

# SHIPYARD LOG

Pearl Harbor Naval Shipyard & IMF News Since 1943

September 2015

SPECIAL EDITION  
Facilities & Capabilities



## Modern facilities improve production, quality of life

*Aloha, and thank you for taking the time to read the September edition of the Shipyard Log.*

*This month, it is my honor to turn over the Commander's Corner to Stephen Sasaki, your champion for this year's strategic focus area of "Facilities and Capabilities." It is a fact that most of us spend the majority of our waking hours at the Shipyard, therefore, the 148 acres of PHNSY is not only a maintenance facility, in many ways it is also our home. We are committed to taking care of our home, and Stephen will lead the way.*

*See you on the deckplates! – Capt. J. K. Kalowsky*



Aloha. I am Stephen Sasaki, the Shipyard's Production Facility and Equipment Manager, or simply known as Code 980.

As a 27-year Shipyard employee, I was born, raised and educated on the island of Oahu, Hawaii. Those of us who work at Pearl Harbor know our military service men and women put their lives in harm's way so we can continue to live a free life, and we are honored to keep them safe and their fleet "Fit to Fight!" We are also honored to be the operators and stewards of one our nation's greatest and most important historical facilities, located at the heart of a designated National Historic Landmark.

Navy Yard Pearl Harbor, established as a coaling and repair station in May 1908, formed the foundation for the later Pearl Harbor military complex. The Shipyard's first 11 buildings were built between 1913 and 1917. Dry Dock 1 was completed in 1919, followed by Dry Docks 2 and 3 in 1942 and Dry Dock 3 in 1943. Because many of our Shipyard facilities are more than 75 years old, modernization efforts must be executed in accordance with National Historic Preservation Act requirements. As conscientious stewards of this historic facility, we work closely with our community Historic Partners to address and resolve any possible adverse effects our facility modernization actions might have on Shipyard

properties.

We must keep our vintage facilities relevant to maintaining the world's most technologically advanced fleet of submarine and surface combatant ships, while creating an environment that fosters collaboration and innovation to increase productive capacity and improve quality of life. The pillars of our vision include the following:

1. Create for every key building a building modernization plan that promotes LEAN manufacturing, consolidation of like functions to increase process density, and maximization of unused/underutilized spaces within the Controlled Industrial Area.
2. Ensure space management plans align to peak submarine and surface warfighter workload.
3. Support the Innovation and Technology Insertion strategic focus area team by helping to increase productive capacity, create an improved environment and safer work processes, and improve quality of life.
4. Promote an infrastructure that supports realistic mission training in submarine and surface ship work.
5. Uphold our commitment to safety, as our workforce grows and our facilities age, by placing an emphasis on infrastructure safety liabilities and quality of life improvements.

For our capabilities, having the right tool in the right place makes our work more efficient.

We will work closely with the Innovation and Technology Insertion focus area team to identify appropriate facility and equipment investments. This includes disposal of unused equipment, replacement of obsolete equipment, and purchase of new technology for quantum work process improvements. Determining the desired work processes for the future may also involve shop floor changes to provide efficient work flow. Space management is also focused on increasing productive capacity. Initiatives include Job Readiness Cells, waterfront project management offices, project team facilities, and continued analysis of "forward deploying" our engineering functions closer to the waterfront. Each renovated building ensures a safer and more optimal working environment, with consideration also given to improving restrooms and street lighting to enhance quality of life.

Our command's Capabilities and Facilities strategic focus will ensure we manage our working environment appropriately. It will keep us safe and more productive, ensure our continued careful stewardship of related funding, and keep Pearl Harbor Naval Shipyard and IMF "No Ka 'O'i" for future generations.



## SHIPYARD LOG

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**ON THE COVER:** Michella and Alika Vasper, nuclear engineers who work in newly renovated (and historic) Bldg. 9, help lead the Shipyard's future.

Photo and graphics by Danielle Jones and Sean Hughes

# Navy invests in facilities ashore

Shipyard facility and capability planners are developing a command-wide assessment to help the Navy prioritize shore infrastructure investment.

In guidance released in May, Chief of Naval Operations (CNO) Adm. Jonathan Greenert outlined new planning parameters. “In our attempts to support our manpower and personnel budget, fund current and routine operations, and build the future Navy to respond to contingencies,” he wrote, “we have deferred shore infrastructure investments. We must continue to carefully and deliberately balance the risk we are taking in our Shore enterprise. Chronic underinvestment in our shore infrastructure will take an untenable toll on our ability to support deploying forces.”

