



SALUTE



Puget Sound Naval Shipyard & Intermediate Maintenance Facility

May 16, 2019
Vol. XI No. 10

Shipyard reaches new heights with mobile crane

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Commander's Corner



SALUTE

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Command Guiding Principles

Warships

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Strategies

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Infrastructure

Nuclear Program Principles

Integrity

Innovation

Values

Ingenuity

Excellence

Service

Maintain, Modernize and Retire Our Navy's Fleet

Focus on safety as you make your warm weather plans

Team PSNS & IMF,

Wow, we had some fantastic weather this past week. Not that the weather here is not always great, but definitely a bit sunnier and a bit warmer. For me, this weather signals the time to enjoy the great outdoors in the Pacific Northwest in a much different way than in the winter months. You can clearly see signs throughout the local area. The tables outside the local establishments are a bit fuller and the outside deck on the ferry is a bit more hospitable providing us the opportunity for so much needed vitamin D. In short, the sun is out, morale is high, and life is good.

At the risk of dropping a cold, wet blanket on our warm, dry weather euphoria, I feel it's important to remind you that three of the most dangerous holidays of the year are right in front of us. Memorial Day, Independence Day and Labor Day are at or near the top of the list for fatal motor vehicle accidents year after year, and I'd like to take this opportunity to urge you to help break that cycle on the road and elsewhere this year.

We're a data-driven group of folks, so here's some data that should get your attention. According to consumer advocacy group Safer America, the number of fatal traffic accidents starts to ramp up in May and hits its peak in July, with continued high numbers in August and September. It's not just vehicle occupants who should be concerned. Pedestrian deaths in the U.S. are at their highest level since 1990, with a 35 percent jump since 2008. Last year alone, there were 6,227 pedestrian fatalities.

A lot of reasons contribute to this annual trend: distracted driving, alcohol, fatigue, and the presence of more young drivers

on the road are all cited throughout the many studies on the subject. However, I think that it all comes back to one basic thing—a loss of focus and attention on the potential hazards around us. Late spring and summer are when we're ready to do things; transportation is just how we get to the places we'll do them, and it's often the least considered—and most dangerous—part of our plans. We just don't focus on it.

I'd encourage all of you to informally apply the principles of operational risk management to your travel plans. Ask yourself, "What's going to hurt me?", "What am I going to do about it?" and "If I can't do anything about it, who am I going to tell?" The first two questions should be automatic. It's the last one that gives us trouble, because in the end, we just have to tell each other, or ourselves, about the risk. What we have to say is, "Let's not do this."

Let's not drive so fast. Let's not text while driving. Let's not drive so far without rest. Let's not drive after drinking. Let's not take a chance.

If more of us applied that third question of ORM to our driving habits, we could make a sizable dent in those summer driving accident statistics.

Each year, the Navy loses good men and women, in and out of uniform, to accidents during the warm weather season. Let's break the cycle this year. Focus your attention on the journey, not just the destination, and let ORM be your decision-making guide behind the wheel.

Thanks for helping to make it safe out there on the roads for yourselves and your teammates.

Captain Howard Markle
Commander, PSNS & IMF

On the cover

Various functions of Puget Sound Naval Shipyard & Intermediate Maintenance Facility's newest mobile crane are demonstrated moments after a ribbon-cutting ceremony May 2. (PSNS & IMF photo by Scott Hansen)

Please note: For the month of June, the first issue of **Salute** will be distributed on June 12, following the Change of Command Ceremony. To meet this schedule, the deadline for content for the issue will be **May 22**.



Code 700 teammates watch as Capt. Howard Markle, Puget Sound Naval Shipyard & Intermediate Maintenance Facility commander, cuts the ribbon to ceremoniously bring into service the first of four mobile cranes purchased through Naval Sea Systems Command's Capital Investment Program. (PSNS & IMF photo by Scott Hansen)

Ribbon cutting signifies first of four mobile cranes brought into service

Michele Fletcher, PSNS & IMF Public Affairs

delivered in March—three more are slated to arrive soon.

For a command such as Puget Sound Naval Shipyard & Intermediate Maintenance Facility, which maintains, modernizes and retires the Navy's fleet—many resources are needed to keep forward progress on countless projects. Replacing cranes when they are nearing the end of their 20-year service is critical to the continued success of day-to-day operations at the command, as well as timely completion of maintenance.

Approximately 25 teammates from Code 700, Lifting and Handling Department, were on hand at the mobile crane test site on Naval Base Kitsap-Bremerton, along with Capt. Howard Markle, PSNS & IMF commander, to cut the ribbon celebrating the first of four newly purchased mobile crane's entry into service May 2.

