

# New Year interview with commanding officer, SRF-JRMC

新春インタビュー：SRF-JRMC司令官に2006年の抱負を聞く

Story and photos by TAKIO USHIO, CFAY Public Affairs



The U.S. Navy announced on Dec. 2 that *USS George Washington* (CVN 73) will replace *USS Kitty Hawk* (CV 63) as the forward-deployed aircraft carrier, to arrive in Yokosuka in 2008. Ship Repair Facility and Japan Regional Maintenance Center has started getting ready for the arrival of the carrier. We asked Capt. Stephanie Douglas, commanding officer, SRF-JRMC a couple of questions to find out what she expects in 2006.

CFAY PAO: First, you were the executive officer of SRF from 1999 to 2002, and came back as commanding officer in June 2005. Please share your thoughts with the readers on what brought you back to SRF-JRMC.

Douglas: It is no secret that it was my dream to come back to SRF-JRMC and my first six months as commanding officer has reminded me daily why it was my dream. The dedication, professionalism and teamwork our people demonstrate are like no other anywhere. Seventh Fleet counts on SRF-JRMC personnel daily to keep them operationally ready, and they do that superbly every single day without fail.

CFAY PAO: What do you expect in the year 2006?

Douglas: This year is going to be a really exciting year. Not only do we begin the year with availabilities on *Kitty Hawk*, *USS Fitzgerald* (DDG 62) and *USS Lassen* (DDG 82), we are embarking on laser-focused plan to successfully complete all preparations, including people, processes and infrastructure, for the new carrier arrival in 2008. You will see us move out in improving our technical compliance, technical work documents, and quality assurance and technical training. We start preparing to shape our workforce to adapt to the changing workload while developing the training and qualification tracking processes necessary to develop the force needed in 2008. Then we will institutionalize our Navy Enterprise Maintenance Automated Information System (NEMAIS) processes at the working level. We will develop and execute our barge conversion plan and other infrastructure plans to support the new carrier. Finally, all of our team members will learn new improvement methods and learn to think LEAN in everything they do so as we prepare ourselves for 2008, we are most efficient. Or more simply put, that we become the best that we can be. (LEAN is a systematic approach to identifying and eliminating waste or non value-added activities through continuous improvement by flowing the product at the pull of the customer in pursuit of perfection.)

CFAY PAO: What do you want the men and women of

(left) Capt. Stephanie Douglas, commanding officer, Ship Repair Facility and Japan Regional Maintenance Center (right top) *USS Kitty Hawk* (CV 63) - At berth 8, U.S. Yokosuka Naval Base, she rests and undergoes maintenance in Jan. 2006. This scheduled maintenance period is called selective restricted availability (SRA) by U.S. Navy. On her right is seen *USS Curtis Wilbur* (DDG 54) (right bottom) *USS Fitzgerald* (DDG 62) - At dry dock 5, U.S. Yokosuka Naval Base, she undergoes intensive repair under SRA.

(左) 横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) 司令官ステファニー・ダグラス大佐 (右上) 空母キティホーク (CV 63) -2006年1月初旬から米海軍横須賀基地の8号バースにて定期検査および修理 (SRA) を受ける。右奥に見えるのはミサイル駆逐艦カーティスウィルバー (DDG 54) (右下) ミサイル駆逐艦フィッツジェラルド (DDG 62) - 5号ドックにて同じくSRAにて集中的な検査と修理を受けている。

SRF-JRMC to keep in mind to achieve the goals you have just mentioned?

Douglas: Even though we must do a mountain of hard work together this coming year to "keep the 7<sup>th</sup> Fleet operationally ready" and prepare for 2008, we must always stay focused first on the safety of our people. Ours is a tough business. We must remain vigilant 24/7/365 because every moment does matter for each of us.

CFAY PAO: Thank you very much.

文・写真：牛尾多旗緒 CFAY広報課

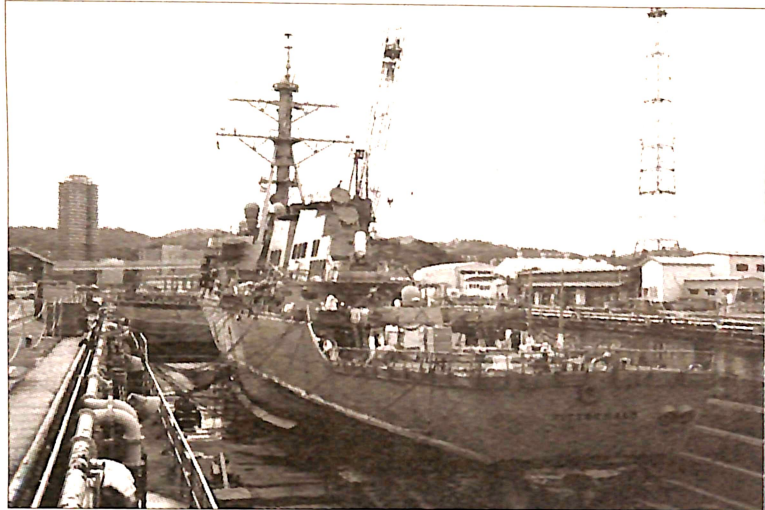
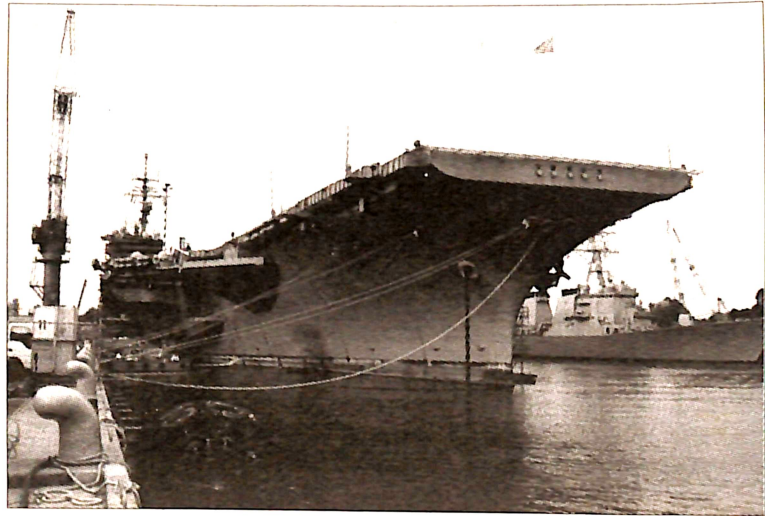
昨年の12月2日、米海軍は空母ジョージ・ワシントン (CVN 73) が空母キティホーク (CV 63) の後継艦として2008年に横須賀へ前方展開されると発表した。横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) はすでに次期空母の配備に向けて準備を開始している。そこでSRF-JRMC司令官のステファニー・ダグラス大佐に2006年の所信を伺った。

CFAY広報課：本題に入る前に、1999年から2002年まであなたはSRFの副司令官の任にありました。昨年の6月に、今度はSRF-JRMCの司令官として戻ってこられたわけですが、その理由についてお聞かせください。

ダグラス大佐：SRF-JRMCに戻ってきたいという私の「夢」は周囲の誰もが承知していることでした。こうして司令官として帰任し半年が過ぎた今、自分がなぜここへ戻りたいと願っていたのか、毎日改めて実感させられています。SRF-JRMCに勤務する方々の仕事に対する献身、プロ意識、チームワークの素晴らしさは、他のどこにおいても見ることはできません。第七艦隊は、指揮下にある艦船を常に機能できる状態に保つということを私たちに期待しています。そして、彼らは実に見事にそのことを日々実践しています。

CFAY広報課：2006年は、SRF-JRMCにとってどのような年になるのでしょうか？

ダグラス大佐：2006年は実に活気に満ちた年となります。キティホーク、フィッツジェラルドおよびラッセンの修理で一年が始まるだけでなく、私たちは2008年に新しく配備される空母に備えSRF-JRMCの人員、プロセ



ス、および基本設備を含めた準備を完了させるということに焦点を絞った計画に着手していきます。米海軍の技術規定、技術作業指示書、そして、品質保証、およびに技能教育においても改善が見られるでしょう。2008年に必要とされる体制を作り上げるために、教育と資格のトラッキングプロセスを確立し、将来の作業量の変化に対応する人材を育成します。また、実務者レベルでのNEMAIS (Navy Enterprise Maintenance Automated Information System) のプロセスを制度化します。さらに、新しく配備される空母の支援用バージの改造計画や、その他の基本設備計画を構築し実行していきます。そして最終的には、新たな改善方法を学び、あらゆる仕事についてLEANの考え方を取り入れ、2008年に備えることができるのです。そのことにより、私たちの効率はさらに上がります。つまり、私たちは出来る限り最善を尽くすのです。(CFAY広報課注：リーンとは、継続的な改善によってムダや付加価値のない活動を排除するための体系的な取り組みをいう)

CFAY広報課：それらの目標を達成するためにSRF-JRMCに勤務する人たちに留意して欲しいことは何でしょうか？

ダグラス大佐：この新年、「第七艦隊の艦船を常に機能できる状態に保つ」ため、そして、2008年に備えるため、私たちは共に莫大な仕事をこなしていかなければなりません。何より私たち自身の安全を一番に考えなくてはなりません。私たちの仕事には常に困難がつきまといまいます。一年365日、週7日、一日24時間、用心を怠ってはいけません。なぜなら、一瞬一瞬が私たち一人一人にとって大切だからです。

CFAY広報課：どうもありがとうございました。

## Eight MLC employees retire from SRF-JRMC at close of 2005

SRF-JRMCにて8人のMLC従業員が定年退職をむかえる



(Left to right) Cmdr. Jay Dill, executive officer, Ship Repair Facility, Mrs. Junko Miyoshi (spouse of Masanori Miyoshi), Mr. Masanori Miyoshi, Capt. Stephanie Douglas, commanding officer, SRF-JRMC, Cmdr. Robin Keister, deputy commander, Japan Regional Maintenance Center at the retirement ceremony held at Building 2046 Dec. 20, 2005.

(左、左から) 横須賀艦船修理廠 (SRF) 副司令官のジェイ・ディル中佐、三好潤子氏 (三好正徳氏の奥様)、三好正徳氏 (定年退職者)、SRF-JRMC司令官ステファニー・ダグラス大佐、日本地区造修統括本部 (JRMC) 副司令官のロビン・キースター中佐。2005年12月20日、SRF-JRMC本部ビル (建物番号 2046) にて執り行われたMLC従業員退職式にて

Story and photos by TAKIO USHIO, CFAY Public Affairs

As 2005 came to a close, eight Master Labor Contract employees retired from Ship Repair Facility and Japan Regional Maintenance Center. Every one of them is an expert in their respective field of work, and will not be easy to replace with anyone who would apply from the off-base job market. That is why SRF-JRMC counts on its apprentice program to selectively recruit each year and train young students for years under close supervision in an English classroom environment. The MLC work force of 1,800 employees thus evolves dynamically while maintaining the technical expertise to

ensure the operational readiness of U.S. 7<sup>th</sup> Fleet. The retirees are listed on the right with their photos, names, work places and job titles.

文・写真：牛尾多旗緒 CFAY広報課

2005年12月末日をもって8人のMLC (日米基本労務契約に基づく) 従業員が横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) から定年退職した。いずれも練熟した技能や知識の持ち主であり、外部から簡単に雇ってその理め合わせをすることは叶わない人たちがばかりだ。だからこそSRF-JRMCで採用しているアプレントイス・プログラム (技能訓練制度) が意味を持つ。すなわち毎年応募してくる若年者から選抜し、彼らを熟練工のもとで研修させ、SRF-JRMC構内の語学教室で英語を学ばせて4年の歳月をかけて一人前に育てている。SRF-JRMCにおよそ1,800人いるMLC従業員は新陳代謝を繰り返しながらもこのようにして技術水準を保ち、第七



Koutaro Kawashima, Code 270, Engineer (Electronics) 川島幸太郎、C270 技師職 (電子)



Katsuo Miyamoto, X56, Pipefitter (Ship) 宮本勝男、X56 パイプ取付け工 (船舶)



Masanori Miyoshi, Code 372, Engineering Technician (Electro-Mechanical) 三好正徳、C372 エンジニアリング専門職 (電気-機械)



Takeshi Motai, X56, Pipefitter (Ship) Foreman C 豊猛司、X56 パイプ取付け工 (船舶) フォアマンC



Shigeru Muroichi, X41B, boilermaker, foreman B 室市滋、X56 製かん工フォアマンB



Masatoshi Okuyama, Code233, production control specialist 奥山正利、C233 生産管理専門職



Shin Ichi Suwabe, X38E, marine internal combustion engine mechanic, foreman A 諏訪部信一、X38E 船舶内燃機関機械工フォアマンA



Shigezo Suzuki, X38, ship mechanic, general, foreman C 鈴木重蔵、X38 一般船舶機械工フォアマンC

艦隊の即応態勢維持に貢献している。(退職者は写真参照)

# SRF-JRMC 2006 strategic plan focused on 2008

## Command preparing for *USS George Washington* (CVN 73)

SRF-JRMCの2006年経営戦略計画は空母ジョージ・ワシントンの2008年配備を焦点に据える

Story and photos by TAKIO USHIO,  
CFAY Public Affairs

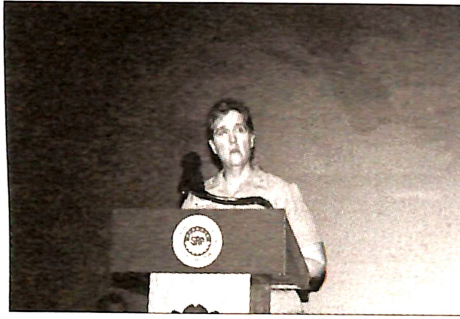
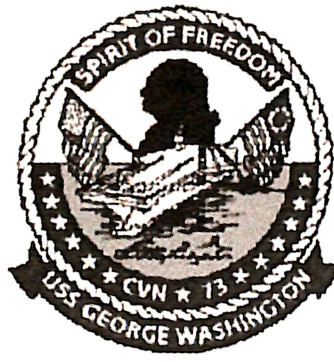
On Jan. 9, the "2006 SRF-JRMC strategic plan all hands briefing" was held at Fleet Theater. The briefing was designed to communicate organizational goals to every single employee and military member of Ship Repair Facility and Japan Regional Maintenance Center.

Last year there were three strategic goals and three tactical goals, whereas this year there was one strategic and five tactical goals. Capt. Stephanie A. Douglas, commanding officer, SRF-JRMC, described the one and only strategic goal by saying, "we are embarking on a laser-focused plan to successfully complete all preparations, including people, processes and infrastructure for the new carrier arrival in 2008." All the five tactical goals were established to pursue this strategic goal. See the center of this page for the strategic and tactical goals for 2006.

One of the highlights included in tactical goal four is modification of three U.S. Navy barges into an industrial maintenance complex. While the new carrier (CVN) is in port, members of the U.S. national workforce from Puget Sound Naval Shipyard and Intermediate Maintenance Facility will perform maintenance. They maintain specific CVN equipment in those spaces where access by Master Labor Contract employees is restricted. SRF-JRMC intends to establish a tight working relationship with PSNS personnel.

Continuous improvement office (Code 100CI), that used to be known as total quality management office (Code 106), organized the all-hands briefing event. The office provides support for accomplishing the strategic plan throughout the year. Emi Yamauchi, director, Code 100CI, explains how different the approaches to achieving their goals are this year. "We have a singularly-focused strategic goal. We now have a systematic approach called a 'line of sight' plan, which not only includes communication of the plan but also deployment of the plan to ensure the entire workforce is engaged in the execution process. Line of sight will allow everyone to understand and do specifically what is needed to make the plan successful. For each of the five tactical goals, team leaders are assigned. The commanding officer and those team leaders meet every week, and the team members of each goal team also meet every week to monitor the progress. The executive steering committee members of SRF-JRMC are personally committed to the plan, and have already started to do many things differently."

The 2006 SRF-JRMC strategic plan booklets can be obtained at Code 100CI on the 2nd floor of bldg. 2046, SRF-JRMC Operations Building (DSN 243-7407).



(left) Capt. Stephanie Douglas, commanding officer, Ship Repair Facility and Japan Regional Maintenance Center, speaks at 2006 SRF-JRMC strategic plan all hands briefing held at Fleet Theater in Yokosuka naval base on Jan. 9.

(左) 1月9日、米海軍横須賀基地内のフリート・シアターにて開催された2006年SRF-JRMC経営戦略計画全体説明会で話す横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) 司令官のステファニー・ダグラス大佐

文・写真：牛尾多旗緒、CFAY広報課

1月9日、米海軍横須賀基地内のフリート・シアターにて2006年SRF-JRMC経営戦略計画全体説明会が行われた。この説明会は横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) に勤務する米軍族、軍人を含めた全従業員を対象に経営計画の各ゴールについて説明することを主眼としている。

昨年は3つの戦略ゴールと3つの実務ゴールが設定されたが、今年は、戦略ゴールは1つで実務ゴールが5つある。SRF-JRMC司令官ステファニー・ダグラス大佐は単一の戦略ゴールについて「2008年に新しく配備される空母に備え、SRF-JRMCの人員、プロセス、基本設備を含めた準備を完了させるということに焦点を絞った計画に着手していきます」と説明する。5つの実務ゴールはこの戦略ゴールを実現するために設定された。(2006年戦略ゴールと実務ゴールはページ中央黒枠を参照のこと)

実務ゴール4に含まれる課題のなかで特筆すべきは、3隻のバージを原子力空母 (CVN) 支援用の艦船修理施設に改造するというものである。CVNが入港中はビュージェットサウンド海軍工廠 (PSNS & IMF) から来る米国人がメンテナンスに従事することになる。CVN関連の資材を置く場所はMLC従業員の立ち入りが禁じられるからだ。一方でSRF-JRMCとPSNS & IMFは仕事上緊密な協力関係を構築してゆく。

これまでTQMオフィス (コード106) と呼ばれ、このたび改善推進室 (コード100CI) と改称された部署が冒頭の全体説明会を企画・運営した。改善推進室は年間を通じて経営戦略計画実現のために基本的なサポートを提供してゆく。同室長の山内エミ氏は、目標達成の取り組み方について今回特に異なる点を次のように説明する。「今年は戦略ゴールが1つに絞られています。また、ライン・オブ・サイトという方法を採用しました。ライン・オブ・サイトは戦略計画の周知だけでなく実施までを含んでいます。これによってSRF-JRMCの全員が実行プロセスに必ずかかわるようにします。ライン・オブ・サイトによって、計画を成功させるには何が必要であるかを誰もが理解し、行動できるようにするのです。5つの実務ゴールのそれぞれに複数のリーダーが任命されました。司令官とそれらのリーダー達は毎週会って計画の進捗状況を把握します。各実務ゴール・チームのメンバーもやはり毎週ミーティングを開き、進捗状況を把握します。SRF-JRMCの上級監督者会議 (ESC) の各メンバーはとりわけ計画の実施に責任を持たされており、すでにこれまでとは違ったやり方で多くの仕事を開始しています。」

2006 SRF-JRMC経営戦略計画パンフレットはSRF-JRMC本部ビル (建物番号2046) の2階にあるコード100CIで配布されており、手に入れることができる。

### 2006 SRF-JRMC strategic goal:

Successfully complete all SRF-JRMC preparations including people, processes and infrastructure for the new carrier arrival in 2008.

### 2006 SRF-JRMC tactical goals:

1. Technical compliance: Provide products and services that meet U.S. Navy technical and quality requirements.
2. Shaping the workforce for the future: Develop a plan that ensures SRF-JRMC has the right workforce, with the right skills at the right time.
3. NEMAIS/ERP: Define the roles to the working level and execute the standard business processes.
4. New carrier support: Develop new carrier support infrastructure for 2008 arrival.

Note: ERP stands for Enterprise Resource Planning. NEMAIS stands for Navy Enterprise Maintenance Automated Information system. These are the standard business processes to be used to improve maintenance and modernization processes.

5. LEAN implementation: Develop the SRF-JRMC production system using LEAN principles that will become a permanent part of the work culture to continuously reduce waste and improve processes.

Note: LEAN is a systematic approach to identifying and eliminating waste or non value-added activities through continuous improvement by flowing the product at the pull of the customer in pursuit of perfection.

### 2006年SRF-JRMC戦略ゴール

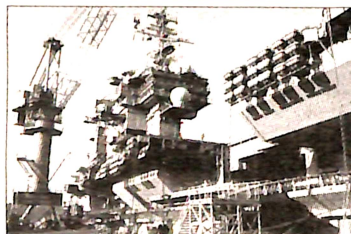
2008年に新しく配備される空母に備え SRF-JRMCの人員、プロセス、および基本設備を含めた準備を完了させる

### 2006年SRF-JRMC実務ゴール

1. 技術規定の遵守: 米海軍の技術および品質規定に従った業務とサービスを提供する
2. 将来に備える人材育成: 必要な時期に適切な能力を備えた人材を確保する計画を立案する
3. NEMAIS/ERP: 実務者レベルの役割を定め、標準業務プロセスを実行する
4. 2008年の配備に向けて基本設備を整備する
5. リーンの実施: 継続的にムダを減らし、かつプロセスを改善するために、リーン方式を取り入れたSRF-JRMC業務システムを構築し、これを職場に定着させる

## At pierside SRF-JRMC shack, busy days started for *USS Kitty Hawk* (CV 63) in SRA

空母キティホークが停泊する8号バースのシャックでSRF-JRMC従業員の多忙な日々が始まる



(left) A view from the hangar deck of *USS Kitty Hawk* (CV 63). The small two-story building in the center of the picture is the shack where Ship Repair Facility and Japan Regional Maintenance Center personnel work. (above left) A view of *Kitty Hawk* from the SRF-JRMC shack at berth 8. (above right, left to right) Rich Campbell, chief test engineer, Puget Sound Naval Shipyard and Intermediate Maintenance Facility, Lt. Joseph Morrison, Ship Superintendent, SRF-JRMC discussing in a meeting.

Story and photos by  
TAKIO USHIO,  
CFAY Public Affairs

On Jan. 9, *USS Kitty Hawk* (CV 63) began selective restricted availability. During this SRA, the ship will undergo extensive repairs.

The project team for the SRA at berth 8 will keep busy for the next few months, holding numerous meetings and processing work orders. The team consists of 70 people from Ship Repair

Facility and Japan Regional Maintenance Center, *Kitty Hawk* and contractors. They plan, arrange, execute and inspect a mountain of maintenance jobs. Lt. Joseph Morrison of SRF-JRMC is the lead ship superintendent during the SRA. He oversees the entire project while interacting with the ship's crew, shop workers and contractors. In the pierside shack where the project team is based, meetings are held four times a day, six days a week on average until the project is completed.

# SRF-JRMC kick-starts 2006 with New Year's ceremony

## 恒例の新年式で2006年の幕を開けるSRF-JRMC

By TAKIO USHIO,  
CFAY Public Affairs

On Jan. 13, a New Year's ceremony and party was held at Ship Repair Facility and Japan Regional Maintenance Center. The ceremony was attended by Vice Adm. Jonathan W. Greenert, commander, U.S. 7th Fleet; Rear Adm. Douglas L. McClain, commander, Carrier Group 5; Capt. Edward P. McNamee, commanding officer, *USS Kitty Hawk* (CV 63) and other distinguished guests. Defense Facilities Administration Agency Yokosuka Branch Office Director Kouichi Miyazaki was a guest speaker.

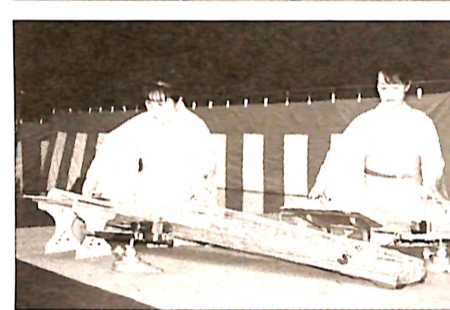
It has been a long standing tradition at SRF-JRMC for U.S. and Japanese personnel together to reflect on their safety awareness for the past year and to celebrate the new year while expressing friendship and good wishes. The event is sponsored by the Japanese employees' Friendly Society with the cooperation of SRF-JRMC Morale, Welfare and recreation and the ward room. The decoration of the space was prepared by Codes 350 and X11. It consisted of two parts; a New Year's ceremony and a New Year's party.

During the New Year's ceremony, Greenert presented the Meritorious Unit Commendation to Capt. Stephanie A. Douglas, commanding officer, SRF-JRMC. This award was in recognition of the superb maintenance support SRF-JRMC personnel provided for the 18 ships of the Forward-Deployed Naval Forces during surge deployments for Operation Iraqi Freedom, Operation Enduring Freedom and the Global War on Terrorism. Greenert also presented the Navy and Marine Corps Achievement Medal (gold star in lieu of the fourth award) to STG1(SW) Jon E. Flowers for a selection as Sailor of the year at



SRF-JRMC. Then, the SRF-JRMC annual safety awards were presented by Douglas to many Master Labor Contract employees.

The New Year's party was kicked off by *kiyari* song and *kagamiwari*. *Kiyari* is traditionally sung by a group of people on ceremonial occasions in Japan. Yasuto Nakamura of X11 has been the leading singer of this *kiyari* group at SRF-JRMC. *Kagamiwari*, performed on celebratory occasions, is an action to break the lid of a sake barrel with one hit by a few people with a hammer in their hands. The X68 carpenter shop space was decorated with a traditional Japanese red and white striped drop curtain to celebrate the occasion. *Sushi*, hot *soba* bowls and many other Japanese dishes were served for the guests and SRF-JRMC employees. On the stage there were many attractions, all of which were Japanese traditional entertainment, including the lions dance, a *koto* concert, and a *kimono* dance.



文：牛尾多旗緒、CFAY広報課  
写真：河辺雄二、CFAY広報課

1月13日、横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) にて恒例の新年式が開催された。第七艦隊司令官ジョナサン・グリナート中将、第五空母戦闘群司令官ダグラス・マクレイン少将、空母キティホーク (CV 63) 司令官エドワード・マクナミー大佐をはじめ、その他第七艦隊所属艦船の司令官が招待客として列席するなか、式は2時15分に始まった。また、横須賀防衛施設事務所の宮崎公一所長が

参列し、スピーチを行った。

SRF-JRMCでは年頭において過去1年の安全意識を振り返り、互いの親睦を深めるために米軍人、軍属および日本人従業員が一堂に会して新年を祝うことが長い間の伝統となっている。この行事は日本人従業員親睦会が主体となって運営し、SRF-JRMCのMWRとワードルームが協賛している。会場の設営はコード350とショップX11が担当した。前半がセレモニー、後半がパーティーとなっている。

前半のセレモニーでは勲功部隊功労賞が、グリナート中将からSRF-JRMC司令官ステファニー・ダグラス大佐へと手渡された。これはイラクの自由作戦、不朽の自由作戦およびテロとの戦いで出動する前方展開各部隊所属の18隻の艦船に対し、SRF-JRMCの全員が艦船修理において卓越した働きを示したことによるものである。またグリナート中将は、海軍・海兵隊勲功賞メダル (4度目の授賞を示すゴールド・スター章) をSRF-JRMCのジョン・フラワーズ1等兵曹に授与した。フラワーズ1等兵曹は昨年度のSRF-JRMC最優秀下士官に選ばれている。このほかにダグラス大佐から、SRF-JRMC安全賞が無事故・安全の目標を達成したMLC従業員に手渡された。

後半のパーティーは、ショップX11に勤務する船舶設備取付け工フォアマンCの山本秀雄氏をリーダーとする日本人従業員グループによる木遣りによって始まった。木遣り唄の最後に発せられる掛け声とともに酒樽の蓋が割られると、会場のムードは一気に高まった。ショップX68の広い工場内は紅白の垂れ幕でぐるりと囲まれ、門松も配されて祝賀気分が漂う。テーブルの上には寿司をはじめとする料理やつまみが並べられ、傍らでは臨時の蕎麦カウンターが熱い蕎麦で来客や従業員をもてなす。仮設のステージ上では獅子舞、生田流箏曲の演奏、緑も鮮やかな揃いの和服姿の婦人たちによる舞踊など、新年にふさわしいアトラクションが繰り広げられた。

午後2時15分に始まった行事は、午後4時15分にすべて終了した。

(Top left, left to right) Capt. Stephanie A. Douglas, commanding officer, Ship Repair Facility and Regional Maintenance Center receives the Meritorious Unit Commendation from Vice Adm. Jonathan W. Greenert, commander, U.S. 7th Fleet. (Top right, left to right) STG1(SW) Jon E. Flowers of SRF-JRMC, receives the Navy and Marine Corps Achievement Medal (gold star in lieu of the fourth award) from Greenert. (Middle left) The X68 carpenter shop space fills with guests and SRF-JRMC military members and employees. (Middle right) A lion dance is performed by SRF-JRMC Master Labor Contract employees. These two lions bit people as blessing to bestow happiness and good fortune for the year. (Bottom, left to right) Chieko Kido and Noriko Sato play the *Koto* or Japanese harp in *Ikuta* school style. [Photos by Yuhji Kawabe, CFAY Public Affairs]

(左上、左から右) 横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) 司令官ステファニー・ダグラス大佐が第七艦隊司令官ジョナサン・グリナート中将から勲功部隊功労賞を授与される (右上、左から右) SRF-JRMCのジョン・フラワーズ1等兵曹がグリナート中将から海軍・海兵隊勲功賞メダル (4度目の授賞を示すゴールド・スター章) を授与される (左中) 新年式出席者で埋まったX68カーペンターショップの様子 (右中) SRF-JRMCのMLC従業員による獅子舞。2頭の獅子は出席者のうち何人かを噛んで福を授けた (下、左から右) 生田流箏曲を演奏する城戸智枝子氏と佐藤典子氏 (両氏とも基地外部からの訪問参加)



## To promote a healthy lifestyle; Not just to pass the test...

Story and photos by TAKIO USHIO,  
CFAY Public Affairs

Here are four questions we asked DCCM(SW) Jonathan Hook, command master chief, Ship Repair Facility and Japan Regional Maintenance Center, and the discusses physical training and a "culture of fitness" in the Nvay.

**Q1:** What time does your team start physical training?

**A1:** On Monday, Wednesday and Friday, we do our workout at 6:15 a.m. in the gym facility to avoid heavy usage times. We are one of the earliest commands just because of convenience. By 6:30 a.m. you will see numerous commands from throughout the base conducting PT sessions.

**Q2:** What time does it end?

(left, top and bottom) All the military team members of Ship Repair Facility and Japan Regional Maintenance Center gather at Fleet Rec Center at 6:15 a.m., and start their physical training three days a week. Besides stretching and calisthenics they play basketball, Frisbee, football, dodge ball, soccer or whatever the command wants to do. They incorporate fun with their workout. As of this writing, they have started using the newly opened gym at Yokosuka Naval base.

**A2:** There is no official length that a PT session has to be. There are numerous recommendations and most agree 20-30 minutes is only a good start. We all do a warm-up and stretch. Then, some people do stronger exercises for 20-30 minutes while others will do 20-30 minute cardio exercise like run, treadmill or some of the other equipment at the gym. In warmer weather we run together as a command.

**Q3:** What is the key concept there?

**A3:** We want to create a "fitness culture." But, more importantly we are striving as a Navy command to promote a "healthy life style" on and off duty. Not just to "pass" a physical fitness test.

**Q4:** Will you please share your thoughts with our readers on the command physical fitness program at SRF-JRMC?

**A4:** We are striving within our organization to change people's mindset. Change from a mindset of "I have to do this" to "I want to do this because it benefits me." In the long run the Navy and the individual will be winners for leading a healthier life style.

Our command shirts are designed to build "esprit de corps" and let other personnel know we have pride in our organization. Our PT shirts have our command logo on the front and the "Sailor's Creed" with the Navy seal on the reverse side. It gives us motivation to see our entire command dressed the same for PT.



# Eye protection: A key safety issue emphasized by SRF-JRMC

## 眼の保護具を着用していますか？

Story and photos by TAKIO USHIO,  
CFAY Public Affairs

Occupational safety and health office, code 120, Ship Repair Facility and Japan Regional Maintenance Center, has been tackling the issue of proper wear of eye protection since September. The safety staff has been accepting requests from each office and shop for the type and quantity of glasses that workers need, and has started placing orders on line through the Navy Enterprise Maintenance Automated Information System. Even before the project began, the safety office had long promoted awareness of occupational eye hazards in various occasions to remind employees to wear safety glasses. As a result, more and more workers have become mindful of protecting themselves at work. But, there still is some way to go in achieving perfection.

Hitoshi Kato, safety manager, code 120, SRF-JRMC, says, "There are 10 types of safety glasses you can choose from. We are asking each worker to select ones that best fit their working environment and to the characteristics of their face and head."

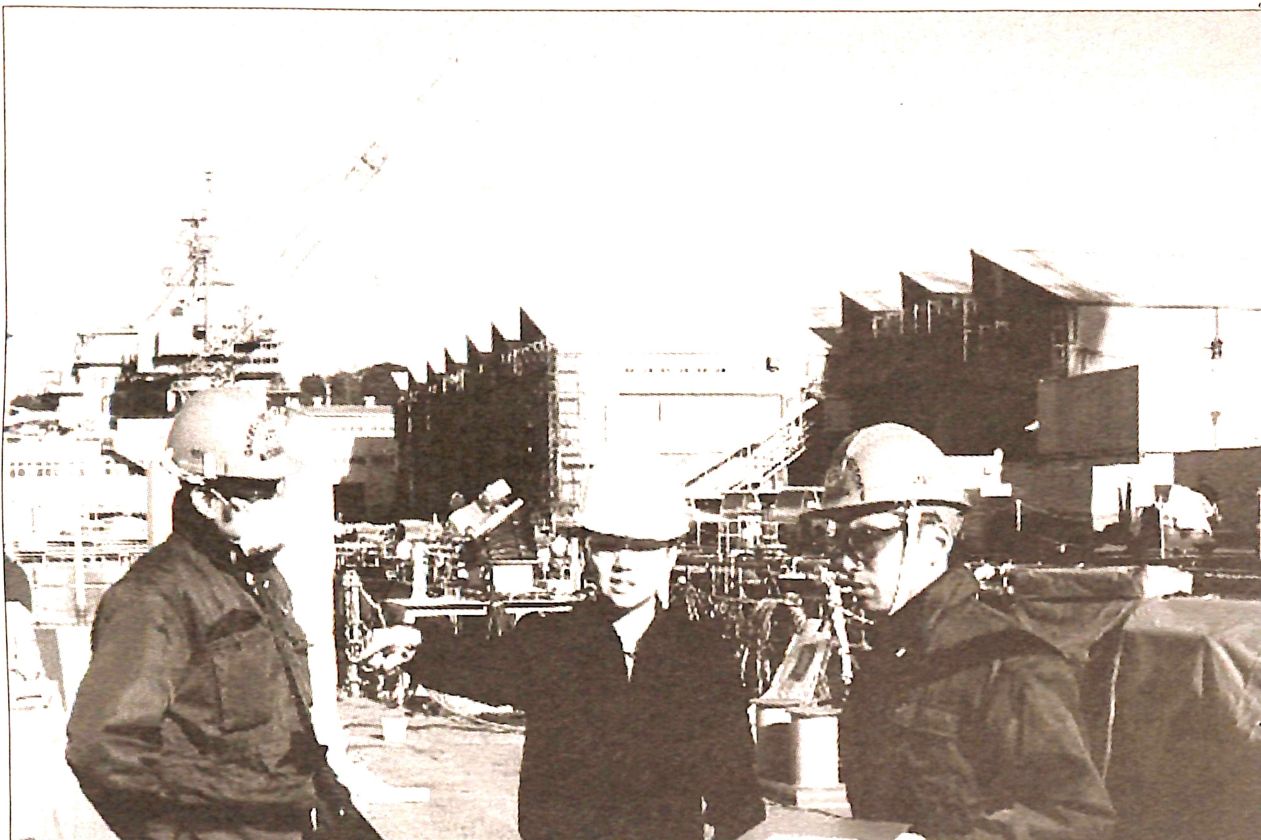
Capt. Stephanie A. Douglas, commanding officer, SRF-JRMC, made it clear to use eye protection in her safety notice dated Sept. 1 saying, "To achieve the 'zero' eye-related mishap shipboard and in dry docks, each SRF-JRMC employee must wear the designated eye protection." Eye protection is required in all shipboard areas, including submarines and barges, and around and inside dry docks. In addition, workers need to wear safety glasses in the following circumstances.

1. When using a power tool
2. When engaged in gas or electric arc welding
3. When handling chemical or fuel liquid
4. When handling any other materials or tools that may be hazardous to the eyes

Kato explained the key concept behind the ongoing project. "Our goal is to establish safety culture throughout the command. In the shipyard, there are so many hazards – predictable or unpredictable – that people must use personal protective equipment. Wearing safety glasses is just one of the PPE issues, but we want it to trigger further changes in the workers' mindset towards occupational safety and health."

文・写真：牛尾多旗緒、CFAY広報課

横須賀艦船修理廠 - 日本地区造修統括本部 (SRF-JRMC) の安全室 (コード120) では、昨年の9月から眼の保護具着用を徹底するためのプロジェクトに取り組んでいる。すでに各オフィスやショップから要求のあった防護眼鏡の種類や数量を取りまとめ、米海軍の最新修理情報システムであるNEMAISを使って発注作業に入っている。このプロジェク



(Above, left to right) Manabu Ohmiya, safety Inspector, code 124, Ship Repair Facility and Japan Regional Maintenance Center; Ensign Carrie Franks, electronic warfare officer and assistant safety officer, USS *Fitzgerald* (DDG 62); and Shintaro Miyadera, safety inspector, code 124, SRF-JRMC, discuss safety issues on board *Fitzgerald*, which is currently in selective restricted availability at dry dock 5, during the weekly safety walkthrough Jan. 23. Ohmiya and Miyadera performed safety checks in various spots on and below the deck of the ship with Franks and reminded ship workers of wearing safety goggles wherever necessary.

