

# SYL

SHIPYARD LOG

ISSUE #3 2025

## BATTEN DOWN THE HATCHES

USS HOPPER (DDG 70)  
UNDOCKS FROM DRY DOCK 4





Vol. 79, Issue #3

## The Importance of Resilience

Shipyard 'Ohana,

Aloha! This edition of the Shipyard Log celebrates the hard work, dedication, and kuleana that keeps our fleet Fit to Fight. It's packed with stories highlighting our teams that make this place amazing! Take a moment to read the issue and appreciate your dedication, technical expertise, and unwavering commitment to mission success.

In this issue, you can catch up on the Dry Dock 5 progress, and get the inside scoop on the Docking Team, learning about the different Shops and Codes involved in getting a ship safely docked – with USS Hopper being the most recent successful evolution. Highlighted are Code 250.5 Naval Architects and Code 970 Shipwrights Docking Teams, Code 740 Rigging and Equipment Operations Docking Team Division, Code 760 Regional Diving Team 5 Boat Support and Joint Base Pearl Harbor-Hickam Port Operations Docking Team, Shop 99C Dry Dock Operations Team, Code 900F.31 Dry Docks and Piers Engineering Branch and the Code 900F.32 Utilities Engineering Branch. To top it all off, there's a focus on "PHNSY Dry Docks by the Numbers," with general information on all four docks. Finally, don't miss the article highlighting PHNSY & IMF STEM.

As you read through these articles, remember the importance of resilience. We face challenges together, and by supporting each other, we can maintain a safe and productive work environment. Take pride in all that we accomplish as a team. Stay hydrated, stay aware, and as always—thank you for your service.

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### ON THE COVER:

USS Hopper (DDG 70) prepares to undock in Dry Dock 4

Photo by: Justice Vannatta



# Infrastructure for Superiority: Dry Dock 5 Update

Story by Karen Winpenny  
DHO JV Public Relations Manager

Construction on Dry Dock 5 at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility continues to move forward, and construction contractor Dragados, Hawaiian Dredging, and Orion Marine (DHO JV) has provided updates on one of the Navy's largest infrastructure projects to date.

The project reached a symbolic and logistical milestone with the Hawaiian blessing of the Pisha, the vessel specially designed to transport the massive precast floor panels from the staging site to the dry dock basin. The blessing honored Hawaiian tradition and underscored the Navy's continued commitment to respecting local culture and community values throughout the construction process.

Shortly after the Pisha was blessed and brought into service, DHO JV completed concrete pours for the first two of nine planned concrete floor units, each weighing over 400 tons. These floor panels will serve as the foundation for the new dry dock, which is being built to enable the Navy to support warfighter maintenance well into the future.

As part of an ongoing tribute to Hawai'i, each floor unit is named after one of the main Hawaiian Islands, with the final unit representing Las Vegas - the "Ninth Island." Native plants and flowers which represent the official flowers of each main Hawaiian Island are embedded in the concrete to reflect the spirit of each island. The first unit contains an 'Ōhi'a Lehua bloom for Hawai'i Island, while the second honors Kaho'olawe with a hinahina plant.

While the project continues to progress on schedule, it's not without impact. Increased traffic, detours, and limited access routes around the shipyard continue as heavy equipment and materials are moved into place. The Navy and its contractors are working hard to minimize disruptions while keeping safety and mission readiness top of mind.

Next up: crews are preparing to install the first massive precast floor unit into the dry dock basin—a pivotal step that will begin to shape the physical structure and bring the long-planned dry dock to life.

Once complete, Dry Dock 5 will replace the aging and outdated Dry Dock 3 and support Navy submarine maintenance ensuring Pearl Harbor remains a critical hub for undersea operations well into the future.



A photo of Marine Railway No. 2 taken November 2023, pre-Dry Dock 5 construction.



A photo of Dry Dock 5 construction site taken May 2025.



View from the top of a floor unit looking at other floor units in various stages of construction. The project includes nine 75'x127'x17' floor units that will make up the floor of Dry Dock 5.