The four actions detailed by the CNO to ensure shore infrastructure that is mission-ready, resilient, sustainable and in synch with the fleet include: (1) establish condition indexes to facilitate an objective risk assessment; (2) transition all Navy buildings, utilities and other structures to a condition-based maintenance program; (3) continue efforts to achieve energy security by reducing consumption, increasing use of renewable energy, and transforming

behavior through energy awareness and education; and (4) reduce shore footprint by demolishing or divesting unneeded facilities, recapitalizing others, and matching any new construction with demolition in a 2-for-1 ratio.

**“Chronic underinvestment in our shore infrastructure will take an untenable toll on our ability to support deploying forces.”**

*-Chief of Naval Operations  
Adm. Jonathan Greenert*

Greenert said the Navy will prioritize the security and reliability of its nuclear weapons facilities to “resource strategic weapons sustainment and recapitalization and accelerate shipyard infrastructure improvements to ensure long-term health of these critical facilities.”

Stephen Sasaki, the Shipyard’s Production Facility and Equipment Manager,

explained how the CNO’s guidance applies here. “The goal for Pearl Harbor Naval Shipyard, and other Navy installations and shipyards,” he said, “is to determine how to most efficiently use existing space by effectively repurposing underutilized areas, eliminating unused equipment and reducing utility costs in order to create an innovative, resilient and sustainable future shore structure in support of the Fleet, Fighter and Family.”

Capabilities are also affected by the CNO guidance. “We create more available shop space by eliminating obsolete and unused equipment,” explained Paul Shigeta, Military Construction Program Manager. “We further reduce facility operating costs and improve productivity -- and our overall capabilities -- by purchasing new equipment capable of performing multiple operations with fewer required setups and by applying austere criteria to infrastructure, finishes and footprint size while still meeting mission requirements.”

See pages 4 and 5 in this issue for more information about the Shipyard’s Capabilities and Facilities Strategic Focus.

## ‘E komo mai,’ PHNSY welcomes Vice Adm. Braun

Story by Lt.Cmdr. Reid Nagao, USN  
Reserve Program Manager



C960 Deputy Superintendent Nelson Morales spoke with VADM Braun regarding Surgemain and the Navy Reserve Program.

Vice Adm. Robin Braun, Chief of Navy Reserve and Commander, Navy Reserve Force, visited PHNSY and IMF on July 13.

The admiral conducted a reenlistment for Chief Yeoman (Surface Warfare Specialist/Aviation Warfare Specialist) Darnion Montgomery, SurgeMain Lead Chief Petty Officer (LCPO), before an audience of Shipyard leaders and Navy Reservists here for annual training. She also met briefly with Shipyard Commander Capt. Jamie Kalowsky and key civilian Shipyard leaders, who spoke of the importance of SurgeMain and the Navy Reserve program to the Shipyard.

The highlight of Vice Adm. Braun’s visit was meeting with Navy Reserve Sailors contributing to the Shipyard’s mission in the Pipe Shop (Shop 56) and Calibration Lab (Shop 52). This was a great opportunity to show Vice Adm. Braun firsthand how much the SurgeMain program contributes to the Shipyard.



Photos by Danielle Jones



# Honoring our past, building our future

Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY&IMF) has made significant upgrades in capabilities and facilities improvements since the Shipyard completed its multi-year modernization plan in December 2008 -- and plans are in place to ensure progress continues.

## PROJECTS: PAST, PRESENT AND FUTURE

The first project completed under the modernization plan was the Production Services Support Facility, designated Bldg. 1916 and dedicated in November 2012. Located at the head of Dry Dock 1, the new facility was designed to optimize efficiency by consolidating related functions into a single, two-story permanent structure and to create a safe, secure and all-weather working environment for staff. Planning involved close coordination with the Shipyard's "Historic Partners" - local, state and national historical preservation experts (see Historical Preservation story on page 5).

In September 2013, Naval Facilities Engineering Command (NAVFAC) Hawaii and its contractors completed work on a historic retrofit project in Building 155, which replaced broken and damaged windows with 1,700 custom, handcrafted steel windows. Until that time, Bldg. 155 had been relatively untouched since its construction in 1941. With all the windows replaced, Bldg. 155 employees would not miss previous safety hazards due to broken glass, bird entry and lack of ventilation.