トの始まる以前から同室では、さまざまな機会をとらえて作業中の眼の保護について従業員の安全意識を高めるよう努力しており、保護用眼鏡を着用するよう促してきた。その結果、多くの従業員が自身の安全と防護についてより注意するようになったが、いまだ着用率100パーセントには到達していない。

SRF-JRMCのコード120、安全室室長である加藤等氏は「眼の保護具は10種類あるうちから選ぶことができます。各自の作業環境に適したもの、かけてみて自分にフィットするものを選んでもらうよう呼びかけています」と話している。

全従業員宛に出された2005年9月1日付安全通達のなかでSRF-JRMC司令官ステファニー・ダグラス大佐は、「艦船上およびドライドックにおいて眼に関する事故をゼロにするため、SRF-JRMCの各従業員は目的にあった眼の保護具を着用しなければならない」と述べている。そのほか、次に述べる作業時においても防護眼鏡の着用が求め

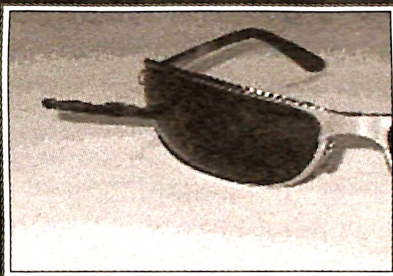
(上、左から) 横須賀艦船修理廠 - 日本地区造修統括本部 (SRF-JRMC) の安全室 (コード124) に所属する安全検査職の大宮学氏、イージス・ミサイル駆逐艦フィッツジェラルド (DDG 62) 所属の電子戦闘担当官および安全担当官補佐であるキャリー・フランクス少尉、および同じくSRF-JRMC安全室所属の安全検査職・宮寺伸太郎氏が、1月23日午後、5号ドックに入渠中のフィッツジェラルド艦上で安全パトロールを行っているところ。安全パトロールは艦船の入港中毎週行われ、甲板や船内などさまざまな場所で艦船の安全担当官を伴って安全性を検査する。また、目の保護具を着用していない作業員を見かければ声をかけて着用を促していた。

られている。

1. 電動工具あるいは空圧工具を使用する際の研削・切断
2. ガスや電気による溶接・溶断
3. 溶剤等の化学物質、燃料の使用
4. 上記以外の物質や工具で眼に危険を及ぼす恐れのあるものを使用時

加藤氏はこのプロジェクトの要となる考え方を次のように説明した。「SRF-JRMCで最終的に目指しているのはセフティ・カルチャー (広報課注：安全を第一に考える組織風土) の確立です。艦船修理の現場では、予測できるものにせよできないものにせよ実にたくさんの危険が潜んでいます。どこから何が飛んでくるかわからないのです。保護具の使用は欠かせません。眼の保護具の着用は、種々の保護具を適切に使用するという課題のひとつに過ぎません。しかし、それがきっかけとなり、また習慣となって作業の安全に対する従業員の意識がよりよい方向へと変わってゆくことを望んでいます。」

## Eye protection proves effective



(Above) The embedded shrapnel is a piece of chisel that broke loose when struck by a hammer. Photo from HSE Advisory bulletin of March 23, 2005 from Jacobs Engineering Group Inc.

(上) 防護メガネに突き刺さっているのは、ハンマーで強打したときにはずれて飛んできたノミの先端。写真はジェイコブ・エンジニアリング・グループ発行のHSEアドバイザリー報2005年3月23日号から抜粋

By TAKIO USHIO, CFAY Public Affairs

文：牛尾多旗緒、CFAY広報課

The photo above is from the HSE Advisory bulletin of March 23, 2005 from Jacobs Engineering Group Inc. (<http://www.jacobs.com/>). According to the bulletin, the photos were not staged and are real. Billy Grayson, safety director for Banks Construction in Charleston Heights, S.C. reports, "One of our mechanics was wearing these glasses while attempting to remove teeth from a track hoe bucket. While using a hammer and chisel to remove pins, the point of the chisel splintered and a piece struck the right lens. He would have suffered a serious injury had he not been wearing the glasses at the time. These are good pictures to reinforce the use of eye protection."

この写真はジェイコブ・エンジニアリング・グループ (<http://www.jacobs.com/>) から発行されているHSEアドバイザリー報2005年3月23日号からの抜粋である。それによれば実際に起こったことをそのまま掲載しているとし、サウス・カロライナ州チャールストン・ハイツのバンクス建設という会社の安全部長であるビリー・グレイソン氏が次のように報告している。「我が社の機械工の1人が防護眼鏡を着用して油圧ショベル (ユンボ) の先に付いている歯を取り外そうとしていました。ピンを抜こうとハンマーでノミを叩いていたところ、ノミの先端部分が飛んできて右レンズに突き刺さったのです。安全メガネをかけていなかったら大事故になっていたことでしょう。眼の保護具の大切さを再確認させられます。」

## Memorial service held at Chapel of Hope for James F. Forsythe

Story by TAKIO USHIO,  
CFAY Public Affairs

On the afternoon of Jan. 24, the family, friends and coworkers gathered at Chapel of Hope to attend a memorial service for Mr. James F. Forsythe. Forsythe served both as a communications electronics technician and as command, control, communications, computers and intelligence (C4I) division head at Ship Repair Facility and Japan Regional Maintenance Center until Dec. 29, 2005, the day when he finally departed. Forsythe retired from the Navy as master chief radioman on Sep. 30, 1975. After employment with a commercial industry, Forsythe joined SRF-JRMC on Mar. 2, 1990.

Following the memorial service at Chapel of Hope, the gathering moved to the Silver Dollar Room at the chief petty officers club to celebrate the life of the beloved Forsythe.

文：牛尾多旗緒  
CFAY広報課

昨年12月29日に逝去したジェイムズ・F・フォーサイス氏の追悼式が米海軍横須賀基地内にあるチャペル・オブ・ホープにて催された。フォーサイス氏は1990年から約15年間横須賀艦船修理廠 - 日本地区造修統括本部 (SRF-JRMC) のコード190に勤務していた。



(Above, top to bottom) James F. Forsythe's latest portrait and a picture from his younger days with the U.S. Navy. (All photos by courtesy of James Graslie, code 191, Ship Repair Facility and Japan Regional Maintenance Center)

# Underwater ship husbandry tasks accomplished

## 水面下で艦船修理業務を遂行するSRF-JRMCダイバー



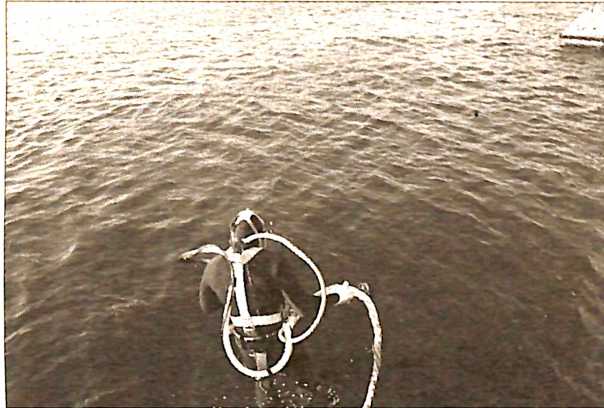
Story and photos by TAKIO USHIO, CFAY Public Affairs

At 1 p.m. on Jan. 26, a team of eight people from the dive locker, X72D, Ship Repair Facility and Japan Regional Maintenance Center, departed the pier located between dry docks 2 and 3 on their DB-01 diving boat. The team was heading for *USS Stethem* (DDG 63) at harbor master pier west, Yokosuka U.S. Naval Base.

The sky was blue, with no clouds. There was a breeze making small ripples on the surface. Norihisa Nishimura, a diver and foreman B at the dive locker, jumped from the boat's stern into the sea. His mission was to remove a patch from one of the sea chests (suction) of *Stethem*.

Navy divers identify a patch by the location of nearby masker belts and the traces of keel blocks. Those keel block traces were made during the last in-dock painting. After 30 minutes or so, Nishimura returned with a patch panel about three feet in width and five feet in length. Then, he went back under water to perform periodic maintenance for the diving boat, checking the ship's propeller and other components.

During winter time, a diver carries a special hose in addition to the hoses for communication, breathing gas and the pneumofathometer. The hose supplies hot water



文・写真：牛尾多旗緒、CFAY広報課

1月26日午後1時、2号ドックと3号ドックの間にある舢から1隻のボートが出航した。このDB-01型ダイビング・ボートは横須賀艦船修理廠 - 日本地区造修統括本部 (SRF-JRMC) のC338/X72D ダイブロッカーに所属し、総計8名のクルーを乗せていた。行く先は米海軍横須賀基地内マスター・ハーバー・ピア・ウェストに停泊中のイージス・ミサイル駆逐艦スティーデム (DDG 63) である。

雲ひとつない紺碧の空の下、そよ風でわずかに波立つ海面に飛び込んだのはX72Dに勤務する潜水員フォアマンBの西村典久氏だ。その日の午後、西村氏の最初の仕事は、駆逐艦スティーデムの船底にある海水吸入口に取り付けられているパッチ板を取り外すことだった。複数ある海水吸入口から目的のものを探すには、あらかじめ図面で付近にあるマスキング・ベルトとキール・ブロック跡の位置をダイバーが確認しておく。マスキング・ベルトは航行中の艦船の音を消すための装置で、DDGでは3本が船腹を巻いている。キール・ブロック (乾渠で船を支える盤木) 跡とは、前回入渠時に塗装した際そこだけペンキが塗られていない箇所、水中でも判別できる。約30分後、西村氏は幅80センチメートル長さ1メートル30センチぐらいのパッチ板を手にとって浮上してきた。すると同氏はダイビング・ボートの定期検査を行うためすぐに海中へと引き返していった。

冬期、ダイバーは通常の3本のホースのほかにもう1本のホースを携えて水中に向かう。このホースからは絶えず湯が供給され、それをダイブ・スーツの下に差し込むことでダイバーの体が冷えすぎないようにする。湯といっても熱くはなく、ぬるま湯程度である。これ以外に音声通信用ケーブル、エア・ホースおよび水深計用ホースの3本がダイブ・スーツに装着される。

すべての作業を終了し、午後3時頃ダイバー・チームを乗せたDB-01は舢に帰港した。

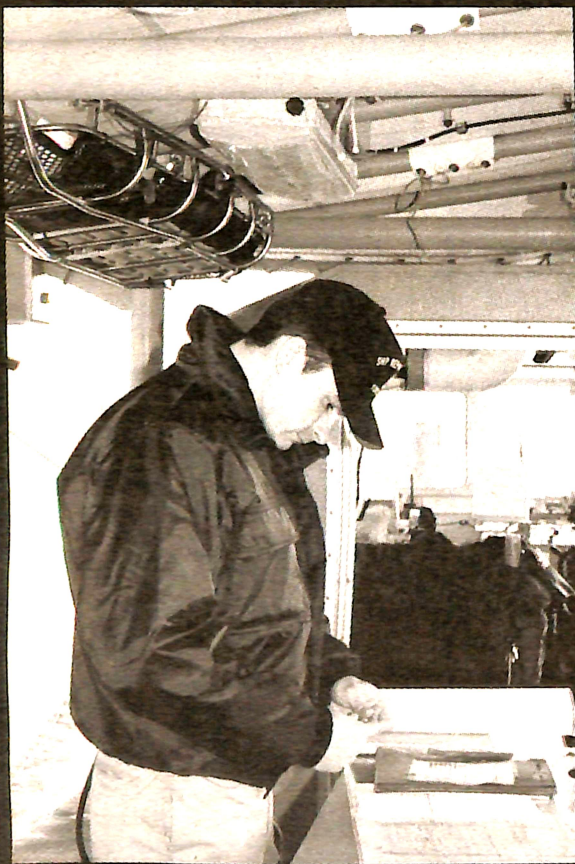
to the human body. The hot (actually lukewarm) water spreads underneath the dive suit and keeps the diver's body warm.

By 3 p.m. all the tasks were completed, and the team returned to the pier.

(Top, left to right) Shuhei Komatsu, advanced trainee, X72D, dive locker, Ship Repair Facility and Japan Regional Maintenance Center and Norihisa Nishimura, diver foreman B, X72D, SRF-JRMC, make final checks before diving. (Center) Nishimura jumps from the stern of the DB-01 diving boat. His job is to remove a patch from one of the sea chests (suction) of *USS Stethem* (DDG 63) and to perform periodic maintenance for the DB-01. (Bottom, left to right) Komatsu and Nishimura chat after all the jobs are completed.

(上、左から) 横須賀艦船修理廠 - 日本地区造修統括本部 (SRF-JRMC) のX72Dダイブ・ロッカー所属潜水員 (アドバンス訓練生) の小松周平氏と、ダイブ・ロッカー所属潜水員フォアマンBの西村典久氏が潜水作業前の最終チェックを行っているところ。小松氏はテンドー (介助者) として、この日はボート上で西村氏の補佐を行った。(中) 西村氏がイージス・ミサイル駆逐艦スティーデム (DDG 63) の海水吸入口からパッチを取り外すため、DB-01ダイブ・ボートの船尾から飛び込むところ。この後、同氏はDB-01の定期検査を水中から行った。(下、左から) 全作業の終了後、談笑する小松氏と西村氏

# U.S. Navy divers keep 7<sup>th</sup> Fleet operationally ready



(Left) DCC(DV/SW) Chad Miller, assistant leading chief petty officer, C338/X72D, Ship Repair Facility and Japan Regional Maintenance Center, goes through the checklist for the assigned underwater ship husbandry tasks of the day on the DB-01 diving boat. (Right) The port side view of the DB-01 diving boat that belongs to X72D Dive Locker, SRF-JRMC

Story and photos by TAKIO USHIO, CFAY Public Affairs

DCC(DV/SW) Chad Miller, assistant leading chief petty officer, C338 Dive Locker, Ship Repair Facility and Japan Regional Maintenance Center, makes sure that all pre-dive requirements are met. Miller also communicates with a ship's counterpart before he sends a diver under water to ensure the ship is ready to accept underwater work for the day. On Jan 26, the C338/X72D diver team planned to remove a patch from a sea chest of *USS Stethem* (DDG 63). Miller made sure the electric pump of the ship was shut down so that a diver would not be sucked into the sea chest opening. Miller says, "I'm proud of being a Navy diver. It's challenging, but rewarding. By performing various underwater ship husbandry tasks, the Navy saves time and money instead of dry docking a ship. I believe that it contributes a lot to the operational readiness of the fleet."

# Air supplies for divers

Story and photo by TAKIO USHIO, CFAY Public Affairs

For in-port underwater ship husbandry, the air for the Navy divers, in most cases, is supplied centrally from the diving boat. C338/X72D, Ship Repair Facility and Japan Regional Maintenance Center, is equipped with the MK3 lightweight diving system on board their DB-01 dive boat. The system has primary air flasks and secondary flasks. If anything happens to the primary air source, the boat crew can immediately switch the source to the secondary.

文・写真：牛尾多旗緒、CFAY広報課

入港中の艦船の修理を水面下で行う場合、通常、空気はボート上から集中的にダイバーへと供給される。横須賀艦船修理廠 - 日本地区造修統括本部 (SRF-JRMC) のC338/X72D ダイブロッカーでは、DB-01ダイブボートに装備されたMK3 ライト・ウェイト・ダイブ・システムからエアを供給する。このシステムには普段使用する本タンクの他に予備タンクが備わっており、本タンクに問題が生じたときは直ちに予備タンクに切り替えることができる。



(Left) Norihisa Nishimura, diver foreman B, X72D, dive locker, Ship Repair Facility and Japan Regional Maintenance Center explains how to switch the source of air supplies from the primary to the secondary source. (左) 横須賀艦船修理廠 - 日本地区造修統括本部 (SRF-JRMC) のX72Dダイブ・ロッカー所属潜水員フォアマンBの西村典久氏がエア供給の切り替え方法を説明する

# Teamwork works between SRF-JRMC and JMSDF

## 海上自衛隊とSRF-JRMCとのチームワークで行われる入渠作業

Story and photos by PHAN THOMAS J. HOLT,  
USS Kitty Hawk Public Affairs

On Feb. 7, a Japan Maritime Self Defense Force ship, LCU 2002, entered dry dock 1 at 11 a.m. for annual shipyard maintenance. LCU 2002 is a transport ship now used for a variety of disaster relief and humanitarian aid missions to supply food and other necessities to people in need. This ship can open its bow to load vehicles and is capable of doing so directly from the beach. The bow and stern of LCU 2002 landed safely on the wood blocks at 3:30 p.m. as water was pumped out.

The team from Ship Repair Facility and Japan Regional Maintenance Center performed the docking. Lt. Chad N. Tidd, docking officer, code 331; Lt. Joshua Crinklaw, assistant docking officer, code 331; and Akira Kamikawa, dock master, were among the leaders of the team. Shop 68 Japanese employees positioned the ship into the dock and performed pumping operations.

The SRF-JRMC docking team maintains close relationships with their counterpart, Lt. Cmdr. Akihiko Koike, JMSDF Yokosuka Repair Supply Facility project officer. Communication is the key to success when coordinating such evolutions between JMSDF and SRF-JRMC. Crinklaw said, "The JMSDF ships coming into dry docks 1 and 2 are relatively small, but the procedures for docking are the same as those of U.S. Navy. The teamwork between JMSDF and SRF-JRMC has been and will continue to be excellent."

The relationship between Japan and the United States has existed since 1853 when Commodore Matthew C. Perry, U.S. Navy, made a diplomatic proposal to Japan's Shogun government to attain certain privileges in Japanese waters, particularly for fishery. An agreement between the two countries was finally reached in 1854, helping to bring about a modernization period in Japan. Kozukenosuke Oguri, the Prime Financial Minister of the Tokugawa Shogunate Government, founded the Yokosuka Iron Works, which later expanded to the Yokosuka Imperial Naval Shipyard. Dry dock 1 was built in 1871, dry dock 2 in 1884 and dry dock 3 in 1874 respectively, under the direction of French engineer Francois Leonce Vernet. The two men are both recognized as the fathers of SRF-JRMC and the Yokosuka shipyard.

文・写真：PHANトーマス・J・ホルルト、USSキティ・ホーク

2月7日午前11時、海上自衛隊の輸送艇2号 (LCU 2002) が定期補修のため米海軍横須賀基地内1号ドックへの入渠を開始した。1号ドックは1871年に日本で最初に建造されたドックである。LCU 2002は、平成4年に竣工した排水量420トン定員28名の輸送艇で、通常の輸送任務のほか災害救助における物資輸送などでも活躍している。特徴として艦首部が開閉することにより車両の揚降が可能であり、後方へ投錨することにより砂浜へ乗り上げることできる。午後3時30分過ぎにはドックの排水がほぼ完了し、輸送艇2号は盤木ブロックの上に着底した。

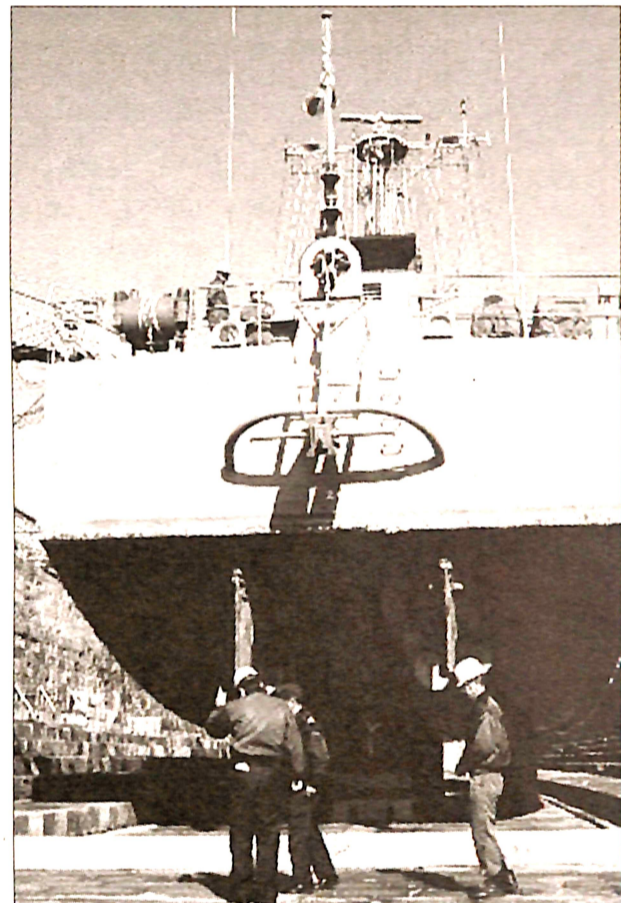
入渠作業を行ったのは横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) のドッキング・チームだ。チームを主導するのはドッキング主任士官のチャド・ティッド大尉と同補佐のジョシュア・クリンロー大尉 (いずれもSRF-JRMCコード331所属) およびSRF-JRMCドックマスターの神川彰氏である。艦船をドックの正確な位置へ誘導する作業や排水ポンプの操作など、実際の入渠作業はショップ68に所属する多数の日本人従業員が担当する。

SRF-JRMCドッキング・チームと海上自衛隊横須賀造修補給所と



(Top) The Japan Maritime Self-Defense Force transport ship LCU 2002, sits in dry dock 1, the oldest dry dock in Japan. Ship Repair Facility and Japan Regional Maintenance Center and JMSDF Yokosuka Repair Supply Facility inspect the condition of the ship. (Bottom left) Japanese workers from shop 68, SRF-JRMC, place tension on a mooring line while positioning LCU 2002 for landing in dry dock 1. (Bottom right) SRF-JRMC and JMSDF YRSF inspect the condition of the ship to make preparations for the upcoming work to be done on LCU 2002.

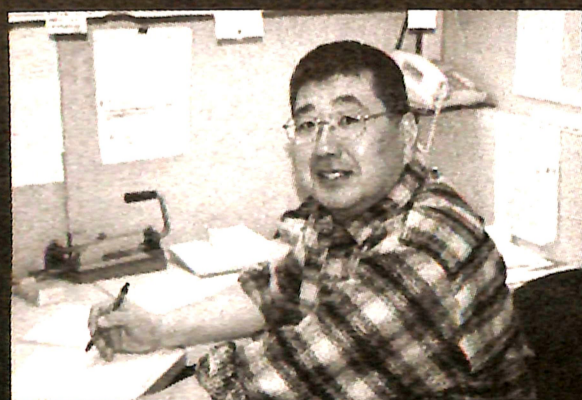
は互いの意思疎通を密に保つ。同所の入渠プロジェクト・オフィサーである幸池昭彦三等海佐が海上自衛隊側を代表しSRF-JRMCとの交渉窓口となっている。こうしたチーム作業では海上自衛隊側とSRF-JRMCとの良好なコミュニケーションが大切な要素となる。入渠作業の終了後クリンロー大尉は「1号および2号ドックに入渠する海上自衛隊の艦船は比較的小型ですが、入渠の手順は米海軍のやり方と変わりません。海上自衛隊とSRF-JRMCのチームワークは大変に良く、今後とも協力して入渠作業を行ってゆきます」と述べた。



(上) 排水の完了した1号ドックに入渠中の海上自衛隊輸送艇2号 (LCU 2002) (左下) LCU 2002を定位置に導く横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) ショップ68所属の日本人従業員チーム (右下) 入渠作業終了後に検査をするSRF-JRMCのドッキング・チーム

### Type desk for JMSDF ships

#### 海上自衛隊艦船を扱うタイプ・デスク



Kaneo Nakano, type desk assistant for Japan Maritime Self Defense Force ships, code 1211, Ship Repair Facility and Japan Regional Maintenance Center.

海上自衛隊艦船の入渠受け付け窓口である横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) コード1211に勤務するタイプ・デスク・アシスタントの仲野兼夫氏

Story and photo by TAKIO USHIO,  
CFAY Public Affairs

Code 1211 is the type desk for visiting ships and is located on the second floor of building 2046, the headquarters of Ship Repair Facility and Japan Regional Maintenance Center. Visiting ships include U.S. Navy submarines or ships, and Canadian, British or other countries' ships that anchor at Yokosuka Naval Base.

At code 1211 Mr. Kaneo Nakano takes care of docking and undocking of ships from the Japan Maritime Self Defense Force. Nakano receives a request from JMSDF Yokosuka Repair Supply Facility a couple of months prior to docking and starts preparations. There are 8 to 10 JMSDF ships yearly that SRF-JRMC accepts for dry docking. Nakano says, "We pay particular attention to the docking date. JMSDF maintains specific schedules. We make sure there is no delay on our part. That is especially true during the Japanese holiday periods. The on-site docking services and preparations are provided in large part by SRF-JRMC's Shop 68 that consists of Japanese workforce. JMSDF's holidays often overlap with those of our Japanese employees. In those cases, I ask everyone involved to arrange preparations earlier."

Nakano worked as a naval architect with a ship-building company in Japan before he joined SRF-JRMC. Nakano has been with SRF-JRMC for 24 years and has worked at code 1211 since 1992.

文・写真：牛尾多旗緒、CFAY広報課

寄港艦船や潜水艦の入出渠および修理の受け付け窓口であるコード1211は、横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) 本部ビル2階にある。米海軍や海上自衛隊のほか、横須賀基地を訪問するカナダやオーストラリアの艦船を受け入れることもあるようだ。

コード1211に在籍する6人のうち仲野兼夫氏は海上自衛隊所属艦船の入出渠を扱うタイプ・デスク・アシスタントである。仲野氏は入渠の2、3箇月前に海上自衛隊から要請を受け、準備を始める。SRF-JRMCでは年間に8隻から10隻の海上自衛隊艦船が入渠を依頼される。「とくに入渠日については海上自衛隊のスケジュールの都合もあり、きちっと予定通りに進めるよう気を使います。現場での実際の入渠作業はSRF-JRMCのショップ68に所属する日本人従業員が大きな役割を担いますので、お盆など日本の休日が海上自衛隊側と重なるときは、早い時期に関係各処で準備を始めて貰うよう心がけています」と仲野氏は話す。

仲野氏は民間の造船会社で船舶設計技師として経験をつんだ後にSRF-JRMCに入職して24年になる。コード1211には1992年から勤務している。

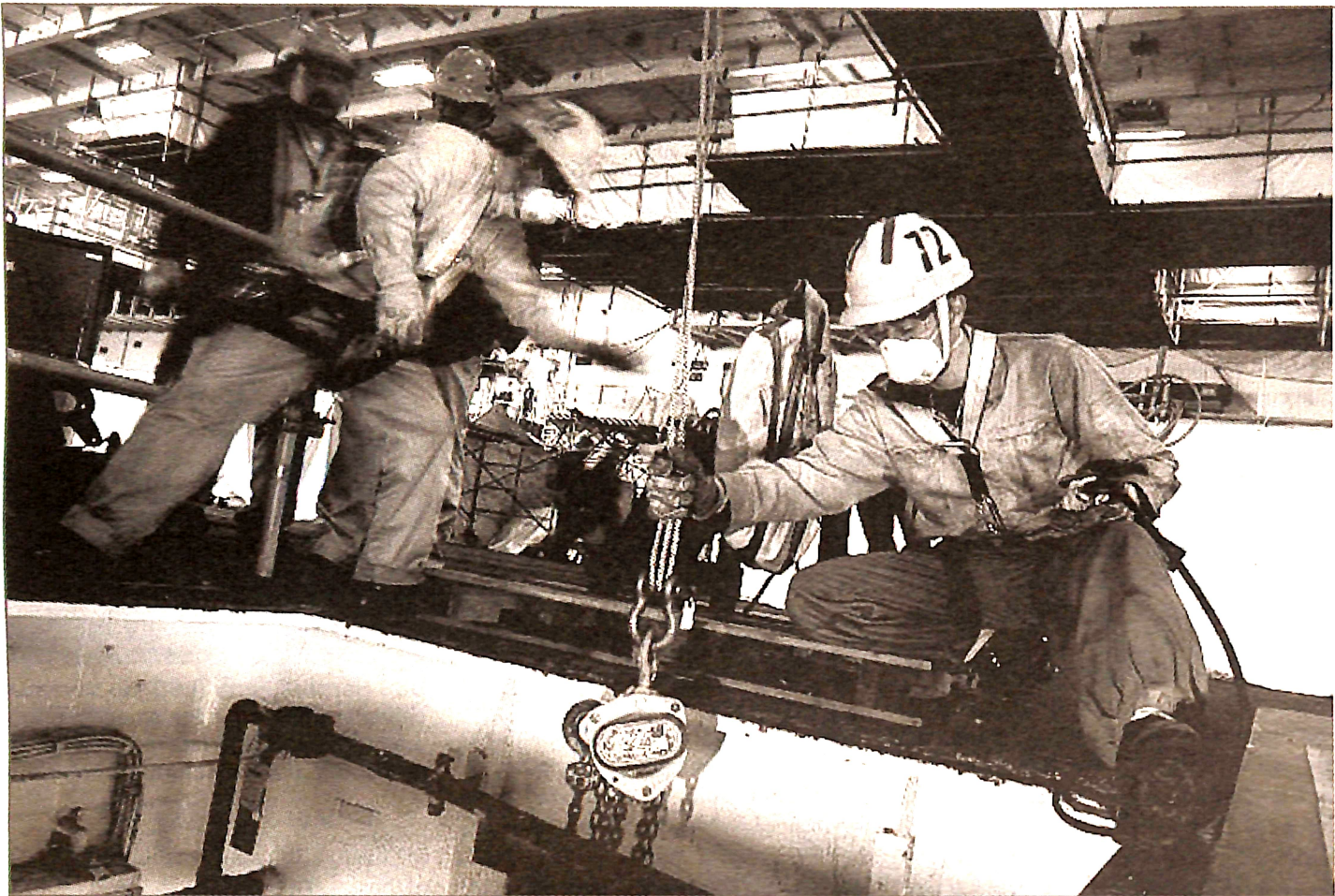
# Press on! Every single day in SRA counts for USS Kitty Hawk

## 日を追って活発になる空母キティホークの補修作業

Story and photos by  
PHAN THOMAS J. HOLT,  
USS Kitty Hawk Public Affairs

With more than 1,000 Ship Repair Facility and Japan Regional Maintenance Center workers, 3,500 ship's company Sailors, and also many contractors, there is a tremendous amount of work to be coordinated on board USS Kitty Hawk (CV 63), which has been in selective restricted availability. Coordinating all the ongoing projects being conducted by SRF-JRMC, is lead ship superintendent Lt. Joseph Morrison. "Things can get pretty hectic here at the pier side SRF-JRMC shack, but the amount of work we have is manageable and going well," says Morrison.

The SRF-JRMC team is focused on completing many of the larger tasks first, such as the 120,000 square feet of non-skid material being replaced on the flight deck, and hotel steam piping being replaced in about 65 percent of the ship. Also, the repair of the main 4 machinery room's boiler is a top priority. A temporary access hole that goes from the deck of the hangar bay down to main 4 room has been cut out to supply the essential parts and materials to the Japanese workforce performing the maintenance in the machinery room.



(Top) A Japanese worker from Ship Repair Facility and Japan Regional Maintenance Center Shop 72, assisted by a co-worker to ensure safety, carefully lowers materials down to a main machinery room through an access hole recently cut into the deck of the hangar bay on board USS Kitty Hawk (CV 63). (Bottom left) Shop 72 workers maintain high safety standards by using teamwork when lowering several heavy objects. (Bottom right) Shop 72 workers receive parts hoisted up to the flight deck from a pier side crane aboard Kitty Hawk.

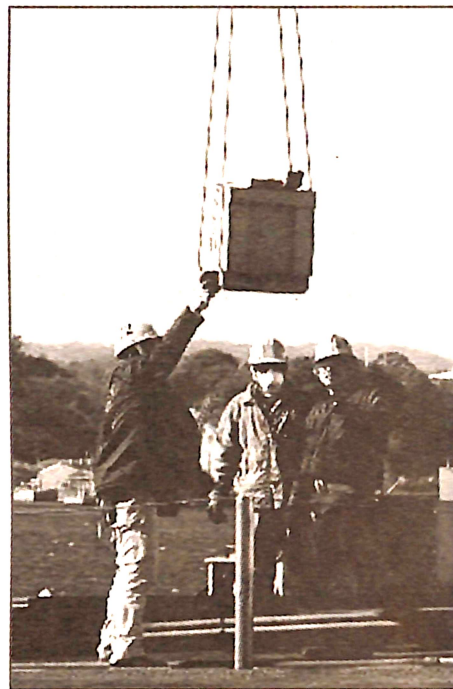
文・写真：PHAN トーマス・ホルツ  
USSキティホーク (CV 63)

空母キティホーク (CV 63) 艦上では現在、横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) の1,000人以上の従業員と軍人、空母に勤務する約3,500人の軍人および契約業者らが総力で大きな規模の補修作業に取り組んでいる。このSRF-JRMCによる巨大補修プロジェクトを遂行するにあたって、その頂点で全体の調整と監督を任されているのがSRF-JRMCコード331のジョセフ・モリソン大尉だ。「われわれがオフィスを構えるこの建物 (広報課注：8号バースにあるプレハブ2階建ての管理棟) は時として猛烈に忙しくなります。ただし、手に余るほどの仕事の量ではありませんし、全体としてうまく運んでいます」とモリソン大尉は話す。

SRF-JRMCでは大きな補修項目に先ず注力する。例えば離着陸甲板では約1,100平方メートルにわたってノンスキッドとよばれる滑り止め用コーティングが剥離され、新たに施工されている。船体のおよそ65%の部分では船内に張り巡ら

されたスチーム・パイプの交換が進む。また、第4主機械室のボイラーの修理は最優先課題だ。そのために格納庫ベイの床から第4主機械室まで一時的に穴をくりぬき、その穴から資材を出し入れしている。

されたスチーム・パイプの交換が進む。また、第4主機械室のボイラーの修理は最優先課題だ。そのために格納庫ベイの床から第4主機械室まで一時的に穴をくりぬき、その穴から資材を出し入れしている。



# Delighting the local community over 20 years

## SRF-JRMC musician's profile #1 - Naoto Momoi

Story and photos by TAKIO USHIO,  
CFAY Public Affairs

At Ship Repair Facility and Japan Regional Maintenance Center, a band named Swing Stars plays music at such occasions as the SRF-JRMC Summer Festival and Miura Shiratori-en Christmas Party. At the Shiratori-en Christmas Party that SRF-JRMC hosts every year, for example, its residents, who are mentally and physically challenged, sing, dance and clap along with the music Swing Stars plays.

Three Japanese employees from SRF-JRMC are the core members of the band. Naoto Momoi, electronic equipment standards calibrator, code 370, SRF-JRMC, has been with Swing Stars as percussionist for 22 years. Momoi had been the band leader until Toshimitsu Takahashi, code 244, was named as the new leader in December of 2005. Initially there were seven members in the band, but due to retirement and transfer, only three remain. To complement the band, Momoi asks his off-base friends for help; they are a trumpeter, a saxophonist, a bass guitarist and a pianist from a semi-professional jazz band named Sonic Brass.

(Top) Naoto Momoi, code 370, Ship Repair Facility and Japan Regional Maintenance Center, plays percussion at Younger Than Yesterday, a jazz club located at Ohtaki-cho, Yokosuka City. (Bottom) Momoi works as electronic equipment standards calibrator.

(上) 横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) C370に電子装置基準測定工として勤務する百衣直人氏が横須賀市大滝町にあるライブハウス「Younger Than Yesterday」で演奏しているところ。(下) 艦船で使用する計測機器の動作を検査する百衣氏 - コード370にて

文・写真：牛尾多旗緒、CFAY広報課

横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) が毎年主催している三浦しらとり園でのクリスマスパーティや夏の納涼大会 (サマーフェスティバル) などでも生演奏を担当するのはSRF-JRMCの従業員を中心に構成されるバンド「スウィング・スターズ」である。三浦しらとり園は心身に障害を持つ人のための横須賀市長沢にある県立の施設だが、園生たちはスウィング・スターズの演奏に合わせて踊り、歌い、手をたたき続ける。このようにして20年以上スウィング・スターズは三浦しらとり園のクリスマス・パーティで演奏を続けてきた。

C370 (キャリアレーション・ラボラトリー) に電子装置基準測定工として勤務し、去年の12月までバンド・マスターの任にあり、パーカッション担当としてスウィング・スターズを長年にわたり引っ張ってきた百衣直人氏に話を聞いた。

「バンドとしての活動は22年ぐらいいになります。最初はロックバンドで、つぎにハワイアン、そしてスウィングスターズと3代にわたってバンドが変わりましたが、すべてに参加していました。」

(三浦しらとり園やSRFの納涼大会などでの活動は) 従業員の親睦会から演奏を依頼されたのがはじまりです。当初は7名のフルメンバー構成だったのですが、退職やらでだんだんと抜けて現在の3名になりました。そんなわけで演奏があるときは、われわれの活動に賛同してくれているベース外の仲間を声をかけて参加してもらっています。浅野さん (ギター奏者の浅野治行氏、X41L) が来年の春に退職する予定なので、彼の演奏は今年のしらとり園でのクリスマスパーティが最後になります。浅野さんが抜けるのは非常に痛手です。部員を募集しなければいけません。新しいバンドマスター (ドラマーの高橋俊光氏、C244) のもとで後継者もしっかり確保できることでしょう。」

百衣氏の言うベース外の仲間とは、トランペッターの森行庄市氏をリーダーとするソニック・プラスというジャズバンドだ。数人のプロ・ミュージシャンが名を連ねるバンドで、百衣氏はパーカッショニストとして在籍する。ソニック・プラスは横須賀市大滝町にあるライブハウス「Younger Than Yesterday」などで定期的にライブ演奏を行っている。(次回はX41Lの浅野治行氏)



地域に貢献して20年以上 - SRF-JRMCのミュージシャン その1  
百衣直人氏 C370

# First overseas SRA for USS Lassen started by SRF-JRMC

## SRF-JRMCでイージス・ミサイル駆逐艦ラッセンの定期補修が始まる

By TAKIO USHIO,  
CFAY Public Affairs

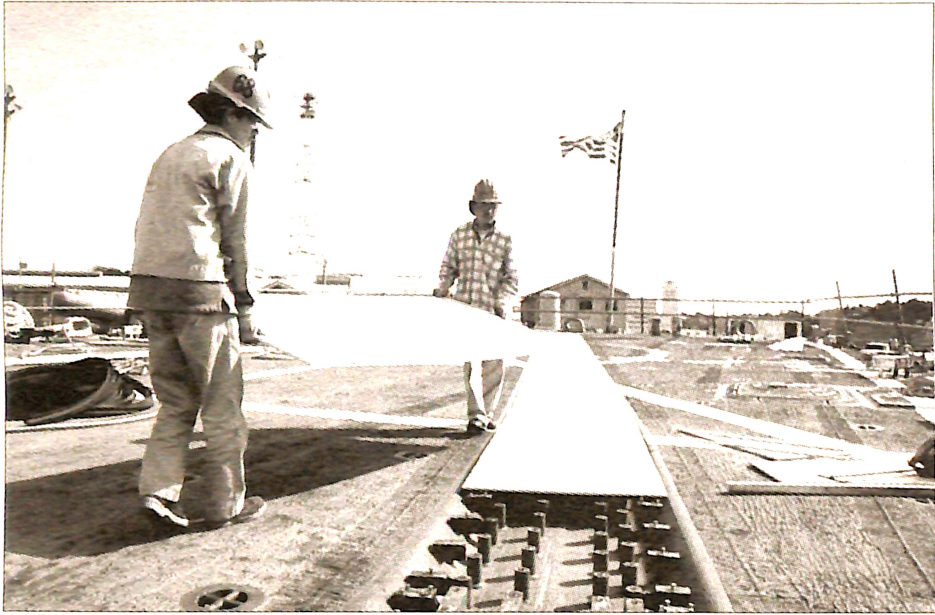
Joshua Crinklaw, ship superintendent, Ship Repair Facility and Japan Regional Maintenance Center, who leads the maintenance work package team for *USS Lassen* (DDG 82) that is in selective restricted

availability at U.S. Yokosuka Navy Base. "The flight deck work has a tightly packed schedule. We began by installing scaffolding around the flight deck to provide a safe working environment once we removed the flight deck nets. The nets were sent to shops X11 and X17 for net replacement and frame repair." This is the second SRA for the ship since she was commissioned in Apr. 2001. The first

SRA took place in San Diego. According to Crinklaw, a preservation job on the Recovery Assist, Secure and Traverse (a type of helicopter handling system on the flight deck) track plates began late last week. The force protection alteration and some other helo deck jobs all have to be completed prior to the start of non-skid work. After the non-skid process is completed, the flight deck is recertified in time for deployment. "We are a little bit ahead of schedule and progress is looking good. The teamwork between SRF-JRMC and *USS Lassen* is excellent," added Crinklaw.