View from the top of a floor unit looking down at the rebar comprising the bottom of a typical cell prior to the concrete pour. Each unit is divided into 24 sections.

Photos by PHNSY Public Affairs Office





## The Anatomy of a Docking

Story and photos by Justice Vannatta  
Shipyard Log Editor

Every time a U.S. Navy vessel enters or leaves dry dock, it represents the culmination of months—sometimes years—of planning, coordination, and highly skilled labor. While the sight of a submarine resting securely on keel blocks might seem routine to shipyard workers, the effort behind that moment is anything but. At the heart of this process is the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility's dedicated docking team, a group of professionals whose combined expertise ensures the safety and readiness of our fleet.

Leading this essential operation is the Code 340 Docking Office, composed of Command Docking Officer Lt. Cdr. Bomono Emessiene and Dock Master Joseph Medeiros. Together, they oversee a multi-code, multi-shop operation that brings together individuals from across the shipyard and beyond. Their leadership is critical in aligning diverse efforts into a unified docking evolution, whether for scheduled maintenance, emergency repair, or long-term modernization.

Among the team's key players are Code 900F.31 Dry Dock and Piers Engineering Branch and Code 900F.32 Utilities Engineering Branch, specialized groups responsible for maintaining the Naval Sea Systems Command certification of our dry docks. Their work ensures our dry dock facilities are structurally sound and technically capable of supporting

today's complex warships.

Supporting them is Shop 99C Dry Dock, whose crews manage the operation, repair, and preventive maintenance of the docks and pump wells. These professionals also ensure 24/7 security and oversight of the docks, safeguarding both equipment and personnel.

Code 250.5 Naval Architects Structural Division, Ship Stability Branch play a critical technical role, ensuring each docking is safe and precise. They verify ship stability, clearance, and block configurations, providing the engineering foundation for every operation.

Shop 64 Shipwrights then bring these plans to life, building keel and side

blocks. Maintaining a quarter-inch tolerance across hundreds of feet, their craftsmanship is a testament to the high standards upheld throughout the Shipyard.

Once a vessel approaches the dock, Code 740 Rigging and Equipment Operations Division take charge. These experienced professionals guide the ship using traditional seamanship techniques—lines, cleats, and capstans—without the aid of modern propulsion systems. The lead rigger in charge ensures every step is performed according to established procedures, blending technical knowledge with the finesse only experience can provide.

Additional support comes from a wide array of personnel, including Code 760's Regional Diving Division small boat crew, environmental staff, Commander Navy Region Hawaii pilots, and the ship's own project teams. When a vessel crosses the dock sill, the docking officer officially takes control, marking a critical moment in the operation. Over the past year, the docking team has successfully managed four docking evolutions including Pride Of America, USS Colorado (SSN 788), USS Hopper (DDG 70) and USS North Carolina (SSN 777), handling over 50,000 tons of Navy warships with precision and care.

The next time you see a submarine in dry dock, remember—it's not just steel and machinery. It's the result of exceptional teamwork, engineering excellence, and an unwavering commitment to mission readiness.



Pictured above: Dock Master Joseph Medeiros and Command Docking Officer Lt. Cdr. Bomono Emessiene. Below: USS Hopper (DDG 70) docking in Dry Dock 4





Code 250.5 Naval Architects  
Structural Division, Ship Stability Branch

At Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, Code 250.5 Naval Architects work behind the scenes, ensuring that every drydocking operation is grounded—literally and figuratively—in precision and safety.

Before a vessel ever enters a dry dock, they perform complex calculations to confirm the structural integrity of the docking block arrangement accounting for the ship's weight, potential environmental forces like hurricanes and earthquakes, and the limitations of the dry dock floor. They arrange and adjust blocks to both support the ship and avoid interference with planned work, modifying layouts as new tasks emerge after the ship is docked. This team pioneered the use of jacking blocks at naval shipyards, an innovation that significantly improves access for hull tile repairs. Their work extends to firefighting scenarios, verifying safety under extreme conditions (e.g. hurricanes), and integrating with infrastructure like the seismic roll-off system used for submarines in Dry Dock 2.

