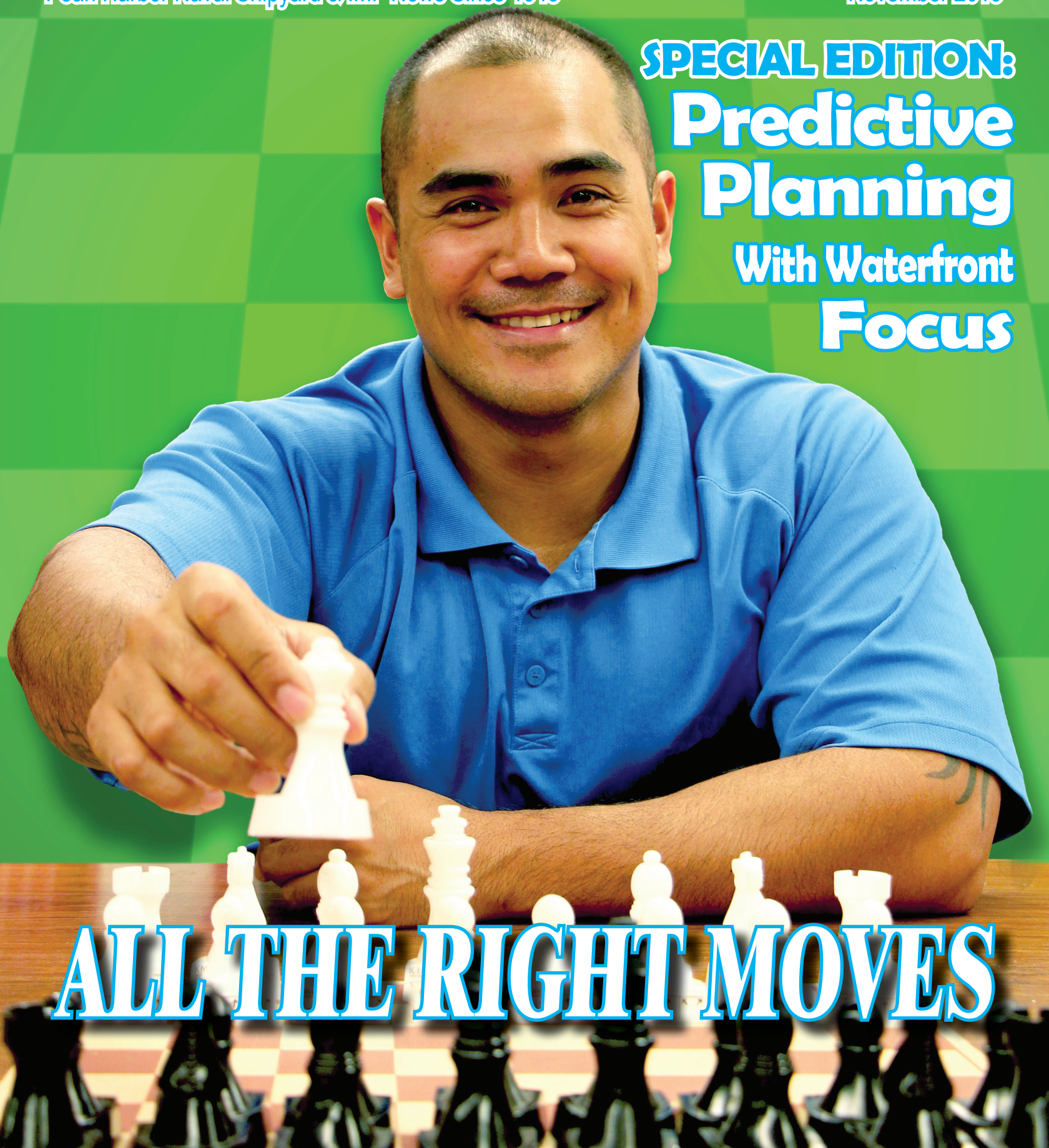
SHIPYARD LOG

Pearl Harbor Naval Shipyard & IMF News Since 1943

November 2015



SPECIAL EDITION: Predictive Planning With Waterfront Focus

ALL THE RIGHT MOVES

[Commander's Corner]

Predictive planning ensures PHNSY success

Thank you for taking time to read the November edition of the Shipyard Log. This is the final of four special editions centered on this year's strategic focus areas. We started with "Innovation and Technology Insertion" (remember Jason and the virtual spray gun?), then we moved on to "Facilities and Capabilities," and last month centered on "Workforce and Career Development." The final strategic focus area is fundamental to our business, "Predictive Planning with Waterfront Focus". Who better to lead this effort than our Operations Officer, Capt. Gus Vergara. Over to you, Gus ...