文：牛尾多旗緒、CFAY広報課  
写真：PHAN ベンジャミン・デニス

イージス・ミサイル駆逐艦ラッセン (DDG 82) の定期補修期間 (SRA) が横須賀米海軍基地で始まった。最初のSRAは数年前にサン・ディエゴであったが、昨年夏に第七艦隊の一員として横須賀に帰航して以来、海外では初めてのSRAである。今回全体の監督を任されている横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) 所属のジョシュア・クリンクロー大尉の説明は左記英文を参照のこと。



(Top) Onboard *USS Lassen* (DDG 82), Japanese workers from shop 68, Ship Repair Facility and Japan Regional Maintenance Center, lay wooden boards to cover a helicopter handling track. (Bottom) A Japanese employee working on the floor tiles in the scullery of *Lassen*. [Photos by PHAN Benjamin Dennis, CFAY Public Affairs]

(Top and bottom right) On Feb. 22, Capt. Stephanie Douglas and the maintenance management team from Ship Repair Facility and Japan Regional Maintenance Center, conduct a weekly tour aboard *USS Lassen* (DDG 82) along with Lt. Cmdr. Thomas Murphy, executive officer, *Lassen*, and other crew members. (Bottom left, left to right) Douglas, Murphy, Perry Kaullen, project team leader, SRF-JRMC, Lt. j.g. Wilbur Hines, maintenance officer, *Lassen*, Lt. Joshua Crinklaw, lead ship superintendent,

SRF-JRMC and Lt. Robert Kallman, ship superintendent, SRF-JRMC. (上および右下) イージス・ミサイル駆逐艦ラッセン艦上では、ラッセン側と修理担当の横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) 側の代表者からなるチームが週に一度巡回点検を行っている。(左下、左から) ラッセン艦上で検査結果について話し合うSRF-JRMC司令官ステファニー・ダグラス大佐、ラッセン副司令官トーマス・マーフィー少佐、SRF-JRMCプロジェクト・チーム・リーダーのペリー・カレン氏、ラッセン側修理担当官ウィルバー・ハインズ中尉、SRF-JRMC艦船監督官ジョシュア・クリンクロー大尉およびSRF-JRMC艦船監督官のロバート・コールマン大尉

# Delighting the local community for over 20 years

## SRF-JRMC musicians profile #2 - Haruyuki Asano

Story and photos by TAKIO USHIO,  
CFAY Public Affairs

Haruyuki Asano plays guitar at summer festival and Miura Shiratori-en Christmas party that Ship Repair Facility and Japan Regional Maintenance Center hosts every year. Asano has been with the band-in-residence named "The Swing Stars" for 22 years. The Swing Stars also visited nursing homes in the vicinity and played music for their residents. Last week, we paid a visit to shop X41L, SRF-JRMC, where Asano works as mason and brick layer foreman C, even though everyone in the shop was busy with *USS Kitty Hawk* (CV 63) in selective restricted availability. Asano said:

"Before I was employed by SRF, I had been playing as professional guitarist at night clubs in Yokosuka and Yokohama, usually backing up popular singers. I have been playing the guitar for thirty years except for a short break after I had an injury on my left middle finger twenty-eight years ago; the finger tip was cut off. Personally, I like modern jazz. I have hundreds of records of bebop or hard bop eras. With the Swing Stars, we need to play a wide range of music from folk songs to jazz. So, if anybody is replacing me, I hope he or she is willing to play all kinds of music."

When the Swing Stars started 22 years ago, Asano provided a few hundreds of music scores from his stock on hand for the band members. Asano is retiring in June next year.

(Top) Haruyuki Asano, shop X41L, Ship Repair Facility and Japan Regional Maintenance Center, plays guitar at Miura Shiratori-en Christmas party in Yokosuka City in Dec. 2005. (Bottom) Asano at work.

(上) 昨年12月、横須賀市長沢にある県立の障害者支援施設三浦しらとり園で行われたクリスマス・パーティーにてギターを演奏する横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) X41Lに石工・煉瓦積み工フォアマンとして勤務する浅野治行氏 (下) コンピュータ・ディスプレイに向かって仕事中の浅野氏



文・写真：牛尾多旗緒  
CFAY広報課

横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) が毎年主催している三浦しらとり園でのクリスマスパーティーや夏の納涼大会 (サマーフェスティバル) などでもいつもギターを担当している浅野治行氏は、スウィング・スターズで活動して22年になる。スウィング・スターズはSRF-JRMCの従業員を中心に構成されるバンドで、上記以外にもさまざまなイベントや老人ホームへの慰問などで地域の福祉に貢献してきた。来年の6月で定年退職を迎える予定の浅野氏は、公式の演奏としては今年12月に行われる三浦しらとり園でのクリスマス・パーティーが最後になる。空母キティホークの長期補修業務で忙しいなかではあるが、ショップX41Lにおじゃまし、浅野氏の話聞いた。

「27年前に基地で働き始めるまでは、プロのギタリストとしていろいろな歌手のバックを務めるなどし、横須賀や横浜のクラブで演奏していました。基地に入る少し前、中中指の先端を切断するという怪我をして一時弾くの諦めましたが、かれこれギターは30年くらいやっています。個人的にはスタンダード・ジャズが好きでレコードはたくさん持っています。ギタリストと言えばウェス・モンゴメリーやタル・ファーロウなどが好きですね。でもスウィング・スターズでは、その場その場に応じて幅広いジャンルの音楽を演奏する必要があります。後継者を見つけようとしても、ロックだけとか何々だけやりたいという人はいるのですが...。すべてに対応できる人がいればいいですね。」

スウィング・スターズ発足当初、元プロ・ミュージシャンである浅野氏がバンド・メンバーのために数百曲の譜面をすべて用意したそうだ。愛用のギターはヤマハのフル・アコースティック・モデルで、現在生産されているのとは異なるモデルである。(次回はC244の高橋俊光氏)

地域に貢献して20年以上 - SRF-JRMCのミュージシャンその二 浅野治行氏 X41L

# USS Fitzgerald through fifth SRA

## イージス・ミサイル駆逐艦フィッツジェラルドの定期補修が終了

Story and photos by TAKIO USHIO, CFAY Public Affairs

文・写真：牛尾多旗緒、CFAY広報課

On March 1, *USS Fitzgerald* (DDG 62) was undocked from dry dock 5 at Yokosuka. This fifth selective restricted availability for *Fitzgerald* began in December 2005. About 200 repair jobs were completed, including the port shaft, combat systems and the flight deck repairs. Ship Repair Facility and Japan Regional Maintenance Center undocking team and employees helped smoothly undock the Fighting Fitz. After the stern of *Fitzgerald* passed the sill, she was steadily pushed forward by tugboats, and arrived at berth 10 safely around noon.

3月1日定期補修期間の終了に伴い、イージス・ミサイル駆逐艦フィッツジェラルドが横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) の数多くの軍人、軍属、日本人従業員の手によって5号ドックからの出渠を無事完了した。今回の定期補修は同艦船にとって5回目にあたり、前回は去年の夏に同じく横須賀基地5号ドックにて行われた。出渠作業は順調に進み、船尾がドックから抜けた後も引き続き、横須賀基地ポート・オペレーション所属の数隻のプッシャー・ボートによって導かれ、正午にはバース10に到着した。



### Officer returns to Yokosuka after 18 years

Story and photos by TAKIO USHIO, CFAY Public Affairs

On the morning of March 1, Cmdr. David W. Hughes, commanding officer, *USS Fitzgerald* (DDG 62) was busy on the bridge, looking out to see if everything went smoothly while his ship was undocking from dry dock 5 and pushing forward to berth 10.

Hughes graduated from the Naval Academy in May 1987, and his initial sea tour was in *USS Francis Hammond* (FF 1067), which was then forward-deployed to Yokosuka in Sep. 2005 Hughes assumed command of *Fitzgerald*.

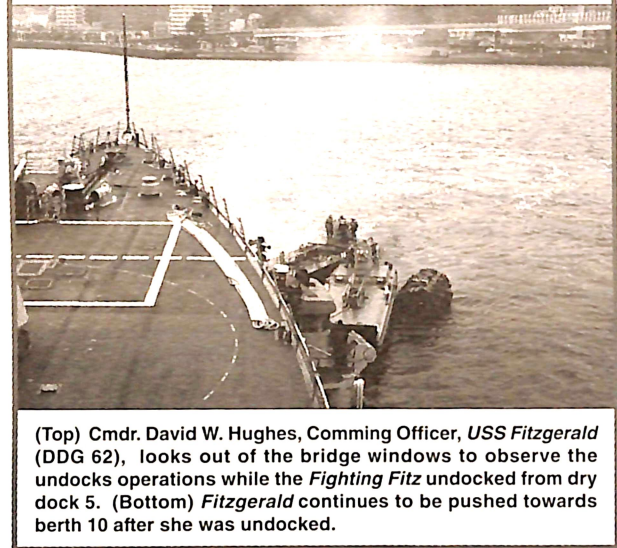
"I have been trying to get back here for 18 years," he said. "I'm fortunate I finally made it back here with this command tour. I have the best ship and the best crew on the waterfront. It is absolutely a wonderful tour," said Hughes after seeing *Fitzgerald* arrive at berth 10 safely.

"The capabilities of SRF in Japan are renowned throughout the fleet. I was excited to get back here and to experience the capabilities again," he said. "During this availability, the performance of SRF-JRMC confirmed every positive idea I had about them. *Fitzgerald* is back, and we are ready to be operational again."



(Top) On March 1, *USS Fitzgerald* (DDG 62) moves slowly but surely out of dry dock 5 at Yokosuka. (Bottom, left to right) On the bridge of *Fitzgerald*, Lt. j.g. Charles S. Kimble, electronics material officer aboard *Fitzgerald*, and GSCS Edwin Gotera, ship superintendent of Ship Repair Facility and Japan Regional Maintenance Center, discuss the *Fighting Fitz's* fifth selective restricted availability. Kimble is the *Fitzgerald's* SRA coordinator.

(上) 3月1日、5号ドックから出渠するイージス・ミサイル駆逐艦フィッツジェラルド。(下、左から) フィッツジェラルド所属電子資材担当官チャールズ・キンブル中尉と横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) 艦船修理監督官エドウィン・ゴテラ上級曹長が、フィッツジェラルド艦橋室内において今回の定期補修について振り返り話し合う。キンブル中尉は今回のSRA調整官。



(Top) Cmdr. David W. Hughes, Comming Officer, *USS Fitzgerald* (DDG 62), looks out of the bridge windows to observe the undocks operations while the *Fighting Fitz* undocked from dry dock 5. (Bottom) *Fitzgerald* continues to be pushed towards berth 10 after she was undocked.

# Delighting the local community for over 15 years

## SRF-JRMC musician's profile #3 - Toshimitsu Takahashi

Story and photos by TAKIO USHIO, CFAY Public Affairs

文・写真：牛尾多旗緒、CFAY広報課

Toshimitsu Takahashi is an EDP specialist at code 244, Ship Repair Facility and Japan Regional Maintenance Center, administering an engineering system called JEDMIC. Takahashi plays the drums in a band called "the Swing Stars" at such occasions as summer festival and the Miura Shiratori-en Christmas party SRF-JRMC hosts every year. Takahashi has been with the band for fifteen years. He speaks about how he became involved in the band activities, and how he has enjoyed it.

"A friend of mine, who had already been a member of the Swing Stars, asked me if I wanted to join the band. That was fifteen years ago. At first I was playing percussion in the band, but later changed to the drum set. We play different types of music depending on the nature of events. For example, we played not only at Shiratori-en, but at summer festivals and nursing homes. At the Shiratori-en Christmas party, we play some dance tunes on top of Christmas songs so people can dance. The Shiratori-en residents expressed their joy straightforwardly. They danced and clapped their hands to the music without reservation. I feel happy and rewarded when I see people enjoying our music like that."

Takahashi is recruiting new band members. Because the Swing Stars only have three members, the band has to ask off-base musicians for help whenever they play in public. Takahashi hopes to find someone from within SRF-JRMC or at least someone with access to the base. Those who are interested in joining can call him at DSN 243-4310

(Top) Toshimitsu Takahashi, EDP specialist, code 244, Ship Repair Facility and Japan Regional Maintenance Center, speaks about how he became involved in the band. (Bottom) Takahashi playing the drum set.

(上) 横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) コード244にEDPスペシャリストとして勤務する高橋俊光氏 (下) ドラムを演奏中の高橋氏



高橋俊光氏はスウィング・スターズで活動して15年になる。スウィング・スターズはSRF-JRMCの従業員を中心に構成されるバンドで、横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) が毎年主催している三浦しらとり園でのクリスマスパーティや納涼大会 (サマーフェスティバル) および老人ホームへの慰問などで地域の福祉に貢献してきた。高橋氏の所属するコード244は設計部門であり、同氏はSRF-JRMCが使用するJEDMICSという艦船図面管理システムのデータ管理をしている。以下は氏のデスクサイドで伺った。

「15年前のことですが、スウィング・スターズに入っていた職場の友人がいて、彼のさそいでバンドに入りました。その人はすでにベースを退職しました。自分は初めてのうちパーカッションを担当していましたが、それまでドラムス担当だった百衣さんが譲ってくださる形でドラムスに移りました。(しらとり園の人たちは一緒に踊ってくれますねという質問に対して) 聴いてくださる方が喜んでくれたり『よかったよ』などと声を掛けてくださるときは、とても嬉しいしやりがいを感じます。とくに三浦しらとり園の方たちは純粋に、素直に僕たちの演奏を喜んでくれるので、こちらも楽しいですね。」

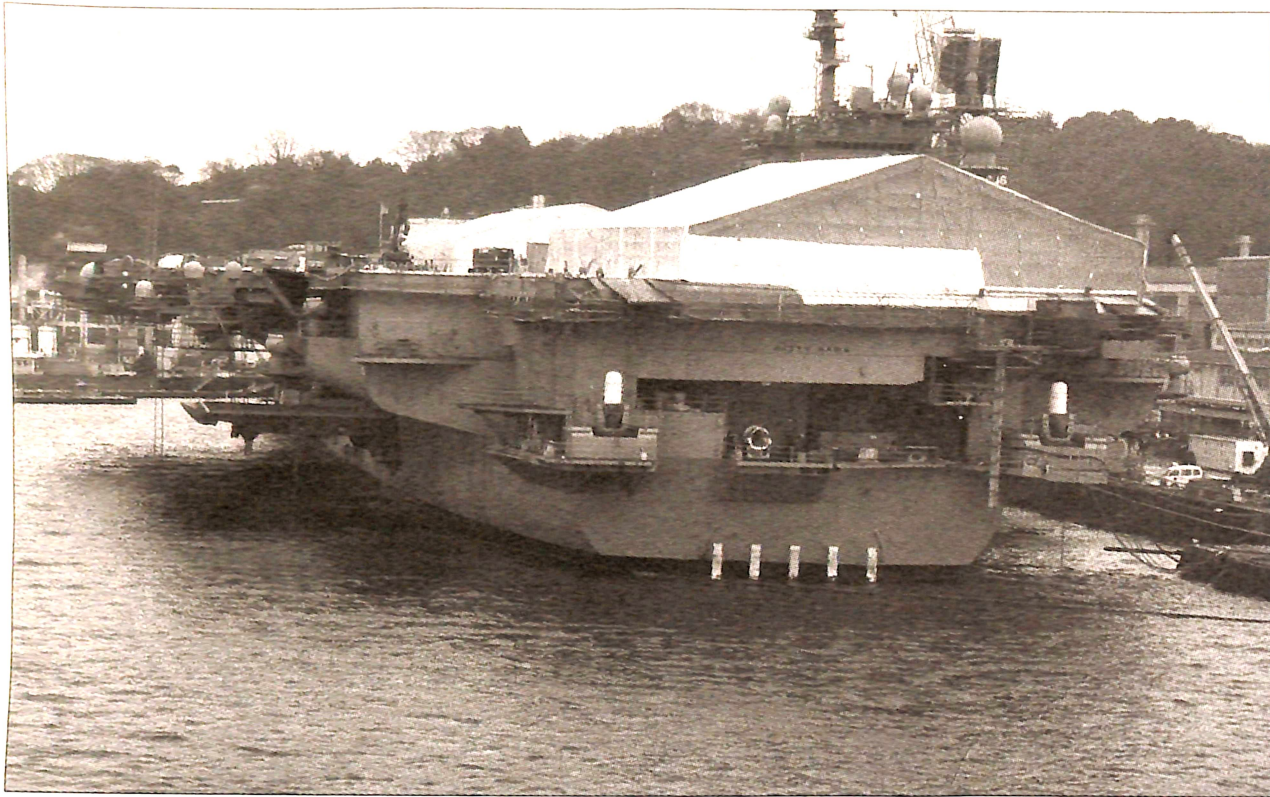
個人的にはフュージョン系の音楽を聴くのが好きという高橋氏であるが、スウィング・スターズではイベントの性格に応じて幅広いジャンルの音楽に対応してきた。去年の12月からはスウィング・スターズの新バンド・マスターとして将来に向けた構想と責任もある。現在バンド・メンバーのうちSRF-JRMCからは百衣直人氏、浅野治行氏と高橋氏の3人であるため、イベントのために百衣氏の伝手によってベース外の演奏者の助けを借りているのが実状である。浅野氏が来年の6月で退職することもあり、メンバーの補充は急務だ。興味のある方はDSN 243-4310の高橋氏まで連絡してほしい。

地域に貢献して十五年以上 - SRF-JRMCのミュージシャン その三

高橋俊光氏 C244

# USS Kitty Hawk flight deck covered by tents

## 空母キティホークの離着陸甲板の上に建てられた巨大テント



(Top) Two large tents sit atop the flight deck of *USS Kitty Hawk* (CV 63). (Bottom) The inside of one of the tents aboard *Kitty Hawk*. Some workers finish painting tiedown fittings.

(上) 定期補修のため8号バースに停泊している空母キティホークの甲板上に建てられた2つの巨大なテント (下) テントの内部ではタイダウン(航空機の索具止め用金具)のコーティング最終仕上げが行われている。

Story and photos by TAKIO USHIO, CFAY Public Affairs

Some may wonder about those two huge tents on the flight deck of *USS Kitty Hawk* (CV 63). Currently, *Kitty Hawk* sits in berth 8 to receive large-scale maintenance during a ship's restricted availability period. These tents help maintain constant temperature and humidity levels. Outside, the tent's high-power air conditioners run 24x7.

About 120,000 square feet of the flight deck surface is undergoing maintenance, i.e. removal of an old coating of non-skid surfacing and application of a new one. The constant air conditioning is not to keep people cool, but rather to help the coating material cure properly. When one area is finished, the tent is moved to another area.

文・写真：牛尾多旗緒、CFAY広報課

定期補修のため8号バースに停泊している空母キティホークの離着陸用甲板上に2つの巨大なテントが建てられている。これらは人が居住するためのものではなく、甲板上に施工される滑り止めコーティング塗料を一定の温度と湿度に保ち、乾燥させるためのものだ。

## Coatings on the flight deck

Story and photos by TAKIO USHIO, CFAY Public Affairs

Inside one of the huge tents built on top of *USS Kitty Hawk* (CV 63), workers apply coating to the flight deck. There are three coats to apply: primer, stripe and non-skid. Each coating is kept in the air-conditioned environment until it cures (usually for 48 hours). Therefore, it takes a few days to complete all the coatings. Primer and stripe coats in particular need to cure at or above 55 degrees. The temperature inside the tents often reaches 90 degrees, even in winter. Non-skid material used for the final coating consists of paint with small pieces of kevlar and other metal bits mixed together to provide slip resistance for the aircraft, equipment and crew members. Once the non-skid coat cures, tiedown fittings are painted over with a few coats.



(top) A worker applies the final coat to a tiedown fitting inside a tent built on the flight deck of *USS Kitty Hawk* (CV 63). (bottom) A tiedown fitting and surrounding non-skid coat that are worn down after an extensive deployment period.

# A new cofferdam specification proposed by SRF-JRMC obtains NAVSEA approval for Navy-wide usage

## SRF-JRMC従業員の提案したコフファダムが米国海軍の正規仕様として認定される

By TAKIO USHIO, CFAY Public Affairs

On Feb. 15, seven employees at Ship Repair Facility and Japan Regional Maintenance Center received beneficial suggestion awards for their proposal to design and use a new board-type cofferdam. Last year, Naval Sea Systems Command officially approved the new design and incorporated it into the Underwater Ship Husbandry Manual (S0600-AA-PRO-160) Chapter 16. Personnel from Puget Sound Naval Shipyard and Intermediate Maintenance Facility, Bremerton, WA, showed strong interest in the newly designed cofferdams on a recent visit to SRF-JRMC.

Cofferdams are used to temporarily close a sea chest opening on the bottom of a ship's hull, from which seawater is sucked in for various purposes. Ship workers can repair a pump or pipes in the sea chest chamber, while preventing water from flooding the ship, by using a cofferdam.

For Navy divers who perform underwater ship husbandry tasks, this new type of cofferdam is much easier to handle than the conventional box-type cofferdam for installation or removal at a sea chest. The box-type cofferdam is heavy and cumbersome to carry underwater. Also, the manufacturing cost of the board-type cofferdam is 70 to 80 percent lower than the box-type.

Every sea chest opening has different sized dimensions, and so does the cofferdam covering it. Therefore, there are no ready-made cofferdams sold in the market. Each shipyard manufactures their own cofferdams to meet demands. Presently at SRF-JRMC, there are 31 different cofferdams designed for guided missile destroyers assigned to 7th Fleet, and each cofferdam is manufactured at shop X11, SRF-JRMC.

A design team at code 240, SRF-JRMC, began drawing a plan for the board-type cofferdams in 1997 while receiving advice from the divers of X72D, SRF-JRMC. The awardees are listed below. SRF-JRMC master diver MMCM(MDV) Bill Morris was a key adviser in the design process, though he is not listed here.

Kunio Usui, engineer (naval architect), C240  
Shingo Matsubara, engineering technician (naval architect), C240  
Taishi Nagata, engineering technician (naval architect), C240  
Hisato Kimata, production control specialist, C330 (Kimata was with C240 at the time of designing the new cofferdams)  
Kouji Hiramura, engineering technician (general), X72D  
Noriyoshi Nishimura, diver foreman B, X72D  
Masaru Suzuki, diver foreman A, X72D

文：牛尾多旗緒、CFAY広報課

横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) の複数の部署にまたがる日本人従業員が協同で提案していた「平板型コフファダム (blanking cofferdam)」が製造コストの低減、取り付けの簡易化ならびに安全性の向上に寄与したとして、去る2月15日関係者全員に考案奨励ほう賞が授与された。

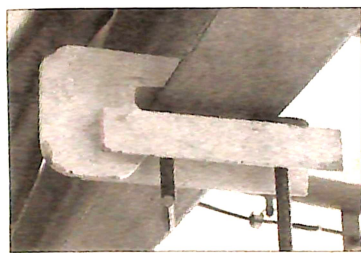
コフファダムとは、喫水線以下の作業で使用する囲い板や船底の吸水口を一時的に塞ぐための蓋をいう。米海軍艦船では駆逐艦や巡洋艦の場合、10箇所前後吸水口が開いているが、吸水口内部のポンプやパイプを修理する間はこれを塞いで海水の浸入を防ぐ必要がある。従来はボックス型のコフファダムが使用されていたが、重量や大きさの点で扱いにくく、ダイバーがこれを携えて海中に潜り、取り付けや取り外しの作業を行うとき非常に手間がかかった。そのためSRF-JRMCのX72D所属のダイバーから「扱いやすいボード・タイプのコフファダムを造ることはできないか」という要望があったところから、平板型コフファダムの設計が始まった。実際に設計を担当したのは設計部 (C240) であるが、ダイバー側の提言が取り入れられ、完成した図面はSRF-JRMCのショップX11に回されて製作された。

新型コフファダムは昨年、NAVSEA (Naval Sea Systems Command) の正式な承認を受け、同司令部発行の指示書である「Underwater Ship Husbandry Manual - Chapter 16」に加えられた。過日SRF-JRMCを訪れたビュージェット・サウンド海軍工廠の係官らも実物を見て大変興味を示し、図面を持ちかえり使ってみると話したという。コフファダムは1つ1つすべて形状が異なり各シップヤードで製作されるもので既製品は存在しない。現在もSRF-JRMCでは3隻の駆逐艦用に合計31枚の新型コフファダムの設計・製作が進行中である。今後世界中の米海軍の艦船修理において新型コフファダムが使われる見込みだ。この案件によって表彰を受けた従業員は以下の各氏である。尚、SRF-JRMCマスター・ダイバーのビル・モリス氏からも多くの助言が寄せられたことを付記しておく。(順不同)

C240 白井邦雄 エンジニア (造船技師)  
C240 松原慎吾 エンジニアリング専門職 (造船技師)  
C240 永田泰士 エンジニアリング専門職 (造船技師)  
C330 木全尚人 生産管理専門職 (注：設計時はC240に在籍)  
X72D 平村幸司 エンジニアリング専門職 (一般)  
X72D 西村典久 潜水員フォアマンB  
X72D 鈴木大 潜水員フォアマンA



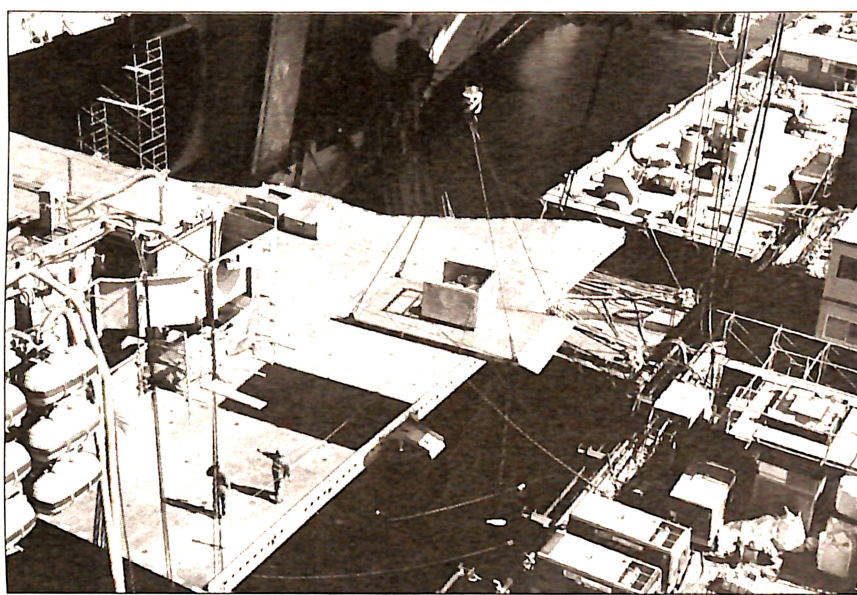
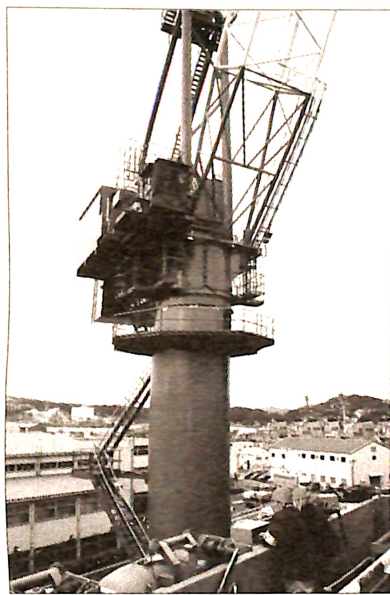
(Top) A newly designed board-type cofferdam (Center) A jig used to attach a board-type cofferdam to a sea chest. (Bottom) A box-type cofferdam. These box-type cofferdams are still used for large ships such as *USS Kitty Hawk* (CV 63) and *USS Blue Ridge* (LCC 19). [U.S. Navy photos courtesy of Kunio Usui, C240, SRF-JRMC]



(上) 横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) が設計し、昨年NAVSEAによって認定された平板型コフファダム (中) 平板型コフファダムを船底に取り付けるための金具。 (下) ボックス型コフファダム。空母等大型艦船ではまだ使われている。 [写真は白井邦雄氏提供]

# Berth 8 portal crane in full swing for *USS Kitty Hawk*

空母キティホーク補修支援のためフル稼働する8号バースのクレーン



(Left) Portal crane LC46, also known as "Rodan," stands tall at Berth 8. (Right) A load of material is carried onto the hangar deck of *USS Kitty Hawk* (CV 63) by Rodan.

Story and photos by TAKIO USHIO,  
CFAY Public Affairs

文・写真：牛尾多旗緒、CFAY広報課

## Who operates the crane?

Story and photos by TAKIO USHIO,  
CFAY Public Affairs

Tomohiro Suzuki rotates the crane boom while communicating with a signaler on the hangar bay deck. He then lowers a load of materials onto the flight deck of *USS Kitty Hawk* (CV 63). Suzuki has been a crane operator for the last seven years at shop X72C, Ship Repair Facility and Japan Regional Maintenance Center.

According to Suzuki, one of the most challenging operations is hoisting something like radar and scaffolds near the mast. There are many branches of antennas installed around the mast, and extra caution must be taken in order not to damage them.

A crane operator frequently adjusts the speed of boom rotation to offset wind speed. Wind direction is another factor. "I want to be more skillful, and be a number-one crane operator," said Suzuki.

文・写真：牛尾多旗緒、CFAY広報課

プレート（鉄板）に積まれた資材を見据えたまま、鈴木智浩氏は複数のレバーを操作し、ハンガー・デッキにいる合図者と無線で連絡を取り合いながらフライト・デッキの所定の場所へゆっくりと資材を降ろす。地上25メートルの運転室からは8号バースと空母キティホークを一望に収めることができる。

ポータル・クレーンの運転室はエアコンを完備している。そこから5メートルほど離れた機械室にはトイレもある。8号バースのLC46クレーンは昨年の8月に設置されたもので、現在稼働中の6機あるポータル・クレーンのなかでは最も新しい。

風の向きと速さによって運転方法も変わってくる。目的地に対して追い風の場合は遅く、向かい風の場合は速く旋回することは基本のひとつ。風速16メートルが安全に操作するための上限だが、オペレーターの判断によって風速7メートルでも運転を取りやめることも有り得るという。「人の生命に関わる仕事だけに安全が第一です」と強調する鈴木氏はさらに技術を究めたいと話す。「とくに艦船のマスト周りの仕事は大変に気を使います。折れやすいアンテナの枝がたくさん出ているため注意が必要です。マストをぐぐり抜けてレーダーを取り付けたり足場を組んだりすることがあるんですよ。」鈴木氏はオペレーター歴7年の中堅だ。それ以前は現在と同じ横須賀艦船修理廠-日本地区造修統括本部（SRF-JRMC）のショップX72Cで玉掛け（rigger）の仕事に6年間携わっていた。



(Top) Tomohiro Suzuki, crane operator, X72C, Ship Repair Facility and Japan Regional Maintenance Center, operates the portal crane (LC46) at berth 8 where *USS Kitty Hawk* (CV 63) is docked. (Bottom) Suzuki points to the anemometer (wind gauge) inside the operator room.

（上）横須賀艦船修理廠-日本地区造修統括本部（SRF-JRMC）ショップX72C所属クレーン運転手の鈴木智浩氏が8号バースにあるポータル・クレーン（LC46）を操作する。X72Cには4チーム計12人のオペレーターが在籍し交替で職務にあたる。（下）LC46クレーン運転室内にある風速計

From morning till evening, the portal crane at berth 8 keeps swinging its boom to hoist whatever material or equipment is brought to the pier. This 45-ton crane, LC46, was added to Yokosuka U.S. Naval Base last August. Until the two newly built portal cranes at berth 12 become operational sometime in summer, LC46 is the newest of the six portal cranes currently in operation.

On one side of LC46, the crane's nickname "Rodan" is printed in large letters. Rodan is the name of the flying monster appearing in Godzilla movies. The employees working at code 700 and shop X72 of Ship Repair Facility and Japan Regional Maintenance Center voted for the name while LC46 was under construction.

定期補修のため空母キティホークが停泊する8号バースでは、朝から夕方までポータル・クレーン（LC46）が資材の揚げ降ろしをしている。各ポータル・クレーンには愛称が付けられているが、LC46も例外ではない。クレーン上部の側面に、白地に黒で大きくRodanと書かれているのがわかる。米国で公開されているゴジラ・シリーズ映画では、ラドンはRodanと表記される。悪役、そして作品によってはゴジラの味方にもなる、あの飛ぶ怪獣だ。横須賀艦船修理廠-日本地区造修統括本部（SRF-JRMC）のコード700とショップX72に勤務する従業員による人気投票の結果、この名前に決ったという。

## Biggest loser contest makes every participant a winner for healthier lifestyle

Story and photos by TAKIO USHIO, CFAY Public Affairs

An eight-week fitness-promotion called "The Biggest Loser" contest concluded Mar. 9 at Ship Repair Facility and Japan Regional Maintenance Center. Similar to its TV reality show counterpart, the participants, comprised of sixteen active duty military, civilian and dependent members of the command, each participated in group personal training workouts, which focused on improving their strength, flexibility, endurance, stability and cardiovascular conditioning.

Lt. Jason Deutsch, ship superintendent, SRF-JRMC, organized the program and motivated each member to achieve the goals they established for themselves at the beginning of the program. Deutsch taught challenging workout regimes, monitored their physical measurements (body fat and weight), assessed cardiovascular evaluations and provided useful fitness and healthy living information via weekly emails.

"I provided them with all of the necessary tools to ensure their success - they did all of the work," said Deutsch. "It was very rewarding to witness their physical transformations throughout the entire challenge."

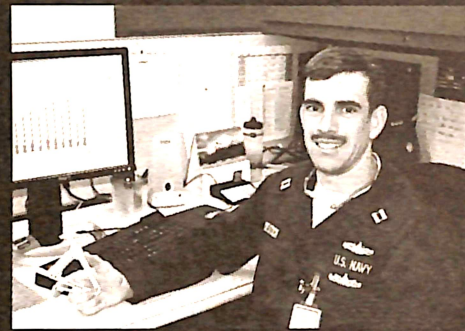
The biggest loser, i.e. the person whose physical measurements were reduced by the largest amount, was Lt. Chad Tidd, ship superintendent, SRF-JRMC. Tidd lost 27 pounds and reduced his body fat by 6.3%, and as a result, his waistline shrunk over four inches. This was the result of working out six days a week coupled with maintaining a well balanced diet.

"I still go to the gym six days a week and I feel great both physically and mentally," said Tidd.

YN1(AW) Randy Williams, administrative leading petty officer, SRF-JRMC, completed the program and appreciates its positive effects.

"It was like having a personal trainer for eight weeks. I kept motivated by the information and new exercises Lt. Deutsch provided to us every week," said Williams. "I'm ready for the next challenge coming in the near future and encourage more people to accept the next challenge - you won't regret it!"

Once all of the measurements were tallied, the participants were happy to learn what they had accomplished after a mere eight weeks of training. They individually reduced their overall body fat percentage by an average of four percent and completed the challenge as a team!



(above) Lt. Jason Deutsch, ship superintendent, SRF-JRMC organized the Biggest Loser Contest at Ship Repair Facility and Japan Regional Maintenance Center, with a body fat caliper in his hand.