During docking and undocking they calculate displacement, draft, trim, list, freeboard, clearances, and stability. During docking, they ensure the ship lands and is fully supported by the drydocking cradle so it does not become unstable due to the grounding effect. During undocking, they ensure the ship has adequate stability to float upright prior to the increasing water level being deep enough for the ship to float off the cradle. For over 25 years, their expertise enabled the use of Buoyancy Assist Modules (BAMs), allowing 688-class submarines to dock in Dry Dock 3. The BAMs essentially lifted the submarine about seven feet, enabling the use of Dry Dock 3 and allowing Pearl Harbor to take on more work.

As the Navy looks ahead, Code 250.5 continues to support initiatives like Dry Dock 5 and the proposed Floating Dry Dock—helping anchor the shipyard's future with engineering excellence.

Pictured above: Code 250.5 Naval Architects Cameron Morrow, Juniper Clark, Belinda Adcock, Derek Ferguson, Naval Architect Supervisor Gary Zane and Timothy Gerard.



Code 970 Shipwrights Docking Team



Code 970 Shipwrights Docking Team

The **Code 970 Shipwrights Docking Team** is responsible for fabricating and constructing the docking cradle that supports all naval vessels while in dry dock. They also provide precision position calls during the docking and undocking evolutions utilizing engineers transits and clinometers.



Code 970 Shipwrights Docking Team

**Pictured above front row:** Code 970 Shop 64 SW Shipwrights Docking Team: Nalu Bagayas, Jared Alcantra, Anson Oda, Jason Ligsay, Josh Kaahanui, Palani Pantohan, Kyle Cortez, Garrison Garma, Keanu Ferreira-Kahele, Lana Akau, Matt Tanaka, Teriq Hallums, Nick Cabebe, Tylor Mai and Tom Hardy  
**Back Row:** Jacob De Vera, Todd George (General Foreman), Miah Spencer, Michael Crabbe-Jones, Renny Muraoka, David Silva, Kahu Sebala, Justin Gideon, Raul Juarez, Koa David, Ahanu Fernandes, Kalina Mielke, Kahi McKeague and Dylan Carvalho.





Code 340 Docking Office

Dock Master Joseph Medeiros radios in a dock command during the USS Hopper (DDG 70) undocking.



Code 970 Shipwrights Docking Team

Code 970 Shop 64SW Shipwrights Matt Tanaka receives commands from the Code 340 Docking Master Joe Medeiros during the docking of a submarine utilizing an engineers transit.



A submarine makes its way into Dry Dock 2 at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF). PHNSY & IMF Shipwrights manned the inhaul line while riggers handled the control lines that brought the submarine into place.



Code 740 Rigging and Equipment Operations Division

Code 740 Riggers General Foreman Jason Borja, Code 740 Rigger Todd Hoapili (retired), Code 740 Rigger Apprentice Allan Pereira and Code 740 Rigger Peter Taimanglo are in the process of removing control lines, with assistance from ships force from the vessel as it exits the dock.



Code 740 Rigging and Equipment Operations Division

**Code 740 Riggers** use docking control lines (white line) to manually control and guide vessels into and out of docks. Hauling lines (orange line) are used to pull vessels into and out of docks.

Pictured: Code 740 Loft Foreman Jeff Franco, Code 740 Docking Operations Lead Rigger Jonah Malczon, Code 740 Riggers Aaron Fujinaga, Kullen Miyahira, Roland Guinto, Daven Kaopua, Jason Lopes, Clifford Kanechika and Kalani Lee.



Code 740 Rigging and Equipment Operations Division

Code 740 Riggers Jason Scholl and Seniah Kaiu work in tandem to pull slack from a control line. In order to maintain positive control of the vessel as it transits the dock, riggers utilize cleats along the pier to pull or to slack control lines.

