



# FMA Chapter 3 News Norfolk Naval Shipyard

Jan – March 2026

## America's Shipyard



USS GERALD R FORD CVN 78

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***Newsletter Editor***  
***Past FMA President***  
***Andy Anderson***

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## *From the President*



Dear FMA Chapter 3 Family,

I hope this message finds you well and energized as we continue building momentum within our Chapter! I'm excited to share several important updates and highlights with you!

Recently, we had the privilege of attending the 88th Annual FMA National Convention in Alexandria, Virginia. It was an outstanding event filled with meaningful discussions, leadership engagement, and a shared commitment to advancing our organization's mission. During the convention, I re-ran for my term as the **Region 2 Vice Director**, reaffirming my commitment to serve and represent our chapter at a higher level.



Please join me in congratulating Linda Lentjes, from Chapter 396 President at the Mayport Naval Base, on her continued service as **Region 2 Treasurer**, as well as her leadership as our newly named **National President**! Additionally, congratulations are in order for James Cappa, Chapter 14 President at Puget Sound Naval Shipyard, who has stepped into the role of **National Secretary**! Also, Regina Williams, President of Chapter 21 at Cherry Point Marine Corps Air Station, stepped up to hold the position of **Region 2 Secretary**! Their leadership will undoubtedly help guide FMA toward continued success.

While attending the convention, we also had the opportunity to visit Capitol Hill, where we advocated on behalf of federal workers. During these visits, we met with representatives from the offices of Senator Mark Warner, Congresswoman Jennifer Kiggans, Congresswoman Jennifer McClellan, and Congressman Bobby Scott. These discussions were an important opportunity to ensure that the voices of our members—and federal employees as a whole—continue to be heard at the national level.

I'd also like to share an important update regarding our monthly meeting location. We have transitioned from Roger Brown's Sports Bar and Restaurant to Venue 757, located on George Washington Highway in Portsmouth. We are excited about this change and look forward to seeing how this new venue enhances our meetings and member engagement.

As always, one of our top priorities is growing our chapter. I encourage each of you to help recruit new members and invite colleagues to attend our monthly meetings. Your involvement and outreach are key to strengthening our organization and ensuring its future success. We'll have some new tools coming that will help with recruiting as well! Stay tuned! In the meantime, follow us on FaceBook at our "Federal Managers Association, Chapter 3" page, or on SharePoint at [https://flankspeed.sharepoint-mil.us/sites/NAVSEA\\_NNSY\\_FMA/](https://flankspeed.sharepoint-mil.us/sites/NAVSEA_NNSY_FMA/)!

We are also pleased to announce that we are now accepting scholarship applications. All applications are due by July 1st, and we look forward to recognizing and rewarding our scholarship recipients at our Annual Crab Feast on August 12<sup>th</sup>—one of our most anticipated events of the year. Contact DeVeda Diggs at 757-681-7209 for more info!



**NORFOLK NAVAL SHIPYARD**  
**Scholarship Opportunities**

**Federal Managers Association (FMA) Scholarship Applications Accepted until July 1**

Applications for the 2026 Norfolk Naval Shipyard (NNSY) Federal Managers Association (FMA) Chapter 3 Scholarships are now being accepted.

Five scholarships are being awarded to dependents of FMA members, worth \$500 each. It will be conducted as luck of the draw and names will be announced immediately after the drawing at the July regular meeting. Checks will be presented at the annual Crab Feast held in August.

**Application Criteria:**

- Applicants must be a dependent of a member in "good standing." Good standing is defined as a member who has been a due paying member of this chapter for at least one year prior (July 2025) to the scholarship drawing.
- Documentation (letter of acceptance, receipts for tuition, etc.) is required to be submitted with the application to provide proof of full-time enrollment of the applicant in a school of higher education (college, trade school, etc.).
- Applications must be submitted to FMA Scholarship Chairman DeVeda Diggs at [DeVeda.C.Diggs.civ@us.navy.mil](mailto:DeVeda.C.Diggs.civ@us.navy.mil) by July 1.