Navy policy requires that Naval Facilities Engineering Command purchase and own all civil engineering support equipment, including mobile cranes. Unfortunately, funding challenges within NAVFAC prevented the purchase of replacement cranes for PSNS & IMF, however, a cooperative effort between the shipyard, Naval Sea Systems Command and NAVFAC enabled the command to purchase four 55-ton mobile cranes through NAVSEA's Capital Investment Program. The first crane was

delivered in March—three more are slated to arrive soon.

During planning, personnel from Code 700 evaluated the multi-functionality needed in order to acquire the most versatile crane for the command's needs. Some of the features of the mobile cranes chosen are over-the-road transportation, allowing ease in regional support to PSNS & IMF Detachment Everett and other installations.

The versatility also allows for work in confined areas, such as aircraft carrier hangar bays and inside shops.

"Equipment like this is so important to the work we do," said Markle. "All the planning, 'not-compromising' to get exactly what our folks need to do their job, every single step along the way to drive this to delivery and certification was absolutely fantastic. These cranes will serve us well into the future and allow our workforce to continue to accomplish great work."

"I appreciate all your efforts in the continuing legacy of outstanding support of our mission."

Code 700 personnel gave attendees a tour of the crane after the ceremony, highlighting its unique functions. They then demonstrated a few of the new crane's features.

"Our new cranes arriving have really given us a chance to get up to speed with the current crane industry and latest technologies," said David Camus, Code 740 mobile crane supervisor. "It will alleviate the workload on our current fleet of aging mobile cranes."

"These new cranes will allow us to setup practically anywhere needed around the dry docks and within the Controlled Industrial Area with virtually no ground loading issues. The crane comes equipped with many safeguards to help assist the operator to successfully accomplish the work at hand. These will be the new go-to cranes of the future in the shipyard."

"These are high-quality designed cranes," said Joshua Bierman, Code 710 electrical engineering technician. "The excellent technical documentation should make this a safe, reliable and productive crane for years to come."

Along with the acquisition of the mobile cranes, PSNS & IMF also received funding for a bridge crane that replaces one in Building 107; and a multi-year contract was awarded for four 25-ton portal cranes for use at Bremerton and Trident Refit Facility, Bangor. Delivery is slated for later this year and fiscal year 2020.

Team lifts batteries from outer 'nested' submarine during inactivation

Patricia Armstrong, SSN 698/699
Project Zone Manager

In the ongoing focus to complete projects on time or early, a team from Code 740, Rigging and Operations Division; and Shop 51, Battery Shop Team, tried something new during the inactivation process of USS Bremerton (SSN 698).

For the first time at Puget Sound Naval Shipyard & Intermediate Maintenance Facility, the team removed the batteries from a submarine (Bremerton) while the vessel was nested outboard of another submarine; in this case USS Jacksonville (SSN 699). Both vessels were moored at Pier 6.

While much of the work to inactivate a submarine is performed the same whether a vessel is in dry dock or pier side, removing the batteries from a vessel while it is waterborne, especially while nested outboard, presents extra challenges for the team lifting the batteries out.

Members of the team that planned and executed the battery removal knew the effort put into the unique lift would contribute to the overall success of the inactivation process.



Bruce Robertson left, Steven Dent and Senteil Andrews, Code 740 riggers, land the battery cell removed from USS Bremerton (SSN 698). (PSNS & IMF photo by Scott Hansen)

"It feels really good and gives us a sense of accomplishment to know that the command has enough confidence in the Battery Shop team's skillset and ability to perform complex and rare jobs in a safe and timely manner," explained Connor Ferguson, electrical worker, Shop 51.

Lifting batteries out of a submarine is a precise lift, which can be made more difficult by the water's movement. For example, the team had to account for the wakes of ferries arriving and departing the ferry terminal in Bremerton.

Ferguson credited the skill and teamwork among all the members of his group for the successful lift.

"I work with a great bunch of people who are highly capable, skilled, and work well as a team," said Ferguson. "The Battery Shop is tasked with the battery work on three different classes of submarine. This team has the ability to switch gears from boat to boat, without skipping a beat. I really value their dedication and versatility, meeting scheduling goals each time. It is so great to be part of such an awesome group of people."

With Bremerton being the outboard of the two nested boats, the use of a mobile crane was not possible due to the distance away from the pier that the crane would need to reach. Instead, a portal crane was used to reach out over the vessel and remove the batteries.

"The job presented a lot of challenges for us ... the travel path was over the inboard boat, and it was a waterborne lift requiring extra focus by the team to watch out for each other," stated Bill Sawyers, lifting and handling operations general foreman, on behalf of his team.

Due to the placement of the portal crane, the travel path of the items being lifted was much further than the path would have been using a mobile crane.