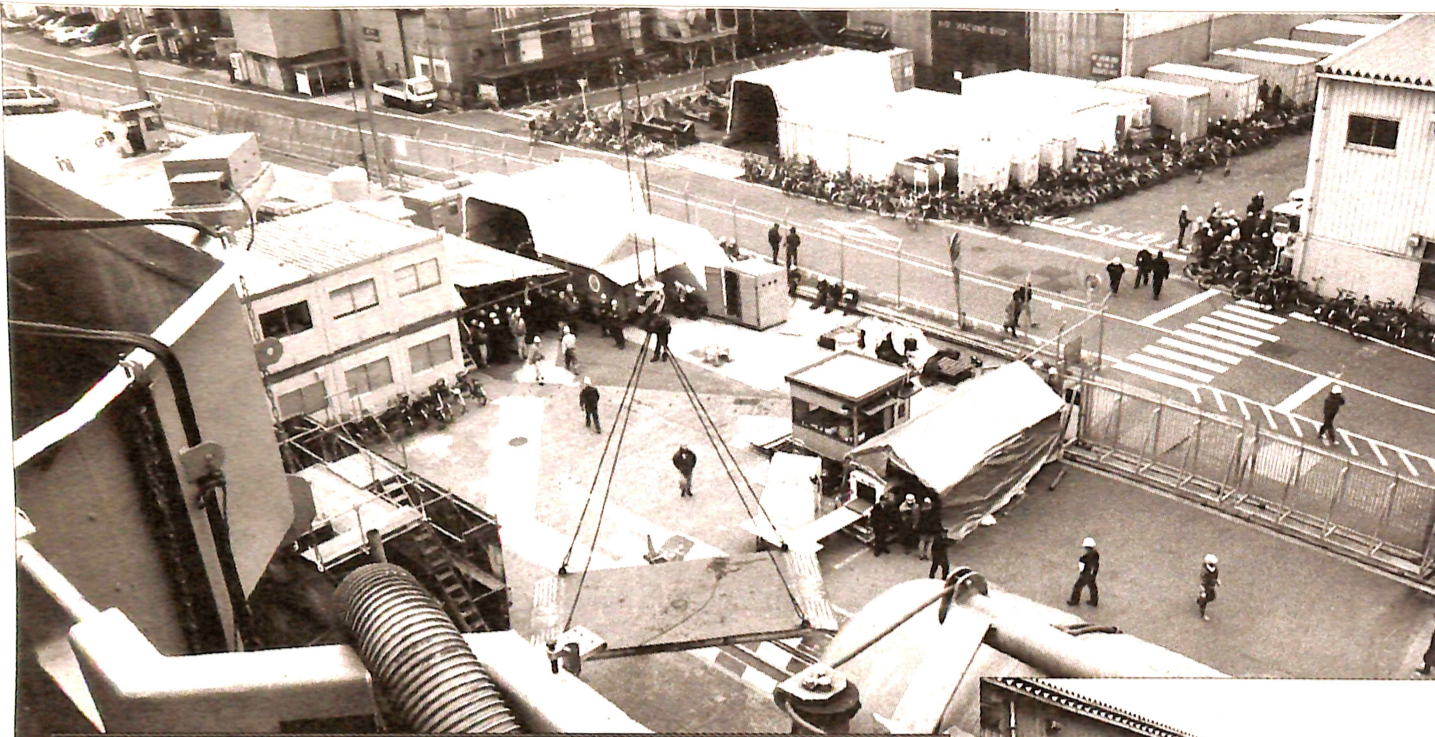
(above) Lt. Chad Tidd, ship superintendent, SRF-JRMC won the Biggest Loser Challenge during the contest held from Jan. 10 to March 9 at SRF-JRMC.



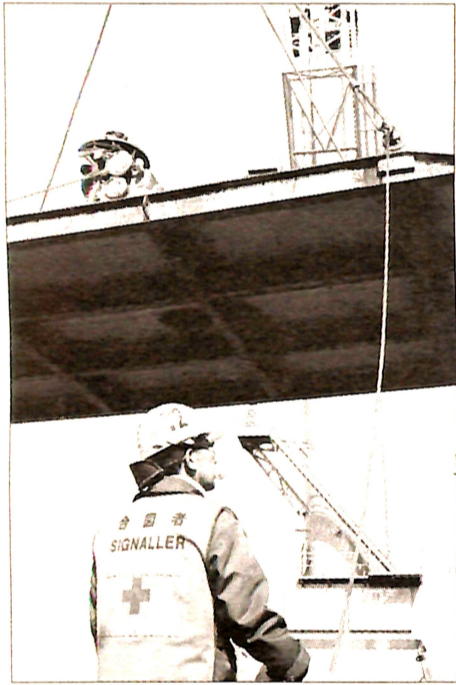
(above) YN1(AW) Randy Williams, administrative leading petty officer, code 1130, SRF-JRMC is still on his own fitness program after the contest.

文・写真：牛尾多旗緒、CFAY広報課

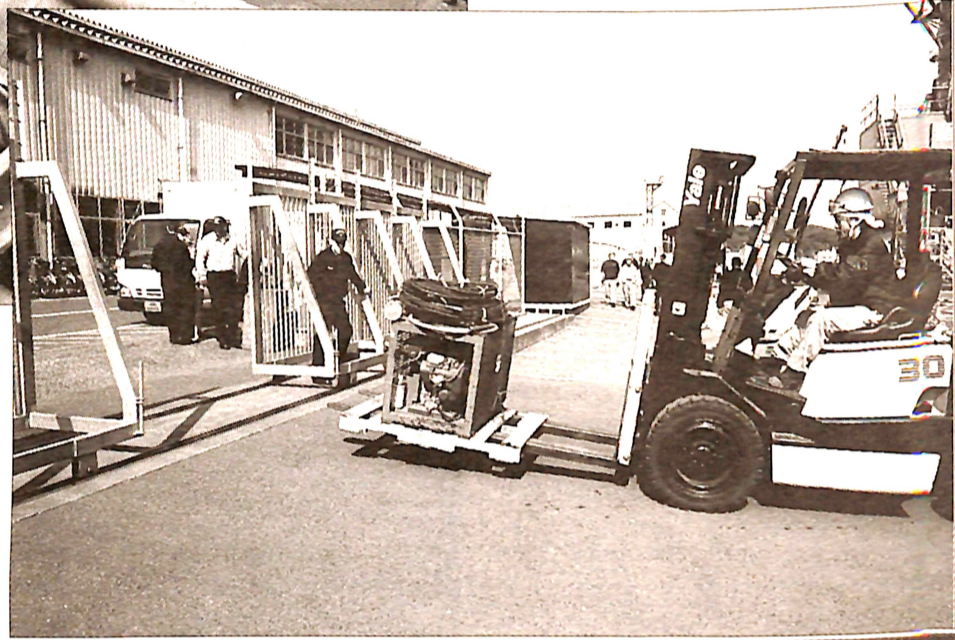
米海軍横須賀基地8号バースでは、空母キティホーク（愛称：バトルキャット）の定期補修作業が繁忙を極めている。多くの人が行き交い、トラックが出入りし、資材が運び込まれるが、すべては円滑に流れている。横須賀艦船修理廠-日本地区造修統括本部（SRF-JRMC）コード700でクレーンの運用を管理する飯島広起氏は次のように話す。「従来、空母キティホークが入港して問題になることのひとつとして8号バースが母艦に対して十分な大きさがないうえにクレーンの荷の積み込み降ろし、車両、乗組員および作業員の通行、作業機械の設置等、すべての要素が十分に安全に対処できるかという点がありました。とくに昨年8月新しいポータル・クレーンが設置されて、いかにして安全に作業をするかが重要な課題になったのです。今回の定期補修に先立ってSRF-JRMCのシップサプト（艦船修理監督官）はこれらの方を十分に考え計画してください。その結果、クレーン下の通行量を90%減らすことができ、またX72Cの合図者と各クレーン・オペレーターも十分にシップサプトの計画を理解して、進入する車両にたいして適切に指示してもらっています。」



## ‘Where is the busiest place at Yokosuka U.S. naval base?’



(top) A view from the flight deck of USS Kitty Hawk (CV 63) that anchors at berth 8, Yokosuka U.S. Naval Base. (middle right) A forklift exits from the main gate of berth 8. (middle left) A signaller works with LC46 portal crane at berth 8. (bottom left) LC46 and Kitty Hawk with pedestrians (bottom right) Two Sailors (one of them in civilian clothes) walk in front of a mobile canteen truck on the pier at lunch time.



## It's berth 8 where the Battle Cat sits for maintenance brushup

(上) 空母キティ・ホーク甲板上から見た8号バース・ゲート付近の風景 (中右) 8号バースの正面ゲートから出るフォークリフト (中左) ポータル・クレーン (LC46) 運転者と連絡を取り合いながら作業の指示をする横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) ショップX72C所属の合図者。(下左) LC46クレーンと空母キティホーク (下右) 昼食時、8号バースの柵外に置かれたピザ販売トラックの前を歩く米海軍軍人2名。背後に見えるのは空母キティ・ホークのブリッジ

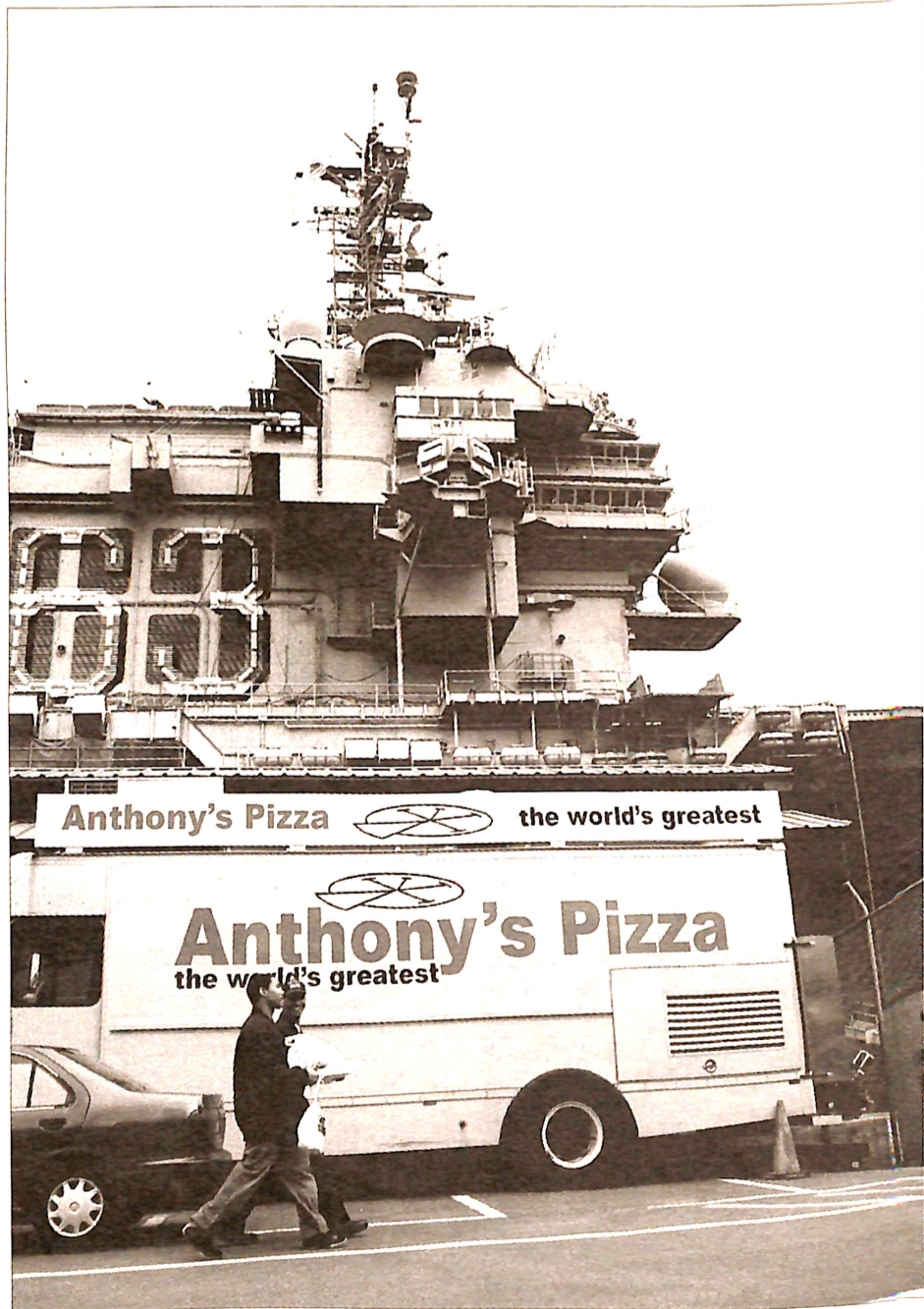
Story and photos by TAKIO USHIO, CFAY Public Affairs

Repair activities for USS Kitty Hawk (CV 63) are culminating in this selective restricted availability or SRA. People, vehicles and materials flow smoothly on the pier. “The portal crane at berth 8 came into operation last September,” explains Hiroki Iijima, crane specialist, code 740, SRF-JRMC. “So, the berth usage plan was redesigned from scratch by ship superintendents of Ship Repair Facility and Japan Regional Maintenance Center with the cooperation of code 700 and X72, SRF-JRMC and Kitty Hawk crew. Because berth 8 does not have large space and the new crane takes up some

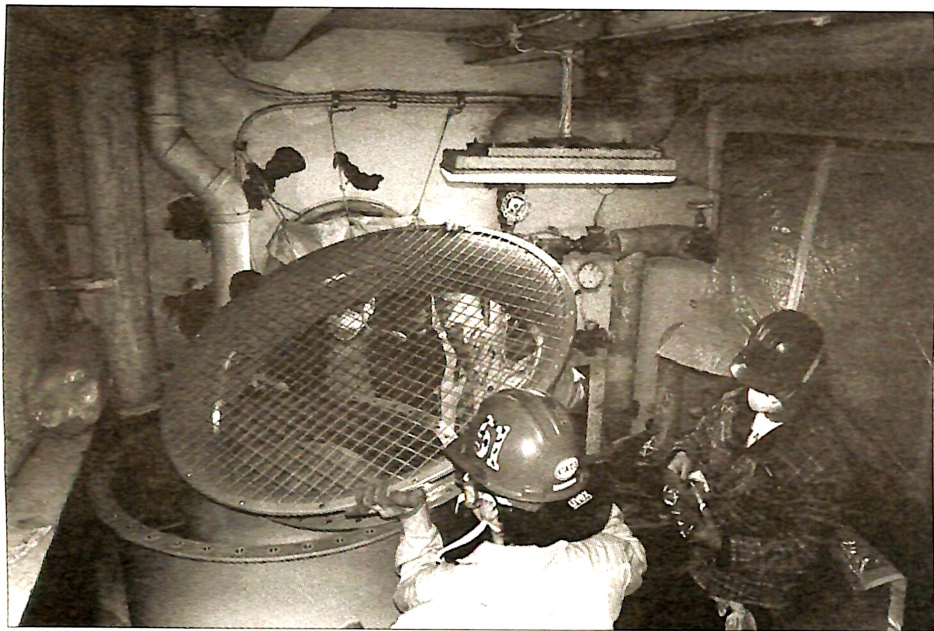
space, we were thinking hard about how people, vehicles and equipment could flow with no hazards while Kitty Hawk is in SRA,” he adds.

Indeed, thousands of people and hundreds of vehicles come and go on the pier during the day. “There used to be a lot more pedestrians passing underneath the crane booms. But the new plan decreased the traffic by 90%. This is a safe and more efficient environment that we enjoy. It owes much to those ship superintendents,” added Iijima.

Onboard Kitty Hawk, the repair activities go on twelve hours a day and seven days a week. The Battle Cat will be operationally ready before long.



# Guess what this round thing is for . . .



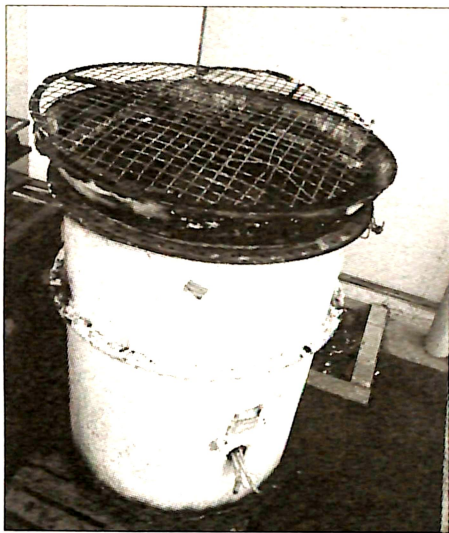
Story and photos by TAKIO USHIO, CFAY Public Affairs

Not a barbecue grill. This is one of the ventilation fans onboard *USS Kitty Hawk* (CV 63), which is currently in selective restricted availability at berth 8. Numerous fans of this type run throughout the ship to send fresh air to various rooms inside the hull of *Kitty Hawk*.

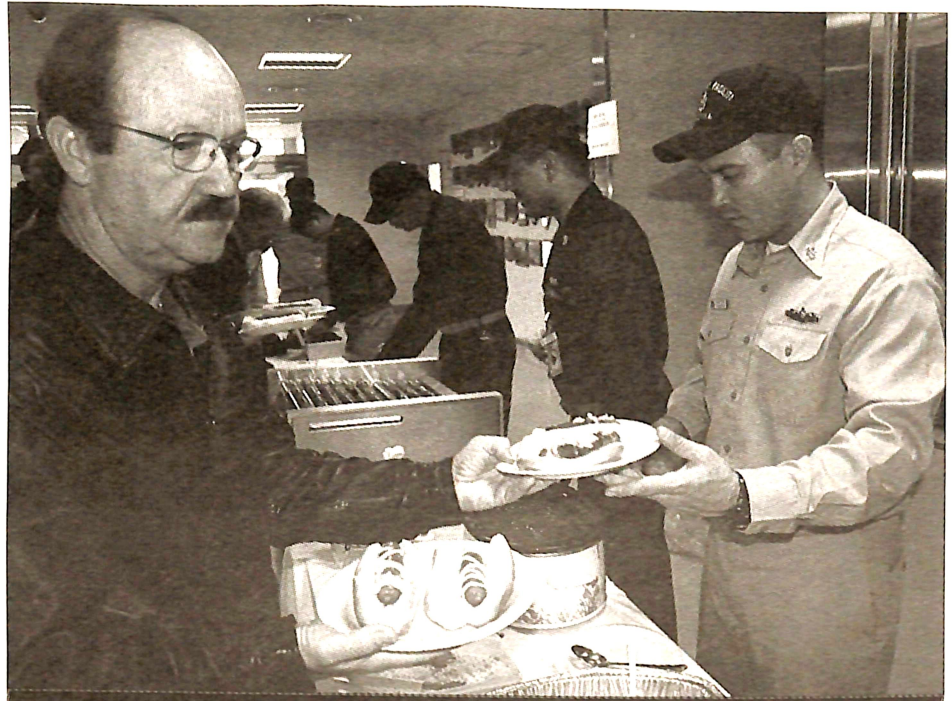
文・写真：牛尾多旗緒、CFAY広報課

バーベキュー・グリルではない。空母キティ・ホーク内の各船室に空気を送り出すための空調ファンである。この種の空調ファンが船内に多数存在する。8号バースでは現在、横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) によるキティ・ホークの定期補修作業が進行中だ。

(top to bottom) Employees from shop X51 and X72, Ship Repair Facility and Japan Regional Maintenance Center, lift a new ventilation fan to install in a room onboard *USS Kitty Hawk* (CV 63); A safety grid is put on to the fan; An old, corroded ventilation fan sitting outside building 2043 near shop X51; and Kouichi Takemoto, ship electrician foreman A, Hiroataka Shiratori, ship electrician, and Takahiro Yamashita, ship electrician, shop X51, SRF-JRMC, fasten bolts.



(上) 空母キティ・ホーク格納庫デッキの一室にて、新しい空調ファンを取り付ける横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) のショップX51およびショップX72の従業員 (中上) 空調ファンに格子を被せる (中下) ショップX51のあるビルディング2043の外に置かれている古い、腐食した空調ファン。これは前もって取り外されていた (下、左から) ショップX51に所属する竹本幸一 (船舶電気工フォアマンA)、白鳥博隆 (船舶電気工) および山下孝弘 (船舶電気工) の各氏



## SRF-JRMC's Chief Petty Officer Association starts year-round fund raising activities

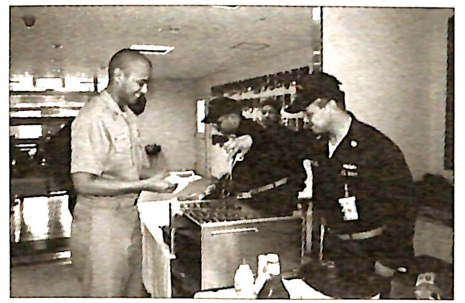
Story and photos by TAKIO USHIO, CFAY Public Affairs

The Chief Petty Officers Association at Ship Repair Facility and Japan Regional Maintenance Center has begun their fund raising season for year 2006. Last month, the CPOA had a hamburger sale, and on March 23 did a chilidog sale in the main hallway of the SRF-JRMC headquarters building. There are 42 members in the SRF-JRMC CPOA, who extend their helping hands to various organizations and occasions. ETC(SW/AW) James L. Phillips Jr., code 191, explains the purposes of their activities: "Since we are a nonprofit organization the money raised from our fundraisers goes toward deserving causes such as the Miura Shiratori-en. Our goal this year is to raise over 100,000 yen to donate to the Shiratori-en. We also provide a big portion of the money raised to fund our annual command Christmas party." From the chilidog sale, the CPOA made about \$500. A golf tourney was also held on March 31 at the Atsugi golf course with twenty-four participants.

"The fund raising and volunteer events the SRF-JRMC chiefs participate in are ways to express our support for the community and to build camaraderie. They are another opportunity to get the mess together to build professional and personal bonds, which in turn makes for a stronger, more efficient Chief's mess," added Phillips.

It was raining outside while the chilidog sale went on. Phillips figures that the rain helped them make good sales because people do not want to go out in the rain to find a place to eat. With a lot more rain on its way, typically during the monsoon season in Japan, the CPOA may continue attracting customers to their dogs and burgers.

(top to bottom) A pair of chilidogs are served for a customer at the chilidog sale on March 23 sponsored by Chief Petty Officers Association at Ship Repair Facility and Japan Regional Maintenance Center; ETC(SW) Patrick F. Cuttle, code 193, cooks chili and dogs in the kitchen; Navy divers, code 338, purchase chilidogs; and MMC Manuel Angeles(SW) serves dogs for Lt.Zaldy Valenzuela, ship superintendent, code 331. (bottom, from right) ETC(SW/AW) James L. Phillips Jr., code 191, ICC(DSW/SW) Leon D. Brown, code 338, ENC(SW) Judd Valentine, ship superintendent, code 331, and Angeles.



# SRF-JRMC civilian meeting convened, four awarded

Story and photos by TAKIO USHIO, CFAY Public Affairs

At Ship Repair Facility and Japan Regional Maintenance Center, a bimonthly meeting is conducted for civil service and contractor employees to cover various agenda.

On Apr. 5, Erik L. Jorde, regional counsel, and Mark Nelson, equal employment opportunity manager, both from Commander, U.S. Naval Forces, Japan, provided training on the subjects of "Standards of Conduct and

Ethics" and "How No Fear act affects you," respectively. In addition, an employee received Navy Meritorious Civilian Service award and three others' Length of Service awards from Capt. Stephanie Douglas, commanding officer, SRF-JRMC.

(top left) Henry Salazar, comptroller, code 600, receives Meritorious Civilian Service Award from Capt. Stephanie Douglas, commanding officer (top right) Kenneth A. Hampson Jr., code 285, receives 25 Years Length of Service Award (bottom, left) Stephen D. Westhoven, code 603, receives 25 Years LSA. (bottom right) Thomas E. Halo, crane director, code 700, receives 15 Years LSA.



# New journeymen begin their journey to master

## 4年の技能訓練期間を修了し、新たな挑戦を開始するSRF-JRMCの若者たち

By TAKIO USHIO, CFAY Public Affairs  
Photos by PH2(AW) GREG MITCHELL, CFAY Public Affairs

On March 31, a graduation ceremony was held for the ship repair apprentices of Ship Repair Facility and Japan Regional Maintenance Center at Officers' Club in Yokosuka U.S. Naval Base with Kouichi Miyazaki, chief, Yokosuka Defense Facilities Administration Office as distinguished guest. 17 apprentices successfully completed the 4-year intensive training program, and became journeymen.

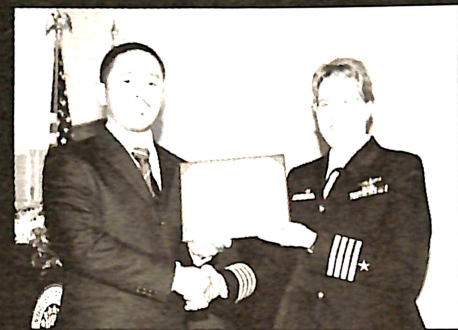
Capt. Stephanie Douglas, commanding officer, SRF-JRMC, in her speech said, "The graduates are entering a work environment characterized by change. The ships we will be working on will be more modern, and our facilities, tools, and processes are being upgraded continuously." To date, there are 537 graduates, which form the core of the ship repair workforce at Yokosuka to keep the 7th Fleet operationally ready. Douglas emphasized the importance of improving skills when speaking to the graduates. "You are joining a unique multicultural team that does ship repair better than any I've ever seen. But this is a tough business and there are always improvements in process and execution to be achieved. I look forward to your ideas and your energy. Together we can make SRF-JRMC absolutely the best we can be."

文：牛尾多旗緒、CFAY広報課  
写真：PH2(AW) グレグ・ミッチェル、CFAY広報課

3月31日午後2時より、横須賀米海軍基地内のオフィサーズ・クラブにて、米海軍横須賀艦船修理廠及び日本地区造船統括本部(SRF-JRMC)の2006年技能訓練生卒業式が、横須賀防衛施設事務所の宮崎公一所長を来賓に迎えて執り行われた。今年度は17名の訓練生が4年にわたる集中的な訓練期間を修了し、ジャーニーマン(一人前の職工)となった。

SRF-JRMC司令官のステファニー・ダグラス大佐はスピーチのなかで卒業生に対して次のように呼びかけた。「皆さんは多文化により構成された他に例のない素晴らしいチームに加わろうとしています。このチームは私が今までに見てきたどの施設よりもうまく艦船を修理しています。しかしながら艦船修理は非常に厳しい仕事で、その作業工程は日進月歩です。私は皆さんのアイデアとエネルギーを楽しみにしています。私達が力を合わせれば最高のSRF-JRMCを築くことができるでしょう。」

過去21年間に537名の技能訓練生が卒業し、現在では横須賀基地艦船修理部門の中核的役割を担い、第七艦隊を常に機能できる状態に保つという使命を遂行している。式典の終了後、隣室で簡単な会食がもたれ、すべての行事は午後3時40分に終了した。



(top, from left) Satoshi Enda, journeyman, X41L, (上、左から) 遠田 聡氏 (以下敬称略)、X41L、横須賀艦船修理廠-日本地区造船統括本部(SRF-JRMC)がSRF-JRMC司令官ステファニー・ダグラス大佐から修了証を手渡される



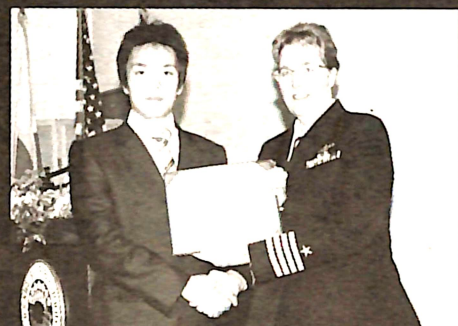
(top, left) Hisato Nakajima, journeyman, X56, SRF-JRMC (上、左) 中島尚人 X56



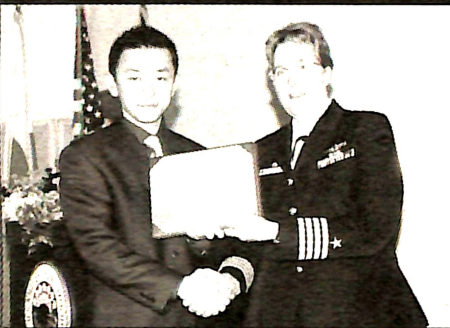
(top, left) Takatoshi Marumo, journeyman, X56, SRF-JRMC (上、左) 丸茂陽季 X56



(top, left) Takashi Mitsuohori, journeyman, X56, SRF-JRMC (上、左) 三ツ堀隆志 X56



(top, left) Kazuhiro Nishimura, journeyman, X56, SRF-JRMC (上、左) 西村和洋 X56



(top, left) Hiroumi Ohya, journeyman, X67, SRF-JRMC (上、左) 大宅広海 X67



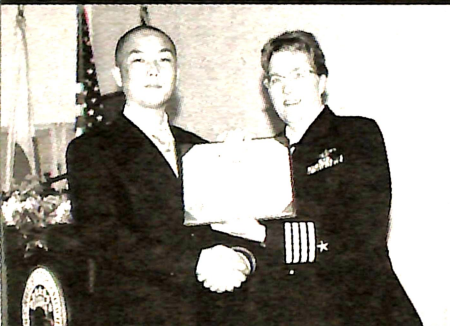
(top, left) Rikiya Amazaki, journeyman, X26, SRF-JRMC (上、左) 天崎力也 X26



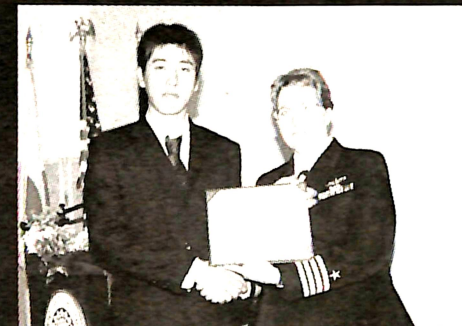
(top, left) Takeshi Hamawaki, journeyman, X38M, SRF-JRMC (上、左) 濱脇武史 X38M



(top, left) Daisuke Kobayashi, journeyman, X38R, SRF-JRMC (上、左) 小林大輔 X38R



(top, left) Takuya Yamaoka, journeyman, X71, SRF-JRMC (上、左) 山岡拓也 X71



(top, left) Kazuya Arai, journeyman, X72, SRF-JRMC (上、左) 荒井和也 X72



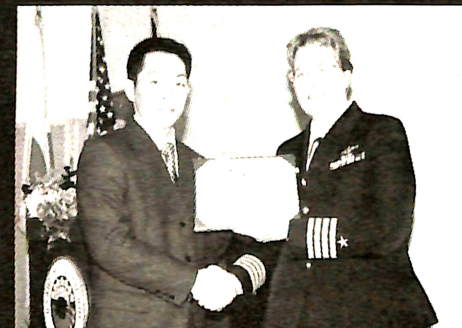
(top, left) Yasuaki Hara, journeyman, X72, SRF-JRMC (上、左) 原保明 X72



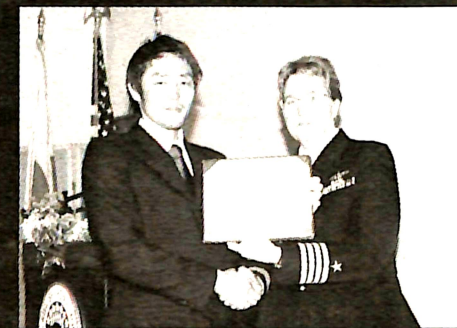
(top, left) Soushi Ohta, journeyman, X72, SRF-JRMC (上、左) 太田荘司 X72



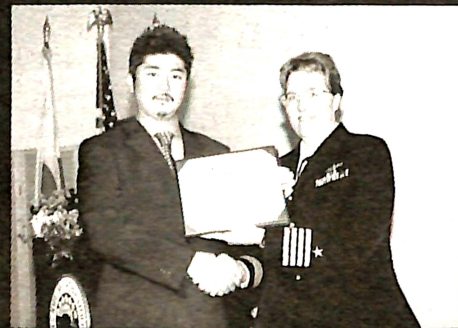
(top, left) Naohide Watanabe, journeyman, X99M, SRF-JRMC (上、左) 渡辺直秀 X99M



(top, left) Shinobu Suzuki, journeyman, X99M, SRF-JRMC (上、左) 鈴木忍 X99M



(top, left) Ken ichiro Ishikawa, journeyman, X99M, SRF-JRMC (上、左) 石川健一郎 X99M



(top, left) Takayuki Konno, journeyman, X99M, SRF-JRMC (上、左) 今野孝将 X99M

# Complete with 'hot wash': USS Fitzgerald is ready for deployment at berth 6



improvement to achieve the very best practices for future selective restricted availabilities. The entire SRA cycle closes with the hot wash.

During the recent availability of *Fitzgerald*, which ended last month, nine issues were brought up as feedback from various activities involved in the repair process. All the hot wash participants discussed each of these issues. The outcome of the discussion will be posted on the intranet web site of SRF-JRMC to be shared by everyone within the organization.

(left, top) Thomas Steindler, SRA project manager, code 1213, who stands in the middle, officiates the hot wash meeting on April 7 at Ship Repair Facility and Japan Regional Maintenance Center. On the right of Steindler, Cmdr. David Hughes, commanding officer, *USS Fitzgerald* (DDG 62) sits and joins discussion. The hot wash participants were split into two groups. Shown in this picture is the first group to discuss half the entire issues. (left, bottom) The second group of the hot wash in discussion. Later, these two groups merged into a briefing session. (bottom) The "Fighting Fitz" harbors at berth 6 in Yokosuka U.S. Naval Base, ready for deployment. Behind *Fitzgerald* is *USS Stethem* (DDG 63).

Story and photos by TAKIO USHIO, CFAY Public Affairs

On April 7, Ship Repair Facility and Japan Regional Maintenance Center conducted a "hot wash" inviting the commanding officer of *USS Fitzgerald* (DDG 62) and his assistants and engineers from other commands. Hot wash is a lessons-learned forum to promote continuous process



## SRF-JRMC welcomes 15 new apprentices

### SRF-JRMC技能訓練生入廠式にて第22期生15名を迎える

Story and photo by TAKIO USHIO, CFAY Public Affairs

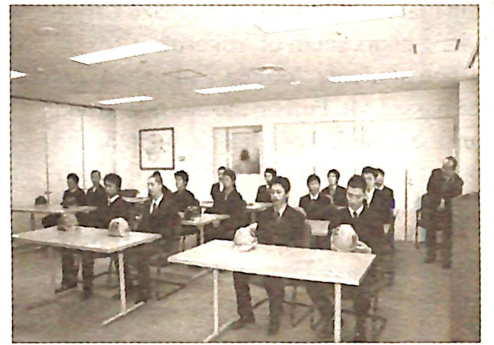
On April 3, an apprentice entrance ceremony was conducted for 15 new apprentices who have been selected from 123 applicants. This is the twenty-second year of the SRF-JRMC apprentice program with 537 graduates to date.

The apprentices will go through a four-year training period that consists of 980 hours of English training and a few thousand hours of on-the-job training under instructors assigned to each of them.

文・写真：牛尾多旗緒、CFAY広報課

4月3日横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) にて本年度採用された第22期生15人の技術訓練生を迎えて入廠式が行われた。これまでに卒業した537人は現在SRF-JRMCのさまざまな部署で活躍しており、工場長の職にある卒業生も2名いる。技能訓練生は4年間のプログラムをこなしてゆく。これは各ショップでの実技訓練と最新の設備を誇るランゲージ・ラボでの980時間の英語トレーニングを軸に、品質管理や安全に関する講習から構成される。

Shop	Apprentice name (訓練生氏名)
X41B	Ohsaka, Tesshin (大坂 鉄心)
X41L	Oshimoto, Hitomi (押本 一三)
X56	Monma, Ryouta (門馬 良太)
X67(S)	Kamoshida, Tomoki (鴨志田 智輝)
X67(S)	Shimizu, Goh (清水 剛)
X67(R)	Yamada, Tatsunori (山田 辰徳)
X11	Mito, Masayuki (水戸 雅之)
X17	Fujisaki, Naoya (藤崎 尚哉)
X17	Mimami, Kouhei (南 孝平)
X17	Tagawa, Takashi (田川 敬)
X17	Yamaoka, Shinji (山岡 慎司)
X26	Nemoto, Masayuki (根本 正行)
X71	Ishikawa, Hirotosugu (石川 廣嗣)
X72	Yamagishi, Keijiro (山岸 恵二郎)
X99M	Kato, Satoshi (加藤 聡)



(above) New apprentices on April 3 at Ship Repair Facility and Japan Regional Maintenance Center.

## Job opportunities for local nationals bloom at SRF-JRMC

### SRF-JRMCでMLC基地従業員を大募集：横須賀基地オープン・デーで求人ブースを開設

Vacancy # (空席広報番号)	Job Title (職種) 募集人員各1名
23-SRF-22-05(R6) (OUF) (A)	Engineering Technician, Mechanical (エンジニアリング専門職-機械)
23-SRF-47-05(R3)	Engineer, Naval Architect (エンジニア-船舶技師)
SRF-08-06 (OUF)	Chemist (化学職)
SRF-94-05 (R2) (OUF)	Carpenter, Shipbuildingman (大工-造船工)
SRFJRMC-21-06 (R) (OUF)	Mechanic, Electronic, Ship (船舶電子機械工)
SRFJRMC-34-06 (OUF)	Engineering Technician, Mechanical (エンジニアリング専門職-機械)
SRFJRMC-44-06 (R)	Engineering Technician, Electrical (エンジニアリング専門職-電気)
7-2006 (SRF-SA)	Engineer, Mechanical (エンジニア-機械)
8-2006 (SRF-SA)	Engineer, Electrical (エンジニア-電気)
9-2006 (SRF-SA)	Production Control Specialist (生産管理専門職)



Story and photos by TAKIO USHIO, CFAY Public Affairs

On April 9, manpower division, code 1160, Ship Repair Facility and Japan Regional Maintenance Center, joined Human Resources Office, Commander Naval Forces Japan, to set up a job information booth during the cherry blossom base open day at Yokosuka Naval Base. Currently, 10 positions are open for hiring. (See the list above.)

If you know anyone who might be interested in these positions, please tell him or her to contact HRO, Yokosuka, DSN 243-5609 or look up their web site <http://hro.cnj.navy.mil/> for more information.