Photos by Justice Vannatta





Joint Base Pearl Harbor-Hickam Port Operations

Joint Base Pearl Harbor-Hickam Port Operations and Pearl Harbor Naval Shipyard collaborate to ensure safe and efficient drydocking of U.S. and commercial vessels. Harbor pilots, contracted tug services, and small craft operators work together to position assets, maneuver vessels, and facilitate a smooth transfer of responsibility to the Shipyard Docking Officer. This longstanding partnership enhances coordination, operational efficiency, and fleet readiness, reinforcing mission success.



Code 760 Regional Diving Team 5 Boat Support

Code 760 Regional Diving Team 5 Boat Support EN2 Kou Thao, EM2 Ernesto Cisneros, MM2 Donovan Harrison and (TJ) Mariano Morris and MR1 Raygie Ting,



Code 760 Regional Diving Team 5 Boat Support

**Pictured:** EM1 Steven Hoffa, (TJ) Mariano Morris and Team 5 Boat Support Leading Petty Officer EN1 James Campos. The ship's force receives a heaving line to tie off to the orange mooring line in Hoffa's hand. That line will be hauled in by ship's force and be secured to one of the forward cleats to stabilize the submarine during the dry docking process. The boat being used is one of two Rigid Hull Inflatable Boats (RHIB) owned by the dive locker.



Code 760 Regional Diving Team 5 Boat Support

Photo by Kenny Jones



Code 760 Regional Diving Team 5 Boat Support

Pictured left: Code 760 Regional Diving Team 5 Boat EM2 Ernesto Cisneros and EN1 James Campos shuttle dry dock workers to the caisson during the undocking evolution of USS Hopper (DDG 70) in Dry Dock 4. Their role is to control the lines to maintain control of the caisson.

Photos by Justice Vannatta





## Caissons

The Silent Guardians of Pearl Harbor's Dry Docks  
Article and photos by Justice Vannatta, Shipyard Log Editor

Every day, shipyard workers step into the dry docks of Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (PHNSY & IMF), focused on the job ahead. It's easy to overlook the silent giants holding back the sea: massive steel barriers known as caissons. Yet, just feet away from where they stand lies the open harbor, kept at bay by these engineering marvels.

Managed and operated by Shop 99C Dry Docks, caissons function much like castle gates of old, rising and lowering to control access. But these aren't mere doors, they're floating fortresses. Internally, caissons are complex systems of valves and pumps designed to precisely manage buoyancy. When the tanks inside are filled with water, the caisson gradually sinks into place, nestling into a steel cradle known as the sill. A heavy-duty rubber seal lines its edges, forming a watertight boundary where caisson meets dock.

Once in position, the water is drained from the dock. This shift in pressure—harbor water pushing against the now-empty dock—forces the caisson tight against the sill. The result? A rock-solid seal that holds back millions of gallons of ocean.

PHNSY & IMF operates four dry docks but has five caissons. Why the extra? Because Dry Dock 2 can be divided in half using a midsection caisson, transforming it into two separate workspaces. Like any shipyard asset, these steel behemoths demand regular care. Every decade, each caisson undergoes a comprehensive overhaul and inspection to ensure its battle-ready.

So, the next time you're walking the dry docks, pause for a moment. Gaze at the caisson. Beneath its steel skin lies the quiet strength that keeps the harbor at bay.



Shop 99C Industrial Equipment Mechanic Annalyn Miner operates a valve actuator. A valve actuator is a mechanism that opens and closes a valve, controlling the flow of fluid (liquid or gas) through a pipe or system.

Shop 99C Industrial Equipment Mechanic Dean Gaboya performs preventative maintenance on a main dewatering pump shaft coupling.



Shop 99C Electrician Emanuel Mamaclay operates a hydraulic actuated check valve control unit.



Shop 99C Electrician Apprentice Justin Sampson is putting on waders preparing for an annual chamber inspection.