Photo by Danielle Jones

Aloha, Team Pearl! I am proud to be your Operations Officer and leader of the Predictive Planning initiatives. Successful Shipyard operations depend on pairing the Fleet's workload with a qualified workforce to do the work. Failure to do so results in churn, uncertainty and lost operational days. You feel this every day on the deckplate, and I heard you loud and clear in last year's Organizational Cultural Assessment. We can improve.

"Predictive Planning on the Waterfront," focuses on six improvement initiatives. I am excited about how we are changing the way the Shipyard plans and executes Submarine and Surface work. I need your help in this endeavor.

1st Initiative. Our ability to enable the mechanics to get work completed effectively and efficiently is the key to success. Our workforce needs to be treated like surgeons – imagine having the tools, material and technical direction handed to you on the worksite. How much more could each of us accomplish? We are taking the next step - it is called a Job Readiness Cell (JRC) - and you will see the difference.

2nd and 3rd Initiatives. We have two 36-month Chief of Naval Operations availabilities which were planned to be less than 24 months long. The initiatives are focused on reducing workload programming variance – the difference between work to be done and number of skilled workers available. This will allow plans to be developed to ensure resources, numbers and trade skills are allocated at the right time to availabilities. On a weekly basis, we must improve our resource commitments to projects! We are going to solve this and keep our resource commitments, enabling projects to execute their work as planned.

4th and 5th Initiatives. These two initiatives are focused on developing a model for executing long duration Intermediate (I) level availabilities. When I and Depot (D) level work is in balance, we are unstoppable. Historically, Continuous Maintenance Availabilities are about 35 days long, but recently several Extended CMAVs, some of which required docking, took us four to six months to complete. We are working to develop executable templates that Extended CMAV project teams can use to develop detailed planning and maintain effective communication with the customer.

6th Initiative. When we have more workload than workforce and we can't meet our mission requirements, we need to look at our contracting partners to increase our workforce capacity. Our lack of contracted labor will reduce our capacity by nearly 20,000 Mandays, in comparison to our sister shipyards this fiscal year. We need that extra capacity in order to maintain home-ported submarines in our Shipyard. We will develop and deploy a contracting plan that will allow us to nimbly exercise options to contract out "discrete work" or acquire "touch labor" to augment our workforce.

Throughout the year you will see these improvements materialize on the waterfront. The initiatives will help meet the customers' needs by providing our workers with all they need to complete every job on time, within budget and at a high level of quality. I will share the faces and stories of our success throughout the year, and look forward to seeing you in future articles as the face of "Predictive Planning on the Waterfront!"

SHIPYARD LOG

November 2015
Vol. 68, Number 11
www.issuu.com/pearlharbornavalshipyard

Commander
Capt. Jamie Kalowsky

Deputy Commander
Capt. Nito Blas

Public Affairs Officer
Sean Hughes

Editor
Justice Vannatta

Commander's Comment Line
474-4729

Fraud, Waste & Abuse Hotlines
Shipyard Hotline
471-0555
NAVSEA Hotline
(800) 356-8464
Navy Hotline
(800) 522-3451
DoD Hotline
(800) 424-9098

Safety Hotline
471-8349

Report-to-Work Status Hotline
473-9000

***SHIPYARD LOG*:** This DoD publication is authorized for members of the Shipyard. Contents of the *Shipyard Log* are not necessarily the official views of, or endorsed by, the U.S. government, DoD, or PHNSY&IMF. ISSN 1073-8258.

PUBLICATION DATES: The *Shipyard Log* is published monthly. Articles are due the 10th of each month. Send material to the editor via email or, if hard copy (typed, upper/lower case) on a CD via interoffice mail to Code 1160 *Shipyard Log*. All material is subject to editing.

MAILING ADDRESS:
Shipyard Log Editor
PHNSY & IMF (Code 1160)
667 Safeguard St Ste 100
JBPHH, HI 96860-5033

CONTACT INFO
Telephone: (808) 473-8000 ext. 4157
Fax: (808) 474-0269
Email: Justice.vannatta@navy.mil

ON THE COVER: C300 Structural Zone Manager Sean Soberano

Photo and graphics by: Justice Vannatta and Sean Hughes

Photo by Justice Vannatta

Pacific Fleet Commander, Fleet Master Chief visit

Story by PHNSY&IMF Public Affairs

Adm. Scott Swift, commander of U.S. Pacific Fleet and Pacific Fleet Master Chief Suz Whitman visited Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility to learn details of the command's mission, workload and innovation initiatives here Nov. 2.