NAVFAC Hawaii and its contractors completed repairs of the historic and iconic water tank/signal tower located near the Ewa end of Building 167 in April 2014. Initial sand blasting operations and paint removal revealed a much larger amount of structural steel repair would be required to make the tower safe and usable. The process of securing additional funding and design efforts stopped work from August 2012 to June 2013, and increased the cost of the project. Once structural repairs were finished, a new, 3-stage sustainable epoxy paint was applied to protect the historic tower from the harsh salt air environment along the harbor front. The tower, the only one remaining of three original water towers built jointly by the Army and Navy in the 1920's, played an important role on Dec. 7, 1941. Today, its primary mission is harbor control.

In June 2014, Building 9 renovations were completed. Work included upgrading the building exterior, repairing floors, and renovating interior spaces. Approximately 300 engineers, plan-

ners and support staff were displaced to work in other locations within the Shipyard.

Current work continues on the Submarine Production Support Facility in Building 9A and a new annex to both Buildings 9 and 9A. Renovated/ spaces will be used to consolidate various radiological work and material storage areas into a single facility centrally located in the nuclear hub close to the waterfront.

Work also continues on the Dry Dock 2 Starboard Waterfront Facility between Dry Docks 2 and 3, which will provide a permanent two-story facility for planning and production personnel supporting major submarine repair work in either dry dock. The facility will include space for production shops, meeting/conference/break rooms, restrooms and office areas.

Under consideration for funding in FY16 is the welding school shop consolidation project, which would relocate the welding training function from three poorly configured buildings into a 7,300-sq. ft. underutilized space inside the structural shop, primarily in Building 155A. Renovations would include interior architectural, mechanical and electrical modifications to create a properly screened and ventilated welding booth area, classrooms, break/storage rooms and offices.

Future efforts may also include work to enlarge Dry Dock 3 and improvements to utility support elements.

## EQUIPMENT AND CAPABILITIES

Equipment improvement efforts are currently focused on refreshing antiquated equipment and obtaining innovative technologies to improve processes and increase productive capacity. To determine what changes are needed, a multi-faceted team examines and assesses production shop workflow process efficiency, determines the capability and capacity of existing shop equipment, identifies new technology required, and eliminates equipment no longer needed.

Our Facilities Division continues daily efforts to attain better working conditions and new efficiencies for the Shipyard, to ensure historic preservation opportunities are incorporated into facility planning, and to evaluate existing and potential replacement equipment. Moving forward, the division's highest priority and commitment remains, as always, to do its important part to keep the fleet "fit to fight".

2014 Preservation Honor Award: Building 155 Rehabilitation  
Awardees: Hope's Windows; JBPHH; Mason Architects, Inc.; CNRH;  
NAVFAC Hawaii; PHNSY&IMF and Code 1160



2015 Preservation Honor Award: Waterfront Operations Signal  
Tower Rehabilitation  
Awardees: PHNSY & IMF; NAVFAC Hawaii



2015 Preservation Honor Award: Building 9 Rehabilitation  
Awardees: JBPHH; CNRH; PHNSY&IMF; NAVFAC Hawaii/Historic  
Preservation Division; WCIT Architecture; Minatoishi Architects, Inc.  
Hope's Windows



## PHNSY historical preservation efforts garner awards

Shipyards planners work closely with local, state and national historic preservation experts to ensure the historical aspects of existing facilities are retained. Any new construction must be approved by the State of Hawaii Historic Preservation Officer as being compatible with original building design elements. Proposed removal of any facility 50 years or older must also be approved.

The Shipyards' close collaboration with its Historic Partners has fostered increased understanding and cooperation, and has resulted in very positive recognition for the Shipyards and other entities involved in various projects. The Shipyards has received four Historic Hawaii Foundation "Preservation Honor Awards" since 2013. HHF describes this prestigious award as "Hawaii's highest recognition of preservation projects that perpetuate, rehabilitate, restore or interpret the state's architectural, archaeological and/or cultural heritage."

Awarded projects include: Production Services Support Facility (Bldg. 1916), Bldg. 155 Rehabilitation (window replacement); Waterfront Operations Signal Tower Rehabilitation; and Bldg. 9 Rehabilitation.