Looking ahead, I'm excited to remind everyone about our annual FMA Tides Game on June 11th at Harbor Park in Norfolk! The game begins at 12:05 PM, with food service starting at 11:00 AM. Tickets are \$45, and members are allowed to purchase one additional ticket for a guest. This is always a great event filled with camaraderie, fun, and an opportunity to connect outside of the workplace.



# FEDERAL MANAGERS ASSOCIATION ANNUAL TIDES GAME DECK PARTY



Norfolk Tides vs.  
Memphis Redbirds



**When: June 11th, 2026 @ 12:05pm on the Party Deck**

**Includes: One (1) Ticket to the Game, Food,  
Drinks, Fellowship & Fun!**

**Members are allowed to purchase one extra  
ticket for a guest.**

**Food will be served from  
11am-12:30pm**

 **Harbor Park**  
150 Park Ave, Norfolk, VA 23510

 **To purchase tickets, contact Larry Williams**  
757-589-7386



Thank you all for your continued dedication and support of FMA Chapter 3. Together, we are building a stronger, more connected organization—one that continues to grow, lead, and make a lasting impact for our members and the future of our Federal Workers!

Warm regards,  
Jeris Smith  
President, FMA Chapter 3

# *Federal Managers Association*

## *Advocating Excellence in Public Service*

The Federal Managers Association, established in 1913, is the oldest and largest association representing the interests of the 200,000 managers, supervisors and executives serving in today's federal government.



The Federal Managers Association is the only professional association advocating for all federal managers, supervisors and executives

Your pay, retirement benefits, and job are being targeted. We fight to protect what you have earned.

We advocate for legislation that helps our members by meeting with decision makers, testifying before Congress, briefing legislators, crafting legislation, and mobilizing our members to fight for good government policies.

FMA provides members training for both grassroots action and general skills improvement, helping you become a stronger leader and creating opportunities for advancement.

*[If you are not a member Look us up and become a member today:](https://www.fedmanagers.org/)*

*<https://www.fedmanagers.org/>*



## *A Note from Steve*

### **NNSY was the go-to place when USS Wisconsin really needed it!**

By Steve Milner

If you see it from the street, the USS battleship Wisconsin (BB 64), that's permanently Drydocked in downtown Norfolk adjacent to the Hampton Roads Naval Museum and Nauticus, gets your attention quickly--thanks to its descriptive bow.



But when this battleship's lower bow was seriously damaged after it collided in dense fog off the Virginia Capes with the destroyer USS Eaton (DD 510) on May 6, 1956, this Historic vessel was no longer fit for sea duty.

Enter Norfolk Naval Shipyard: NNSY and USS Wisconsin's nautical paths crossed more than once over the years in good and not-so-good situations. At the latter time, Big Navy tasked our shipyard to repair the crumpled bow of this last of the four commissioned Iowa-Class World War II battleships built, using the bow of the partially completed battleship Kentucky whose construction was stopped at Big Navy's direction so NNSY could build landing craft instead in 1941.

The non-commissioned Kentucky was barged to Newport News Shipyard for storage until its 140-ton bow was removed and barged back across the Elizabeth River to NNSY in 1956. Here, this ship's bow was seamlessly attached to the damaged USS Wisconsin in only 16 days, enabling it to return to duty after sea trials.

Retired U.S. Navy Captain, Bruce Linder, in his authoritative book, "Tidewater's Navy," repeated that that Kentucky's construction was stopped at NNSY in 1942 when the Navy decided to give higher priority to the construction of landing craft. Captain Linder added, "Kentucky's incomplete hull bottom was moored for a time along the Elizabeth River, with work continuing slowly until the ship was eventually scrapped at 73 percent," he said.

After it was recalled to service for the Korean War and for our involvement and “Operation Desert Storm” in 1991, USS Wisconsin was mothballed in the Philadelphia Naval Shipyard’s Inactive Ships facility. It was later tugged to NNSY to prepare this battleship for its permanent drydocking at Nauticus.