"We mitigated our risks, and had several 'Take Two Briefings' throughout the job," said Sawyers. "This was our second battery job as a team, with our established communication and teamwork from our previous battery job helped the team to finish the job early without any problems."

"The Battery Shop is tasked with the battery work on three different classes of submarine. This team has the ability to switch gears from boat to boat, without skipping a beat. I really value their dedication and versatility, meeting scheduling goals each time. It is so great to be part of such an awesome group of people."

Connor Ferguson, Shop 51
electrical worker

Memorial Day

Remembering those who made ultimate sacrifice: Bringing 'our Sailor' home

Silvia Klatman, PSNS & IMF Public Affairs

Memorial Day is a day of remembrance. A day to remember those who have died while serving the nation.

One military member who made the ultimate sacrifice was finally laid to rest in his hometown more than 77 years after his death: Seaman First Class Daniel Luther Guisinger Jr.

Guisinger joined the Navy immediately after graduating from Everett High School in 1938. He was stationed aboard USS Oklahoma (BB 37) when the ship was sunk in the surprise attack on Pearl Harbor December 7, 1941. An estimated eight torpedoes struck the ship, capsizing it in under 12 minutes. Thirty-two men were injured, dozens were trapped inside the hull and 429 Sailors and marines were killed including Guisinger.

Of the 429 men killed, only 35 were identified. In 1950, the remains of the other 394 men were buried in 61 caskets in 45 graves at the National Memorial Cemetery of the Pacific—also known as The Punchbowl—in Hawaii.

And there they stayed for 65 years.

Due to the advancements in technology, the Defense POW/MIA Accounting Agency embarked on a mission in 2015 to disinter and identify the remains of those buried in The Punchbowl with the intent of bringing every family closure by returning their loved ones. Guisinger's remains were finally identified in May of 2018.

Guisinger was brought home to rest with full military honors on April 27. He is now interred with his parents, Daniel and Inez, at Cypress Lawn Memorial Park in Everett.

Some of Guisinger's relatives attended the ceremony, which was heavily supported by the Navy. The Command Senior Chief at Puget Sound Naval Shipyard & Intermediate Maintenance Facility Detachment Everett and several Sailors—some with their families—paid their respects.

"Seaman Guisinger was a true hero who paid the ultimate sacrifice at Pearl Harbor," said Senior Chief Jason R. Morris. "It was my duty as a Sailor and chief petty officer to show his family and loved ones that we will truly never forget."

Identifying and properly burying Guisinger provides closure to his family. In addition, it shows the commitment the United States has made to ensure everyone wearing the nation's uniform returns home.

"Bringing Seaman Guisinger home to his final resting place and letting his family gain closure meant a lot to all of the Sailors who attended," Morris said.

"It was awesome to bring our Sailor home."



Family members and Navy personnel attended the funeral of Seaman First Class Daniel Luther Guisinger, Jr., held April 27, 2019. (U.S. Navy photo by Mass Communications Specialist 3rd Class Clemente Lynch)



Naval Station Everett Honor Guard renders a 21-gun salute. (U.S. Navy photo by Mass Communications Specialists 3rd Class Clemente Lynch)

USS Bremerton bell begins 45th year at city hall

Silvia Klatman, PSNS & IMF Public Affairs

Armed Forces Day 45 years ago saw the return to the community of the bell gifted to the World War II-era cruiser USS Bremerton (CA 130).

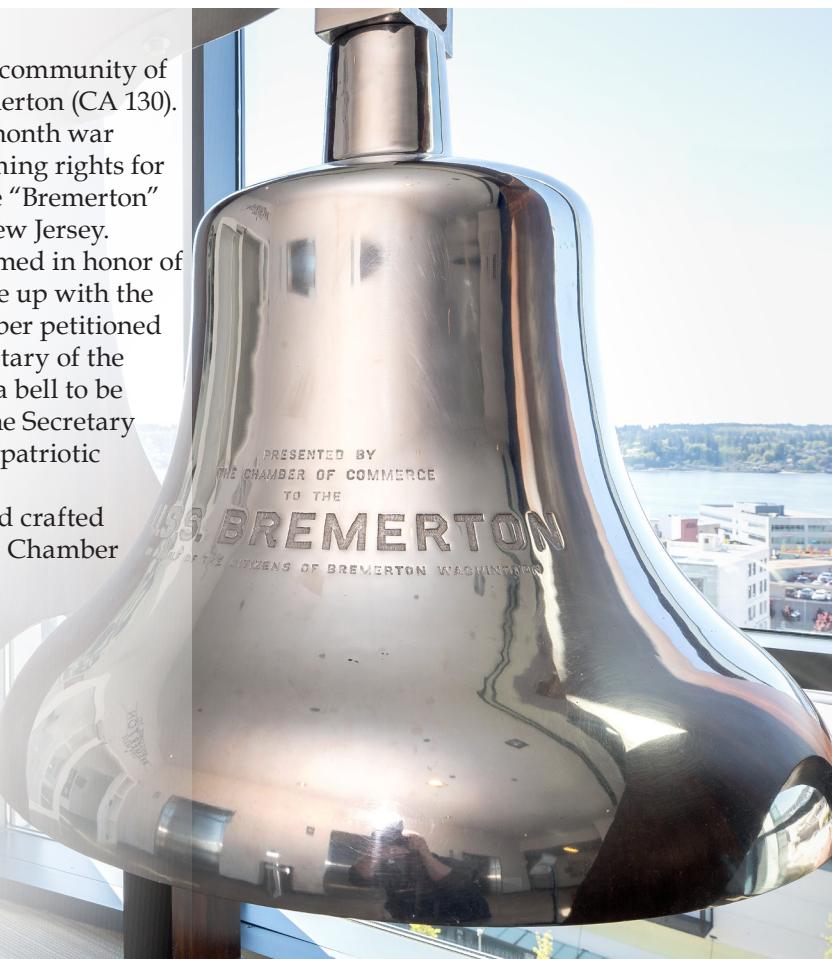
The cruiser was named for the city after a fierce, six-month war bond drive resulted in the winner receiving cruiser naming rights for their city. With Puget Sound Navy Yard's win, the name "Bremerton" was attached to the cruiser, which was being built in New Jersey.