# In focus: C930 Inside Machinist



Shop 31 Inside Machinist Louis Garcia III, runs a program to machine a set of grooves on the Phillips DTI CNC shaft lathe. This lathe has reduced setup time and increased productivity in shaft machining by providing a greater degree of accuracy and replicability.

**S**hop 31 provides readiness to the Fleet by supporting all projects, Corporate Component Repair Program (CCRP) and Propulsion Shaft Refit Program (PSRP) and mission funded/overhead work in the Shipyard. Shop 31 manufactures, overhauls and repairs a majority of components on our submarines and surface ships. This work involves the disassembly, cleaning and inspection of all parts, repairing, reassembling and testing of all components. In this process, all components worked on have Objective Quality Evidence (OQE), which means the mechanics involved sign off on the entire repair process ensuring quality and integrity.

“We increase productive capacity by looking to the future to build up our capabilities for the work on *Virginia* class submarines. We research and develop new technologies and machinery that have multiple capabilities to cut down on our setup time. Our shop is anticipating a thread-rolling machine that can also hex the bolt’s head, which means it will be making a complete bolt. It’s one machine doing the work of two, which in turn increases

our productive capacity,” explained Shop 31 Branch Head John Morgan.

“Shift Turnover and Web Fleet Maintenance Program (FMB) are used to report status on our work forecast for the shop. These programs (databases) and the project focus sheets are used to determine the shop’s priorities, and what needs to be worked on every shift. This helps to direct the shop to work on the right job, at the right time, for the right project, and for the right purpose/reason.” said John.

“We are the largest machine shop in the state of Hawaii.” Our workforce is a tight knit, family group of men and women that trains with the newest technology and is dedicated to the proficiency of our craft. Training provided on these new machines is rapidly acquired and retained by all our workers to help meet our first time quality standards. We are committed to producing an impeccable product that keeps our brothers and sisters “fit to fight.”

Shop 31 Inside Machinist Mechanic Matthew Ariola oversees Apprentice David Nakamoto in performing a pneumatic test on a component for USS Louisville in Shop 31's new air room. The state-of-the-art air room was built to meet the rigorous testing requirements of Virginia class submarines. The room is equipped with an LCD interface and is climate-controlled. Ariola and Nakamoto are an air section team that restores and repairs components for all availabilities.



Shop 31 Inside Machinist Apprentice Rio Laigo programs and operates the wire Electrical Discharge Machine (EDM) to fabricate locking tabs for a current availability.

Shop 31 Inside Machinist Apprentice Tabby Lynn-Stakes works with Inside Machinist Mechanic Tamia Keolanui during a complex line-boring operation. Line-boring is used to machine internal surfaces concentric to each other. It involves a complex setup and specialized training since most cuts are performed where there is little to no visibility.



Shop 31 Inside Machinist Mechanic Christian Smith prepares a component for electrostatic epoxy powder application. Due to its relatively inexpensive cost, in-service resilience and quick application methods, powder epoxy is quickly becoming the preferred sealing surface repair method for sea-water ball valves. Workers used this method in a submarine shaft seal application on a recent project.



Shop 31 Inside Machinist Brandon Magsayo operates a three-axis vertical mill, while manufacturing a clevis to support operations on a current project.



Shop 31 Valve Mechanic Blake Furtado exercises his machinist skills to perform minor machining operations on a valve tailpiece. Blake's addition to the valve team has helped inspire the installation of a lathe and small mill in the valve section. He has almost singlehandedly allowed the valve section to decrease turnaround times and increase throughput.

# In Focus: C930



Shop 31 M-1 Elite Mechanic Spenser McCready performs a multi-axis cut on a state-of-the-art, Hanlock vertical turret lathe to manufacture a shim for the sonar dome.



Shop 31 Inside Machinist brushplating Subject Matter Expert (SME), Reid Nagamine is watching to ensure this housing component is being plated with nickel correctly. The housing will be routed to Shop 31's grinding section where it will be ground to size.



Shop 31 first year apprentices Kevin Maloney (top rear) and Garret Oka prepare for an in-shop test of a hull and backup valve. The valve is a part of the Corporate Component Repair Program, designed to give all future Shipyard availabilities the chance to swap out offloaded components with an "off the shelf" replacement thus enabling quicker turnaround times of repairs.