Proving it could maintain USS Wisconsin as a museum ship, the Navy donated this vessel to Norfolk. It arrived for its permanent berthing on December 7, 2000, the 59th anniversary of the Japanese bombing of Pearl Harbor. A number of NNSY employees had this historic opportunity to ride aboard as it was tugged on the Elizabeth River, from Portsmouth to Norfolk’s Nauticus museum, a maritime-themed science center located on this city’s waterfront.

There are different visitor costs for admission to Nauticus and to go aboard USS Wisconsin. Interested persons should go online to see which fees they prefer or call Nauticus at (757) 664-1000.

There’s no charge to visit the Navy’s Hampton Roads Naval Museum housed at Nauticus if you only want to visit this interesting museum that’s operated by the Naval History and Heritage Command.

In researching information for this story, I came across a printed rumor that after USS Wisconsin’s bow was replaced, it became longer than the other three Iowa-Class battleships: USS Iowa, USS New Jersey and USS Missouri. But this statement was proven untrue, and USS New Jersey was still the longest one at 888 feet.

The Philadelphia Naval Shipyard built both USS New Jersey and USS Wisconsin, with the former ship now a museum ship in nearby Camden, New Jersey. And in addition to USS Wisconsin and USS New Jersey, the other two museum ships are USS Iowa, berthed in San Diego, California, and USS Missouri, near the USS Arizona Memorial in Pearl Harbor, Hawaii.

Another misnomer I read about was that after Kentucky’s bow was grafted onto USS Wisconsin, the latter ship picked up the nickname: “Wisky,” a combination of the two ships’ names. But this also was an untrue statement because USS Wisconsin had been nicknamed “Whisky” long before its bow repair.

NNSY has a long history of repairing damaged ships in peacetime and due to military conflicts. One of the more notable examples of repairing a wartime-damaged ship was HMS Illustrious, a British aircraft carrier that was brought into NNSY in secrecy six months before our nation was drawn into World War II after the Japanese attacked Pearl Harbor on December 7, 1941. Former NNSY executive Jim Shoemaker, in his recently published book,

“The History of Norfolk Naval Shipyard,” noted there were no press releases or public events when it arrived at our shipyard to be repaired. These repairs might have been common knowledge, especially to everyday Portsmouth citizens that we were repairing HMS Illustrious in “secrecy,” but it was repaired without incident and successfully returned to active duty.