The community took great pride in the ship being named in honor of the city and the Bremerton Chamber of Commerce came up with the idea to have a piece of the ship made locally. The Chamber petitioned the navy yard commandant and subsequently the Secretary of the Navy to allow the organization to pay for materials for a bell to be made for USS Bremerton in Puget Sound Navy Yard. The Secretary wholeheartedly supported the idea declaring it a "most patriotic gesture on the part of the citizens of Bremerton."

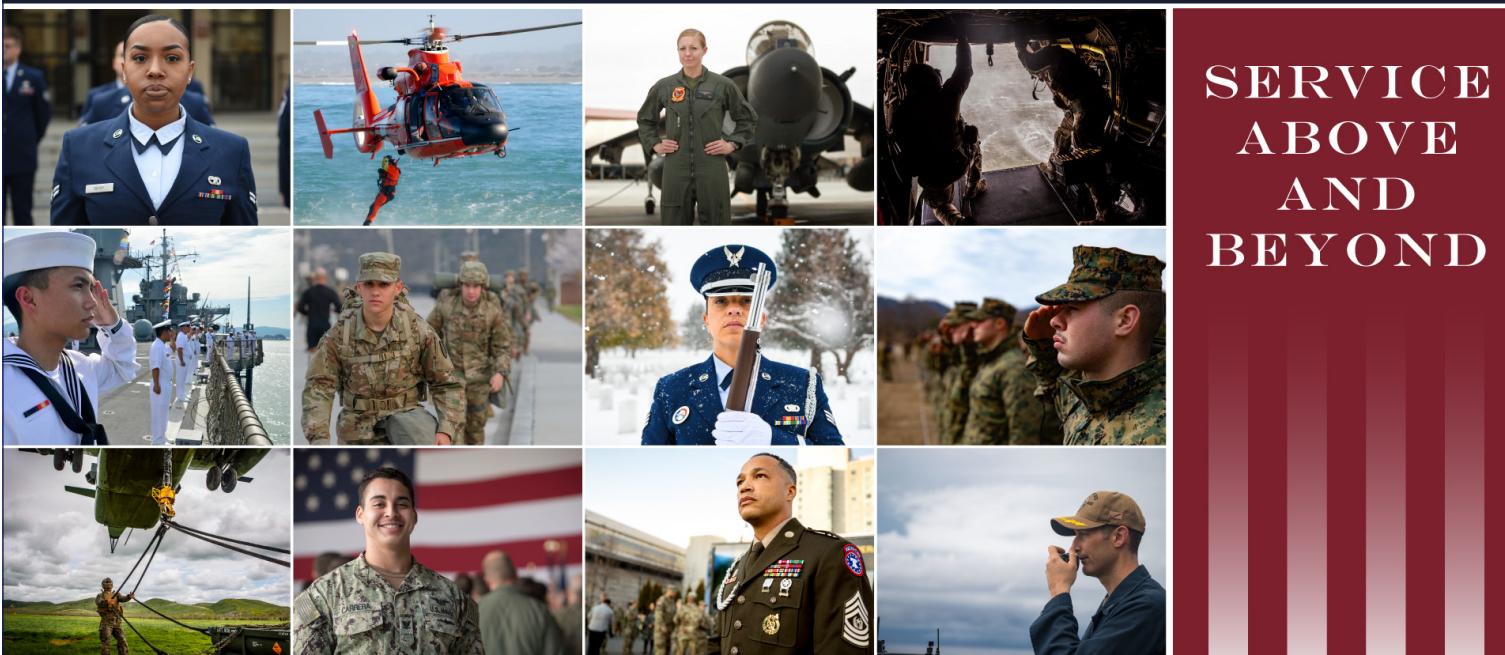
With the go-ahead secured, the shipyard designed and crafted the bell then etched it with the words "Presented by the Chamber of Commerce."