文・写真：牛尾多旗緒 CFAY広報課

4月9日、横須賀米海軍基地で桜開花の季節に開催される恒例のオープン・ベース・デーにおいて、米海軍横須賀艦船修理廠及び日本地区造修統括本部 (SRF-JRMC) のマンパワー・ディヴィジョンが在日米海軍司令部人事課と共同で求人ブースを開設した。天候に恵まれて大勢の人がベースを訪れるなか、このブースにも少なからず人だかりができた。上に掲げたリストにあるように、現在10の職種で空席があり広く募集中である。興味のある方は同人事課のWebサイト <http://hro.cnj.navy.mil/> で必要事項を確認の上、至急応募していただきたい。

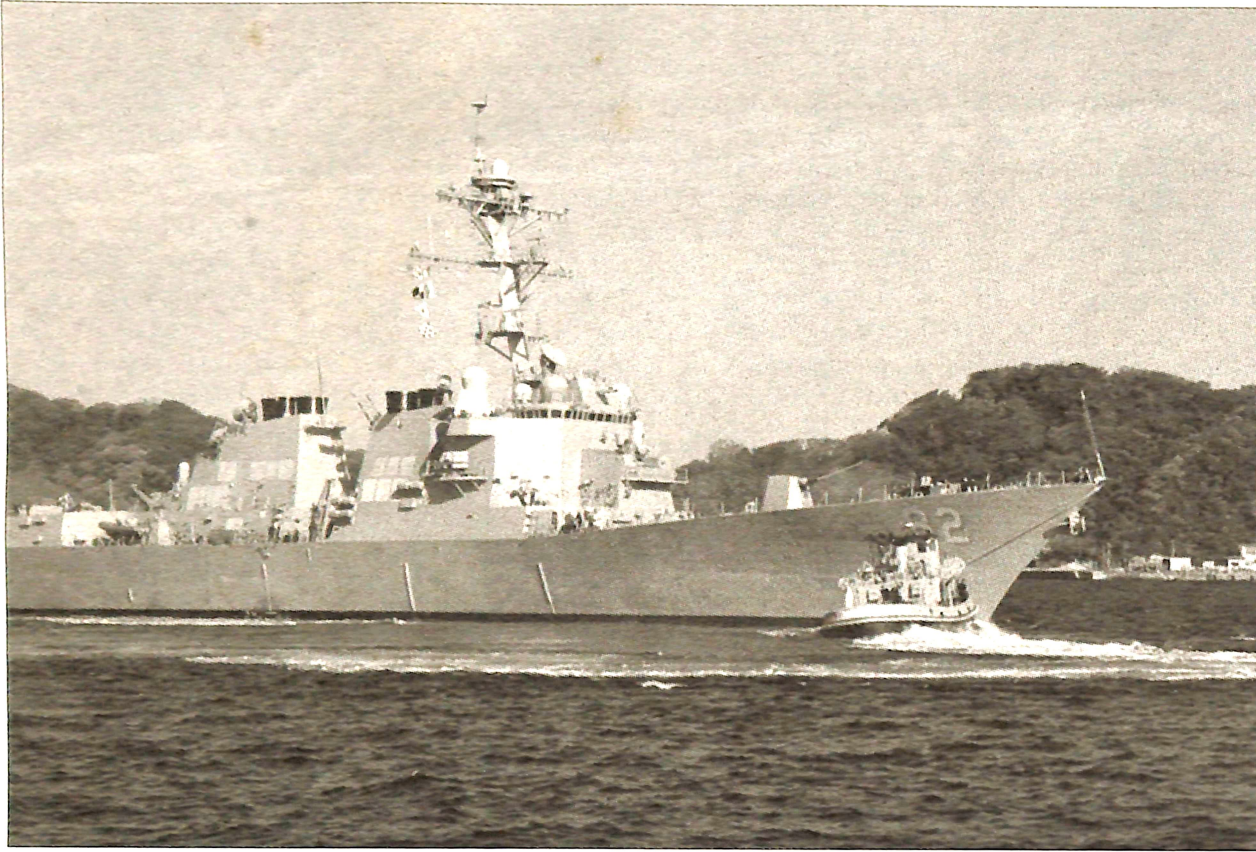


(above, from right) Hitomi Shimose, Morale Welfare and Recreation Department, Commander Fleet Activities Yokosuka, and Kyouosuke Kaneko, chief, manpower division, SRF-JRMC, answer questions to those visiting their job information booth on April 9 during the cherry blossom open base festival.



(above) On April 9, the cherry blossom open base day, ET2 Karen Austermann, Naval Reserve Center, Grand Rapids, Mich., who is attached to Ship Repair Facility and Regional Maintenance Center, volunteers to hand out flyers for recruitment drive to help the manpower division of SRF-JRMC during her annual two-week reserve training at Yokosuka.

# USS Lassen completes sea trials



On April 17, *USS Lassen* (DDG 82) is pushed by a pusher boat with her bow pointed to the mouth of Yokosuka Bay, ready to head out for a two-day sea trial.

Story and photo by TAKIO USHIO,  
CFAY Public Affairs

On the early morning of April 13, the guided missile destroyer, *USS Lassen* (DDG 82) got underway for the first time since she came out of the selective restricted availability at harbor master pier west. Notwithstanding the thick fog in the Yokosuka Bay area, the ship weighed anchor and proceeded to sea without any problems.

Then, on April 17, *Lassen* departed for a two-day sea trial, successfully returning to Yokosuka the next day. On April 19, *Lassen* again got underway for a prolonged local operations. See the article below to find more about the second SRA and the first overseas SRA for *Lassen*.

文・写真：牛尾多旗緒、CFAY広報課

4月13日早朝、イージス・ミサイル駆逐艦のUSSラッセン (DDG-82) がハーバー・マスター・ピア・ウェストから出航した。2月8日に開始された定期補修が終了して以来初の航行である。当日は横須賀湾一帯に濃い霧が出ていたがラッセンは抜錨し、難なく沖へと向かった。4月17日には2日間にわたる試験航海を実施した。さらに4月19日の朝、ラッセンは近海における通常任務へと赴いていった。

## Departure conference concludes SRA for *USS Lassen*

Story and photos by TAKIO USHIO,  
CFAY Public Affairs

Ship Repair Facility and Japan Regional Maintenance Center conducted a departure conference for *USS Lassen* (DDG 82) on April 12 for *Lassen*'s commanding officer and department heads, as well as other parties involved in the two-month maintenance project.

During the conference, Perry Kaullen, project manager, code 1213, SRF-JRMC, summarized all the maintenance topics. The selective restricted availability for *Lassen* started on Feb. 8 and ended on April 12 with 234 work orders completed. Kaullen expressed special thanks to Cmdr. Kerry Gilpin,

commanding officer of *Lassen*, and the ship's crew for their dedication to stay focused on the goal of completing the SRA.

Gilpin lauded SRF-JRMC's quality performance: "Starting right in September when we got here, and right up and through this SRA, I'm here to tell you that the attitude here, more importantly the actual product, the finished product is really on a different level from anywhere else I have seen in the Navy. Thanks for all that." Gilpin further commented, "I always felt that Capt. Douglas was heavily involved and personally interested in what was going on. That (attitude) cascaded through the chain of command right down to the shop level, to the people working on the ship."

Lt. Joshua Crinklaw stayed pier-side and onboard the

ship for most of his duty time during the SRA as lead ship superintendent from SRF-JRMC. Crinklaw reflects, "This was an SRA filled with firsts. This was the first Flight IIA DDG to undergo an SRA in Yokosuka. It was the first SRA for *USS Lassen* here. It was the first SRA completed in SRF-JRMC's Navy Enterprise Maintenance Automated Information System program and it was my first SRA as ship superintendent. Despite the number of firsts involved, the SRA went very smoothly. The SRA was based on planning, hard work, and communication between the project team, shops, contractors and the ship's crew. The scope of work completed required a great deal of schedule deconfliction. The strong teamwork exhibited between all of us ultimately was the reason for success."



(above, second from right) Cmdr. Kerry Gilpin, commanding officer, *USS Lassen* (DDG 82), attends the departure briefing provided by Ship Repair Facility and Japan Regional Maintenance Center.



(above, at the podium) Perry Kaullen, project team manager, code 1213, SRF-JRMC, officiates the departure conference at the SRF-JRMC headquarters building on April 12.



(above, from right) Gilpin presents Capt. Stephanie Douglas, commanding officer, SRF-JRMC, with a command plaque in appreciation for SRF-JRMC's fine maintenance workmanship.



## 'Que-ing up in shipyard

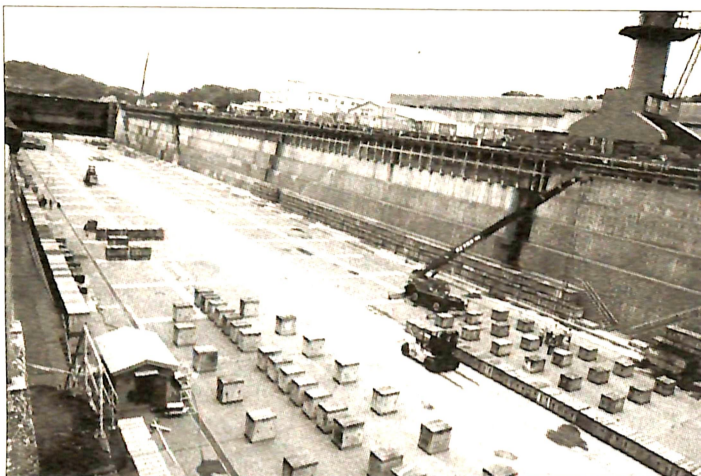
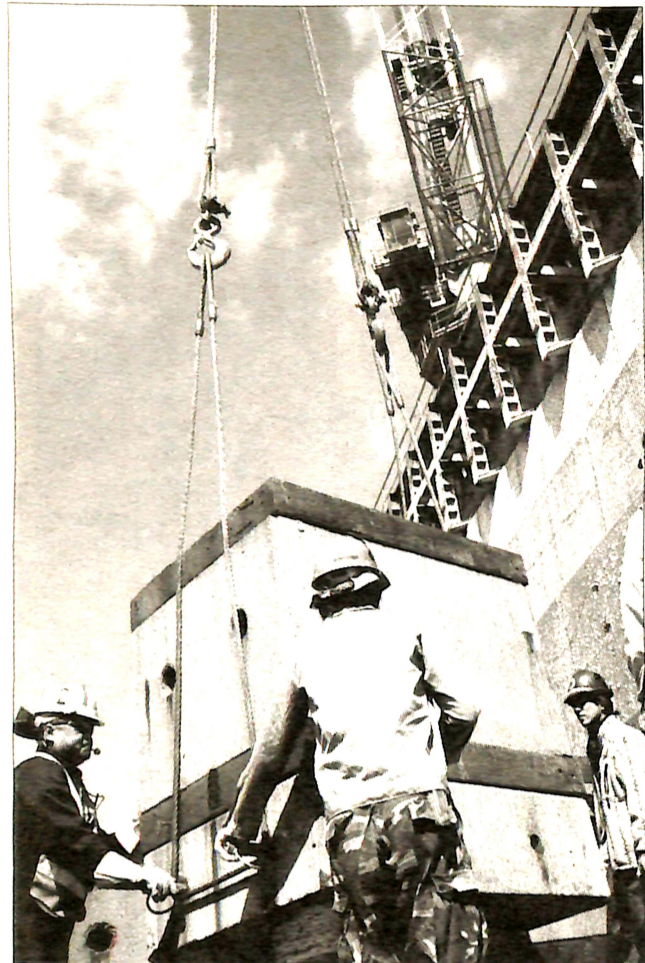
Story and photo by TAKIO USHIO,  
CFAY Public Affairs

The distinctive aroma of barbecue spread through the shipyard at Yokosuka U.S. Naval Base at lunchtime recently.

People, with their appetites whetted, began to show up from ships, shops, docks and offices and began to join the queue. The Chief Petty Officer Association of Ship Repair Facility and Japan Regional Maintenance Center served over 100 plates of hamburgers and hotdogs at the fund-raiser. The profit will be used for donations to the local community as well as for morale welfare and recreation activities of the command.

(left) People gather at the fund-raising cookout organized by Chief Petty Officer Association of Ship Repair Facility and Japan Regional Maintenance Center in the midst of the shipyard on April 13.

# Dry dock 6 reopens, back on the block



Story and photos by TAKIO USHIO, CFAY Public Affairs

The dock floor repair and the installation of roller fenders to the sill are completed, and dry dock 6, the largest dock at Yokosuka U.S. Naval Base, is ready for docking. During the first week of May two barges are scheduled to dock for major alterations. These barges will be used as work facilities for personnel from Puget Sound Naval Shipyard and Intermediate Maintenance Facility, Bremerton, Wash., who will perform a portion of maintenance while *USS George Washington* (CVN 73) is in port.

The carpenter shop, X68, Ship Repair Facility and Japan Regional Maintenance Center, is busy placing blocks in specified positions on the dock floor. The barges will be seated on the blocks to receive alterations starting this month through October next year.

文・写真：牛尾多旗緒、CFAY広報課

米海軍横須賀基地最大のドックである6号ドックで進められていた渠底の工事、ならびに渠門への回転式フェンダーの取り付け作業が終了し、ドックが再び使用できる状態になった。現在、横須賀艦船修理廠及び日本地区造修統括本部(SRF-JRMC)のショップX68が5月第一週に入渠する2隻のバージ船のために盤木ブロックを配置している。これらのバージ船は来年10月までの長期間をかけて倉庫として改装される。改装後は、次期空母ジョージ・ワシントンの入港中に修理を担当することになるピュージェット・サウンド海軍工廠の技術者が使用する。

Shop X68 employees, Ship Repair Facility and Japan Regional Maintenance Center, position blocks on the floor of dry dock 6.

## Volunteers from SRF-JRMC mow grass, help at Miura Shiratori-en Home



(above) MMCS(SW) Alberto O. Lapid trims grass. (bottom, from left) ET2(SW/AW) Nathaniel Hayes, Patricia Tamayo and ET1(SW) Manuel Tamayo rake dead grass at Miura Shiratori-en, Nagasawa, Yokosuka city on April 22.

(above, from left) GMC(SW) Joseph Langone gives advice to Manuel Tamayo Jr., on how to operate the lawn mower. (bottom) YN2(SW/AW) James Wilson pitches in to trim a lawn.

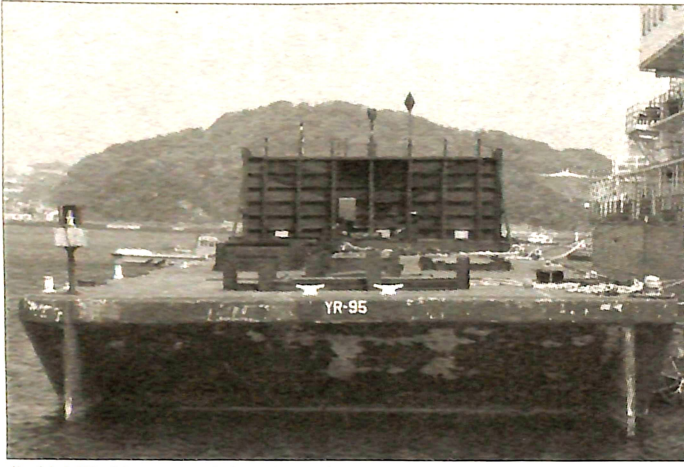


Story and photos by TAKIO USHIO, CFAY Public Affairs

On April 22, a group of military members and employees from Ship Repair Facility and Japan Regional Maintenance Center visited Miura Shiratori-en to mow grass on its one-acre field. Being short-staffed, the Shiratori-en faculty asked SRF-JRMC to maintain the field throughout the seasons. This is the first of the scheduled grass-cutting events for this year. The lawn mowers used for the event were donated from SRF-JRMC's various fund-raising activities in the past.

Miura Shiratori-en is a local municipal facility to care and lodge the mentally and physically challenged. The facility is run by Kanagawa prefectural government.

# Complete overhaul for CVN support barges



(left) YR-95, one of the three barges currently being altered for support operations of the *USS George Washington* (CVN 73).

Story and photo by Ensign JOHN FITZPATRICK, CFAY Public Affairs

**W**ith the arrival of the *USS George Washington* (CVN 73) in 2008, many changes need to be made to the capabilities of Ship Repair Facility and Japan Regional Maintenance Center in order to meet the maintenance needs of this most advanced ship.

To be prepared for the arrival, SRF-JRMC is modifying three barges into machine shops to be used as work facilities.

On May 5, two of the three barges entered dry dock 6 to start their conversion into state-of-the-art maintenance facilities. The third barge will arrive this summer.

文・写真：J. フィッツパトリック少尉、CFAY広報課

空母ジョージ・ワシントンが2008年に配置されることに伴い、横須賀艦船修理廠及び日本地区造修統括本部(SRF-JRMC)ではすでに準備作業が始まっている。補修に関してこの最新鋭の空母に対処できるようにするには、多くの為すべきことがある。そのひとつが3隻のバージ船を修理施設として改装し、空母入港時にピュージェット・サウンド海軍工廠の技術者がそこで作業できるようにすることだ。5月5日に2隻のバージ船が、夏には残りの1隻が6号ドックに入渠し、来年10月まで長期間の改装工事を受ける。

(左) 空母ジョージ・ワシントン用修理施設として改装される予定のバージ船3隻のうちの1隻(YR-95)。米海軍横須賀基地内

## SRF-JRMC's improvement activity teams head to competition in Milwaukee

Story and photos by TAKIO USHIO, CFAY Public Affairs

On April 28, four improvement activity teams conducted a public rehearsal in the conference room 102 at Ship Repair Facility and Japan Regional Maintenance Center. Each team was given thirty minutes to make their final-round live presentation in front of a large audience, including Capt. Stephanie Douglas, commanding officer, SRF-JRMC. On the next day, the teams departed for Milwaukee, Wis. to participate in American Society for Quality's World Conference on Quality and Improvement 2006 from May 1 to 3. During

the conference, improvement activity teams from all over the world demonstrate their improvement efforts and compete for gold, silver and bronze medals. Two teams came from JRMC Sasebo Detachment.

文・写真：牛尾多旗緒 CFAY広報課

横須賀艦船修理廠及び日本地区造修統括本部(SRF-JRMC)では多くのIA(改善活動)チームが活動しているが、そのうち代表4チームがこのほどウィスコンシン州ミルウォーキーで5月1日から3日間開催される「品質管理および改善活動世界大会」に参加することになった。出発直前の4月28日、4チームによる公開リハーサルが行われた。尚、このうち2チームはJRMC佐世保からの参加である。



(above) Team "ABA" from shop S72, JRMC Sasebo Detachment. – (from left) Yusuke Inoue, Tatsuo Kitamura, Hiroshi Yamanaka, Toshiyuki Sano

(上) チーム"ABA" ショップS72、JRMC佐世保 – (左から) 井上裕輔、北村辰夫、山中博志、佐野敏行



(above) Team "Powder Coaters" from shop S71, JRMC Sasebo Det. – (from left) Naoto Miyazaki, Hirotoishi Ishida, Daisuke Miyazaki, Satoru Moroishi, Shigetoshi Fujimoto, Satoru Moro-oka

(上) チーム"パウダー・コーターズ" ショップS71、JRMC佐世保 – (左から) 宮崎直人、石田弘利、宮崎大輔、諸石哲、藤本重利、諸岡悟



(above) Team "Mada Yattetanda!" from shop X99, SRF-JRMC – (front row, from left) Satoshi Goi and Haruo Sugiura (rear row, from left) Yoshihiro Kabaya, Tsuyoshi Niikura, Ken-ichi Kashima, Tatsuya Hiromoto and Toshihiko Yanagihashi

(上) チーム"まだやってたんだ!" ショップX99、SRF-JRMC – (前列左から) 五井敏、杉浦春男 (後列左から) 蒲谷仁宏、新倉剛、鹿嶋謙一、広本竜也、柳橋俊彦



(above) Team "LEAN Dream Team" from code 700, SRF-JRMC – (from left) Brian Kato Katsuma, Jose Enriquez II, Dwight McClelland, Akihiro Abe, Hiroataka Iiyama, Masami Kikuchi

(上) チーム"LEAN ドリームチーム" コード700、SRF-JRMC – (左から) 加藤克馬、ブライアン、ホセ・エンリケII、ドワイト・マクルランド、阿部明弘、飯山廣隆、菊池雅巳

# SRF-JRMC moves quickly on barge modifications

Story and photo by Ensign JOHN FITZPATRICK,  
CFAY Public Affairs

Ship Repair Facility and Japan Regional Maintenance Center is wasting no time on the overhaul and modification of two barges, YR-85 and YR-96, which entered dry dock 6 on May 5. SRF-JRMC workers have already completed the hull integrity checks on both barges and the results will be back this week. However,

there remains a lot left to be completed.

The first big project for YR-85, which already has a deck house on it, is the complete rip-out of all the old material starting with old insulation and lead-based paint. For YR-96, a deck house will be built and all the repair tools needed will be added in. For the third barge, YR-95, the construction of a deckhouse and some other modifications will be completed by a contractor (yet to be determined) which will return the barge to SRF-JRMC later this year.

文・写真：J. フィッツパトリック少尉、CFAY広報課

横須賀艦船修理廠-日本地区造修統括本部(SRF-JRMC)では、5月5日に6号ドックへ入渠した2隻のバージ船YR-85とYR-96の修理および改装作業を着々と進めている。すでに船体の状態が検査され、その結果を待っている。あしかけ2年におよぶこの改装プロジェクトには多くの作業項目が存在する。たとえばYR-85の場合、あらかじめ甲板上に上部構造が付属しているため、作業は古い断念材の除去と鉛含有塗料の剥離から始まる。YR-96では、まず上部構造を甲板上に構築してから、その中に修理用機材を装備する計画だ。今年後半に入渠するもう1隻のバージ船YR-95の場合、民間の会社に発注して、そこで上部構造の構築やその他の改装をしてもらう予定である。

2008年に配備される次期空母ジョージ・ワシントンには最新のテクノロジーを備えた艦船である。ワシントン州ブレマートンからピュージェット・サウンド海軍工廠の技術者が来日して同艦の修理を担当することになるが、上に述べた改装はすべてジョージ・ワシントンでとくに必要とされる補修作業に対処するためのものだ。

(below, from left) Barges YR-96 and YR-85 in dry dock 6 where modifications into high-tech maintenance facilities recently began.



## Proposal at retirement



Story and photos by TAKIO USHIO,  
CFAY Public Affairs

It was just before the bosun's pipe was blown to send FCC(SW/AW) Christopher G. Ward marching down the red carpet to his civilian life that he made a proposal to his girl friend, Monica L. McGee, asking her if she would share the rest of her life with him.

She agreed, and the engagement was thus announced. The largest conference room at Ship Repair Facility and Japan Regional Maintenance Center resounded with the cheers of a roomful of people who gathered for Ward's retirement. On the late afternoon of May 2, the solemn Navy ceremony developed unexpectedly into a blissful occasion. Among the witnesses of the engagement/retirement were Ward's proud parents, Ralph and Janice Ward.

(top, from left) FCC(SW/AW) Christopher G. Ward, Ship Repair Facility and Japan Regional Maintenance Center, and Monica L. McGee. (bottom, center) Ward marches down the red carpet to retirement, saluted by sideboys.



## SRF-JRMC's Bible study group cheers local community facility



(top) On April 22, Shinseikai residents, volunteers from Calvary Chapel Kamakura and the Ship Repair Facility and Japan regional Maintenance Facility Bible study group sing together. (bottom) The volunteers and the residents bow their heads in thanks before eating.

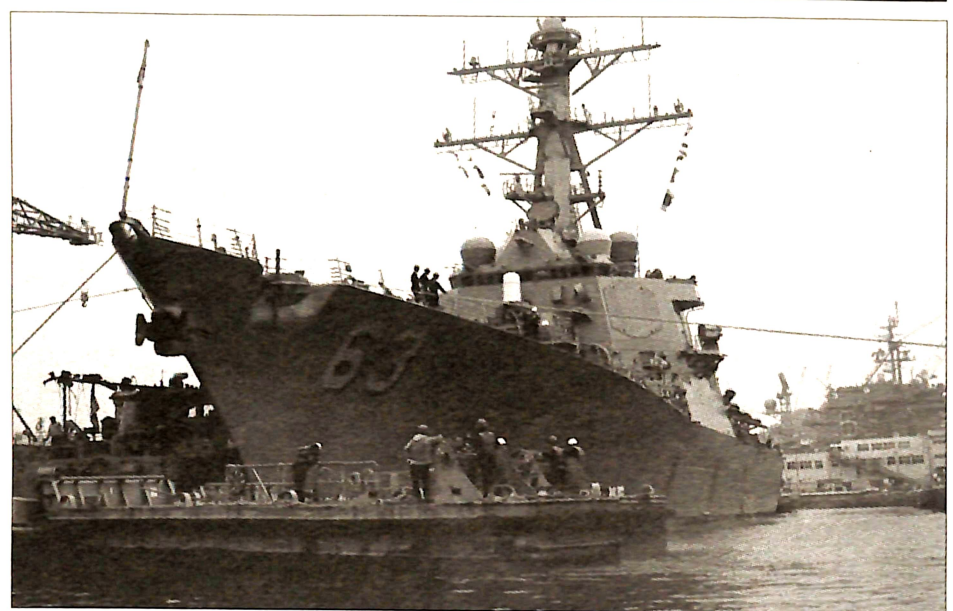
Story and photos by ETC(SW) SHAWN TYLER  
Combat Systems, code 193, SRF-JRMC

On April 22, a Bible study group at Ship Repair Facility and Japan Regional Maintenance Center visited Shinseikai in Yokohama. Shinseikai is a shelter facility that provides long- or short-term housing to women with children who are fleeing marriages where violence, physical abuse, drugs, alcoholism and other dysfunctions are present.

The group held a barbecue picnic for the residents. After the barbecue, joined by volunteers from Calvary Chapel in Kamakura, the group and residents sang Christian praise songs in both Japanese and English. Then, the Easter egg hunt. Residents and volunteers hid approximately 250 plastic eggs with candy (and a few with money!) inside on the playground and garden of the facility. The Shinseikai children had a great time hunting for the brightly colored eggs, which is quite a common event for American children, but very new and exciting for Japanese children.



Finally, the group delivered various toys and clothing items that were graciously donated by the people who came to the event, including Mark Moehlenbrock, SRF-JRMC port engineer, GSCS(SW) Steve Magnusson and ETC(SW/AW) James Phillips, both from SRF-JRMC, Mika Imai and Fumiko Ichige from Calvary Chapel Kamakura and Zuleika Tyler, an SRF-JRMC spouse. Additionally, several families from a T-ball team in Ikego, the Ikego All-stars, donated some clothing and toy items.



(above, left) On May 16, the docking team from Ship Repair Facility and Japan Regional Maintenance Center inspects the position, size and shape of each block placed on the floor of dry dock 5. (above, right) On May 17, *USS Stethem* (DDG 63) enters dry dock 5 for her selective restricted availability.

[U.S. Navy photos by Takio Ushio, CFAY Public Affairs]

## USS Stethem enters Dry Dock 5 for SRA

Story and photo by Ensign JOHN FITZPATRICK, CFAY Public Affairs

When a ship requires extensive work below the waterline, the only way to safely go about that work is for the ship to enter a dry dock. On May 17, the guided missile destroyer, *USS Stethem* (DDG 63), entered dry dock 5 for a three-month selective restricted availability.

Entering a dry dock is one of the most difficult tasks any shipyard undertakes and it requires a lot of preparation. But for Ship Repair Facility and Japan

Regional Maintenance Center, dry-docking is practically routine.

There are many different shops that take part in a dry-docking evolution. Shop 68 is responsible for preparing the blocks on which the ship will be sitting and to position the ship for line handling. The precision required in placing every block is vital to the safety of all personnel on board the ship and employees of SRF-JRMC.

Shop 72 operates the cranes to move any equipment required for the preparation and completion of the dry-docking procedure. Shop 99 maintains and operates the pumps to clear all the water from inside the dry dock

after port operations has maneuvered equipment back into position. SRF-JRMC divers check to make sure the ship is sitting properly on the blocks before pumping procedures are completed. The teamwork utilized by these shops allows for the safe repair of any ship that requires it.

For *Stethem*, this is the first SRA after she changed homeports from San Diego to Yokosuka. While almost every ship undergoes an SRA period every couple of years, this one is special because of some of the advanced capabilities being added to its already broad assortment.

## SRF-JRMC spouses club supports SOFA and Japanese communities through charity events



By SARA PHILLIPS, SRF-JRMC Spouses Club chairperson

The Ship Repair Facility and Japan Regional Maintenance Center Spouses Club presented a new couch to Miura Shiratori-en on May 17. Miura Shiratori-en is a home for mentally challenged children and adults, where they can learn life skills. The couch was a much-needed item for their lobby. The SRF-JRMC Spouses Club and the SRF-JRMC command have worked over the years building a friendship with Shiratori-en. They both have helped Shiratori-en with items donated for the residents, landscaping and celebrations for holidays.

The club itself donates to several local charities in our Japanese community, the SRF-JRMC Spouses Club Scholarships for SRF-JRMC high school seniors and spouses, and to local agencies on base.

The Club recently donated Mother's Day gift bags to another charity, Shinsei-kai House. Shinsei-kai is a home for abused mothers and children located in Yokohama. The gift bags included items for the mothers to pamper themselves, such as lotions, soaps, facials and make-up. The gift bags were made with donated items from members of the Club and the command.

The SRF-JRMC Spouses Club Scholarship recipient will be announced in the next few weeks. Each year, the club is proud to present a scholarship to a high school student whose parent works for SRF-JRMC. The applicant is required to fill out an application and have it reviewed by a committee comprised of SRF-JRMC Spouses Club members. It is another rewarding occasion to give to those at our command.

The club raises money by having command bake sales throughout the year. All spouses of SRF-JRMC members are eligible to join, including both civilian and military spouses.

文：サラ・フィリップス、SRF-JRMCスパウス・クラブ代表

5月17日、横須賀艦船修理廠-日本地区造修統括本部(SRF-JRMC)のスパウス(配偶者)クラブの代表が、SRF-JRMC司令官ステファニー・ダグラス大佐と共に横須賀市長沢にある県立の知的障害者施設三浦しらとり園を訪れてソファーを寄贈した。スパウス・クラブと三浦しらとり園との交流の歴史は17年前に溯り、これまでにクリスマス・パーティでのボランティアや物品の寄付をはじめとしてさまざまな支援を行ってきた。

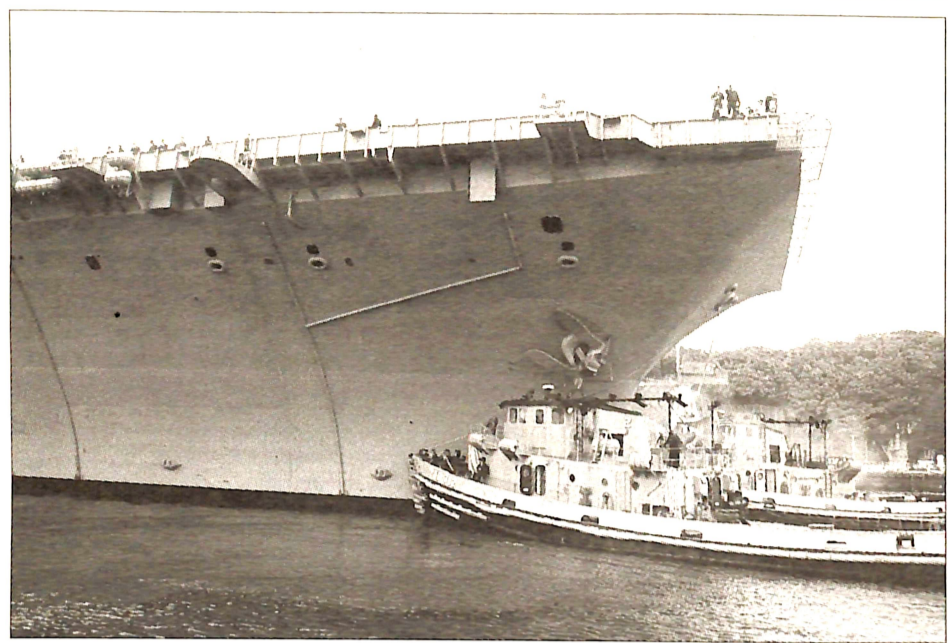
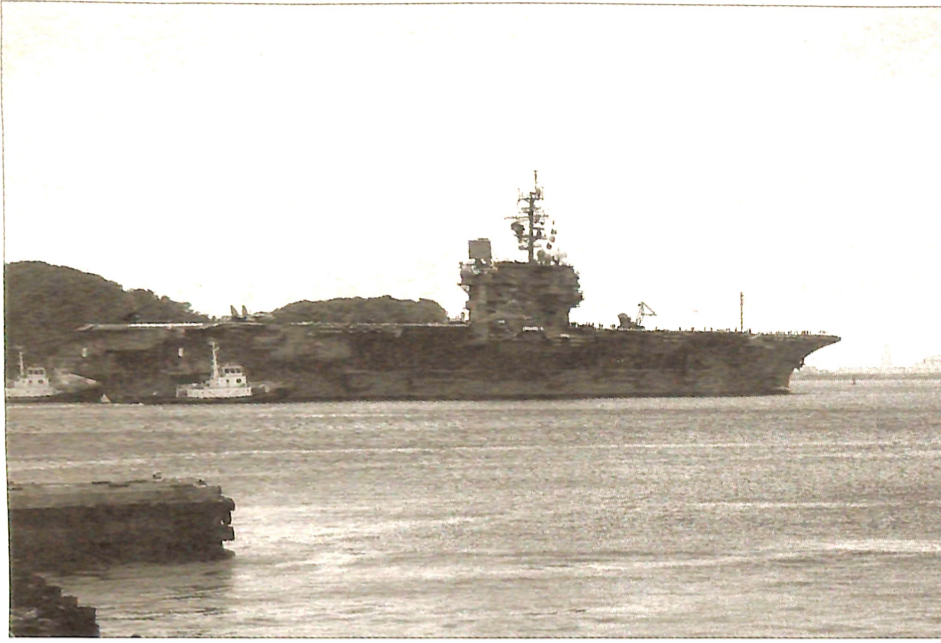
また、横浜市内にある真生会という女性保護施設に対しては母の日のプレゼントを寄贈するなどして交流を深めている。基地内部への支援もいくつか実施しているが、たとえばSRF-JRMCに勤務する軍人や軍属の子供(高校生)あるいは配偶者への奨学金支給がある。こうした活動をするための資金は年間を通じて行うパーク・セールなどから得た収益金でまかなわれる。

(left) Shuzou Katsura, director of Miura Shiratori-en, expresses appreciation to Capt. Stephanie Douglas, commanding officer, Ship Repair Facility and Japan Regional Maintenance Center, and representatives of the SRF-JRMC Spouses Club. On May 17, the Spouses Club donated a set of new couches to Miura Shiratori-en in Nagasawa, Yokosuka city. (right, from left) Katsura; a Shiratori-en resident; Eiko Wada, secretary of SRF-JRMC commanding officer; Keith Douglas and Valerie Manning, both representatives from the Spouses Club; Capt. Douglas; Sara Phillips, chairperson of the Spouses Club; and Takenobu Sekiguchi, chairman of the SRF-JRMC Friendly Society (Engineering Division Head) on the new couch.

[U.S. Navy photos by Takio Ushio, CFAY Public Affairs]

(左) 5月17日、横須賀艦船修理廠-日本地区造修統括本部(SRF-JRMC)のスパウス(配偶者)クラブから寄贈されたソファーを指して謝辞を述べる三浦しらとり園の勝浦修造園長。同園は横須賀市長沢にある県立の施設で、知的障害を持つ方々が入所している。(右、左から)勝浦園長、しらとり園の園生、SRF-JRMC司令官秘書の和田えい子氏、スパウス・クラブのキース・ダグラス氏とヴァルリー・マニング氏、SRF-JRMC司令官ステファニー・ダグラス大佐、スパウス・クラブ代表のサラ・フィリップス氏、SRF-JRMC従業員親睦会会長の関口丈信氏(SRF-JRMC技術部長)

[写真：牛尾多旗緒、CFAY広報課]



(Left) On May 20, *USS Kitty Hawk* (CV 63) heads out to sea for her sea trials after a four-month Selective Restricted Availability. (right) Yokosuka tug boat (YTB 782) pushes *Kitty Hawk* away from the pier to begin her sea trials. [Photos by Takio Ushio, CFAY Public Affairs]

## USS Kitty Hawk gets underway for sea trials

By Lt. Cmdr.(Sel) RAMIRO ORELLANO

**U**SS *Kitty Hawk*'s (CV 63) selective restricted availability successfully came to an end with the conclusion of sea trials May 25. *Kitty Hawk* had been in SRA for the past four months conducting various repairs and upgrades inside the ship. In order to assure that *Kitty Hawk* is mission ready, a series of tests were performed on equipment during the sea trials, the final portion of SRA.

Some of the final portions of SRA included rudder

swing checks, which tested the ship's ability to maneuver in extreme conditions. High-speed runs were conducted to see how the ship's propulsion system would react when put under the stresses of steaming at high speeds for extended periods of time. In addition to ensuring the ship can maintain high speeds and still maneuver well, the ship also tested many of its self-defense systems.

Combat systems' weapons division ran tests such as the operational combat system operability test during sea trials, as well. It is a test of interfaces between the target acquisition system, fire control system, and the

NATO Sea Sparrow and rolling airframe missile defense systems.

The keynote to the success of the SRA was the unprecedented amount of boiler work that had to be accomplished.

Sea trials included an aggressive series of operational tests to demonstrate that *Kitty Hawk*'s four 1200-pound steam propulsion plants, and their operators, are fully mission capable.

The goal of the sea trials is to successfully demonstrate and test critical ship's systems.

## SRF-JRMC musicians delight local community



Story and photos by TAKIO USHIO, CFAY Public Affairs

On May 20, Swing Stars played music at a recreation event at Miura Shiratori-en. Swing Stars is a band composed of employees from Ship Repair Facility and Japan Regional Maintenance Center and other off-base musicians. Miura Shiratori-en is a municipal facility to care and lodge physically and mentally challenged children and adults. This event is held annually by



(left) Masanobu Watanabe, code 370, SRF-JRMC. (bottom left) Naoto Momoi, code 370, and Toshimitsu Takahashi, code 244 of Ship Repair Facility and Japan Regional Maintenance Center play at Miura Shiratori-en on May 20. (above) Yu Hagiwara and Shouichi Moriyuki both from the band Sonic Brass. (right) Swing Stars on stage.

Shiratori-en for residents and their parents to enjoy a day filled with games and entertainment. On this day, there were about 200 participants who gathered in the gym. Some residents danced while the Swing Stars played popular music.

This past April, Ms. Eiko Wada, secretary of commanding officer, SRF-JRMC, received a request from Miura Shiratori-en to send the Swing Stars to the event. Wada then asked Naoto Momoi, electronic equipment standards calibrator, code 370, SRF-JRMC if it was feasible. Since there are only three members currently in



(左上、左から) 三浦しらとり園のレクリエーション大会で演奏する横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) C370に電子装置基準測定工として勤務する百衣直人氏とC244所属のEDPスペシャリスト、高橋俊光氏 (中上、左から) 萩原悠氏と森行庄市氏。いずれもベース外のバンド「ソニック・プラス」からの参加 (右上) 三浦しらとり園の体育館ステージ (左下) 音響ミキサーの渡邊雅延氏 (百衣氏と同じくSRF-JRMCのC370所属)

Swing Stars, Momoi asked seven other off-base musicians for help.