The men and women of **Shop 99C Dry Dock Operations Team** play a vital role in the capability of docking and undocking of Naval vessels in PHNSY & IMF. Through the use and operation of main dewatering pumps, caissons, and other various equipment the Dry Dock Operations Team is ready to support the Navy to keep them, "Fit to Fight!"

**Pictured left front row:** Shop 99C Dry Dock Operations team members: Electrician Emanuel Mamaclay, Electrician Apprentice Justin Sampson, Electrician Khaelyn Parinas, Industrial Equipment Mechanic Apprentice Annalyn Miner, Industrial Equipment Mechanic Colin Navares, Electrician Nicholas Nishikata, Electrician Shari Takeoka and Industrial Equipment Mechanic Apprentice Haylee Matias.

**Back row:** Dry Dock Supervisor Samuel James Perez, Dry Dock General Foreman Lee Ancheta, Work Leader Bronson Akiona, Apprentice Noah Ahlgren, Electrician Sean Holzem, Industrial Equipment Mechanic Apprentice Dean Gaboya, Electrician Apprentice Cody Kobayashi Dry Dock Supervisor Kimberly Garcia and Industrial Equipment Mechanic Apprentice Richard-Alan Lau.



Shop 99C Dry Dock Operations Team

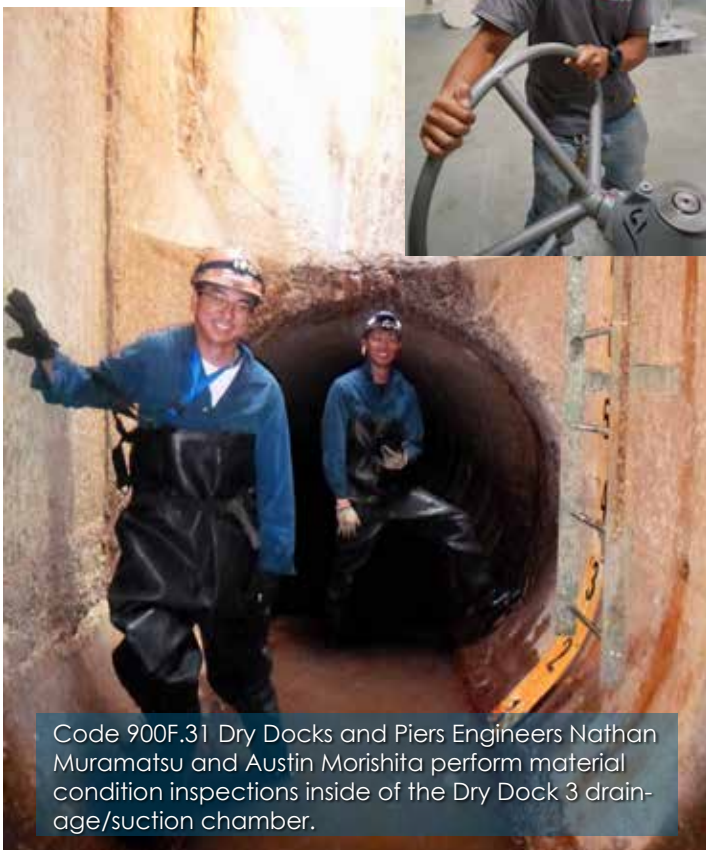
Photos by Justice Vannatta





Shop 99C Electrician Khaelyn Parinas energizes equipment inside of Dry Dock 1 caisson after completion of preventative maintenance work.

Shop 99C Industrial Equipment Mechanic Colin Navares operates a manually actuated valve handwheel.



Code 900F.31 Dry Docks and Piers Engineers Nathan Muramatsu and Austin Morishita perform material condition inspections inside of the Dry Dock 3 drainage/suction chamber.



Dry Dock 3 Super Flood Pumps

Code 900F.31 Dry Docks and Piers Engineering Branch and Code 900F.32 Utilities Engineering Branch maintain the dry dock safety certification for PHNSY & IMF to dry dock Navy assets by managing preventive maintenance, corrective maintenance, and programming life cycle repairs for dry dock equipment and utilities supporting the facility and the asset in dock.