Shop 31 first year Apprentice Machinist Lono Stender works on a manual lathe to improve his practice skills. Lono's work piece will be quality checked for accuracy within the thousandths of an inch by a SME to certify him to work in the M1 machine section



**Above:** Shop 31 Inside Machinist Doug White uses the Giddings and Lewis PT1800 CNC 5 axis horizontal machining center to prep a pipe elbow for welding with its contouring head attachment. The versatile machine enables the shop to support many critical machining operations, which has reduced execution time.

**Below:** Shop 31 Inside Machinist, first year apprentice, Ryan Jandoc applies a nickel cap on a tailpiece he has mounted on a lathe. The nickel cap is the final coat applied and the final step in the component brushplating process.



Shop 31 M-1 Elite Machinist Yon Park operates a CNC Lathe, while mass producing parts and cutting operation time by 50%, compared to older processes in the past.



Inside Machinist Ross Shiraishi, newly appointed CNC programmer for Shop 31, designs and manufactures parts to support repairs on weapons ordnance systems on submarines and surface craft throughout the Pacific Fleet.



# Hui Malama



**Story by Lareina Gandeza  
C930 Machinist Mechanic, PHAA President**

The Pearl Harbor Apprenticeship Association (PHAA) hosted its fourth annual “Hui Malama” clean-up event on July 24. Apprentices ranging from first-year to fourth-year spent that Friday morning cleaning and beautifying the Shipyard, alongside Jefferson City Project volunteers that included managers and engineers.

At its inception four years ago, the Hui Malama clean-up was focused on trash, abandoned bulky items and recyclables inside the Controlled Industrial Area (CIA) along the interior fence line. With an increase of participants every year, however, PHAA has been able to expand the areas of focus. This year, clean-up was extended to include areas around Buildings 1, 2 and 167, and to the exterior of the CIA fence line. This year’s volunteers were pleased to find how clean the Shipyard already was, with the exception of a few less traversed areas and patches where weeds needed to be removed.

From its inception, the PHAA’s Hui Malama event has provided a way for apprentices to give back to the Shipyard and to express their appreciation. It also provides them a much appreciated opportunity to network with volunteering apprentice alumni and PHAA supporters from management and other Shipyard codes.





# Lunch on the Waterfront

**Story by Justice Vannatta**  
**C1160 Shipyard Log Editor**

On July 31, 2015, the inaugural “Lunch on the Waterfront” opened its doors to thousands of shipyarders who eagerly flocked to the many food vendors serving a variety of island favorites. You could feel the excitement permeating the air as the aroma of delightfully flavored food rang-

ing from savory Jamaican chicken to spicy Mexican burritos, filled the afternoon with grinds and smiles a plenty. You could hear the food court bursting with laughter and excitement as people were eating, talking story, strengthening relationships and having fun. Musical melodies filled the event site as Captain Nonito Blas, Kinney Blas, Shayla Dietch and Peter Palisbo serenaded those in attendance.

A big mahalo goes out to the Shipyard MWR Board for funding the event Code 920 and X Division personnel who provided vital support to make this auspicious occasion a huge success.

As we continue to grow as a shipyard ohana, we look forward to the next Lunch on the Waterfront, where we can continue to build professional relationships, experience lasting memories and enjoy great eats.

# [Nuts 'n Bolts]

## USS *Greeneville* plants first 'yelling tree'

Story by LCDR Joseph C. Rysavy C300

On June 23, 2015, the project leadership team for the *USS Greeneville* Docking Selected Restricted Availability joined the Shipyard Commander in a tree-planting ceremony.

Captain Jamie Kalowsky presented the tree to the project team at the beginning of the availability, with the following story:

"In the Solomon Islands in the south Pacific, some villagers practice a unique form of logging. If a tree is too large to be felled with an ax, the natives cut it down by yelling at it. Woodsmen creep up on a tree just at dawn and suddenly scream at it at the top of their lungs. They continue this for thirty days and the tree finally dies and falls over. The legend states that all the yelling kills the spirit of the tree."

The point of the legend is that yelling at living things kills their spirit. A fast-paced DSRA is extremely challenging with various material problems popping up on a daily basis. If the team, or leadership, resorts to yelling about frustrating problems, the team spirit will eventually die and the



Photo by Danielle Jones

opportunity for success will fade with it. "We placed the tree near Building 167 as a reminder for all who enter, that the spirit of teamwork was alive and well on the *Greeneville* project."