The ship was commissioned April 29, 1945, then decommissioned in April 1948. It was recommissioned Nov. 23, 1951 and decommissioned July 29, 1960. It was ultimately struck from the register on Oct. 1, 1973.

The Navy gave the bell to the city of Bremerton in a ceremony at Bremerton City Hall May 18, 1974, that kicked off Armed Forces Day activities. The USS Bremerton bell is on display on the sixth floor of the Norm Dicks Government Center in downtown Bremerton.



ARMED FORCES DAY MAY 18, 2019



SERVICE
ABOVE
AND
BEYOND

Unite our vision by engaging each other: Asian American and Pacific Islander Heritage Month

Filipino American Employee Resource Group

May is Asian American and Pacific Islander Heritage Month, a time to think about their long history of patriotism and contributions to the United States.

The positive impact Asian Americans and Pacific Islanders have made with Puget Sound Naval Shipyard & Intermediate Maintenance Facility includes the formation of the Filipino-American Employee Resource Group on October 9, 2015. The shipyard is committed to growing and nurturing its talent base by embracing different points of view, valuing individuals for their contributions and promoting inclusion at all levels and across all lines of business. Since its inception, the Fil-Am ERG has supported that outlook by coordinating workshops on writing resumes and interviewing techniques, mentoring events and co-sponsoring an apprenticeship application workshop with the command's Hispanic Employee Resource Organization. Social activities include a picnic in August and a holiday celebration the first weekend in December.

Over the decades, Asian Americans and Pacific Islanders in the military have broken barriers in service to the nation. In 1980, Rear Adm. Ming Erh Chang became the first naturalized Asian

American naval officer to achieve flag rank. His distinguished career spanned 34 years including serving at Naval Sea Systems Command.

In 2014, Capt. Ronald Ravelo became the first Filipino-American to command an aircraft carrier when he took the helm of USS Abraham Lincoln (CVN 72). Interestingly, he assumed command from his brother-in-law.

Recognizing the contributions made by the 56 ethnic groups comprising Asian Americans and Pacific Islanders began



Members of Filipino American Employee Resource Group perform Tinikling at a summer picnic. Tinikling is a traditional Philippine folk dance which originated during the Spanish colonial era. (Photo courtesy of the FAM ERG)

Using government laptops away from office, command



Planning on using a government laptop away from the shipyard?

Once you recognize a need, it's important to know there are a number of restrictions, approvals and possibly paperwork which may be required before you can remove a laptop from the command.

If you are taking your government issued laptop offsite:

- Contact your supervisor.
- Contact your department security coordinator.

If you would like to check out a loaner laptop from the Code 109 Support Center, requests can be submitted through your supervisor and IT coordinator.

For additional information, contact your IT coordinator or Code 109 Cybersecurity at BREM.PSNS.InfoSec.FCT@navy.mil.

Safety throughout the year

Vigilance, planning key to avoiding fall injuries

PSNS & IMF Public Affairs

The words fall protection at Puget Sound Naval Shipyard & Intermediate Maintenance Facility evoke images of harness clad workers erecting scaffolding or working atop aerial lifts. The reality is, there are many types of fall hazards both inside and outside ships that can be avoided or mitigated by paying attention, using proper equipment and following an established fall protection plan.

While working on the outer hull of an aircraft carrier presents an obvious fall risk, any ship with a mezzanine also poses such a risk. When work is performed from an unguarded or inadequately guarded mezzanine, workers must get additional guarding installed or use the proper fall protection equipment. Even if they don't plan on getting close to the area with no or an inadequate guardrail, they could still slip or trip and fall over the edge.

PSNS & IMF workers can use a large variety of fall protection equipment including lanyards, self-retracting devices, anchors, beam anchors, rope grabs, fall kits and ladder climbing devices just to name a few. Using the correct piece or pieces of fall protection equipment for a certain type of job is essential.

Workers can still run the risk of injury if they don't use their equipment properly. Workers can attach the unused lanyard snap hook to the breakaway keeper clip provided on the harness they are using, but not to the side D-rings of the harness. If the breakaway keeper clip is used correctly, the worker is able to prevent hip or dual-loading in the event of a fall, preventing unnecessary risk of injury.