Code 900F.31 Dry Docks and Piers Engineering Branch

**Code 900F.31 Dry Docks and Piers Engineering Branch:** Ensures dry dock evolution readiness by scrubbing completion of dry dock equipment preventive maintenance and resolving evolution critical deficiencies. They issue the dry dock readiness memo prior to every evolution and provides single barrier commanding officer brief if required for concurrence. They also issue the technical work document for Shop 99C for dry dock equipment operation to support docking/undocking and provides technical oversight and casualty response support as required.

Pictured: Code 900F.31 Dry Dock Engineers Nathan Muramatsu, Russell Risch (Technician), Gerry Anagaran Jr., Austin Morishita, David Narahara, Treyton Loo and Kelly Natividad (Assistant Planner & Estimator).



Code 900F.32 Utilities Engineering Branch

**Code 900F.32 Utilities Engineering Branch:** Ensures dry dock evolution readiness by scrubbing completion of utilities, preventive maintenance and resolving evolution critical deficiencies. They also provide casualty response support in relation to utility issues that may arise during the evolution.

Pictured: Code 900F.32 Utilities Engineer Ryan Zukeran (Supervisor) Andrew Cho, Wyatt Rushing, Michael Manzano, Amy Maruyama, Cailean Ching and Kolby Chow.



# PHNSY Dry Docks By The Numb#rs

Dry Dock 1



- Built in 1919
- 1002' long with caisson in outer seat
- 114' wide
- Superflood capability
- Approx. 3 hours to flood
- Approx. 2.5 hours to dewater
- Main pump is 550hp, 66,000 GPM (4 ea.)



Dry Dock 2

- Built in 1941
- Intermediate caisson installed in 1972
- 1,000' long with caisson in outer seat
- 132' wide
- Approx. 4.5 hours to flood
- Approx. 2.5 hours to dewater
- Main pump is 1250hp, 130,000 GPM (4 ea.)



Dry Dock 3

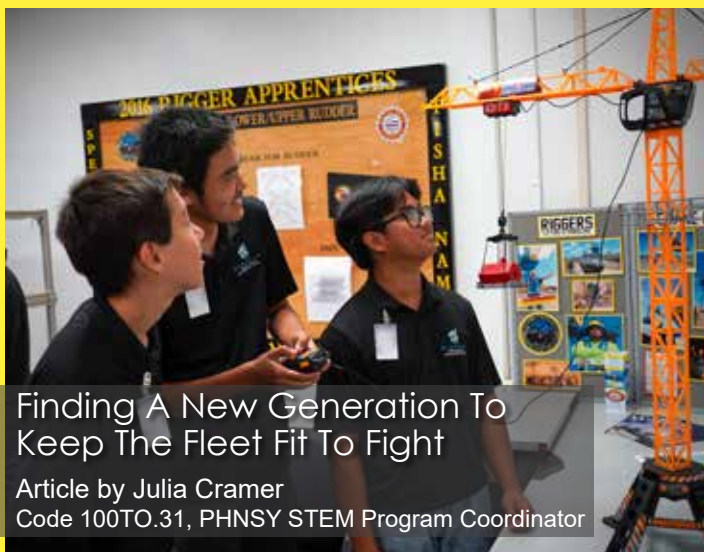
- Built in 1942
- Superflood capability
- Dewater with two DD2 Main Pump
- 92' wide
- 497' long with caisson in outer seat
- Approx. 1.5 hours to flood
- Dewater with two DD2 Main Pump
- Approx. 3/4 hours to dewater



Dry Dock 4

- Built in 1943
- Approx. 4 hours to flood
- 1,088' long with caisson in outer seat
- 155' wide
- Approx. 3 hours to dewater
- Main pump is 1250 hp, 167,000 gpm (4ea. )





## Finding A New Generation To Keep The Fleet Fit To Fight

Article by Julia Cramer  
Code 100TO.31, PHNSY STEM Program Coordinator

**F**rom Hawaii to Guam and Australia, work at the shipyard is increasing and building a local workforce capable of supporting an advancing U.S. Navy is critical. From career days to shipyard tours, Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) provides opportunities to inspire, engage, and educate the students of Hawaii at all grade levels in science, technology, engineering and math (STEM).