Between the stages, Momoi reflected on his 17 years of volunteer activities at Shiratori-en. "The first time we came up here and played music, I remember I did not know how to talk with the residents. Some of them were of my kids' age and others of my parents' age. I was not quite ready for dealing with the direct way of their emotional expression. But later I grew grateful that the residents enjoy our music wholeheartedly. I'm happy that they let us play music here."

に所属するバンド「ソニック・プラス」のメンバーであり、今回の趣旨に賛同して参加した。なかには仕事を休んで駆けつけた人や、川崎・横浜から1時間以上かけて来た人もいた。10人全員がボランティアだ。

前日ソニック・プラスのメンバーは夜遅くまで横須賀市大滝町にあるライブハウス「Younger Than Yesterday」でライブ演奏があったものの、この日はレクリエーション大会のために朝8時半から会場準備を始めていた。

演奏の合間、百衣氏と雑談する機会を得た。氏はソニック・プラスのメンバーが皆すすんで参加してくれていることが本当にありがたいという。「17年間三浦しらとり園のこうした催しで活動してきましたが、このごろは演奏を聞いていただけてうれしいと思えるようになりました。当初はいろいろな戸惑いもありましたが...。ここには自分の親や子供の年齢の人たちもいるので、つい自分の場合と重ねてしまい、どう対応していいかわからなくてね」と往時を振り返ったが、次の瞬間にはいつもの笑顔に戻り、ステージに帰っていった。



文・写真：牛尾多旗緒、CFAY広報課

5月20日、三浦しらとり園レクリエーション大会にて横須賀艦船修理廠-日本地区造修統括本部 (SRF-JRMC) の従業員を中心に構成されるバンド「スウィング・スターズ」が、およそ200人の園生や職員、父兄の前で演奏した。体全体でリズムをとったり立ち上がりて踊ったりする園生もいて、初夏のひとときをそれぞれに楽しんだ。

このたびの演奏は、三浦しらとり園側からSRF-JRMC司令官秘書の和田えい子氏を介して「スウィング・スターズに音楽を担当してもらえないか」という依頼があったため、それに応じたものである。この日10人のメンバーが体育館のステージで約1時間ポピュラー音楽やジャズのスタンダード・ナンバーなどを演奏した。このうちSRF-JRMCの従業員はC370に電子装置基準測定工として勤務する百衣直人氏 (パーカッション担当) ならびに渡邊雅延氏 (音響ミキサー) およびC244の高橋俊光氏 (ドラムス担当) の3人である。他の7人はベース外部からで、いずれも百衣氏が個人的



Vice Adm. Kawano, commander, Maritime Material Command, Japan Maritime Self-Defense Force, and Capt. Douglas, commanding officer, Ship Repair Facility and Japan Regional Maintenance Center participate in a brief on how to maximize ship maintenance efficiency.



Ship Repair Facility and Japan Regional Maintenance Center and Japan Maritime Self-Defense Force officers discuss procedures for improving a ship's maintenance schedule, concentrating on work that needs to be completed instead of spending time working on maintenance that is not needed.

## Vice Adm. Kawano visits SRF, discusses operational readiness

Story and photos by Lt. j.g. JOHN FITZPATRICK, CFAY Public Affairs

The mission of Ship Repair Facility and Japan Regional Maintenance Center is, "Keep the 7th Fleet operationally ready." In order to maintain an operationally ready fleet, a lot of resources have to be prepared and organized.

Vice Adm. Kawano, commander, Maritime Material Command, Japan Maritime Self Defense Force, came to

Yokosuka Naval Base on June 8 to gain a better understanding of the methods the U.S. Navy uses in keeping the fleet operationally ready.

Some of the topics covered in the discussion were: maximizing a ship's ability to stay operationally ready, ensuring that the right maintenance is done at the right time, understanding different types of maintenance strategies (which have been proven to work on different classes of ships) and, above all, communicating with all parties involved to ensure everything is completed.

## 海上自衛隊補給本部長SRF来訪

文・写真：ジョン・フィッツパトリック中尉

艦船修理廠・日本地区造修統括本部 (SRF-JRMC) の任務は「第七艦隊の即応性維持」であるが、それには人的・物的資源があらゆる面で準備・組織化されていなければならない。SRF-JRMCは海軍作戦部指導書4700.Kを参照、資源が任務遂行に必要な水準に達しているかを確かなものにしている。

6月8日、米海軍の即応性維持方法論に理解を深めるべく海上自衛隊補給本部長河野海将が横須賀基地に来訪した。

今回の来訪では、即応性を維持する艦船の能力の有効活用や適時に適切な保守業務の確実な遂行、艦船の種別に応じた保守戦略、そして全てを完遂するには全業務関与者間の意思疎通の重要性について議論がなされた。

## SRF-JRMC apprentices complete Continuous Improvement course



Story and photos by Lt. j.g. JOHN FITZPATRICK, CFAY Public Affairs

Fifteen Ship Repair Facility and Japan Regional Maintenance Center employees completed the Continuous Improvement course on June 9. CI is a process of striving for improvement in an organization by focusing on quality and customer satisfaction. Shin Hosono, the SRF-JRMC management analyst and CI specialist said, "This improved performance is directed toward satisfying such cross-functional goals as quality, cost, Lean Concept, schedule, and suitability.

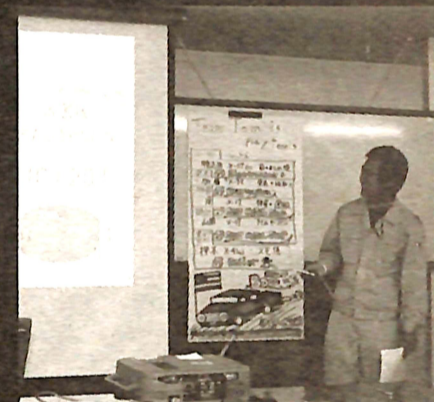
Implementation of CI is SRF-JRMC's command policy and is stated in our strategic plan.

"Since CI is a command wide program, almost all of our employees have taken some form of CI training. Every year newly hired apprentices attend a five-day CI training course to learn the basics. Covering our organization, our strategic plan, problem solving and presentation techniques, and more," stated Hosono.

CI is the continuation and upgrade of the Total Quality Management program that was started in 1991. The major difference between TQM and CI is the

addition of the Lean Concept, which can also be thought of as, "The War on Waste."

Capt. Douglas was invited to speak with the apprentices upon their completion of the course. Addressing the class she said, "It's only through unrelenting CI that SRF-JRMC can be the best it can be." Teamwork and communication were other topics she spent time discussing, and she agreed with some of the students who, during their presentation, said that teamwork needs to be approached from the heart. And above all, Douglas stressed the need to apply safety to everything the apprentices learned.



(above left) Graduates and instructors from the Continuous Improvement Course pose for a group picture with Capt. Douglas and Cmdr. Keister.

(above top) One of the apprentices displays his team's productivity increase by following the principles he learned in the CI Course.

(above) Capt. Douglas and Shin Hosono address the apprentices during the graduation ceremony.

# What does it take to dry dock a ship?

Photos by Lt. j.g. John Fitzpatrick, CFAY Public Affairs



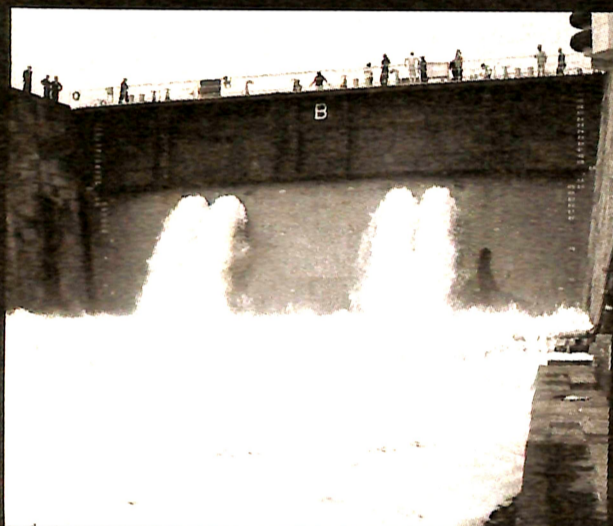
The process of preparing a dry dock demands rigorous attention to detail and many hours of hard work from the SRF-JRMC team.



Every ship has a different hull shape, therefore precise placement of the support blocks is an exacting, time-consuming task.



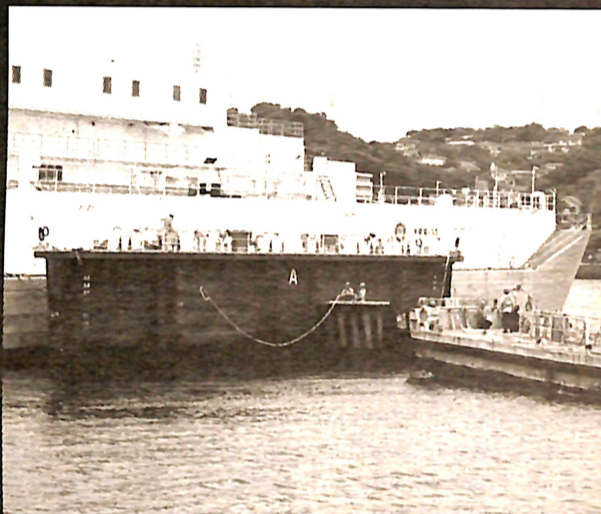
Before allowing water to begin filling the dry dock, SRF-JRMC engineers conduct a detailed verification of support block alignment.



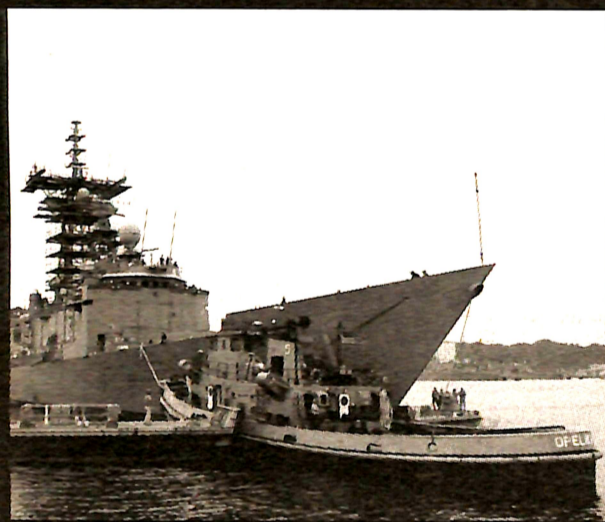
Opening the release valves on the caisson begins the long procedure of flooding the dry dock.



The flooding process requires several hours before the water fills to sea level, taking care not to shift any of the blocks.



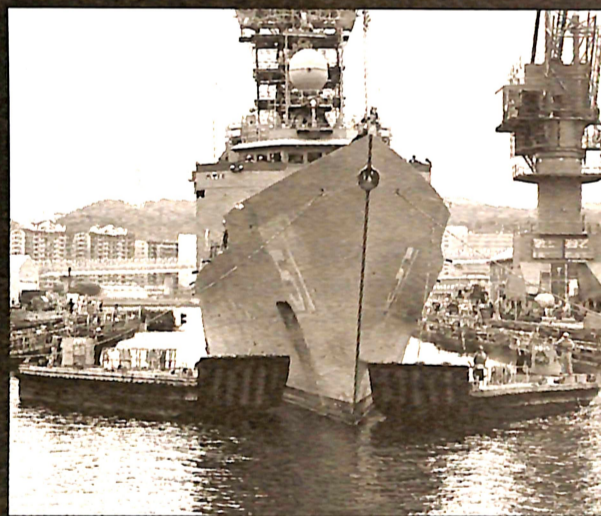
Once the flooding is complete, the caisson is removed, opening the dry dock to the sea so the ship can enter.



Ships normally conduct a "dead stick" (no ship's engines) move to the dry dock, with the assistance of tugs and pusher boats.



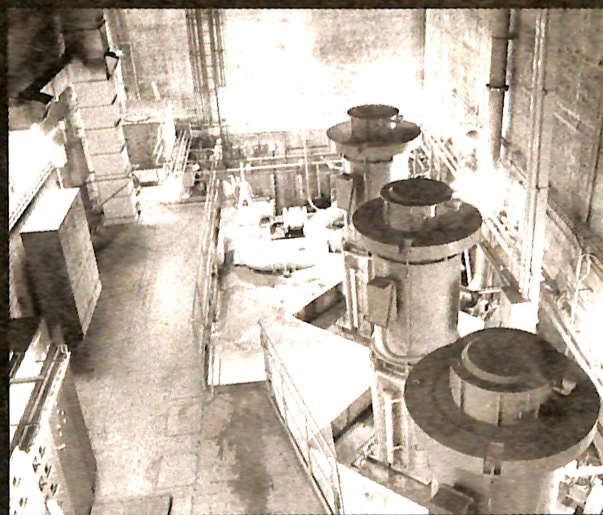
Line Handlers from both SRF-JRMC and the ship's force team up to secure the ship in position.



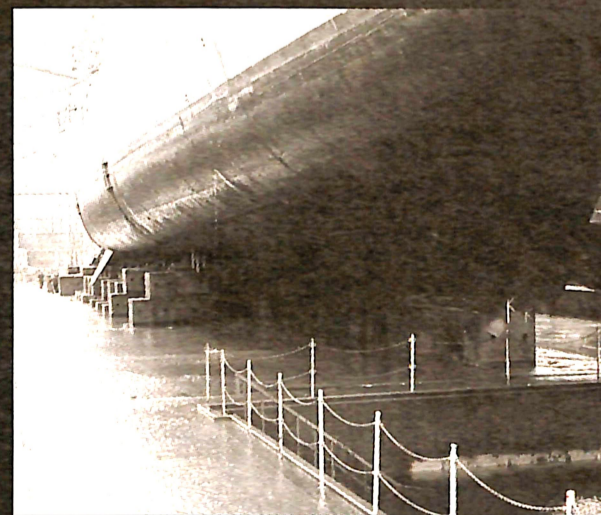
Pusher boats control the movement of a ship for accurate placement as it eases into the dry dock.



Once the ship is held in position with the lines and the pusher boats have exited the dry dock, the caisson is closed.



Each dry dock has its own set of pumps which are used to remove the water from the dry dock.



After the dry dock is drained, the proper seating of the ship on the blocks is verified and maintenance begins.

# Local Engineering Duty Officers learn about Project Management



Capt. Tim Atkinson (far left), Rolling Airframe Missile and Phalanx Close-In Weapon System program manager, with Ship Repair Facility and Japan Regional Maintenance Center Engineering Duty Officers.



Capt. Stephanie Douglas (left), commanding officer, Ship Repair Facility and Japan Regional Maintenance Center, looks on as Capt. Tim Atkinson addresses SRF-JRMC Engineering Duty Officers.

Story and photos by  
Lt. j.g. JOHN FITZPATRICK,  
CFAY Public Affairs

On Thursday, July 13, Capt. Timothy Atkinson, Rolling Airframe Missile and Phalanx Close-In Weapons System program manager, briefed all Ship Repair Facility and Japan Regional Maintenance

Center engineering duty officers on their career paths in the Navy. RAM and CIWS are point-defense total weapon systems providing a terminal defense against incoming targets.

In his brief, Atkinson covered a wide range of topics, starting with his path in the Navy to get to where he is now. He then proceeded to talk about the process for EDOs for promotion and for acquiring the skills necessary to

succeed in their future jobs.

Atkinson also shared some thoughts about being a program manager, what the job entails and how much he works hand in hand with congress to maintain the program.

For the finale, Atkinson shared some videos of RAM and CIWS in action. The latest news for CIWS is the integration of this system for use by the Army in defense of land-based assets.



The Ship Repair Facility and Japan Regional Maintenance Center Safety Council discusses new ways to ensure the job gets done while making safety job number one.



Tadashi Miyahara, Group Master, leads a team of inspectors for USS Gary (FFG 51) looking for ways to improve conditions for all workers.

## SRF-JRMC group masters inspect jobs daily

Story and photos by  
Lt. j.g. JOHN FITZPATRICK,  
CFAY Public Affairs

Ship Repair Facility and Japan Regional Maintenance Center group masters are looking for new ways to better the work environment for all

employees. One of the new initiatives in effect is that every day, all group masters walk through the shipyard at random times to check on the quality of life for everyone.

While they are focusing on safety, the group masters are looking for any other areas that

could be adjusted to make work conditions better. One week into this new process, the group masters have noticed a general change in the level of safety awareness for all workers. They attribute this to their showing interest in the well being of all workers.

## 労働環境改善を模索するグループ・マスター

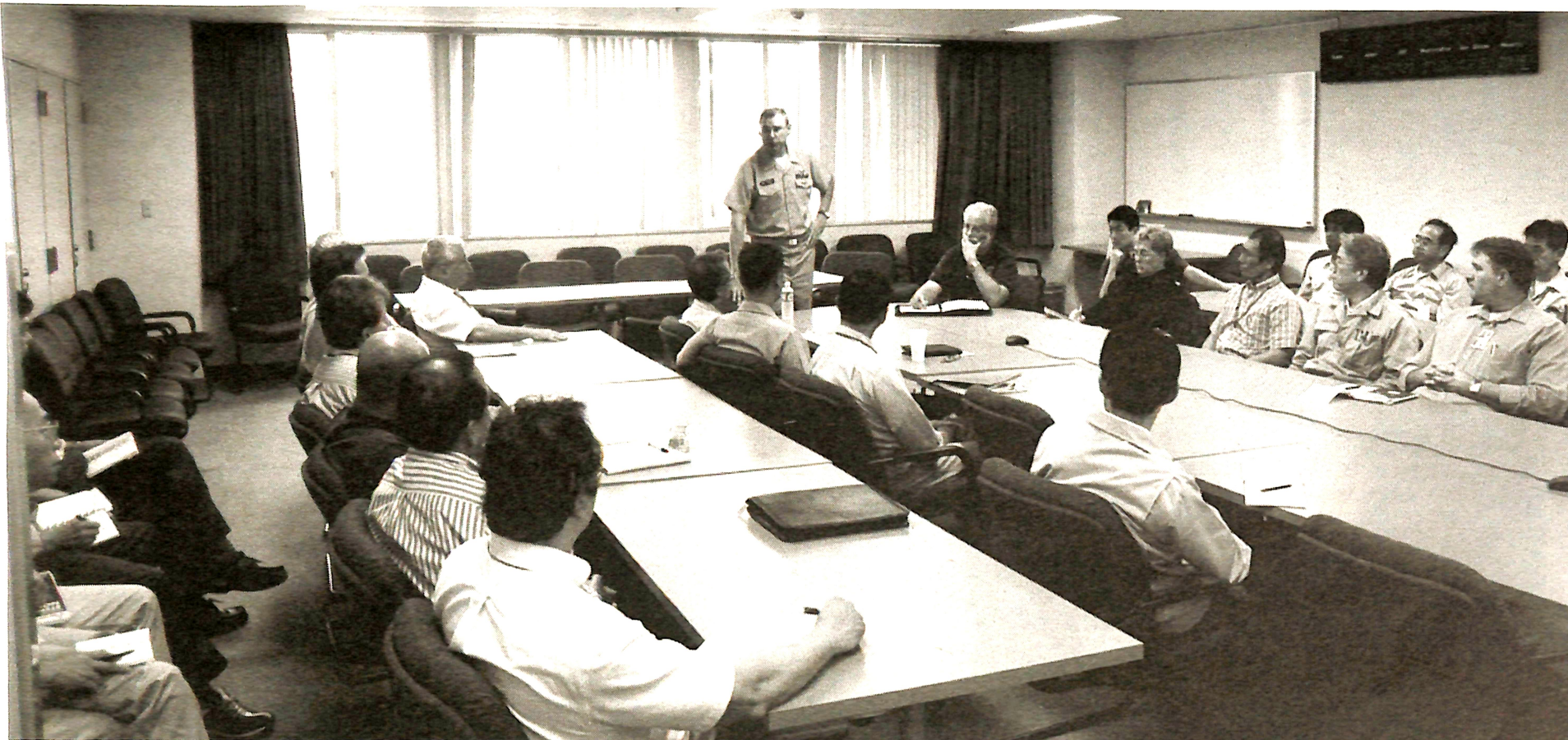
文・写真：ジョン・フィッツパトリック中尉、  
CFAY広報課

艦船修理廠—日本地区造修統括本部（SRF-JRMC）  
のグループ・マスターたちが全従業員の職場環境

を向上させる新しい方法を模索中である。現在は全グループマスターが不作為にシップヤードを見回り、職場環境を調査している。日々の業務における安全に焦点を置きながらも、グループ・マスターたちは労働条件の向上に寄与でき

る分野がないものか手探りを続けている。調査を始めて僅かに一週間しか経過していないものの、グループ・マスターたちは全従業員の中で安全に対する意識が変化していることを認識した。

# Rear Adm. McCoy talks with SRF-JRMC Engineers



Rear Adm. Kevin McCoy, Deputy Commander for Ship Design, Integration & Engineering, Naval Sea Systems Command, briefed the head engineers in the Ship Repair Facility and Japan Regional Maintenance Center conference room on looking to the future and ways to cut costs while keeping our ships operationally ready.

Story and photo by  
Lt. j.g. JOHN FITZPATRICK,  
CFAY Public Affairs

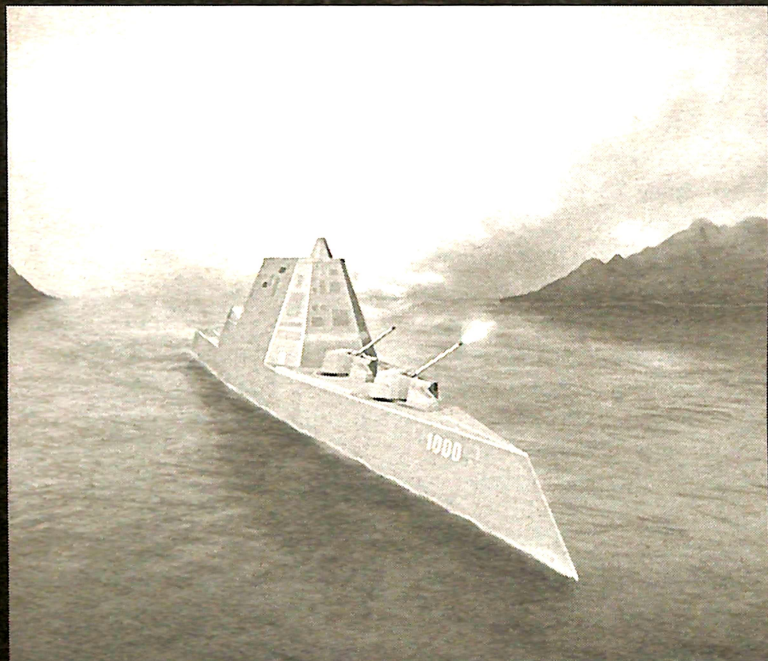
To meet the challenges of the new century the U.S. Navy needs to look at many different areas. Rear Adm. Kevin McCoy, Deputy Commander for Ship Design, Integration & Engineering, Naval Sea Systems

Command, spent an hour on Thursday, July 20 with the head engineers at Ship Repair Facility and Japan Regional Maintenance Center going over some of the obstacles.

McCoy focused his brief on ways that the engineers here at SRF-JRMC can help meet the needs of the future. He talked about the implementation of the LEAN concept that SRF-JRMC has adopted. He also spoke about the need

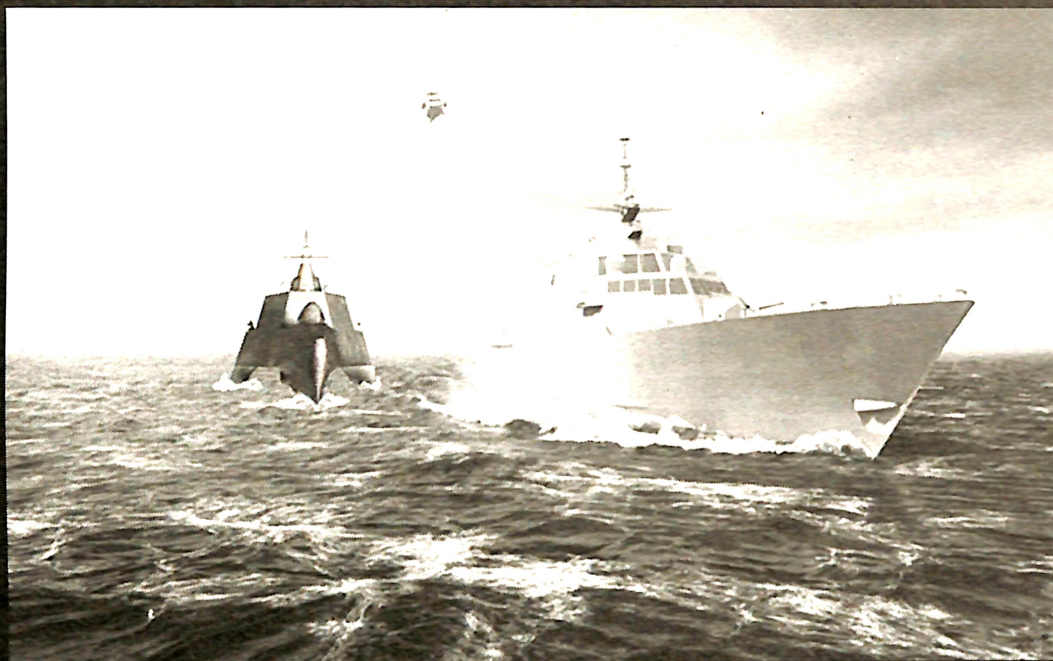
to look at the bigger picture in many jobs and to examine what is most important. With the plan to meet the future there is a need to cut costs on current procedures in every facet of the Navy.

McCoy challenged the engineers to look for better ways to work. "Every time we turn over a rock on how we do things, we find a better way." He wants all of us to focus on finding that better way.



Conceptual painting of the proposed *USS Zumwalt* (DDG 1000), the U.S. Navy's next generation destroyer.

U.S. Navy Official Photo



Conceptual painting of the two different Littoral Combat Ship designs currently being built to meet the Navy's surface fleet requirements into the 21<sup>st</sup> century.

U.S. Navy Official Photo

## Rear Adm. McCoy briefs local EDOs on DDG-1000 and the Littoral Combat Ship

Story by Lt. j.g. JOHN FITZPATRICK,  
CFAY Public Affairs

On the morning of Friday, July 21, Rear Adm. Kevin McCoy, Deputy Commander for Ship Design, Integration & Engineering, Naval Sea Systems Command, spent an hour talking with local engineering duty officers about the new ship designs for the *USS Zumwalt* (DDG 1000) and the Littoral Combat Ship classes.

The *Zumwalt* will be the next generation destroyer for the U.S. Navy. Its capabilities will far surpass anything that our military has today and it will be able to support our forces anywhere in the world. There are many new technologies going into this ship that, among other advantages, will shrink the

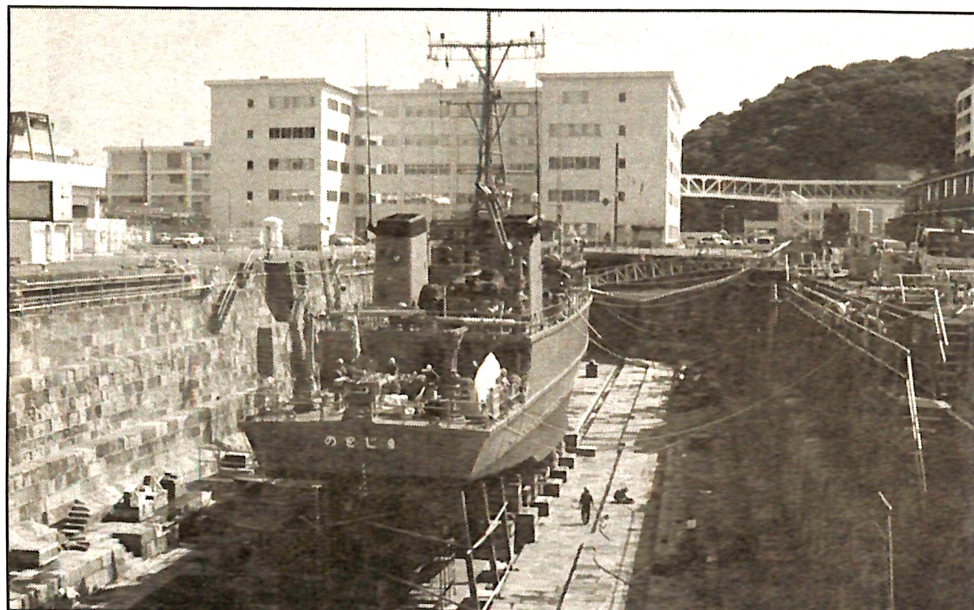
radar cross section to one-fiftieth that of an *Arleigh Burke* class while cutting the crew by one-half and adding a plethora of other advanced features. Scheduled to be delivered to the fleet by 2012, this ship design is sure to be seen here in Yokosuka in the future. Another new class of ship may be seen here in the Forward Deployed Naval Forces much sooner than that.

The LCS class of ships is the first for the next generation. The mission of this class is to operate in the littoral combat region, close to shore. The *USS Freedom* (LCS 1), designed by Lockheed Martin, is being built by Marinette Marine in Marinette, Wis., while the *USS Independence* (LCS 2), designed by General Dynamics, is being built in Mobile Ala. *Freedom* is scheduled to be completed in December of this year to become part of the Pacific Fleet. She will be homeported in San Diego, Calif.

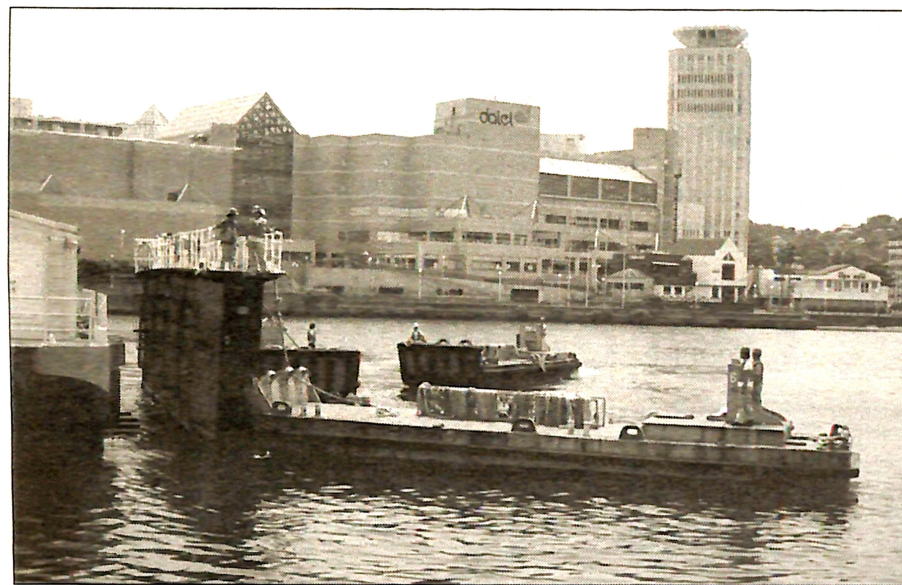
# JMSDF *Notojima* enters dry dock



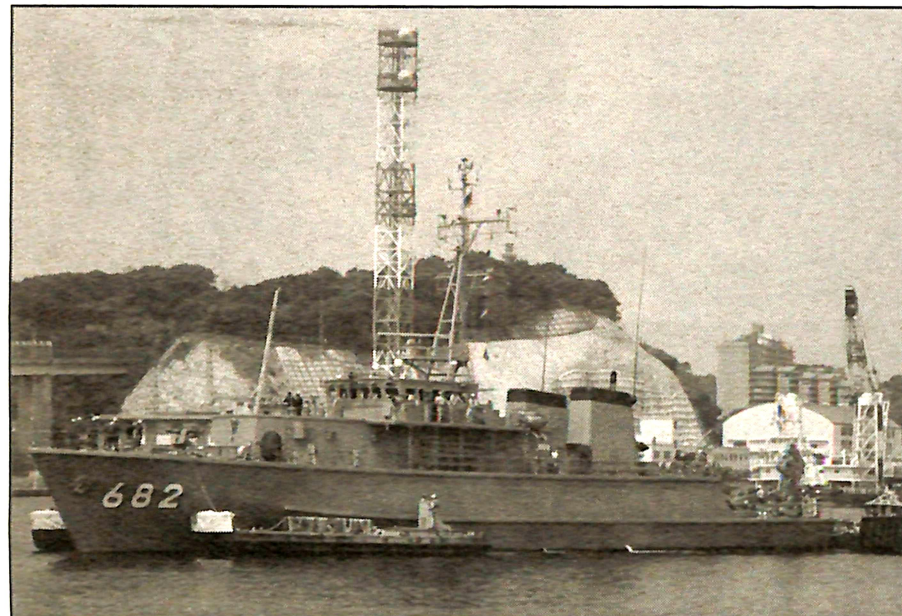
(L-R) Lt. Chad Tidd, docking officer, Lt. Cmdr. Juan Rodarte, docking officer under instruction, and Akira Kamikawa, the dock master watch as *Notojima* makes her way into SRF-JRMC dry dock 2.



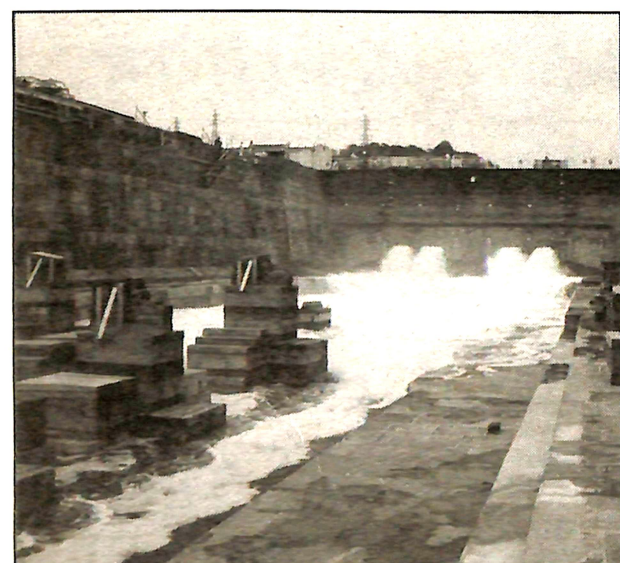
*Notojima* rests in SRF-JRMC dry dock 2. The long poles (shores) seen under the stern were installed by divers after the ship was in position but before the dry dock was fully drained.



Pusher boats remove the caisson, allowing *Notojima* to enter the dry dock.



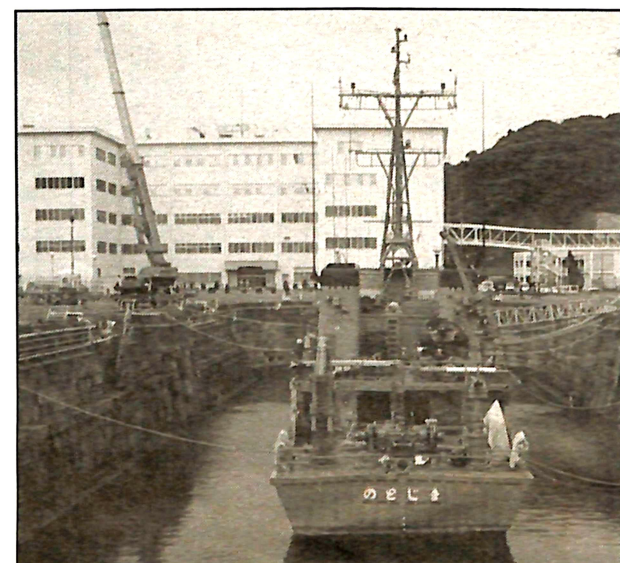
*Notojima* makes her approach to SRF-JRMC Dry Dock 2 as pusher boats align themselves alongside to move her into position at the dock.



The flooding of Dry Dock 2 begins in preparation for *Notojima*'s arrival.



An SRF-JRMC employee checks the positioning of the support blocks before flooding the dry dock.



*Notojima* waits as divers install additional supports under the ship before the water is drained.

Story and photos by Lt. j.g. John Fitzpatrick,  
CFAY Public Affairs

On Aug. 1, *JMSDF Notojima* (MSC 682), one of Japan's wooden hulled mine hunters, entered dry dock 2 at Ship Repair Facility and Japan Regional Maintenance Center.

While SRF-JRMC dry docks mainly service U.S. Navy ships, it is not unusual for a Japan Maritime Self-Defense Force ship to utilize the same dry dock for maintenance when the facility becomes available.

Lt. Chad Tidd, docking officer for the evolution, said that the procedure is pretty much the same for docking a JMSDF ship as it is for docking a U.S. ship, but there are some differences created mainly by the language barrier.

Akira Kamikawa, SRF-JRMC dock master, plays a much bigger part in the docking of a JMSDF ship because he is the one in constant communication with the ship. With a U.S. ship this part of the procedure is taken care of by the docking officer who is a U.S. Naval officer.

For the docking of *Notojima*, the biggest difference from normal procedures was the installation of shores by divers when the ship just started to settle on the support blocks. The shores are steadying poles used to ensure the stability of the ship while on the blocks. The repair work on the *Notojima* is scheduled to last about one week.