Knowing when to use fall protection gear can sometimes be confusing, especially when faced with sloped surfaces. In general, sloped surfaces should be treated similarly to sudden drop offs if the fall off the edge of the sloped surface would be more than five feet. A fall is a fall, whether off a sharp edge or a sloped surface.

One of the most insidious fall risks is the risk not seen until it's too late – unguarded or uncovered open holes. Fall



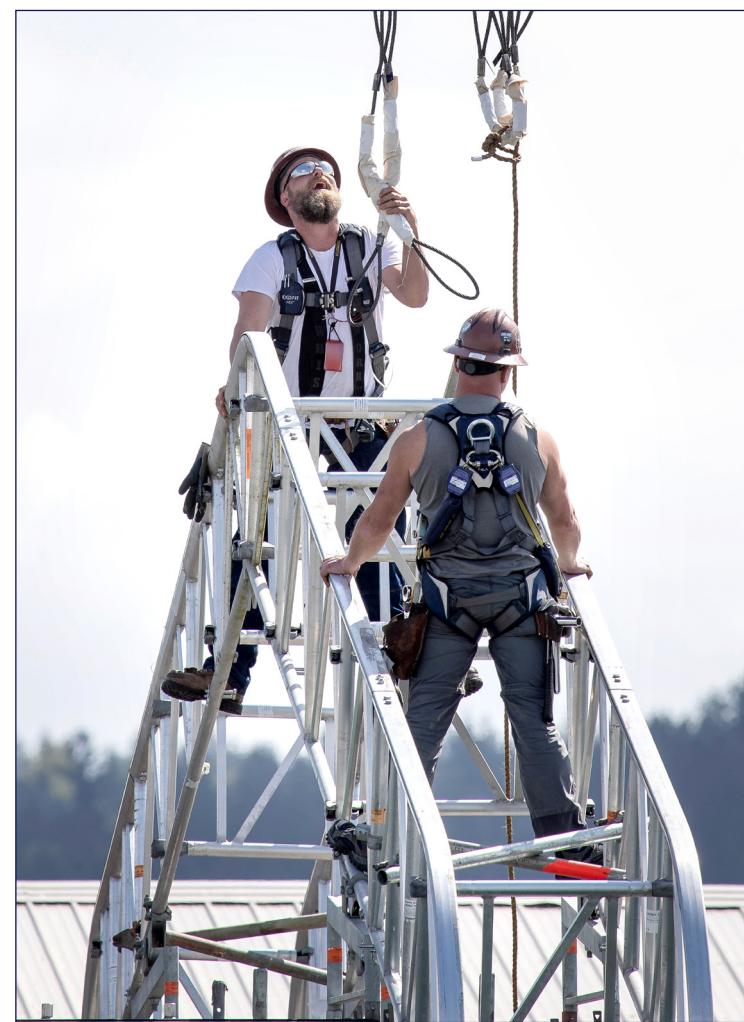
Two Shop 71 employees use fall protection while operating a mobile man lift near Dry Dock 3, April 24. (PSNS & IMF photo by Scott Hansen)

protection is required when working near an open hole. However, if workers don't see an open hole because it isn't marked or doesn't have guards around it, they are at risk for injury. Once a hole doesn't need to be open, it should be covered with something than can support at least twice the weight of the intended load and must be secured in place.

When a job requires working in an area that presents a risk of falling, workers can generate a fall protection plan before the work begins. Think of what all the risks might be and how they can be mitigated. When mitigating fall hazards follow the Fall Protection Hierarchy—eliminate, isolate, fall restraint, fall arrest and administrative controls. After writing the fall protection plan, someone qualified in Automated Training Management System as a Competent or Qualified person in fall protection must review and sign the plan in order for it to be approved. Those chosen elements should be briefed and understood prior to the start of work. If questions arise about doing the job or how to do the work safely at any time stop work and notify your supervisor.

For more information about fall protection, visit the Code 106, Environmental, Health and Safety SharePoint page.

Brought to you by Shop 51 Electricians, Shop 52 Electronics and Shop 67 Calibration



Two Shop 64 shipwrights use fall protection while working on a job near Dry Dock 3, April 24. (PSNS & IMF photo by Scott Hansen)

NCMA recognizes administrative professional of the year

PSNS & IMF Public Affairs

Jacqueline Evans-Hubbard was recently honored by the Naval Civilian Managers Association as their Administrative Professional of the Year for her exceptional support of project teams for both USS Ohio (SSGN 726) and USS Michigan (SSGN 727).

Evans-Hubbard started her career at Puget Sound Naval Shipyard & Intermediate Maintenance Facility ten years ago in Shop 71, Blasters, Painters and Tilesetters, and began working in waterfront administration support in 2017. Since then, she's been responsible for project correspondence and maintaining medical, training and meeting scheduling for all project personnel. In addition, she manages timekeeping for more than 50 teammates.