"Between Pearl Harbor maintenance of home-ported ships, Guam support and voyage repairs and emergency response, the visit really drove the point of the command's importance home," said Swift. The command's submarine and surface fleet-maintenance mission is centered at Pearl Harbor and extends across the Asia-Pacific region.

Swift and Whitman toured dry docks and industrial facilities to learn from shipyard leaders and workers how they keep up with increased fleet nuclear and non-nuclear workload, improve Virginia-class submarine maintenance, train new apprentices, partner with the private-sector repair industry and academia, and maintain stewardship responsibilities in facilities and historic preservation.

Photo by Danielle Jones

"It's all so amazing, from the historic and heritage perspective to the education connections, along with the nature of the work itself in routine and emergent repairs," Swift said. While visiting a submarine project in dry dock, Swift and Whitman discussed new waterfront technology initiatives with the project team, such as waterfront wireless connectivity and implementation of electronic tablets, the need for accelerated development of new maintenance personnel to manage fleet workload, and in caring for the submarine crew's quality of life.

"All the levels of maintenance you're responsible for, and what you're doing in finding -- and making -- opportunities to innovate is remarkable," Swift told Shipyard Commander Capt. Jamie Kalowsky. "It's good to see the command taking these opportunities."

Speed mentoring, like speed dating, but less awkward

Story by Dara Watanabe C610 Accounting Officer

A group of highly energetic and motivated Shipyard employees filled the Diamond Head and Ewa conference rooms in Bldg. 1916 on Nov. 13 for the Shipyard's first "Speed Mentoring" event, sponsored by the Naval Civilian Managers Association and Women in Trades. The purpose for their gathering was to share knowledge, connect people from different parts of the Yard, and to have FUN!

Speed Mentoring, a new concept that follows a similar format to speed dating, allows an exchange of quick-hit information from another professional to help solve a pressing need. It also creates an opportunity for targeted networking with the goal of finding a potential mentor.


Photo by Justice Vannatta

Speed Mentoring allows employees to get advice in a series of short conversations with experts representing various fields, such as administration., business and financial, Learning Organization, information technology, engineering, and production. These short conversations focused the participants' attention on key areas of discussion or interest and provided the mentee with a variety of viewpoints to consider.

Kaipo Crowell, Senior Executive Service, Nuclear Engineering and Planning Manager, kicked-off the event with a reference to Malcolm Gladwell's book, "The Tipping Point." In this book, the author discusses the attainment of the tipping point that transforms a phenomenon into an influential trend which usually requires the intervention of a number of influential types of people. Mr. Crowell identified the quality mentors in the room as a balanced mix of "Mavens" (information brokers), "Connectors" (socially networked) and "Salesmen" (charismatic persuaders) that can re-energize mentoring and make an idea "tip."

Nomana Angelo, mentor and Deputy Lifting and Handling Director, said "Mentoring is one way I give back to the Shipyard."

Renna Sykes, mentee and Code 600 Accountant, shared, "This experience connected me with knowledgeable people from whom I believe I can learn and further shape my Shipyard career."

The voyage of life

Story by Justice Vannatta

"I really don't know why it is that all of us are so committed to the sea, except I think it's because in addition to the fact that the sea changes, and the light changes, and ships change, it's because we all came from the sea. And it is an interesting biological fact that all of us have in our veins the exact same percentage of salt in our blood that exists in the ocean, and, therefore, we have salt in our blood, in our sweat, in our tears. We are tied to the ocean. And when we go back to the sea - whether it is to sail or to watch it - we are going back from whence we came."

-John F. Kennedy

As we set sail in the great voyage of our lives, seldom do we know what the changing tides may bring. Though it is apparent, once we are in the proverbial storm, preparation is what sets us apart from sink or sail.

It was 25 years ago when I first heard of the Voyage of *Hokule'a*. I was 12 years old, in middle school, and crew members, including Master Navigator and Captain-of-the-*Hokule'a,* Nainoa Thompson, visited our campus for a show and tell assembly with our student body. They began to tell grand sea tales of treading the vast, tumultuous blue ocean, to a much immersed and entertained eighth grade crowd. In detail, they described to us how the *Hokule'a*, a double-hulled Polynesian voyaging canoe, scaled a stampede of relentless Mount Everest-sized ocean waves, which, in the midst of an onslaught of hurricane-force winds, mercilessly pounded the hull into submission. I could see the prideful glint in these navigators' eyes. They had knowingly invested every bit of themselves into the pit of the abyss, and had emerged a little battered, a little bruised, but as resilient as ever. They had all shared in a life-changing experience, and in turn, subscribed to the fraternity of adventure, thrusting themselves into the voyage of the unknown… into the voyage of discovery.