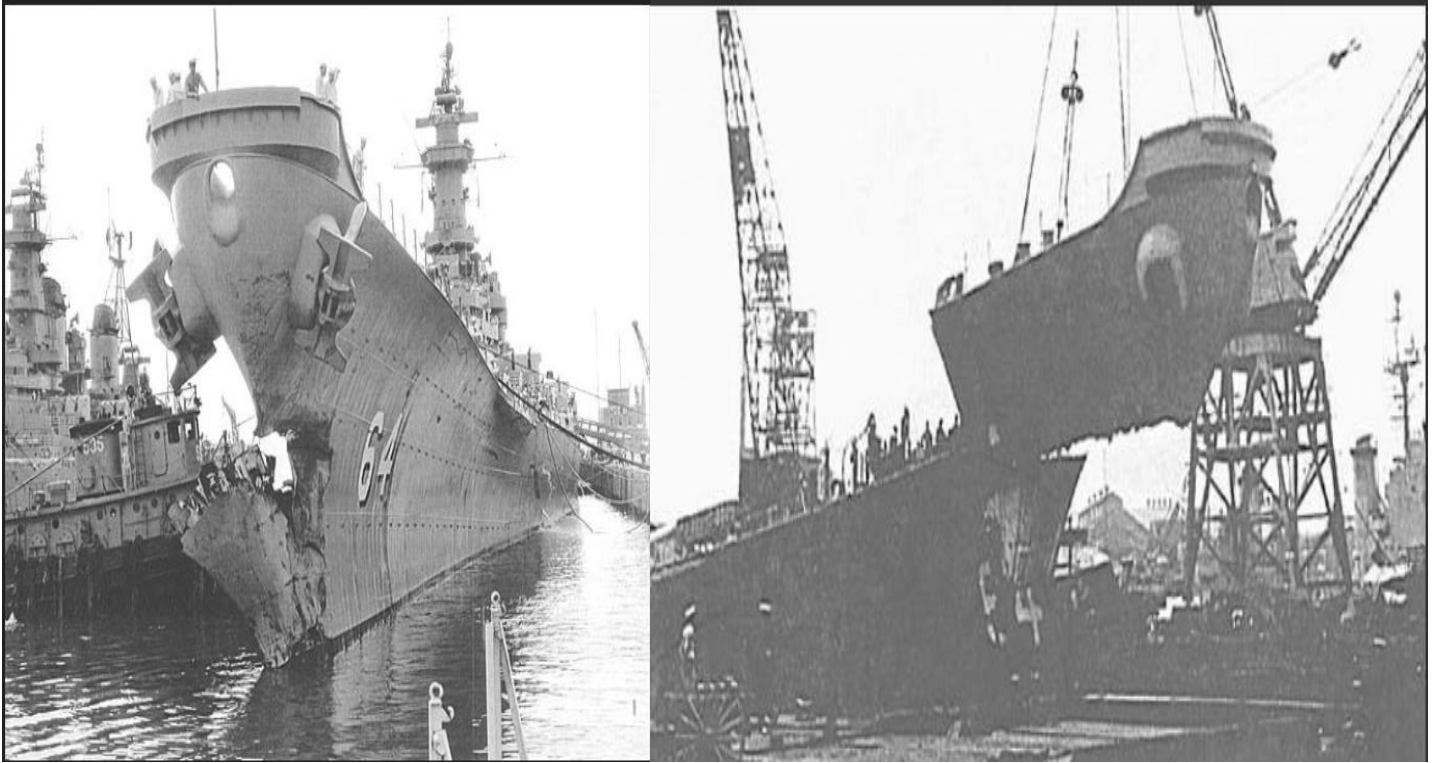
Over the years I found it interesting when researching and writing stories, including those I do for NNSY’s FMA Chapter Three’s newsletters. I discovered unanticipated information through serendipity. This is a fancy word that means that one finds something valuable, usually by accident, when looking for something else. When applied editorially, these findings often provide additional good story material.

Reinforcing what I just wrote about serendipity: When I submitted this story to our FMA newsletter editor Andy Anderson, who also was our longtime chapter president, I learned he had played an important role when NNSY repaired the damaged destroyer USS Arthur W. Radford (DD 968), after it collided with a container ship, Saudi Riyadh, in February 1999, about 25 miles off Cape Henry, Virginia. Andy, as usual, was reluctant to be in the spotlight, especially in a written story he was reviewing for publication. But he agreed to convey information about his role in the repair of USS Radford, which I appreciated. Andy was our Resource Manager for NNSY’s USS Radford repair project.

He related that when the Radford collided with the Saudi Arabian container ship Saudi Riyadh off of Virginia Beach, it caused significant damage to this destroyer. According to Andy, it included a large gash to its

starboard side that caused flooding but, fortunately, resulted in only one minor injury to a Sailor. “My ordnance guys did a complete replacement of the Radford’s 5-inch gun, but the hard part was below deck with the chains and shell loader.” According to Andy, this repair had to be in perfect alignment to work properly at the speed it runs the shell up to the gun. The sea trails and testing went perfectly.

Kudos to Andy and the NNSY’s Radford repair team that once again showed it had “the right stuff” to repair a U.S. Navy warship. Whether it was replacing a battleship’s bow, a damaged World War II British aircraft carrier with no public notice or performing many unexpected real-time repair projects somewhere in the world, Big Navy could count on NNSY to do a professional job and on or ahead of schedule.



**USS Wisconsin’s damaged bow:**

USS Wisconsin was severely damaged when it collided with the destroyer USS Eaton in the Virginia Capes in 1956 and was brought to NNSY for repairs. NNSY photo.

The bow from the partially completed battleship Kentucky was attached to the damaged USS Wisconsin bow. NNSY photo.