### LEARNING THROUGH DOING

In a pilot effort, supported by the Department of Defense, PHNSY STEM facilitated the For Inspiration and Recognition of Science and Technology (FIRST) Lego League robotics workshops at Daniel K. Inouye Elementary and Pearl Harbor Kai Elementary. Over nine weeks, they introduced students to key STEM concepts, including coding, design, and problem-solving to spark interest in science and emphasize creative thinking and collaboration.

Shipyard employees are long-time supporters of the competitive robotics community, mentoring 21 teams in FIRST and VEX robotics. In March, at FIRST Hawaii's Regional Tournament, 19 employees volunteered, and seven PHNSY-mentored teams competed. Code 2330 Continuous Training Program Workforce Development Coordinator Malcolm Menor, engineer and mentor, expressed his excitement for the program. "I am proud to be a part of this partnership and the opportunities that were formed to attract, inspire, and develop exceptional STEM talent to the shipyard," said Menor.

### EARLY ENGAGEMENT

Initiatives targeting younger students, before they enter high school and begin specialized coursework, are critical.

In January, at Ewa Makai Middle School, we held an event showcasing shipyard opportunities, with volunteers from engineering, welding, shipwrights, sail-loft, chemistry and diving. Fifty students tried our virtual welding machine, climbed a scaffolding mockup, and checked out the divers' submersible Remotely Operated Vehicles. Additionally, representatives from Code 200 Engineering & Planning Department and Code 900T Production Resource Training shared how to become engineers

and tradespeople at PHNSY & IMF.

### CLOSING THE LOOP

Shipyard tours target students in career and technical education pathways, demonstrating how the skills they learn are applied on the job.

"We're competing with other employers who are also looking to hire the most skilled personnel in the job market," said Code 740 Rigging and Equipment Operations Division Head Brian Apo, chair of the National Association of Superintendents Outreach Committee, emphasizing the importance of touring. "Capturing their attention at this stage keeps our shipyard competitive."

In February, Waipahu High School's Industrial and Engineering Technology Academy visited PHNSY & IMF, and alumni from Code 130 Quality Assurance Department, 300N Nuclear Production Department, Code 700 Lifting & Handling Department, Code 920 Structural Department, Code 930 Mechanical Group and Code 950 Electrical Shop supported the tour. Students toured Code 950 to see the electrical work in submarine maintenance. They also observed electronics operations with fiber optics and transducers, something particularly relevant as most of the students are focused on robotic and autonomous technology. Additionally, the students visited Code 920 for a tour featuring the virtual welding machines, welding school, and a demonstration of tricks and tools needed to fit-up pieces ahead of hot-work. Along the tour, engineers from Code 270 Electrical Engineering, Code 290 Combat Systems Division and Code 138 Welding Engineering and Non-Destructive Test Examiner Division highlighted the synergy of production and technical codes.

A combined approach strengthens our recruitment efforts. PHNSY STEM is seeking volunteers with diverse skills to join the team. If you want to learn more, email [PHNSSTEM@us.navy.mil](mailto:PHNSSTEM@us.navy.mil).



Pictured: Waipahu High School FIRST Robotics Team, Hawaiian Kids, pose after their win at the Hawaii Regional Championship. They claimed victory as an allied team with St. Louis High School and Singapore American School. Shipyard mentors in the photo are Code 2330 CTP Workforce Development Coordinator Malcolm Menor and Code 2340 Nuclear Test Engineering Paul Hutchinson. The Hawaii Regional Competition featured teams from Hawaii, Canada, Taiwan, Japan, Singapore, California, and Iowa. The event was held at St. Louis High School.