That spirit of teamwork allowed the *USS*

*Greeneville* project team to accomplish more than 2,000 man-days of additional work while in dry dock more than any other recent DSRA, and to deliver the submarine back to the fleet on time to support its deployment schedule.

## SAFE SHOP OF THE MONTH, APRIL AND MAY, SHOP 740



### August Service Awardees

#### 10 Years

Anthony Brown, C970  
Yuri Gagarin, C250.3  
Edward Koch, C246  
Brenden Villa-Hashimoto, C920  
Casey Yoo, C930  
Ivan Yoshioka, C960

#### 20 Years

Glenda Ceria, C220.1  
Theresa Dunnington, C107  
Rebecca Garoutte, C2350.2  
James Hyde, C246  
Joseph Medeiros, C300

#### 25 Years

Samuel Halm, C2301.2  
Tracy Takiguchi, C960

#### 30 Years

Saffire Makaena, C1141  
Kimberly Schneiderhan, C430

#### 35 Years

Eric Desilva, C300  
Alan Ishida, C930  
Morris Moribe, C970  
Darren Nagasako, C740  
Glenn Naipo, C724  
Christopher Noneza, C930  
Gary Oda, C970  
Roy Rapoza, C960  
Jesse Reavis, Jr., C930

### 35 Years cont'd

Ryan Sawai, C136.1  
Gregory Selbe, C244.1

#### 40 Years

Jerrold Lee, C920  
James Mense, Jr., C920  
Gary Miyashiro, C950  
Duane Nakamura, C2301.2  
Grant Okamoto, C132  
Garrett Suzuki, C210.3  
Wesley Tanaka, C970  
Patrick Tsukayama, C960  
Stephen Zane, C2301.5

#### 45 Years

Melvin Acosta, C920  
Brendan Cravalho, C900P  
Aldon Kaopuiki, C920  
Dallas Lum, C210

### Fair winds & following seas to August retirees

Clayton Wallace  
Erwin W Ford  
Gary K H K Yuen  
John M Miura  
Ted A Tanimoto  
Kenelm Liederbach  
Martin P Gillis  
Julie A Iguchi  
Charlene K Mashiba  
Mark K Miho  
Riki A Nakamoto

### Civilian Newcomers - August

Jason Abayon C246  
Melissa Abe C246  
Paul Abrazado C950  
Davis Achong C2380  
Kyle Ames C920  
Manuel-Pantuca Aquino C960  
Risha Ayonon C920  
Marcus Baba C250  
Cabebe Elias Cabebe C960  
Clayton Chen C246  
Jimmy Cinense C960  
Asterio Crisostomo Jr C950  
Gino Carmelo Deleon C970  
Patrick Driscoll C260  
Nicholas Enokawa C960  
Christopher Escalante C2340  
Raymond Farias C970  
Nicholas Fisher C290  
Aaron Geonzon C2340  
Amanda Henderson C1053  
Todd Henry C260

### Military Newcomers - August

MM1 Frank Bouknight III, C103  
HTFN Jennifer Craft, C135  
HTFR Niaja Colleton, C920  
ND2 Eric DelChiaro, C760  
MM1 Joseph Detrevni, C930  
MM2 Roderick Flood, C300  
MM2 Abel Garcia, C105.3  
HTC Hary Herradura, C103  
EM2 Michael Lupian, C246  
MMC Steven Maclay, C102  
HT2 Christopher McSwain, C920

### Civilian Newcomers - August cont'd

Kawailani Kaahaaina C960  
Leanne Kaya C920  
Samuel Koki C930  
Laurie Lau-Steigerwald C920  
Jhoel Mallana Jr C960  
Timothy Miyamoto C920  
Naito Colin Naito C250  
Adam Nassani C260  
Pak Stephanie Pak C1053  
Parrow Kamryn Parrow C260  
Isaiah Lawrence Pavo C960  
Scott Ramirez C920  
Adam Raup C260  
Ryan Saito C260  
Daniel Segawa C950  
Spencer Sequin C970  
Glenn Shinsato C920

### Military Newcomers - August cont'd

HT1 Elizabeth Myers, C135  
MM1 Cherokee Pearce, C105  
HTFA Cameron Rox, C920  
HT2 Clayton Smith, C920  
MM1 Bryce Spitzer, C960  
HTFR Ashley Spriggs, C920