Final journey: After its bow was replaced at NNSY, USS Wisconsin was barged across the Elizabeth River on December 7, 2000, to Nauticus where it came a museum ship. A number of NNSY employees were aboard for this trip. NNSY photo by Mel Gipson from atop the Hammerhead Crane.



**NNSY photo by Mel Gipson from atop the Hammerhead Crane.**

The newly arrived USS Wisconsin dominates the Norfolk waterfront after it was barged from NNSY following repairs. Permanently located at Nauticus, the World War II battleship USS Wisconsin is available for public visits.



**Nauticus Photo by NNSY employee Reneé Russell.**

The last major firing of a U.S. battleship's guns occurred in early 1991 during Operation Desert Storm when USS Wisconsin's fired its 16-inch guns against Iraqi targets in Kuwait.



**U.S. Navy photo**

**Steve Milner  
Past PAO NNSY**



## Federal Managers Association Membership Application

UPON COMPLETION, THIS FORM BECOMES SUBJECT TO THE PROVISIONS OF THE PRIVACY ACT  
PLEASE PRINT CLEARLY

Name of Employee:	Badge Number:	Agency/Code/Department
Home Address (Include 9-digit zip code. This can be found on your Driver's License):		
Name of Employee Organization: <p style="text-align: center;">Federal Managers Association Chapter 3 Norfolk Naval Shipyard P.O. Box 1232 Portsmouth, VA 23705</p>		
I hereby authorize the above-named agency to deduct from my pay each pay period, \$10.00, the amount certified as the regular dues of the Federal Managers Association, Chapter 3, Norfolk Naval Shipyard and to remit such amounts to that employee organization in accordance with its arrangements with my employing agency. I further authorize any change in the amount to be deducted, which is certified by the above-named employee agency as a uniform change in its dues structure.		
Employee Signature: 	Date:	Recruited By:
Work E-mail Address:	Work Phone:	
Personal E-mail Address (For National Office Use):	Personal Phone:	
<input type="checkbox"/> NEW CHAPTER MEMBER <input type="checkbox"/> ASSOCIATE MEMBER <input type="checkbox"/> ADDRESS CHANGE	<input type="checkbox"/> RETIRED MEMBER Annual dues for Retired Member shall be submitted with this application <input type="checkbox"/> LIFETIME MEMBER	
Financial Secretary Signature: 	Date:	

Return completed form to whoever invited you or mail to:

Federal Manager Association Chapter 3

P.O. Box 1232  
Portsmouth, VA 23705

Controlled by: Norfolk Naval Shipyard  
Controlled by: DDI (CL&S) INFOSEC CUI  
Category(ies): PRIVCY  
Limited Dissemination: FEDCON  
POC: Larry Williams larry.c.williams.civ@us.navy.mil



# Federal Managers Association Chapter 3 Norfolk Naval Shipyard Calendar 2026



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[President@FedManagers.org](mailto:President@FedManagers.org)  
 Region 2 Director – [Sabrina Peet](mailto:Sabrina.A.Peet@us.navy.mil) ..... c: 757-621-5754  
[Sabrina.A.Peet@us.navy.mil](mailto:Sabrina.A.Peet@us.navy.mil)