Photos by Kenny Jones and Julia Cramer



# Congratulations!

## Safe Shop of the Month Shop 72 NN Crane & Rigging



### PHNSY & IMF Feedback

Shipyards 'Ohana, here is a recap of some of the recent Commander's Corner subjects. Keep your comments coming, we are truly interested in hearing your ideas, concerns and requests!

Cmdr. Marcus Machart, Executive Officer

**Comment:** How can we communicate to our shipyard personnel that vaping is considered smoking and should be treated as such? I have observed numerous instances where individuals are vaping while walking, outside of designated smoking areas, and even inside building spaces. I urge that more proactive measures be implemented to prevent vaping outside of designated smoking areas, as it is impacting the quality of the air in our work environment.

**Answer:** I have stopped and corrected several personnel myself and educated them on the requirements. Vaping is in the same category as smoking; the same rules apply. Code 106 will re-issue an OSHGram to remind everyone of the rules, encourage respect for others and accountability and provide resources for smoking cessation. Let me know if you continue to struggle with it after the OSHGram is sent out.

**Comment:** Parking Lot "C" is dimly lit and there are overgrown bushes that impede on the sidewalk. Many of us ride bikes in the morning, and we have nowhere to park our bikes closer to our cars. Additional lighting and bike racks would help make our daily commute safer and more efficient.

**Answer:** Concerns on lighting improvement and addition of bike racks have been elevated to the waterfront Assistant Public Works Officer for action.

**Comment:** Parking Lot H, facing Bldg. 214 - Parking in this area of the shipyard is severely limited. For those with disabilities, we hope to secure one of the 14 handicap-accessible parking stalls in Lot H or one of the remaining non-reserved stalls. If not, we must walk from one of the farther lots and deal with walking not only a greater distance but also navigating the unfinished/unstable roadways.

**Answer:** We have exceeded the number of handicap-accessible parking stalls required but understand where you are coming from. The only suggestion is to submit a Reasonable Accommodation (RA) request for a parking space with the RA office and Code 1121. In each case we would provide the closest possible space to the applicant's work location and place a clearly marked stanchion indicating reserved. We never indicate a space is reserved due to RA.

**TO REPORT AN INCIDENT  
OF HARASSMENT,  
CONTACT:**

**CODE 100CE DIRECTOR:**  
473-8000 x5347  
**CODE 100CE DEPUTY  
DIRECTOR:**  
473-8000 x6073

**TO FILE AN EEO  
COMPLAINT,  
CONTACT:**  
**EEO OFFICE: 808-471-0241**



## Service Awards

### 25 Years

Kanoa Andrade  
Jonell Ishikawa  
Norman Iwasaki  
Victor Reinales  
Travis Tandal  
David Tyau  
Dionevert Calaro  
Alexander Desroches  
Ernest Edraisa  
Antone Gabriel Jr  
Heidi Gouveia  
Robert Harte  
Eugene Healing  
Brolin Hussey  
Rommel Jaramilla  
Brenten Lau  
Edward Lima  
Matthew Martinez  
Jason Miyamoto  
Keith Nishimoto  
Blaine Okada  
Alison Okumura  
Ryan Pacheco  
Shane Quemado  
Mark Sanders  
Melissa Seguerre  
Scott Shimoko

### 30 Years

Scott Kanemitsu  
Jason Komatsu  
Hustward Roque  
Leonard Gomes Jr  
Ranceford Kido

### 35 Years

Jarvis Brown  
Christopher Miller  
Marshall Mole  
John Ornellas

### 40 Years

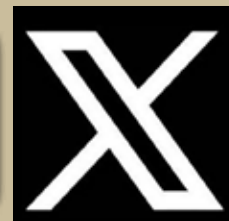
Michael Chun  
Alan Mukai  
Carl Ogata  
Curtis Shiraishi

### 45 Years

Gary Ching  
Lillian Jodie Caspillo

### 50 Years

Darrell Yuson  
Kevin Correa



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