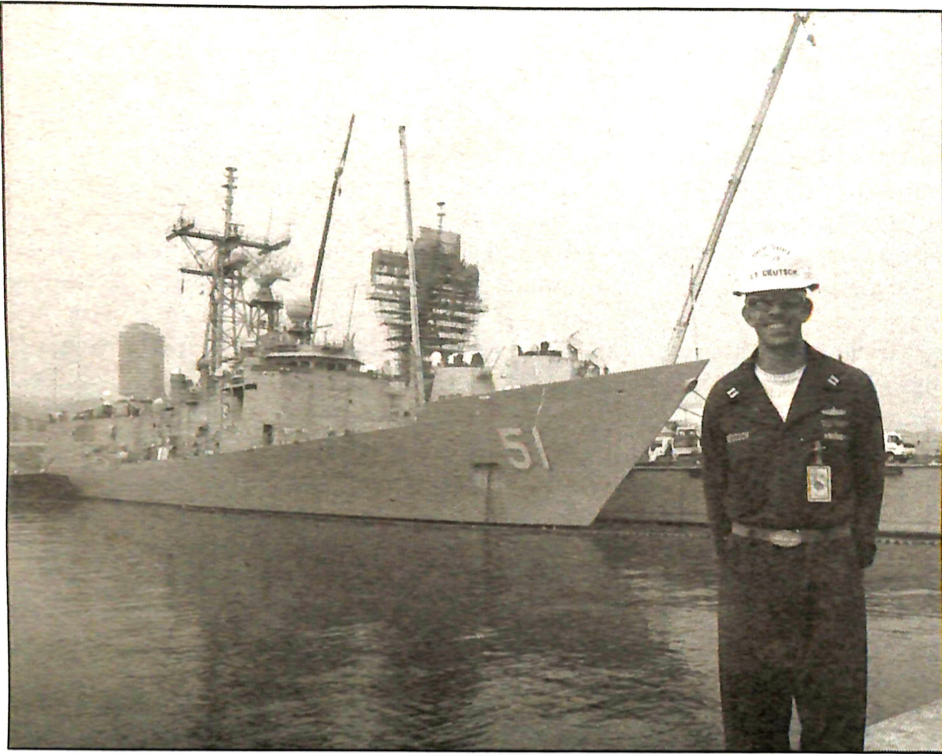
文・写真：ジョン・フィッツパトリック中尉、CFAY広報課

8月1日、海上自衛隊の掃海艇“のとじま”号が艦船修理廠—日本地区造修統括本部（SRF-JRMC）の2号ドックに入渠した。

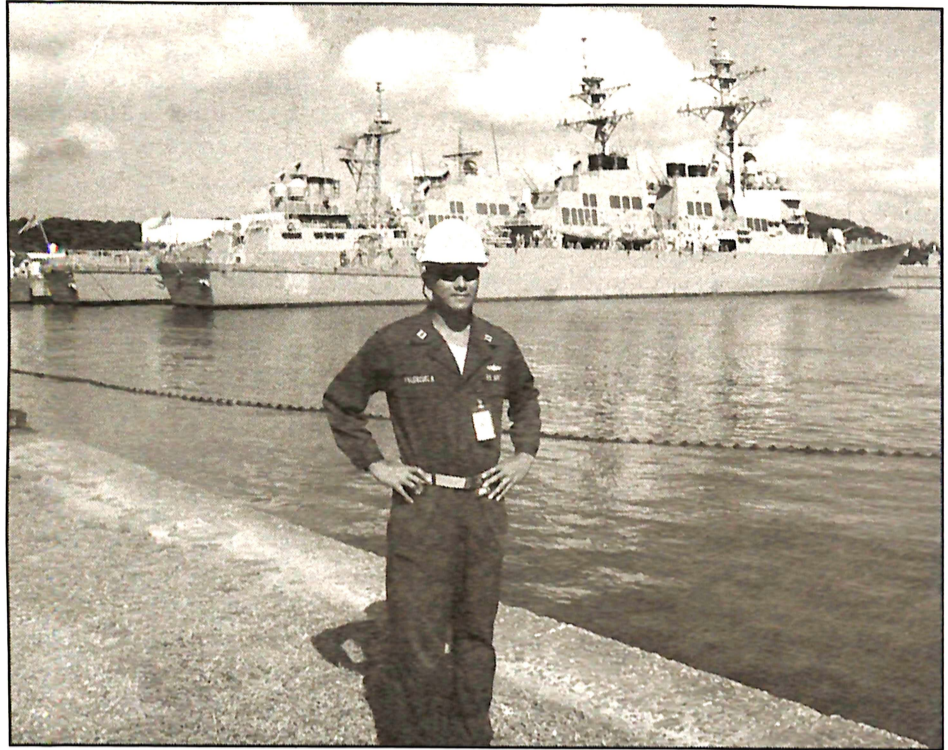
海上自衛隊の艦船がSRF-JRMCのドックに入渠することはこれまでもあったが、通常米海軍艦船がドックを使用する場合の入渠業務が僅かに異なっている。SRF-JRMCのドッキング・オフィサー、ティッド大尉によれば、入渠準備業務に大差はないものの、言葉の壁から生じる多少の差異があるとのこと。従って、米海軍の艦船が入渠する際は主に米海軍の士官が担当する艦船側との意思伝達は、海上自衛隊の艦船が入渠する場合SRF-JRMCドックマスターの上川氏がその役割を担うことになる。

のとじま号の保守業務は約一週間の予定。

# SRF-JRMC successfully completes two SRAs



Lt. Jason Deutsch, ship superintendent for *USS Stethem* (FFG 51) smiles while showing off the fruits of his handiwork.



Lt. Zaldy Valenzuel, ship superintendent for *USS Stethem* (DDG 63) stands in front of *Stethem*, moored outboard the *USS Mustin* (DDG 89).

Story and photos by Lt. j.g. John Fitzpatrick,  
CFAY Public Affairs

After nine weeks of hard work, Ship Repair Facility and Japan Regional Maintenance Center completed selective restricted availabilities on *USS Stethem* (DDG 63) and *USS Gary* (FFG 51). SRA is a scheduled time for U.S. warships to receive maintenance, repairs and upgrades.

Lt. Jason Deutsch, the ship superintendent for *Gary*

spent the last nine weeks intimately involved with every aspect of the 10th SRA for the *Gary*.

"SRF-JRMC continues to solidify its standing as a premier U.S. Naval shipyard. The success of this availability was a result of superb planning, seamless coordination and uninhibited communication between all SRF-JRMC shops and codes, FFG 51 Project Team, and ships force personnel, namely Lt. Kelly Egelhoff and Lt. j.g. Adrienne Roseti, *USS Gary* ship's maintenance material officer and work authorization form officer,

respectively. It was an experience I will never forget," said Deutsch.

Lt. Zaldy Valenzuela, the ship superintendent for *Stethem* said she learned a lot from this experience. Having dealt with just steam systems before, a ship with gas turbines was a completely new and different platform.

"Without ships force cooperation and their help, the SRA would not be successful. Communication is always the key between SRF-JRMC, and them in order to have a good SRA," he said.

## SRF-JRMC hot dog sale raises funds for MWR



FC1 (SW) Steven Townsley helps out by grilling hot dogs for an MWR fund raiser.



Ship Repair Facility and Japan Regional Maintenance Center employees use a variety of condiments to prepare their hot dogs during a recent fund raiser for the SRF-JRMC Christmas Party.

Story by Lt. j.g. John Fitzpatrick,  
CFAY Public Affairs

In an effort to raise money for the Ship Repair Facility and Japan Regional Maintenance Center Christmas Party and for volunteer work at the Miura Shiratori-en, a home for the mentally handicapped, the SRF-JRMC MWR committee held a hot dog sale Aug. 11.

Fire Controlman 1st Class (SW) Steven Townsley, a radar technician for SRF-JRMC and a volunteer with the MWR committee

helped run this event by cooking hundreds of hot dogs and assisting all customers supporting the event. In total, the hot dog sale raised over \$500.

文・写真：ジョン・フィッツパトリック中尉、  
CFAY広報課

今年末に開催が予定されている艦船修理廠—日本地区造修統括本部 (SRF-JRMC) の三浦しらとり園慰問クリスマスパーティーの資金集めのためのSRF-JRMC福利厚生委員会によるホットドッグ販売会が8

月11日に行われた。

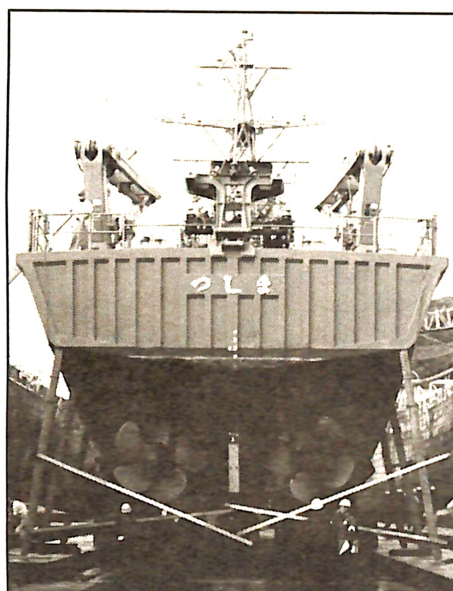
委員会メンバーの一人であるFC1 (SW) スティブーン・タウンズレーも100個のホットドッグを販売、来客の対応に追われた。当日は500ドルを超える売り上げを計上。

SRF-JRMCは三浦しらとり園の前身である長沢学園が昭和38年に創設されて以来43年間にわたり、クリスマス慰問や施設建物の営繕などの様々な活動を通して、同園の支援を続けている。

# SRF-JRMC completes Tsushima dry docking



Akira Kamikawa, Ship Repair Facility and Japan Regional Maintenance Center Dock Master, Lt. Jason Deutsch, docking officer under instruction and Lt. Chad Tidd, docking officer watch as the JMSDF Tsushima (MSO) enters dry dock 2.



JMSDF Tsushima (MSO 302) sits on supports after completing her dry docking.



SRF-JRMC employees from shop 68 (Carpenter) installing stern shores.

Story and photos by  
Keiichi Adachi,  
CFAY Public Affairs

On Friday, Aug. 18, Ship Repair Facility and Japan Regional Maintenance Center conducted a dry docking for the JMSDF Tsushima (MSO-302) in dry dock 2. While SRF-JRMC docks JMSDF on a fairly routine basis, SRF-JRMC does not conduct repairs on JMSDF ships.

"SRF-JRMC provides JMSDF ships with both dry dockings and undockings, about seven to 10 times a year," said Akira Kamikawa, the SRF-JRMC dock master.

Kamikawa also said that SRF-JRMC routinely supports U.S. ships with dry docking and undocking, and some of the repairs the ships need. However, the command only provides docking services for JMSDF ships.

The procedures for dry docking U.S. ships and JMSDF ships are the same, but with docking the Tsushima, there was a difference because of its wooden hull. The stern of the ship may have some issues with warping caused by the weight, so SRF-JRMC divers and shop 68 personnel installed nine stern shores during the docking procedure. The shores are steady poles used to add additional support to the

ship in the dry dock while the ship receives its needed repairs. Tsushima is scheduled to be complete with all repairs after one week in dock.

文・写真：安達慶一、CFAY広報課

8月18日、米海軍艦船修理廠-日本地区造修統括本部(SRF-JRMC)の第二ドライドックに海上自衛隊(JMSDF)の掃海艇「つしま」の入渠が完了した。一見珍しく思うが、SRF-JRMCのドライドックの使用が予定されていない時期を利用して、JMSDF艦船の入渠を支援している。

「我われ、SRF-JRMCは年間約7隻から10隻ほどのJMSDF艦船の入出渠を行います」

と語るの、SRF-JRMCでドックマスターを担う神川彰氏。なお神川氏によると、米海軍艦船には入出渠、艦船が必要とする全ての修理をも提供しますが、JMSDF艦船には入出渠の支援しか行わないとのこと。

日米艦船のドライドックでの入出渠の手順・工程はほぼ同じであるが、米海軍艦船のように本体が鋼製でなく、今回の掃海艇などの本体が木製の場合には、艦船後部が下方に、しなりが生じる可能性を考慮して、入渠業務の途中に潜水班が3本の船尾支柱を設置する。更に入りょうの完了の仕上げとして新たに6本の船尾支柱を船大工部門の従業員が設置する。掃海艇「つしま」の保守業務期間は約一週間、「つしま」が干上がる前に終わるのは当然。



Ship Repair Facility and Japan Regional Maintenance Center employees participate in a "mock availability" for USS George Washington's (CVN 73) scheduled to arrival in 2008.

USSジョージ・ワシントン(CVN73)の2008年の予想配備に向け、疑似業務計画を推し進めるSRF-JRMC従業員と米海軍太平洋艦隊航空隊集積製品チーム。

## SRF-JRMC holds mock availability for USS George Washington

By Lt. j.g. John Fitzpatrick,  
CFAY Public Affairs

Ship Repair Facility and Japan Regional Maintenance Center is working hard to ensure that it is ready for the arrival of USS George Washington (CVN 73) in 2008. The big question for SRF-JRMC is, are they are prepared to handle the maintenance and upkeep that will be required as part of the unique characteristics of George Washington and will they be able to complete an availability? To answer these questions, the first of two "mock availabilities" is currently going on to prepare for the arrival.

In this "mock availability" the main purpose is to validate the adequacy of processes, facilities, manning,

infrastructure, and assumptions or to identify areas of concern for when the George Washington has its first availability period in 2009.

This "mock availability was to "give SRF-JRMC an understanding of what will change and what won't in regards to how we do business," Frank Burke, a Commander Naval Air Forces integrated product team member, explained.

Another area that SRF is looking at in conjunction with this "mock availability" is the living situation for the Puget Sound Naval Shipyard workers who will be coming to Yokosuka to perform any maintenance needed on the propulsion plant. These workers are expected to come for four months at a time. Living quarters, base access for families and many other issues will take a lot of planning.

文：ジョン・フィッツパトリック中尉、  
CFAY広報課

米海軍艦船修理廠-日本地区造修統括本部(SRF-JRMC)は2008年に、予想配備の原子力空母USSジョージ・ワシントン(CVN 73)を万全の状態を迎える準備を進めている。同時にSRF-JRMCが携える懸案点には、ジョージ・ワシントンの即応性維持に関連する業務において、同艦船が持つ幾らかの特異性に対応する準備ができ、更に十分に修繕ができるかどうかである。これらの懸案に応えるために、現在、ジョージ・ワシントンの予想配備に向け、必然的な疑似業務計画を立て準備をしている。

この疑似業務の主たる焦点は、適切な業務手順、機材設備、人員、社会的生産基盤の確保と同時に仮想される業務の洗い出し、そして2009年、ジョージ・ワシントンが最初の修理期間を迎えたときに、ジョージ・ワシントンの持つ特性に付随する分野

の関心事を明らかにできるようにすることである。米海軍太平洋艦隊航空隊集積製品チームの音頭を取るフランク・バーク氏は「我われが業務を遂行していくに当たり、SRF-JRMCの従業員に何が 変わって何が現状維持なのかを理解してもらった」と、この疑似業務計画の理由を語った。

この疑似業務計画に関して、SRF-JRMCが直面しているもう一つの関心事は、推進工学技術設備が必要とされる如何なる保守業務を行うために、米国ワシントン州ピュージェットサウンドにある米海軍艦船造船所からここ横須賀基地に派遣される従業員たちの滞在中に生じる生活上の課題の改善だ。派遣に当たり、その従業員たちは約四ヶ月滞在中、彼らと家族の住居、横須賀基地内の各施設の使用、彼らの基地出入りなど、その他多くの仮定条件を含め、疑似業務計画は進行している。

# SRF-JRMC cranes benefit from LEAN

Story by Lt. j.g. John Fitzpatrick,  
CFAY Public Affairs

**A**t Ship Repair Facility and Japan Regional Maintenance Center, one of the most important departments is the lifting and handling department.

Without the use of cranes or lifting gear, almost all repair work and maintenance completed in Yokosuka would be impossible.

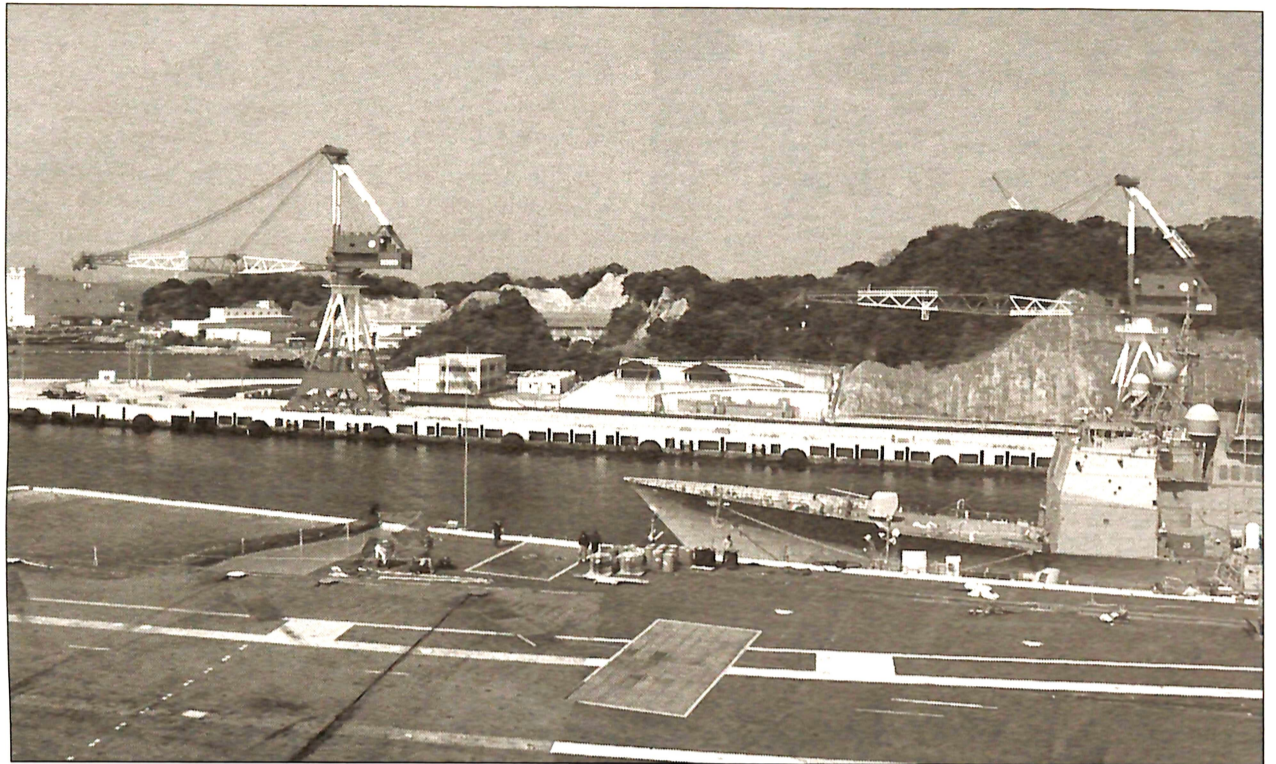
With such a vital role in keeping the 7th Fleet operationally ready, ensuring that the required equipment is in working order all the time is a very hard task. Thom Halo, code 700 lifting and handling director is also in charge of the LEAN project, a program based on streamlining work processes to "cut the fat." He has helped facilitate many of the tasks required using the LEAN process to save time and money while ensuring safe availability and operations of all cranes and lifting gear.

Currently, more than 2000 people at SRF-JRMC have taken the basic training course. "One of our LEAN initiatives here in the lifting and handling department, was to streamline our processes to ensure they could meet the rigging gear equipment requirements of the shops," Halo said. "What they have done is go from 3,500 pieces of gear to between 6,000 and 7,000 pieces of gear without introducing any additional manning requirements.

The lifting and handling department isn't the only department to benefit from the LEAN process. "We're training all of SRF-JRMC in LEAN principles," Halo said. "Some of the big initiatives that we are following outside of the crane department is boiler work. It's always critical path on ships in availabilities, so we have done two LEAN events on the boiler repair process, both LEAN events are promising a 50 to 60 percent savings in time. That's actually cutting days off the critical path."

"They have done an amazing job. They will continue with that and run several more LEAN events. Eventually they will have the boiler inspection and repair work to the point where we're removed from critical path requirements. If we can take that another step and find all the other value streams that are critical paths for repairing ships here then we are talking about returning ships to their captains early under budget to go back out and meet the mission and that also meets SRF mission as far as keeping the 7th Fleet operationally ready," Halo said.

The LEAN process would not be able to help



Ship Repair Facility and Japan Regional Maintenance Center cranes Yokozuna and Oozeki play a vital role in Yokosuka's shipboard maintenance and repair.

U.S. Navy photo by Keiichi Adachi

streamline things without the help of all SRF-JRMC employees. "I cannot say enough about our workers. These folks are dedicated. They are incredibly efficient and they're very technically competent in their jobs. They're willing to take the extra step, go the extra mile to do the work. From my standpoint, they make my job very easy," said Halo.

With the LEAN process averaging around 50 percent savings for all projects it's been applied to, it will continue to be used in more and more programs and departments and in the end, will help keep the Forward Deployed Naval Forces operationally ready.

文・写真：ジョン・フィッツパトリック中尉、  
CFAY広報課

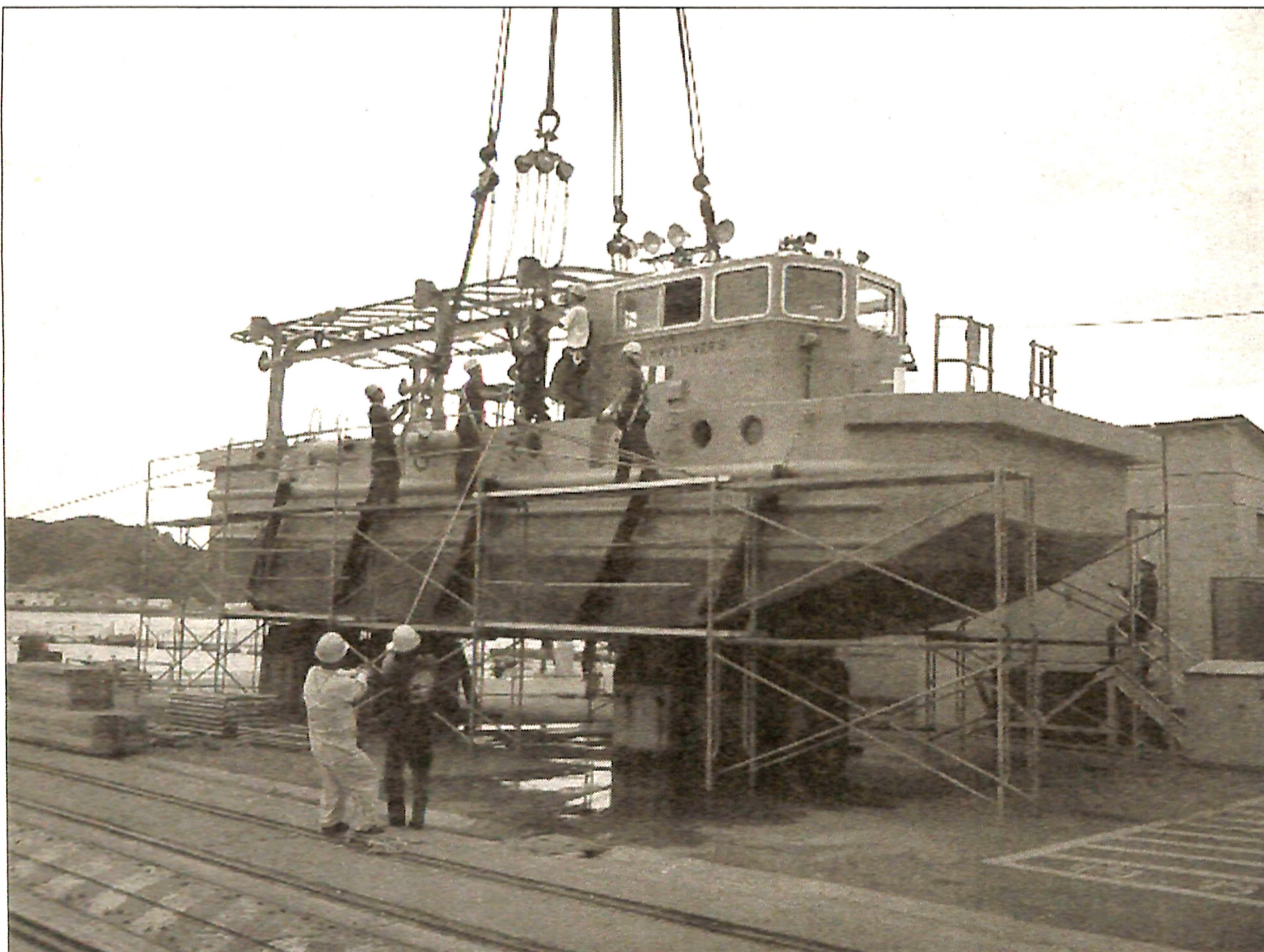
リフティング・ハンドリング部門は、米海軍艦船修理廠-日本地区造修統括本部(SRF-JRMC)の中核部門の一つである。米海軍横須賀基地で行われる全ての修理及び保守・保持業務に起重機及び関連する施設、機材は欠かせないもの。米海軍第七艦隊の即応性を維持するという任務を掲げ、必要な機材・道具の確保を常時保つのは尋常ではない。継続的改善の手段として「LEAN」プログラムの主導をも担う

リフティング・ハンドリング部門の部門長、トム・ハロ氏はあらゆる起重機及び関連する施設、機材の安全性とその操業の確保と同時に、業務時間と経費の節減を焦点としてLEANプログラムを通じて数多くの関連課題の改善を推し進めてきた。

全従業員がLEANプログラムの初歩的な知識を習得することを目標として、現在二千人の従業員が同プログラムの研修を終えている。トム・ハロ氏によると、「リフティング・ハンドリング部門でのLEANプログラムに関わる先導項目の一つに、各職場での玉がけ業務とその業務関連部品・道具の能率化を行いました。最終的には、七千個近い部品・道具の仕分けを、自分たちだけで終わらせました。それに加え、去年は5パーセント残業時間を節減できました。道具管理部の人員を減らし、かつ業務上での書式用紙の使用数を節減しました。従来に比べて三分の二ぐらいになったと思います。」と、話した。LEANプログラムに関連する先導項目は功を奏しているようだ。

LEANプログラムを導入した恩恵は、リフティング・ハンドリング部門だけに留まらない。「LEANプログラムは、全従業員に課せられたものです。リフティング・ハンドリング部門の他に、部隊で推し進める幾つかの重要な先導項目の一つに、ボイラー部門が挙げられます。これは艦船の業務にとってもとても大事な項目ですので、二つのLEANプログラムを作成し、ボイラー工程に組み込みました。その結果、60パーセント近くの時間の節減ができ、ボイラー部門での業務期間の短縮になりました。もちろん、我ら技術将校たちの協力もあり、すばらしい成果を挙げてくれました。現在も新たなLEANプログラムを作成し改善に試行錯誤しています。LEANプログラムの基で、更に一步踏み込んだ業務の改善が進めば、艦船修理に十分な価値と効率が見られる。まして艦船の予算に見合った業務が行え、予定よりも早期に艦長たちに艦船を引渡しが可能となる。彼らの任務遂行もでき、SRF-JRMCの任務も達成できます。」と、ハロ氏は語った。

SRF-JRMC従業員の全ての協力なしに、LEANプログラムによる業務改善の成功は有りえない。ハロ氏は部門内外を問わず彼に協力する従業員に感謝の念を語りながら、「従業員について、十二分には話せませんが、彼らは献身的で有能です。職務に対してお互いの意識の高さを感じられます。何事に対しても前向きであり、努力を惜しみません。私、個人としても私が抱える業務をよりスムーズにしてくれます。」と話した。LEANプログラムを導入した業務では平均約50パーセントの経費、もしくは時間の節減が見られるとハロ氏は言う。数多くのLEANプログラムが今後も作成され、他の業務部門にも波及し、効率よい業務の構築となる。それはSRF-JRMCが掲げる、「米海軍第七艦隊の即応性を維持」に通じるであろう。



Members of Ship Repair Facility and Japan Regional Maintenance Center lift up a dive boat near Dry Dock 6. Working together to create more streamlined efforts is part of the LEAN concept.

U.S. Navy photo by Keiichi Adachi

# SRF-JMRC enjoys Employee Recognition Day

Story and photos by Keiichi Adachi,  
CFAY Public Affairs

Ship Repair Facility-Japan Regional Maintenance Center recently provided its employees with an opportunity to get together during the command's Employee Recognition Day.

The command usually sponsors the decade-long tradition twice a year, but because of operational commitments, this year's first ERD was delayed.

Capt. Stephanie Douglas, commanding officer, SRF-JRMC said she believes it's important to ensure her people know they are valued members of the command. "We do appreciate all the work what they do to do keep the 7th Fleet operationally ready," she said.

Because there are more than 2,100 command family members, it is difficult to hold a single command-wide picnic, so SRF-JRMC celebrates the day at each of their work sites.

Douglas explained that typically individual departments or sections have group barbecue functions that usually consist of yakisoba, squid, vegetables, chicken, pork and beef. Employees also a chance to taste grilled fish provided by some Japanese employees.

ERD provided the employees with an opportunity to talk to each other about something other than daily operations. Kimihito Fujita at service shop group said he and his coworkers usually do not have a chance to cook food together, so they enjoyed discussing the tastes and preparations of what they cooked.

Between Japanese and U.S. employees and Sailors, ERD provided SRF-JRMC workers with time in non-working environment, allowing them to exchange their interests in common ideas, cultures and lives.

"ERD is a great opportunity for Japanese and Americans to get together, have a great time away from the offices and be able to talk about things beyond work. It's the strength of the command cohesiveness, the camaraderie and getting to know each other on a personal level outside the work place," said Chief Machinist's Mate (SW/AW) Karl King from repair division.

Tatsuya Suzuki also works for repair division and said he appreciates that the command provides these opportunities for their people. "There would be only a few times for us to have situations like this. It is wonderful to improve the communication between us. I like that," he said.

Douglas said she usually hands out awards and command coins to personnel who are previously nominated by individual shops or departments as she visits her employees' worksites and awards ceremonies during ERD. But because ERD was spread around so many locations throughout the command, Cmdr. Jay Dill, executive officer, visited several in place of Douglas this time, to recognize employees' daily contributions and to present awards.



Masae Sasaki from the electronic's shop helps hold a watermelon as Cmdr. Jay Dill, executive officer, slices it to provide dessert after the shop's awards ceremony.

倒れぬように支える佐々木昌枝さんと同僚が見守る中、無線工場で西瓜割りを楽しむ副司令官のジェイ・ディル中佐。西瓜は職場のおやつになった。

## 従業員感謝デー、家族の絆を強く

文・写真：安達慶一、CFAY広報課

米海軍艦船修理廠-日本地区造修統括本部 (SRF-JRMC) は、歴代司令官が過去10年以上にわたり続けてきた従業員感謝デー (ERD) を今年も開催した。これにより、各職場の従業員たちが業務を離れ、同僚と楽しむ時間を共有する場を提供した。SRF-JRMCでは通常、年に2回ERDを催すが、今年は業務上の都合により少し遅れて最初のERDが催された。

SRF-JRMCの司令官ステファニー・ダグラス大佐によると、ERDは正午に始まり従業員は4時間、各職場でERDを楽しむと言う。ERDの時には、彼女は前もって申し出のある職場や部門を訪問し、推薦されていた各従業員に感謝状と部隊コインを手渡し、従業員に労いの念を伝える。

「ERDの主催には、私と副指令官のジェイ・ディル中佐と共に職場を回り、ERDを楽しむ従業員を訪れ、部隊にとって何が重要かを従業員に問いかけ、説明します。同時に私たちは第七艦隊に作戦上の即応性の維持に対する、従業員が行う全ての業務に感謝している。」とダグラス大佐は話した。

SRF-JRMCには2,100人ほどの従業員が働いているので、部隊全体が一箇所に集まりERDを行うのは、困難をきわめる。よって各職場単位でERDを楽しんでいるのが現状だ。

それぞれの部門、課では独自のバーベキューがERDの主体であり、メニューには鶏肉、豚肉、牛肉はもちろん、焼きそば、焼きイカ、野菜など多彩で箸を休める暇が無いと、バーベキューの状況を話すのはダグラス大佐。

これらの材料に加え、釣り好きな日本人従業員の釣果の一夜干しも、バーベキューでの話題に花を添えた。

ERDは従業員たちに通常業務では交わさない話題を持ち出す機会をもたらす。サービス工場グループに席を置く藤田公人 (きみひと) さんによると、普段は同僚と料理を作る機会はなく、できた料理の味や出来栄を皆で食しながらの会話は楽しいと笑顔で語った。

従業員の国籍、立場に関わらず、ERDは彼らに日常の職場環境を離れ、気さくに人生観、異文化の相違、たわいの無いことに対する意見交換の場をも与えてくれる。造修部門に所属するMMC (SW/AW) カール・キングさんは、「日本人と米国人と一緒に楽しめるのが、ERDの一番の目玉でしょう。職場を離れ、様々なことを語り合えます。これは、SRF-JRMCの結団力、共同生活から生まれる友愛を強固にします。」と笑みを浮かべながらERDの感想を話した。

造修部門に所属する鈴木達也さんは、ERDに対して感謝の念で一杯だと語り、こう続ける。「ERDは年に何回かしかありません。コミュニケーションをとる上では、気持ちを張らずに、普段仕事ではできない話を、皆とできるというのはとても素晴らしいと思いますよ。」

SRF-JRMCのERDが様々な場で行われる中、副司令官を務めるジェイ・ディル中佐は、今回ダグラス大佐の名代として一人で9ヶ所の職場を訪れた。個々の職場では予定されていた数人に感謝状を贈呈し、従業員の日ごろの献身的な仕事振りに対し、労いの言葉をかけた。この職場への訪問をディル中佐は精力的にこなし、ほぼ二時間で敢行した。それぞれの従業員が同僚と楽しむ中、限られた時間を縫ったのは、常にダグラス大佐とディル中佐を支える二人の女性のおかげだ。

Left: Japanese members of repair division enjoy listening to MMC (SW/AW) Karl King as he introduces them his own special seasoning and recipe for grilled pork on the roof of Commander, Fleet Activities, Yokosuka's Port Operations building.

基地司令部港湾業務事務所の屋上で、MMC (SW/AW) カール・キングさんお手製の豚肉料理。彼の秘伝である味付けや調理法に耳を傾け、笑いがわいた造修部門の日本人従業員の面々。



# Ship superintendents help keep fleet mission ready

By Keiichi Adachi, CFAY Public Affairs

Yokosuka's brand new Ticonderoga class Aegis guided-missile cruiser *USS Shiloh* (CG 67) arrived to replace *USS Chancellorsville* (CG 62) recently.

As a new ship forward deployed to Yokosuka, *Shiloh* was added to Ship Repair Facility and Japan Regional Maintenance Center's customer list. SRF-JRMC will now be taking care of all the ship's repairs.

In order to keep abreast of *Shiloh's* needs, a relationship must be maintained between the ship and SRF-JRMC. Ship superintendents foster this liaison and are responsible for the execution of all work not performed by ship's force. The ship superintendents also coordinate all repair work.

"We, SRF-JRMC, provide a number of services related to ship repairs to the ships. Also, we do production oversight for the ship," said Lt. Jason Deutsch, a SRF-JRMC ship superintendent for *Shiloh* and *Chancellorsville*.

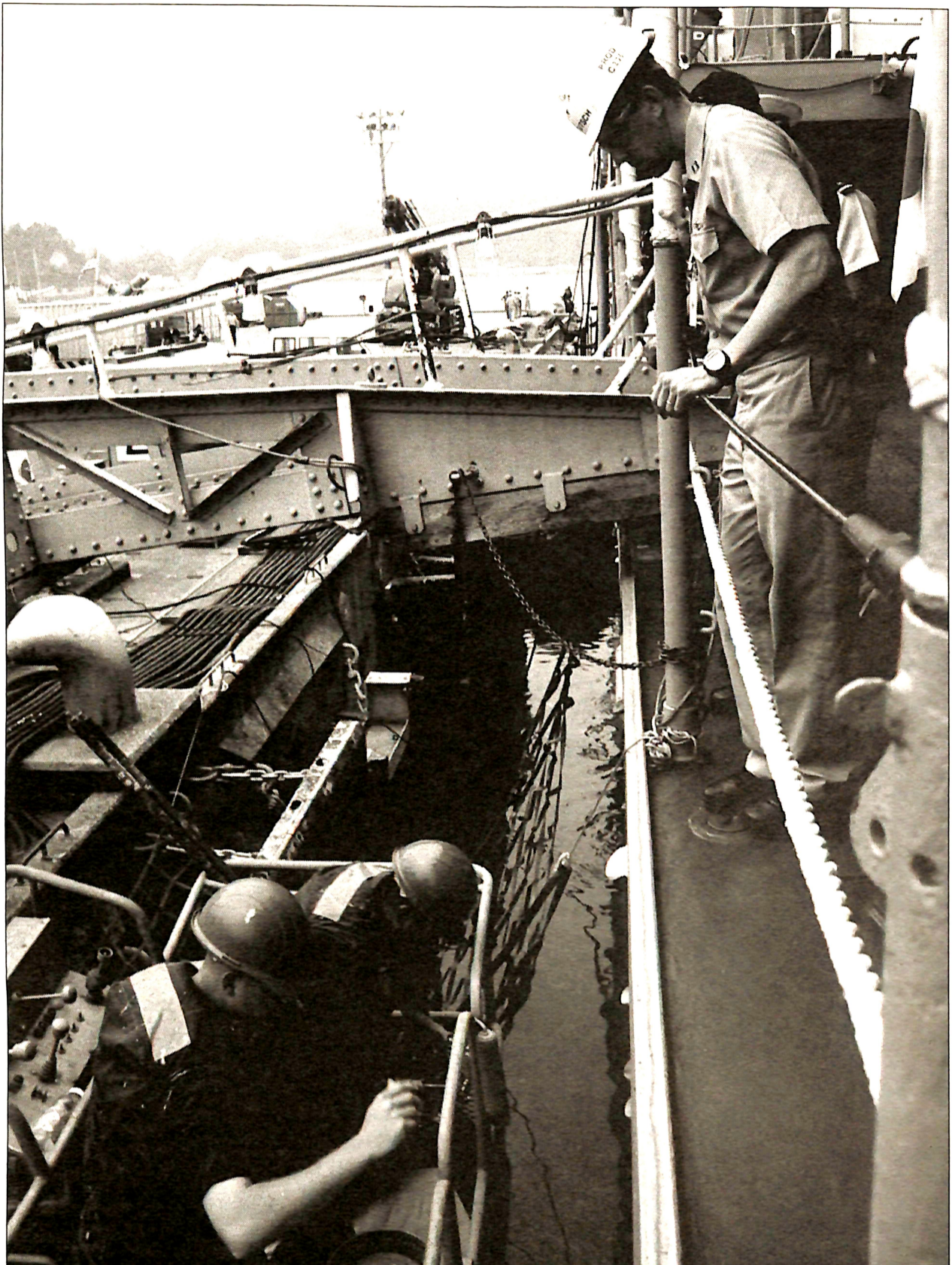
The ship superintendents play important roles in the coordination and communication between the ship and SRF-JRMC's production shops, ensuring each repair and the progress of production on board the ship is effectively streamlined.