### 2026 Board Members

President - [Jeris Smith](mailto:Jeris.A.Smith@us.navy.mil) ..... c: 757-553-5211  
[Jeris.A.Smith@us.navy.mil](mailto:Jeris.A.Smith@us.navy.mil)  
 Vice-President - [Desiree Manley](mailto:Desiree.L.Manley@us.navy.mil) ..... c: 757-650-1780  
[Desiree.L.Manley@us.navy.mil](mailto:Desiree.L.Manley@us.navy.mil)  
 Treasurer - [Kelly A. Brownson](mailto:Kelly.A.Brownson@us.navy.mil) ..... c: 757-412-7446  
[Kelly.A.Brownson@us.navy.mil](mailto:Kelly.A.Brownson@us.navy.mil)  
 Recording Secretary - [Sabrina A. Peet](mailto:Sabrina.A.Peet@us.navy.mil) ..... c: 757-621-5754  
[Sabrina.A.Peet@us.navy.mil](mailto:Sabrina.A.Peet@us.navy.mil)  
 Financial Secretary - [Larry Williams](mailto:Larry.C.Williams1@us.navy.mil) ..... c: 757-576-0518  
[Larry.C.Williams1@us.navy.mil](mailto:Larry.C.Williams1@us.navy.mil)  
 Legislative Secretary - [Jonathan Echols](mailto:Jonathan.J.Echols@us.navy.mil) ..... c: 757-374-4529  
[Jonathan.J.Echols@us.navy.mil](mailto:Jonathan.J.Echols@us.navy.mil)  
 Trustee (2026) - [Anthony Britton](mailto:Anthony.Britton@us.navy.mil) ..... c: 757-636-2798  
[Anthony.Britton@us.navy.mil](mailto:Anthony.Britton@us.navy.mil)  
 Trustee (2027) - [Blake Kalalkal](mailto:Blake.M.Kalalkal@us.navy.mil) ..... c: 757-576-0518  
[Blake.M.Kalalkal@us.navy.mil](mailto:Blake.M.Kalalkal@us.navy.mil)  
 Trustee (2028) - [Alicia Rodgers](mailto:Alicia.D.Rodgers@us.navy.mil) ..... c: 757-292-7700  
[Alicia.D.Rodgers@us.navy.mil](mailto:Alicia.D.Rodgers@us.navy.mil)  
 Sgt. At Arms - [Ricky Tolentino](mailto:Frederick.R.Tolentino@us.navy.mil) ..... c: 757-567-0308  
[Frederick.R.Tolentino@us.navy.mil](mailto:Frederick.R.Tolentino@us.navy.mil)  
 Retiree Representative - [Margaret Magruder](mailto:mb.magruder@verizon.net) ..... c: 757-621-2334  
[mb.magruder@verizon.net](mailto:mb.magruder@verizon.net)

**FMA National Office** ..... 703-683-8700  
 1641 Prince St., Alexandria VA 22314 ..... [www.fedmanagers.org](http://www.fedmanagers.org)  
**FMA NNSY Office** ..... 757-396-7133  
 Building 32

### 119th Congressional Representatives

**Senate:**  
 Mark Warner - (D-VA) ..... [www.warner.senate.gov](http://www.warner.senate.gov)  
 Tim Kaine - (D-VA) ..... [www.kaine.senate.gov](http://www.kaine.senate.gov)  
 Thom Tillis - (R-NC) ..... [www.tillis.senate.gov](http://www.tillis.senate.gov)  
 Ted Budd - (R-NC) ..... [www.budd.senate.gov](http://www.budd.senate.gov)

**House:**  
 1<sup>st</sup> Robert Wittman - (R-VA) ..... [www.wittman.house.gov](http://www.wittman.house.gov)  
 2<sup>nd</sup> Jennifer Kiggans - (R-VA) ..... [www.kiggans.house.gov](http://www.kiggans.house.gov)  
 3<sup>rd</sup> Robert Scott - (D-VA) ..... [www.scott.house.gov](http://www.scott.house.gov)  
 4<sup>th</sup> Jennifer McClellan - (D-VA) ..... [www.mclellan.house.gov](http://www.mclellan.house.gov)  
 1<sup>st</sup> Donald G. Davis - (D-NC) ..... [www.dondavis.house.gov](http://www.dondavis.house.gov)  
 3<sup>rd</sup> Greg Murphy - (R-NC) ..... [www.murphy.house.gov](http://www.murphy.house.gov)

### JANUARY

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### FEBRUARY

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### MARCH

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29	30	31				

### APRIL

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### MAY

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31						

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28	29	30				

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### AUGUST

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30	31					

### SEPTEMBER

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### OCTOBER

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### NOVEMBER

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15	16	17	M	19	\$	21
22	23	24	25	26	27	28
29	30					

### DECEMBER

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6	7	8	M	10	\$	12
13	14	15	16	17	18	19
20	21	22	23	24	\$	26
27	28	29	30	31		

M Regular Monthly Meetings

\$ Paydays

Saturdays, Sundays and (Non-Work)