According to the award write-up, Evans-Hubbard assists her teammates with her remarkable talents and a stellar personality.

"Jacqueline has a unique ability to combine professionalism with light-hearted earnest and humor, leading to a warm and approachable front desk," the write-up stated. The results are that all personnel "feel comfortable" and welcome to that work area.

"The Ohio/Michigan team has stuck by me this past year and showed incredible patience while I adapted to a new skill," said Evans-Hubbard. "I feel honored and blessed that they took time out of their busy schedules to nominate me for this award."

Founded in 1946, NCMA has been recognizing the PSNS & IMF Administrative Professional of the Year for more than a decade. For more information about NCMA, visit ncmaonline.org.



Jacqueline Evans-Hubbard, Code 900A, Waterfront Administrative Support (PSNS & IMF) photo by Carie Hagins

Knowledge is Power!

Stay in the know.

Knowledge Share Fair

Wed., June 12 11 a.m. - 1 p.m. and 4:30 - 5:30 p.m.
(time allowed outside of lunch with supervisor approval)
Outside of Buildings 850 & 850A

Lunch provided by Employee Food Services
(While supplies last – day-shift employees only)
chicken wrap, spam musubi, teriyaki chicken, sodas, chips

Pacific Fleet leader has passion for helping people



Lynn C. Simpson, director, Total Fleet Force Manpower and Personnel, Commander, U.S. Pacific Fleet, engages in a conversation about wounded warriors with Bill Longworth, quality assurance specialist with Code 106, Environmental, Safety and Health (not pictured) and Scott Bolon, human resources special assistant on April 29. Simpson took part in a meeting with the CrossAbilities Employee Resource Group to discuss challenges and successes of employees who face barriers due to a temporary or permanent disability. CrossAbilities is dedicated to working on disability issues that may impact the Puget Sound Naval Shipyard & Intermediate Maintenance Facility workforce. (PSNS & IMF photo by Carie Hagins)

SAVE THE DATE

PSNS & IMF

Change of Command

June 12, 2019 at 10 a.m.



April retirees

During April 2019, 18 employees with a combined 585 collective years of corporate knowledge retired.

The following employees retired in April:

Mark A. Baillie, Shop 11

Gerald W. Barnes, Code 246.2

Marvin M Bruns, Code 451

Tracee D. Carter, Code 1216

Loren A. Davis, Shop 31

Gillie Dossett, Code 244.5

Michael V. Gordon, Shop 26

Steven A. Lindsey, Code 290MP

Steven D. Miller, Code 376

Michael P. Mansfield, Code 105.5

Jerry L. Monasmith, Code 290

Curtis D. Ortler, Code 100PI

John F. Root, Code 412

James A. Scott, Code 139

Darrell E. Seeley, Shop 26

Susan M. Smith, Code 105.1

Darren W. Turner, Code 398

Randall K. Vint, Code 900R

Length of Service Ceremony

A Length of Service Ceremony honoring teammates with forty or more years of service was held on March 20, 2019.

Honorees were:

Forty years

Mark R. Butler, Shop 11

Jose N. Casaus, Shop 11

Robert B. Clark, Code 300N.4

Christopher H. Corley, Code 450

Robert A. Gaskill, Shop 38

Ernest L. Henderson, Code 1121

Patrick D. Hoglan, Shop 26

Kevin J. McGaughey, Code 312

Ronald J. Miller, Shop 38

Thomas G. Record, Code 105.4

Mark A. Renner, Code 720

Bernard L. Strub, Code 300 WIM

David S. Taylor, Code 260.2

Terry H. Thaves, Shop 38

Dale B. Wilson, Shop 38

Joel G. Wolfe, Code 123

Forty-five years

Thomas E. McCool, Shop 38

Fifty years

William L. Robinson, Code 1215

Recreation & Rideshare

Department of Defense civilians and their escorted guests can enjoy a variety of recreational services on base including bowling alleys and restaurants. Check out these upcoming opportunities:

Upcoming recreational activities

Thrifty Thursdays Bowling Special

NBK-Bremerton Recreation Center
NBK-Bangor Olympic Lanes
After 4 p.m. every Thursday, bowl for just \$1 per game and \$2 for shoe rental.

Fletcher Bay Evening Paddle

May 29, 5 – 9 p.m.
This four-mile paddle launches from Brownsville Marina, proceeds into Port Orchard Bay, then goes toward University Point before crossing over to Bainbridge Island. (Level II)
\$30 a person, register by May 27

White Water Rafting

Saturday, June 1
Head to the Wenatchee River to take on Class 3 and 4 rapids (Level II)
\$50/person, register by May 27

To register or see more opportunities, visit kitsap.navylifepnw.com.