According to Deutsch, ship superintendents work as a two-man team. "I am a U.S. representative. I have a Japanese counterpart, Mr. Akihiko Takamura who is working on behalf of SRF. We coordinate, conduct all maintenance on the ships. I have to coordinate between SRF and the ship, coordinate and communicate maintenance related issues; Mr. Takamura helps me to communicate with SRF's shops that would be conducting repairs."

*Chancellorsville* and *Shiloh* will soon swap crews, and the former *Chancellorsville* crew members will take over jobs on board *Shiloh*, which will ease the transition for *Shiloh*. "The path we have is the knowledge on board *Chancellorsville* that will cross deck on the *Shiloh*. They already know how we do business here at SRF, so we do not need to introduce the crew how we perform our mission here, which makes a lot easier for us," said Deutsch.

Takamura says that it takes time for the ship's crew to see and understand what repair services available and how SRF-JRMC supports the ship. "Usually Sailors on board the ship that newly forward deployed in Yokosuka have a mixture of feelings on our services to repairs. They might be able to picture and understand our services after the ship's first selective restricted availability or docking selective restricted availability," he said.

SRF-JRMC does more than just routine repairs. Because of operational commitments, unexpected repair issues often arise, forcing ship superintendent's to remain flexible in order to ensure the job gets done. "The toughest moment on a daily job is when we have a short time period to do critical maintenance, but at the same time, the best moment is after we completed all maintenance, and the ship is getting underway," said Deutsch.



While Sailors from *USS Shiloh* (CG 67) paint, Lt. Jason Deutsch, ship superintendent for *Shiloh* and *USS Chancellorsville* (CG 62), talks about supplies for that job.

USSシャイローとチャンセラズヴィルの二隻を担当、SRF-JRMC艦船修理監督者であるジェイソン・ドイッチ大尉は、ペンキ作業を続けるシャイローの兵士にペンキの補充の有無について話す。

According to Takamura, the mutual understanding of work scope on any repairs among the ship and SRF-JRMC including each shop is critical. This symbiotic relationship

allows repairs to be completed effectively and successfully, allowing both ship and SRF-JRMC to achieve their mission.

## SRF-JRMC 艦船修理監督者、第七艦隊支援に尽力

文・写真：安達慶一、CFAY広報課

先ごろ、米国ミサイル巡洋艦チャンセラズヴィル (CG62)との交代式を終え、米海軍横須賀基地へ新たに配備されたのは、イージスシステム (艦隊防空システム) 搭載のタイコンデロガ級ミサイル巡洋艦シャイロー (CG 67)。このシャイローの配備に伴い、米海軍艦船修理廠-日本地区造修統括本部 (SRF-JRMC) の顧客リストにシャイローの名前が加えられ、この艦船の修理状況とその修理の出来栄はSRF-JRMCに委ねられる。

そこでシャイローが求める艦船修理の達成には、SRF-JRMCとシャイローに綿密な信頼関係の持続が要求される。SRF-JRMCの艦船修理業務統括監督者たちの存在は、二者間の連絡役としてこの信頼関係を促進するばかりでなく、艦船乗務員が行う修理を除き、全ての修理業務遂行の責任を負っている。また、修理業務に関連する個々の職場間の調整も職務の一

環である。

現在シャイローとチャンセラズヴィルの二隻を担当する、SRF-JRMC艦船修理業務統括監督者であるジェイソン・ドイッチ大尉はこう言う。「米国艦船には、SRF-JRMC多種多様な修理を提供できます。もちろん修理要求の手配、修理進行の見直し、資材の調達も職務の一部です。」

艦船で進む個々の修理や修理状況を、効果的な合理性を前提に、SRF-JRMCの造修部門の傘下にある各種工場と修理艦船の業務調整や意思の疎通に重要な役割を演じるのも、艦船修理業務統括監督者たちだ。

ドイッチ大尉が話すには、艦船修理業務統括監督者は二人でチームを組み、艦船に応待する。「私は米国人ですが、チームメートは日本人の高村昭彦さんです。二人で艦船の補修管理の調整を行います。高村さんが実際に修理を手がける職場の日本人従業員との意思の疎通に対する協力のもと、私は艦船との業務調整

が向上するのです」と続けた。

チャンセラズヴィルとシャイローの交代式を経て、二艦船間の乗務員の交代が進められている。チャンセラズヴィルの乗務員がシャイローの乗務員の業務を引き継ぐので、二艦船間での業務の移行は容易となるであろう。「培ってきた知識を持って、チャンセラズヴィルの乗務員がシャイローの乗務員になるのですから、SRF-JRMCの業務内容は百も承知です。ですから彼らに我われの任務のいろはを紹介する必要もなく、お互いの時間や経費の削減となるでしょう」と笑みを浮かべながらドイッチ大尉。

ドイッチ大尉のパートナーを務める高村昭彦さんが語るには、艦船修理業務統括監督者が艦船の乗務員にSRF-JRMCの業務研修することはない。艦船の乗務員にとり、どんな修理が可能でいかにSRF-JRMCが艦船を支援をしているかを理解するには多少の時間が必要だ。「横須賀に新たに配備された艦船の乗務員は、我わ

れの提供する修理業務に戸惑い、もしくは複雑な念を抱くでしょう。ですが艦船にとり横須賀で初めての、洋上定期補修工事もしくはドライドックでの定期補修工事が終了の頃には、我われの修理業務が想像、おそらく把握できるようになるのでは」と彼の経験をもとに話した。

SRF-JRMCの業務は単に定期的な修理に収まらない。艦船の作戦上の理由により、不測の緊急修理の発生が多々あり、艦船修理業務統括監督者には緊急時にあっても、修理業務を完遂する不動の適応性が求められる。「日々の仕事でとても辛いのは、短期の重要な修理業務が発生した場合です。一方、嬉しいのは必要とされた修理が全て完了し、艦船が元気に航海に出たとき」と語気を強めて語った。

高村さんによると、各職場を含めSRF-JRMCが行うどんな艦船修理にも、SRF-JRMCと顧客が業務工程に対する相互理解なくして、修理完遂の道はない、まして二者が個々に持つ任務の達成は訪れない。

# SRF-JRMC leadership conducts quality assurance tours



With Hitoshi Kato, Ship Repair Facility and Japan Regional Maintenance Center's safety manager and Sadayoshi Sato, production engineering superintendent, ready to answer questions and give expert advice, Capt. Stephanie Douglas, commanding officer of SRF-JRMC speaks with Cmdr. Brian O'Donnell, commanding officer of *USS Curtis Wilbur* (DDG 54), about his feedback and concerns related to the ship repairs accomplished by SRF-JRMC's workers on board *USS Curtis Wilbur*. SRF-JRMC安全部長の加藤等さんと造修部門補佐の佐藤貞義さん立会いのもと、SRF-JRMC司令官ステファニー・ダグラス大佐は、ミサイル駆逐艦カーティス・ウィルバー (DDG54)の艦長ブライアン・オドネル中佐とSRF-JRMC従業員による艦船修理状況を話し合う。

Story and photo by  
Keiichi Adachi,  
CFAY Public Affairs

Ship Repair Facility and Japan Regional Maintenance Center leadership toured several Yokosuka ships Oct. 4. SRF-JRMC Commanding Officer Capt. Stephanie Douglas, production and executive officer, Cmdr. Jay Dill, along with SRF-JRMC's repair officer and the production engineering superintendent and the command's safety manager, conducted the tours to check the progress of several maintenance projects and to get feedback to ensure SRF-JRMC is providing the best possible support to the fleet

"SRF-JRMC leadership receives various reports throughout each week as to the status of maintenance being done on board the ships, however, it is difficult to understand fully and picture what is happening without being able to go out

there and actually see it," said Dill. "The ship tour allows the five of us to get a much better feel for what is happening on each of the ships."

According to Dill, the ship tours have been a long standing tradition. "Another reason we conduct ship tours is that they

words and feedback directly face to face with the leadership of each of the ships we are working on."

By conducting weekly ship tours Douglas and her staff can see firsthand what and how their workforces are doing on the ship. The information gathered

those production meetings until we will see what is going on firsthand," Dill said. "The tours give me information I can take back to the meeting and use to lead and direct people to make any changes necessary."

The ship tours also provides SRF-JRMC leadership an opportunity to see the working conditions of their people, including verifying the correct use of personal protective equipment and following safety procedures.

"As we walk around, the safety manger will correct safety issues on the spot and then often takes notes and keeps track of any safety issues we see, have those safety concerns addressed," Dill said.

The tours are conducted on Wednesday afternoons, and each ship tour lasts about 30 minutes, which gives SRF-JRMC officials the opportunity to take a close look at the work that has been accomplished over the first three days of the week and the direction the projects are heading toward through the week's end.

**"The tours give me information I can take back to the meeting and use to lead and direct people to make any changes necessary."**

— Cmdr. Jay Dill

give us a number of opportunities to communicate with our customers through different people who are involved with the maintenance," he said. "The ship tour provides us opportunities to exchange

from the tours also benefits their daily production meetings.

"I have a production officer meeting every morning. It is difficult sometimes to understand really what is happening in

## 水曜午後は艦船視察 - SRF-JRMCの指導者たち

文・写真：安達慶一、CFAY広報課

毎週水曜日の午後、米海軍横須賀艦船修理廠・日本地区造修統括本部 (SRF-JRMC) の要となる指導者が集まり、SRF-JRMCの艦隊支援状況の把握と事実確認を目的に、修理が進む艦船を視察する。

その指導者たちは、安全部部長の加藤等さん、日本造修部長補佐の佐藤貞義さん、修理担当士官デビッド・ブライス中佐、副司令官・造修部長を兼任するジェイ・ディール中佐と司令官ステファニー・ダグラス大佐。集まった五人は公用車で、当日予定していた顧客である艦船とその艦長に表敬訪問、修理状況とSRF-JRMCが提供する艦船修

理に対する率直な顧客の声に耳を傾ける。

「我われは毎週、各艦船の様々な修理状況の報告を受けます。ですが、実際に修理現場を視察することなしに、十分に修理状況を理解や想像することは困難の一言です」とディール中佐は語り、こう続けた。「艦船の視察は、進行している修理の状況を我われに実感させます。」

ディール中佐によると、艦船の視察は、彼がSRF-JRMCに赴任する以前の3年前から始められたと言う。「もう一つ別の理由が艦船の視察にはあるのです。それは艦船修理に関わる様々な人たちを通じて、我われの顧客と対話、意思の疎通を促す場をもたらしてくれるのが、この艦

船の視察です」と話し、「我われが従事する個々の艦船の責任者と顔をつき合わせ、直に言葉を交わせます」と加えた。

毎週行われるこの艦船の視察は、ダグラス大佐と幹部がSRF-JRMCの従業員が何をどのように艦船で行っているのかを実際に目にすることができる。視察を通じて得た情報は、日々行われる造修報告会議に有益だ。

「毎朝、修理報告会議があります。その会議で予定される修理、進行中の修理報告がありますが、時々、実際に目にするまで判らないモノがあるのです」とディール中佐は眉をひそめて話し、こう言う。「視察での情報は、修理報告会議で必要とする業務の指導や変更を従業員に

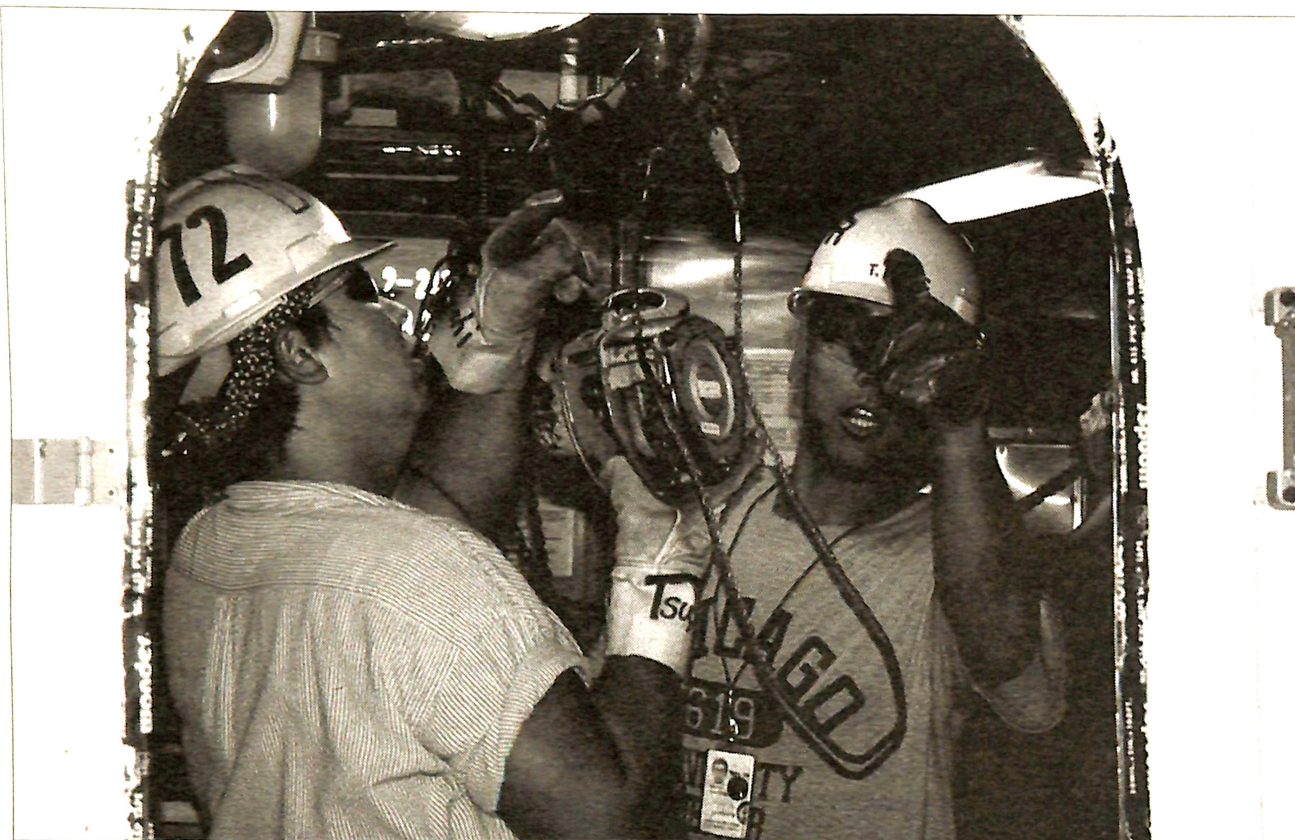
促すのに役立ちます。」

保護用具の適切な使用、安全作業の確認を含め、業務に当たる従業員の安全な職場環境維持の徹底にこの艦船の視察は有意義である。

「艦船の中を歩き回る時に、我われが検証した安全上の問題点を安全部部長がメモを取り、懸案となった安全上の問題点を改善するために、彼の事務所から適所に電話を入れたり、Eメールを送ります」とディール中佐。

艦船の視察は毎週水曜日の午後。視察時間は一隻につき約30分だが、月曜日から水曜日の午前までの業務進行を見ることができる。そして週末に向けての業務に指示が出せるのがこの視察。

# Rigger Shop installs plastics waste processors on board *Curtis Wilbur*



Rigger shop members move the 1,250 pound plastic waste processor to the desired location by hooking up rigging on the inside of a small space aboard *USS Curtis Wilbur (DDG 54)*. Although the spaces for moving the PWP were limited and narrow, their skills and expertise safely and quickly completed the installation of the two PWPs in short period.

索具を左右に効率よく適切に架けながら、重さ600キロのプラスチック廃棄物圧搾機を、索具工場の従業員は移動させる。移動空間は狭く、索具の設置場所も限りがある。安全に短時間で二台のプラスチック廃棄物圧搾機の設置を完了したのは、索具を操る従業員の技術。

Story and photos by Keiichi Adachi,  
CFAY Public Affairs

Employees of Yokosuka's Ship Repair Facility and Japan Regional Maintenance Center's Rigger Shop installed two new plastics waste processors or called "PWP" on board *USS Curtis Wilbur (DDG 54)* recently.

According to Naval Air Systems Command Environmental Web Site, a U.S. Navy aircraft carrier generates between 1,000 to 1,500 pounds of plastic waste, and smaller ships

produce between 50 to 80 pounds each day.

SRF-JRMC Ship Superintendent Lt. Mitchell Perrett said PWP is used by the fleet to process shipboard generated plastic waste into dense, sanitary disks suitable for long-term storage. "We have plastics waste processors on board the ships, so the ships can store plastic waste material efficiently in a small space," said Perrett.

These processors allow ships to retain their plastic waste while at sea in compliance with zero-plastic discharge restrictions. "At sea ships are prohibited

to dumping in plastic waste by the international law," said Perrett. "Ships have a plastic shredder and PWP compresses used plastics into large disks, we call that a hockey puck."

The international regulations ban the disposal of plastic waste at sea, so PWP helps to protect the marine environment by restricting and prohibiting ocean dumping and storing the waste in the limited space until the ship returns to port.

"The plastic waste processors keep the ship from dumping plastic at sea, so obviously that's good for the environment.

We can store that plastic in a small space. When the ship comes back, they can take these waste plastic to dispose properly ashore rather than dumping at sea," Perrett said.

By hooking up rigging on the inside of a small space aboard *Curtis Wilbur*, rigger shop employees easily moved the 1,250 pound PWP to the desired location. Even though the spaces for moving the PWP were limited and narrow, the employees' skills and expertise safely and quickly completed the installation of the two PWPs.

## 索具職人、プラスチック廃棄物圧搾機をカーティス・ウィルバーに設置

文・写真：安達慶一、CFAY広報課

米海軍艦船修理廠・日本地区造修統括本部(SRF-JRMC)の索具工場の従業員が、このほど新たに二台のPWPと呼ばれるプラスチック廃棄物圧搾機をミサイル駆逐艦カーティス・ウィルバー(DDG54)に取り付けた。

米海軍航空システム部隊の環境問題に関するウェブサイトによると、米海軍が保有する航空母艦では、平均して一日に454キロから681キロ、その他の巡洋艦、駆逐艦では23キロから36キロのプラスチック廃棄物が発生するとある。

SRF-JRMCの艦船修理担当官のミッチェル・パレット大尉が話すには、PWPは艦船上で生じるプラスチック廃棄物を、長期保管を目的に高密度で、衛生的なディスクにするために艦隊では使用されている。「プラスチック廃棄物圧搾機はほとんどの艦船内に設置されているので、艦船はプラスチック廃棄物を効率よく艦船内に保管できます」とパレット大尉。

このプラスチック廃棄物圧搾機は、航海中の艦船に課せられているプラスチック排出制限に基づき、圧搾機の保持に役立つ。「国際法により、洋上では艦船からプラスチック廃棄物の投げ捨ては禁止です」とパレット大尉は話し、こう続けた。「艦船にはプラスチックシュレッダーと圧搾機が設置されており、ホッケーパックと呼んでい



Sailors of *USS Shiloh (CG 67)* dump plastic waste pucks into the unburnable bin located in harbor master pier. ハーバースターピアにある不可燃物廃棄物容器に、プラスチック廃棄物を捨てるUSSシャイローの兵士たち。

ますが、プラスチック廃棄物を圧縮し巨大なディスクにします。」

プラスチック廃棄物圧搾機の存在は、国際法により禁止されている海洋でのプラスチック廃棄物の投げ捨てを防止するだけでなく、艦船が帰港するまで限りある廃棄物倉庫に保管することに役立つ。

「航海中、海洋へプラスチック廃棄物を捨てなくて済むのは、プラスチック廃棄物圧搾機のおかげです。また、圧縮してコンパクトに収容可能ですから、艦船の狭い倉庫を最大限活用できるのです。艦船が帰港すると、乗務員たちがこのプラスチック廃棄物を適切に処理します」とパレット大尉は語気を強めた。

カーティス・ウィルバーの船内、索具を左右に効率よく適切に架けながら、重さ600キロのプラスチック廃棄物圧搾機を、索具工場の従業員は移動させる。移動空間は狭く、索具の設置場所も限りがある。安全に短時間で二台のプラスチック廃棄物圧搾機の設置を完了したのは、索具を操る従業員の技術の賜物であると言えよう。



Ivy Caires, project team manager, serves a student of Shiratori-en at the SRF-JRMC booth.

ホットドッグをかぶりつくしらとり園の園生を手伝うのは、プロジェクトチーム管理職のアイビー・ケアレスさん。



YN2(SW/AW) James Wilson, administrative assistant, and Kristen Bailnude, English instructor, count the proceeds from selling hotdogs.

YN2ジェームズ・ウイルソンさんと英語講師のクリステン・ベインルードさんは、ホットドッグ販売による収益金を確認する。

## SRF-JRMC's members enjoy being part of open-day at Shiratori-en

Story and photos by  
Keiichi Adachi,  
CFAY Public Affairs

Thirteen representatives of Yokosuka's Ship Repair Facility and Japan Regional Maintenance Center paid a visit to Kanagawa Prefectural Miura Shiratori-en recently to sell hotdogs for its open day.

SRF-JRMC visitors said they enjoyed meeting and talking with residents of Shiratori-en, a home for the mentally challenged.

"I think it's a personal feeling for myself that I come down here and do something good for the community. I am also a representative of the Navy. While

we are letting the community know that what we do at the job, we are also here having a good time with the local people," said Electronics Technician 1<sup>st</sup> Class (SW) Manuel Tamayo, a booth coordinator between SRF-JRMC and Shiratori-en. "Visiting the community gives me an opportunity sometimes to meet friends."

Takenobu Sekiguchi, president of Friendly Society of Master Labor Contract Employees at SRF-JRMC made a speech on behalf of Capt. Stephanie Douglas, commanding officer of SRF-JRMC, during the opening ceremony. "Our visit today gives us an opportunity once again to share the true feeling of friendship and enjoy this open day festival with you the residents, your

friends and families and the wonderful staff and faculty," Sekiguchi said.

"We usually don't have a chance to come and see what Shiratori-en and their residents are doing. We, SRF-JRMC and our society, really appreciate that Shiratori-en let us come down and support the facility and the people living there," Sekiguchi said.

"The open day started in 1983, but the friendship between Shiratori-en and SRF-JRMC has been ongoing for 43 years. In that period, every year SRF-JRMC has thrown us a Christmas party and conducted a concert for our students," said Syuzou Katsuura, director of Shiratori-en.

Katsuura said he believed that Shiratori-en could not have thrown the

Christmas party for 43 years without the support of volunteer members like SRF-JRMC and the period of SRF-JRMC's supporting and volunteering activities is the longest among the groups volunteering. "I have heard that Japanese and U.S. members of SRF at that time came by the facility 43 years ago. That was the beginning of volunteering by SRF. I think the members from SRF-JRMC have been very frank with local people and making good friendships," he said.

SRF-JRMC has paid a visit to Shiratori-en's residences, instructors and nursing personnel faithfully each year during the holiday season. At present Shiratori-en serves 133 people, and employs 167 instructors and nursing personnel.

## SRF-JRMCボランティア、三浦しらとり園オープンデーに参加

文・写真：安達慶一、CFAY広報課

米海軍艦船修理廠・日本地区造修統括本部（SRF-JRMC）の13名の従業員が神奈川県立三浦しらとり園を訪問し、当日開催されたオープンデーに参加し、ホットドッグを販売した。

参加したSRF-JRMCの従業員は、知的障害を持ち、しらとり園で生活する園生たちとの再会と語らいを楽しんだと話した。

「ここしらとり園に来て何か善意的なことをしたいというのは、自分の正直な気持ちです。まして自分は米海軍の一員であり、しらとり園の皆さんに我われが仕事で何をしているかを知ってもらおう一方、我われもしらとり園の方々と楽しくオープンデーを過ごしました。」と話し、ブースの調整役のET1マニエル・タマヨさんはこう続けた。「しらとり園への訪問は、友達に会えるいい機会です。」

SRF-JRMC日本人従業員親睦会の会長を務める関口丈信（たけのぶ）さんは、SRF-JRMC司令官ステファニー・ダグラス大佐の名代として、オープンデー開催式で祝辞を「今日、私たちは再び友好を分かち合い園生、友達、家族そして素晴らしい職員の皆さんと一緒に、オープンデーを楽しむ機会を持つことができました」と締めくくった。

「普段、しらとり園に来て、園生がどのように暮らしているかを目にする機会は、まずあり得ません。SRF-JRMCの軍人軍属、日本人従業員親睦会の会員にしらとり園とその園生を支援する場を提供してくれる、しらとり園の皆さんに心から感謝いたします」とホットドッグを販売の合間の一言。

「このオープンデーは1983年に始まり、SRF-JRMCとしらとり園の友好は43年と続いている。その期間、SRF-JRMCは毎年欠かさずクリスマスパーティーを開き、コンサートを園生のために行っています。」と語るのは、しらとり園園長の勝浦修造氏。



The Shiratori-en's open day provides ET1(SW) Manuel Tamayo and his children with the opportunity to work together as they prepare to sell hotdogs.

ホットドッグ販売の準備に余念がないエマニエル（息子）、シンディ（娘）、ET1（SW）マニエル・タマヨ家族。

勝浦氏によると、SRF-JRMCなどによるボランティアの支援なしに、43年間続いたクリスマスパーティーは実現していない。SRF-JRMCの支援・奉仕活動の期間は、他の奉仕グループの中で群を抜く。「43年前に、当時SRFの日本人と米国人従業員の訪問があったと聞いています。それがSRFによる奉仕活動の始まりです。SRF-JRMCの皆さん

は、園生や我われ職員とも打ち解けて、友好を深めています」と目を細めながら話した。

SRF-JRMCはクリスマスのシーズンになると毎年しらとり園を訪れ園生、職員、園生の世話をする人々を慰問する。現在、園生133名、職員及び関係者は167名がしらとり園に働いている。

## SRF-JRMC Yokosuka, Sasebo team up



SRF-JRMC Yokosuka and Sasebo Executive Steering Committee members get together at Berth 12 conference room to discuss tactical goals for FY 2007. The committee is also preparing for FY 2008's Strategic Planning Workshop.

SRF-JRMC横須賀と佐世保支所の上級者監督者たちが12番バース会議室に終結し経営戦略ワークショップを開き、会計年度2007年に向けての実務ゴールの修正と確認、及び2008年への準備をスタートさせた。

Story photo by Keiichi Adachi,  
CFAY Public Affairs

All senior managers of Yokosuka's Ship Repair Facility and Japan Regional Maintenance Center recently gathered at berth 12 conference room for a four-day intensive workshop to develop SRF-JRMC's 2007 strategic plan.

This strategic planning workshop is held annually. Capt. Stephanie Douglas, commanding officer of SRF-JRMC said the workshop is important. "Each year SRF-JRMC holds the strategic planning workshop to ensure we lay out a plan for the next year in terms of what goals to set and what exactly we need to do to accomplish those goals," said Douglas.

The workshops are intended to prepare SRF-JRMC managers to think strategically and build knowledge to develop and implement effective strategies. In each workshop, participants benefit from first-hand experience by working as a "planning team" to set goals for the year.

"Particularly with the changes coming out on the waterfront, we have some significant changes to undergo to prepare for the coming of *USS George Washington* (CVN 74) in 2008. There are very specific things we need to do, and it is critical that we lay those out in order to get those things done," Douglas said.

Cmdr. Stephen Williamson, officer in charge, Sasebo SRF-JRMC, said that the workshop provided him and his work force in Sasebo with benefits.

"Actually being on site with rest of the executive steering committee is very important. We could not do it from the video teleconference or any other way. Being here we can actually tell what's the most important, tell what's going on for Sasebo, tie in our interest and more importantly show one team," Williamson added.

"I think it's an opportunity for my senior leadership, my executive steering group at SRF-JRMC, which is comprised of people from Yokosuka and Sasebo to get together and work face-to-face on the critical issues we face with on the water front. And for us to discuss those issues and put them in context with our strategic plan and lay out an actual able plan for us work through for the coming year," said Douglas.

Chip Safreed, Business & Strategic Planning officer of SRF-JRMC, said the workshop is the connecting piece through which SRF-JRMC senior managers understand what they were here for, and where they are going. "The workshop is an excellent tool we have. We can get together with our Japanese, U.S. Civil Services and U.S. Navy work together to get this synergy. I think it's a good way to building our plan for the upcoming year," Safreed said.

Douglas said her executive steering committee is putting in an awful lot of working to set the course for 2007 plan and get ready for 2008, and that she is going to need everyone's help with the SRF-JRMC work force to make it happen.

## Safety Center warns about winter driving

By MC3 Davis J. Anderson,  
Fleet Public Affairs Center Atlantic

With the approach of winter and the holiday season, the Naval Safety Center is reminding Sailors of the hazards they can face while driving.

"The sad thing is we have a very high number of fatalities in the Navy in motor vehicles," said Bonnie Revell, the traffic safety specialist at the Naval Safety Center. "That's our number one killer."

Between the Thanksgiving and New Years holidays last year, 10 Sailors died on the roads in their off time.

In order to stay safe on the road, the Safety Center advises that Sailors do a number of things to prepare for driving.

"Sailors need to plan their trips," said Revell. "They need to be aware of the weather, carry emergency kits, blankets, some extra sand in the vehicle (to weigh down the rear) and the most important thing is, slow down for the circumstances that you'll be driving in."

Winter driving safety doesn't apply to just traveling, it's something Sailors may need to prepare for every day.

"For everyday driving check out the situations. If they're saying the roads are hazardous, give yourself plenty of time to get to and from your destination," said Revell. "You've got to be aware of your surroundings and leave plenty of room in case there is a mishap. Remember that everybody doesn't have the same skills you do."

As Sailors begin to make travel plans, the Naval Safety Center wants to stress the importance of being rested.

"When you get in the vehicle, make sure you've got eight hours of rest. Don't try to make a 10-hour trip after you've worked an eight-hour day," said Revell. "Get to where you're going safely because we need you to come back."

For more information about winter traffic safety and other safety questions, visit [www.safetycenter.navy.mil](http://www.safetycenter.navy.mil).

## Got a photo you'd like to share?

The Seahawk is looking for photos from the community.

Please send your high-resolution photos to [Seahawk-Umitaka@fe.navy.mil](mailto:Seahawk-Umitaka@fe.navy.mil) for consideration. Be sure to include full identification of photo subject(s) and a brief description of event.

## SRF-JRMC横須賀・佐世保、一丸となり経営戦略

文・写真: 安達慶一、CFAY広報課

横須賀艦船修理廠-日本地区造修統括本部(SRF-JRMC)の米日両上級管理者がバース12会議室に一同に集まり、SRF-JRMC全体として新2007会計年度に照準を合わせて、現在及び将来の懸案事項に関して4日間の集中討議の場を持った。

この集中討議は「経営戦略計画ワークショップ」と呼ばれ、例年開かれている。SRF-JRMCの司令官ステファニー・ダグラス大佐は、このワークショップは部隊にとって重要な位置を占めていると話した。「毎年SRF-JRMCは経営戦略計画ワークショップを行い、翌年に向け何の目標を立てるべきかという観点から計画の展開、そして立案された目標の達成に対して確実に何をする必要があるかを確認する場です」とダグラス大佐は語気を強めて語った。

ワークショップとは組織を運営する管理者たちに業務を戦略的に考えさせ、効果的な業務方策を遂行かつ啓発する知識を構築する心構えの養成を意図したものである。ワークショップでは、参加者は実状の研究調査の実施チームとして業務を直接に経験することから有益性を見出す。「SRF-JRMCの棧橋に待ち受ける業務の移り変わりとして、来る2008年に配備が予定されている原子力空母ジョージワシントン(CVN 74)の到来準備に対する重要な業務変更が挙げられます。我われにはやらなければならない明確な業務項目がありますし、その達成に向けその業務項目を適切な順序ですることは重大なものです」とダグラス大佐は言う。

SRF-JRMC佐世保支所長を担うスティーン・ウィリアムソン中佐によると、このワークショップは彼のみならず

佐世保支所の従業員にも有益だとしている。「上級者監督委員会(ESC)の皆さんとワークショップで同席できるのは、とても重要です。ビデオ会議や他の方法では、このような機会を持つ事は出来ませんでした。ワークショップに同席でき実際に(佐世保では)何が最も重要であるかを伝えられ、何が進められているのかを話せ、佐世保支所の持つ重要性を関係付け、佐世保支所もSRF-JRMC横須賀チームの一員であることを意思表示ができます」と言葉を締めた。

「このワークショップは横須賀と佐世保の上級監督者たちの構成によるSRF-JRMCの指導者たちが一同に集まり、我われが直面する重大な問題点を直接に話し合う場であると考えます。そして挙げられた問題点を話し合い、我われの経営戦略項目とする。さらにその項目に対し実行可能な計画を立案し翌年に向け着手する

のです」とダグラス大佐はワークショップの意義を語る。

「ワークショップはSRF-JRMC指導者たちが、何のための集まり、どの方向に向かうのかという理解を結びつける一例です」と語るのは、SRF-JRMC業務・戦略計画士官を務めるチップ・サフリード氏。「優れた一つの方法としてワークショップを位置づけます。日本人従業員、米海軍軍人たちの三者が一丸となり、より有益な結果をもたらすことができます。来るべき来年に向け効を奏す戦略項目を立案する良い方法でしょう」とサフリード氏。

上級者監督委員会は2007年会計年度に向け多大な尽力を注いでおり、2008年に対しても準備良しであるとダグラス大佐は語り、2008年への成功へのカギは、SRF-JRMC従業員一人一人の助けが必要であると続けた。

# Shop tours supports SRF-JRMC work force, fleet

Story and photo by Keiichi Adachi,  
CFAY Public Affairs

**S**hip Repair Facility and Japan Regional Maintenance Center's leadership conducts ship and shop tours each Wednesday to see firsthand what and how their work forces are progressing.

"We do shop tours immediately after we conduct the ship tours. We have the shop tours to be able to go out and see what is happening in the shops. It is a little different than the ship tour. We are also taking a look at the condition in the shops and the condition of our people," said Cmdr. Jay Dill, production officer and executive officer.

The shop tours allow leadership to assess the cleanliness and general overall appearance in the shops.

Cmdr. Kenneth Depew, SRF-JRMC deputy commander, Cmdr. David Price, repair officer, Dill and other officers recently toured shops at the pump house to check the status of a special project replacing all Dry Dock Number 4 and 5 suction valve actuators and the main discharge valve, Hiromu Oomori, industrial engineering superintendent said.

"The project started in July 2006 and is expected to be completed before the scheduled dry docking of USS John S. McCain (DDG 56) [later this month]," Oomori said.

Dill said Wednesdays are good days to conduct ship and shop tours because it allows the employees to work on a project for a few days before leadership visits the spaces.

"That way we are not going out to see them just as they are starting work, therefore, we get to actually see what they have been doing for the first two days of the week...and if there are any changes that need to be made, we can make those changes [early]... so if there are any course



Hiromu Oomori (center), industrial engineering superintendent explains current progress to Cmdr. Kenneth Depew, SRF-JRMC deputy commander, Cmdr. David Price, repair officer and Cmdr. Jay Dill, executive officer. The group recently toured shops at the pump house to check the status of a special project replacing all Dry Dock Number 4 and 5 suction valve actuators and the main discharge valve.

大森裕武、産業技術監督者より現在の進行状況の説明が行われている間、SRF-JRMCの日本地区造修統括本部副司令官を務めるケニー・デビュー中佐、修理将校を務めるデビッド・ブライス中佐、ディル中佐と他の将校たちが第四・第五ドライドックの吸水弁作動と主要排水弁を交換するという特別計画の進行状況を確認をしているところ。

changes need to be made, we can have those accomplished at the last two days of the week," Dill said.

Dill said the biggest benefit of the tours is just being able to go out to see what is being accomplished on the shop floors.

"Also it allows us to make sure that the shops

are clean and that we have the right material we need to be able to accomplish work that is on going in each of the shops," said Dill. "The shop tour provides SRF-JRMC an opportunity to communicate directly face-to-face with the members of the shops that get 7<sup>th</sup> Fleet operationally ready."

## 水曜午後は職場視察 - SRF-JRMC指導者たち

文・写真:安達慶一、CFAY広報課

毎週水曜日の午後に、艦船修理廠・日本地区造修統括本部 (SRF-JRMC) の指導者は、従業員の行う業務の向上、または実際、職場で何が起きているかを把握するために、艦船と工場の視察へ出かける。

「艦船の視察が終了次第、直ちに工場へと足を運びます。私たちは工場へ出掛け、そこで何が起きているかを直に見るために視察を行います。それは艦船視察とは少々異なり、工場の作業環境と私たちの大切な従業員の皆さんが働く姿を見るためのものです」と造修部長・艦船修理廠副司令官を務めるジェイ・ディル中佐は話した。

職場の視察では指導者が、職場での清潔さと一般・総合的な外観を評価することが出来る。

「先ごろの視察では、SRF-JRMCの指令を務めるケニス・デビュー中佐、造修部長補佐を務めるデビッド・ブライス中佐ディル中佐と他の将校たちの参加により、第四・第五ドライドックの作動吸水弁と主要排水弁の交換という特別なプロジェクトの進行状況を確認するために、第四ドライドックの傍にあるポンプハウスの視察が行われました」と産業技術監督官である大森裕武 (ひろむ) 氏は語った。

「この計画は今年7月に始まり、今月末に予定されるUSSジョンS・マッケイン (DDG 56) のドック入り前に完了する予定です」と大森氏は続けた。

職場の従業員にとり、指導者が職場へ足を運ぶ前の数日とそのプロジェクトに取り組むことが出来るという理由もあり、毎週水曜日が艦船・工場の視察に最も適しているとディル中佐は話す。

「我われは従業員の皆さんが作業に取り掛かり始めたばかりの時に視察を行うものではありません。週が始まり、それから二日間の作業成果を実際に見てから視察しますので、もし作業変更の必要があるか、もしくは作業工程の変更が生じた場合、早めに対処することができ、残りの二日間でその変更作業を行うことが出来ます」とディル中佐は説明した。

この視察で最大に得られる利点は、工場ですべて達成されていることを目の当たりにできることだ。

「さらに工場が整理され、それぞれの工場での業務実行のための適切な資材・材料維持管理の状況を実際に確認することが出来ます」とディル中佐は続けた。

「工場への視察は第七艦隊の艦船を常に機能できる状態に保ち、我々の使命である“第七艦隊の即応性維持”のための業務に携わっているSRF-JRMCの従業員の一人一人と直接に話ができる機会を与えてくれるのです。」

