the following: a significantly reduced schedule; interaction with adjacent work; a large amount of contracted work; and coordination with Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS & IMF) support services.

The VSA was kicked off by Code 920's Scott Saunders, and the Value Stream Champion (VSC) Raymond Simmons signed the charter giving the team the authority and support to conduct the event.

A cross-functional team, including two employees from PSNS & IMF used Lean tools such as identifying value from the customer's perspective, value stream maps, value-added vs. non-value-added and circle diagrams to identify wastes, focusing on excessive motion, schedule delays and rework. Many wastes were identified such as excessive deficiency reports and deficiency logs (DL), searching for material, building/repairing containments, cleaning of debris produced by hot work and grinding, rework of foundation holes and delays associated with hot work.

Opportunities for improvement included simultaneous ship checks, changing Technical Work Documents to avoid DLs, dedicated trouble desk, specialized tool kits, new containment design and material, improved drilling fixture, the use of stud guns by electricians, and reduced delay of certification paperwork. Many of these improvements can be used on future availabilities.

The team emphasized that the Rapid Improvement Plan (RIP) completion will be critical to delivering the REAGAN availability on or ahead of schedule. The RIP had a total of 72 items including five Rapid Improvement Events (RIE) and 67 Just Do Its (JDI).

(Dailey is a Code 100PI Lean Six Sigma Black belt.)

Team members, left to right: Robert Daily, Code 100PI Lean Six Sigma Black Belt; Joe Cox, Code 920; Tom Mckenzie, Shop 64 PSNS; Brian Carroll (Team leader Code 920); Bruce Jefferys, Code 920 Green Belt;



Tony Kellam, Code 220; Richard Deberry, Code 970; Daniel Shirly, Shop 11; Kevin Kretzer, Shop 38; Kelly Carson, Code 920 Green Belt; Matt Turner, Code 246; Orin Flynn, Shop 51; Jerry Brandt, Shop 11; Tom Archambeault, Code 246; LT Susan Faulkner, Code 300; Raymond Simmons, Code 300 VSC; Bobby Leigh, Code 300; Raul Mejia, Shop 11; David Martin, Shop 51; Jamie Brinkly, Shop 11; Darryl Goodman, Shop 11; Horace Bazemore, Code 960; Timothy Deese, Shop 72; Harold Dugger, Code 970; Bucky Kelly, Shop 56. *(Photo by Alisa Smith, Code 920 process manager Lean coordinator.)*

Important information about NNSY's drinking water

Norfolk Naval Shipyard violated a drinking water standard on Oct. 22, 2008 and Nov. 5, 2008 when total coliform bacteria were detected in Buildings 236, 491, 15 and 59 during routine monthly sampling. Notices of Violation from the Virginia Department of Health for the exceedances of total coliform bacteria were received on April 17.

Coliform bacteria are naturally present in the environment and are not generally harmful themselves. The water system has been flushed and re-sampled; no additional coliform bacteria have been detected in those buildings. Although this incident was not an emergency, as NNSY employees, you have a right to know what happened and what we did to correct this situation.

For additional information, a Public Notice is posted on the internet at http://www.cnrma.navy.mil/environmental/drinking_water.htm. or https://portal.navfac.navy.mil/portal/page/portal/navfac/navfac_ww_pp/navfac_navfacmidlant_pp/midlant_ps/environmental_norfolk/tab3987837

If you have any questions, contact Valerie Walker at 444-2697.



THE LITTLE PRINCESS—For many shipyarders, the biggest star of Norfolk Naval Shipyard's 2008 "The Stars Are Steppin' Out" Combined Federal Campaign kickoff was 4-year-old Ella Wells, who benefited from two CFC charities—both The Children's Hospital Of The King's Daughters and the Make-A-Wish Foundation—while undergoing treatment for a brain tumor. The daughter of Code 300's Rick Wells enjoyed her wish during her family's recent trip to Disney World, shown here with "Belle" from *Beauty and the Beast*. "She was treated like a celebrity which began with a limousine picking us up to take us to the airport," said her mother, Amy Wells. "She didn't have to wait in lines while at Disney and was able to meet the princesses and fairies several times which was the highlight of her trip." Next up for Ella is starting kindergarten in the fall. Amy added, "Overall, she is an extremely happy, spunky, outgoing little girl who loves life and always sees the glass as half-full as opposed to half-empty. She is quite a blessing!" (Info by Michael Brayshaw, Code 1160 Public Affairs Specialist.)

What is a Dad?

A Dad is a person who is loving and kind,
And often he knows what you have on your mind.
He's someone who listens, suggests, and defends -
A Dad can be one of your very best friends!
He's proud of your triumphs, but when things go
wrong,

A Dad can be patient and helpful and strong.
In all that you do, a Dad's love plays a part -
There's always a place for him deep in your heart.
And each year that passes, you're even more glad,
More grateful and proud just to call him your Dad!

(Anonymous)

(Poem taken from: <http://www.loveyoufather.com/fathersday-poems/first-fathersday-poems.html>)



JUNE 21, 2009

Sympathy

Norfolk Naval Shipyard extends deepest sympathy to the family of **John P. Facenda**, who died on May 6, was a Shop 56 pipefitter. He had three years and three months of civilian service.

Employees seeking leave for personal, family emergencies

Norfolk Naval Shipyard, as well as tenant command employees seek leave through the Leave Donor Program:

Kyle Stein, electrician supervisor, needs leave due to a medical condition. To donate leave to Stein, call E. Allen at 6-7421.

Kathleen Sharpe, mail and file clerk, needs leave due to surgery. To donate leave to Sharpe, call E. Allen at 6-7421.