Rideshare

KITSAP TRANSIT VANPOOL NEEDS RIDERS
starting in Belfair North Shore Beards/Lynch cove, QFC and park & ride at 5:45 a.m., departs shipyard at 4:09 p.m. Call or text Max at 360.340.2030.

PIERCE TRANSIT VANPOOL has openings for riders. Leave 38th & Pacific Ave., Tacoma, at 5:20 a.m. Departs from PSNS at 3 p.m. Call or text 253.353.4035.

GIG HARBOR CARPOOL leaves Purdy park and ride at 5:45 a.m. and departs from the Burwell garage at 3:15 p.m. Call 360.476.9389.

VANPOOL #399 HAS OPENINGS AVAILABLE, Lacey-Tacoma-Bremerton, 6 a.m. - 2:30 p.m. Save money! Call Mel Tiglao, 253.232.2050.

Rideshare ad policy

To post a Rideshare ad, email to psns.pao. fct@navy.mil. All information included in correspondence is subject to be used in Salute-print and online.

DONCEAP Department of Navy Civilian Employee Assistance Program services are voluntary, confidential, and offered as a free benefit from the Department of the Navy to federal employees and their family members.

To find information and help 24 hours a day, call:

1-844-DONCEAP (1-844-366-2327) or visit: DONCEAP.foh.psc.gov

Voluntary Leave Transfer Program recipients

This program authorizes federal service employees to donate annual leave to other federal service employees who are experiencing a medical emergency or medical condition for themselves or a family member. If you wish to donate annual leave or have questions about leave donation, please contact Human Resources Office, 360.476.5386 or visit Bldg. 850, floor 5, room 506; or fax your donation form to 360.476.6669.

Teammates currently in need of donations:

Code 105

Billy Sprague

Code 109

Fay Escobedo

Code 100

Kendra Fitch

Code 130

Marselles Jefferson

Code 110

Annikia Bryant

Code 1180

Richard Petrone

Code 200

Caitlin Earl

Code 1200

Shane Hamre

Code 2300

Phillip Hartline

Code 300

Tyler Jackson

Code 300

Michaela Raymond

Code 300

Melissa Jaskinia

Code 06

Teresita Callaway

Shop 11

William Abare

Code 700

Michael Hamblet

Andrea Abrams

Jesse Hannawacker

Shop 17

Jonathan Yette

Shop 900

Vanessa San Gil

Shop 26

Sierra Morrell

Shop 1000

Joshua Hubbell

Shop 1100

Luis Rivera

Shop 31

Joshua Wagner

Shop 38

Rebecca Elkins

Shop 67

Corey Wooten

Shop 71

Sarah Alvarez

Shop 99

Breanna Spracklin

Shop 51

Michael McDowell

Shop 99

Ryan Garrison

Shop 51

Jamie Ruth

Shop 99

Michael Swain II

Shop 51

Marian Baca

Shop 52

Bianka Curtis

Shop 52

Sarah Hustis

Shop 56

Kristy Peterson

Shop 56

Frank Yulfo

Shop 56

Erin Avery

Robert McCarthy

Shop 57

Christina Deitch

Shop 64

Ashley Brown

Colleen Ellis

Mercedes Flinx

Shop 67

Sarah Alvarez

Shop 71

Breanna Spracklin

Shop 51

Michael McDowell

Shop 99

Ryan Garrison

Shop 51

Jamie Ruth

Shop 99

Michael Swain II

Shop 51

Marian Baca

ARMED FORCES FESTIVAL EVENTS



Armed Forces Day - Saturday, May 18
Bremerton Central Lions Club Pancake Breakfast
7 a.m., downtown Bremerton (prices vary)

72nd Annual Armed Forces Day Parade
10 a.m. - noon, downtown Bremerton

The nation's largest and longest-running Armed Forces Day Parade, features dozens of military units, marching bands, big rigs and more.

Armed Forces Festival Heroes' Barbecue
11 a.m. - 2 p.m., Fourth & Pacific, Bremerton

Active duty personnel, reservists, retirees and dependents can enjoy a free hot dog, chips and beverage.

Armed Forces Festival Street Fair
noon - 7 p.m., Fourth Street (between Pacific & Washington), Bremerton
Event features a variety of booths and live music.

Navy League Armed Forces Day Gala
6 - 10 p.m., Admiral Theater, Bremerton

Keynote speaker: Adm. James F. Caldwell, Jr., Director, Naval Nuclear Propulsion Program
(\$65 per person)

For information about any Armed Forces Festival activity, visit bremertonchamber.org or contact the Bremerton Chamber of Commerce at 360.479.3579 or chamber@bremertonchamber.org.

Memorial Day
May 27, 2019