Finesse D. Roberts, marine machinist mechanic (student trainee), needs leave due to a medical condition. To donate leave to Roberts, call E. Allen at 6-7421.

John L. Roberts, electronics mechanic, needs leave due to a medical condition. To donate leave to Roberts, call E. Allen at 6-7421.

Michael P. Lovejoy, machinist leader, needs leave due to surgery. To donate leave to Lovejoy, call E. Allen at 6-7421.

James E. Bowden, boilermaker, needs leave due to surgery. To donate leave to Bowden, call E. Allen at 6-7421.

Ronald D. VeRell, shipfitter, needs leave due to a medical condition. To donate leave to VeRell, call E. Allen at 6-7421.

Below is a list of point of contact telephone numbers to donate leave to and a list of names of those who are still in need of leave:

Kathy McIntosh, Code 1220, call Laura Melton at 6-8841, or Margaret Hurst at 6-8169.

Linda Bowles, Code 600, call Anne Allison at 6-2323.

Jane Ellsworth, Code 1190, call Cindi Walters at 6-1978.

John T. Merrill, Code 139, call Robert Starks at 6-5757.

Amanda K. Gullege, Code 2310, call Jimmy Harrington at 6-8667.

Drew Terry, Code 105, call Debra Williams at 6-3649.

Ivy E. Cooper, Shop 71; Christopher L. Zurick, Shop 57; Michael A Elkie, Shop 56; Shawn C. Minor, Shop 56; Maria E. Davis, Shop 71; Lonnie R. Johnson, Shop 51; Christian J. Barbato, Shop 38; James W. Cartmell, Code 900T; Timothy L. Woodley, Shop 51; Gary Hoggard, Shop 71; Kurt L. Booker, Shop 11; Christina R. Mason, Shop 99; Clifton G. Washington, Shop 72; Tony Good, Shop 17; Clarence E. Silver, Shop 26; Issac A. Fortt, Shop 26; Michael P. Henderson, Shop 31; Robert L. Whitfield, Shop 38; Robert T. Morgan, Shop 56; and Joseph M. Taylor Jr., Code 900T; Frank Rollins, Shop 56; Carolyn Powell, Code 200; call E. Allen at 6-7421.



Norfolk Naval Shipyard's Mission, Vision and Values

Mission

Service to the Fleet
Any Ship, Any Time, Any Where

Vision

The best shipyard as seen by our customers and employees through:

- Growing leaders for the future.
- Meeting our customers' expectations with no surprises.
- Working together as one.

Values

We live the 7 Habits which are:

1. Be Proactive
2. Begin With The End In Mind
3. Put First Things First
4. Think Win-Win
5. Seek First To Understand- Then To Be Understood
6. Synergize
7. Sharpen The Saw

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The History of Flag Day

The Fourth of July was traditionally celebrated as America's birthday, but the idea of an annual day specifically celebrating the Flag is believed to have first originated in 1885. BJ Cigrand, a schoolteacher, arranged for the pupils in the Fredonia, Wisconsin Public School, District 6, to observe June 14 (the 108th anniversary of the official adoption of The Stars and Stripes) as "Flag Birthday." In numerous magazines and newspaper articles and public addresses over the following years, Cigrand continued to enthusiastically advocate the observance of June 14 as "Flag Birthday," or "Flag Day."

On June 14, 1889, George Balch, a kindergarten teacher in New York City, planned appropriate ceremonies for the children of his school, and his idea of observing Flag Day was later adopted by the State Board of Education of New York. On June 14, 1891, the Betsy Ross House in Philadelphia held a Flag Day celebration, and on June 14 of the following year, the New York Society of the Sons of the Revolution, celebrated Flag Day.

Following the suggestion of Colonel J Granville Leach (at the time historian of the Pennsylvania Society of the Sons of the Revolution), the Pennsylvania Society of Colonial Dames of America on April 25, 1893 adopted a resolution requesting the mayor of Philadelphia and all others in authority and all private citizens to display the Flag on June 14th. Leach went on to recommend that thereafter the day be known as 'Flag Day,' and on that day, school children be assembled for appropriate exercises, with each child being given a small Flag.

Two weeks later on May 8, the Board of Managers of the Pennsylvania Society of Sons of the Revolution unanimously endorsed the action of the Pennsylvania Society of Colonial Dames. As a result of the resolution, Dr. Edward Brooks, then Superintendent of Public Schools of Philadelphia, directed that Flag Day exercises be held on June 14, 1893 in Independence Square. School children were assembled, each carrying a small Flag, and patriotic songs were sung and addresses delivered.

In 1894, the governor of New York directed that on June 14 the Flag be displayed on all public buildings. With BJ Cigrand and Leroy Van Horn as the moving spirits, the Illinois organization, known as the American Flag Day Association, was organized for the purpose of promoting the holding of Flag Day exercises. On June 14, 1894, under the auspices of this association, the first general public school children's celebration of Flag Day in Chicago was held in Douglas, Garfield, Humboldt, Lincoln, and Washington Parks, with more than 300,000 children participating.

Adults, too, participated in patriotic programs. Franklin K. Lane, Secretary of the Interior, delivered a 1914 Flag Day address in which he repeated words he said the flag had spoken to him that morning: "I am what you make me; nothing more. I swing before your eyes as a bright gleam of color, a symbol of yourself."

Inspired by these three decades of state and local celebrations, Flag Day - the anniversary of the Flag Resolution of 1777 - was officially established by the Proclamation of President Woodrow Wilson on May 30th, 1916. While Flag Day was celebrated in various communities for years after Wilson's proclamation, it was not until Aug. 3, 1949, that President Truman signed an Act of Congress designating June 14 of each year as National Flag Day.

**FLAG DAY
JUNE 14, 2009**