I sat there, fascinated, with wide eyes and a fast-beating heart. Where would the wind take me? What will it be like when I grow up? The prospects of a young life, still anchored in place, impatiently waiting for its maiden voyage. The possibilities were endless, the opportunities boundless. I felt an insatiable desire to experience the great wide open, where my natural curiosity and penchant for exploration could be quenched.

As the crew members continued to talk and share their ocean anecdotes, it was clear that their nautical experiences were only matched by the depth of my enthusiasm and imagination.

Fast forward 25 years later, I was lucky enough to meet Gary Yuen on his last day of work at Pearl Harbor Naval Shipyard.

Gary dedicated 37 years of his professional career as a Nuclear Shipfitter to the Shipyard's Structural Group (Code 920, Shop 11), and was off to enjoy his second career, as head cook and crew member of the legendary *Hokule'a*.

To intimately witness a person at the precipice of a life transition is a real privilege. I could see that Yuen was sad to be leaving Pearl behind, but eager to set sail to a different frontier. "No regrets," he said, shaking his head. "No regrets."

Since 1985, Yuen has sailed on 10 voyages with the historical *Hokule'a*. He will rejoin the *Hokule'a* crew and the support ship *Hikianalia* in Cape Town, South Africa, as part of their "Malama Honua" ("Care for the Earth") goodwill tour. Launched from Hawaii on May 18, 2014, the tour will take three years and

cover more than 49,000 nautical miles, with visits to more than 26 countries and 85 ports of call, without the use of any modern navigational instruments.

"It's all about seeing new places, meeting new people and exchanging cultures," Yuen said enthusiastically. "There is so much life out there in the world. You wouldn't believe how fascinating it is."

When I expressed to Yuen my desire to draw a correlation in this article between the *Hokule'a* and the submarines and ships in our Pacific Fleet, our conversation began to focus on the importance of the process of predictive planning and strategic preparation. Yuen explained its significance by sharing a lesson in determination and triumph.

The preparation for the estimated $12 million "Malama Honua" tour took almost six years of dedicated planning. The mammoth task of organizing, training and forecasting for the extensive trip proved to be a colossal challenge.

"We prepared for everything and paid meticulous attention to details. Even the unforeseen took years to get right. All of this was done to ensure the crew's safety, because their lives would be constantly at stake," Yuen explained, his voice echoing a genuine concern.

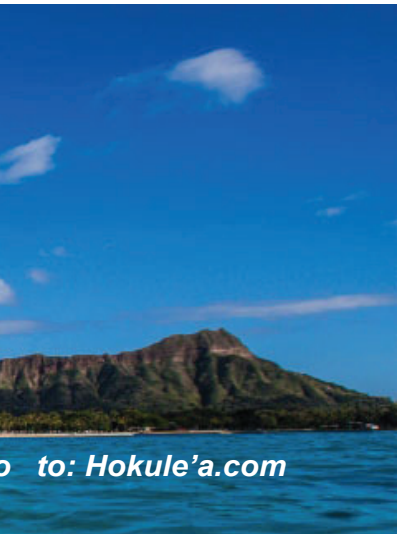
One of the most important drills they ran was a "man-overboard" exercise, done over and over and over again, until each movement was engrained in their minds. Then they ran it again.

Yuen's tale began 140 miles off the coast of the Cocos (Keeling) Islands, a territory of Australia located in the Indian Ocean, southwest of Christmas Island and approximately midway between Australia and Sri Lanka. In the middle of the night, Yuen and two others stood watch while the rest of the crew was sleeping. Without notice, a freak squall burst upon *Hokule'a*. Immediately, as Yuen went into 'storm mode' and began to batten down the mast, out of nowhere a rogue wave swept over the vessel, caught Yuen in its grasp and launched him 20 feet over the side into the deep dark sea. As he was being thrown, Yuen tried to grab onto anything he could that would keep him from going overboard. Unfortunately, what he caught as he flew over the side was a very expensive bilge pump. Realizing what he was holding, he began treading water frantically, while simultaneously fastening the bilge pump to his waistline with a dangling cable.

"Man overboard, man overboard!!" the urgent shouts rang out.

Within minutes, Yuen had drifted 75 feet away from the *Hokule'a,* steadily slipping into the frenzied gloom.

"There were moments when I couldn't even see the boat, the waves were so high and everything was so dark. I kept thinking to myself, just stay calm. This is what you train and prepare for."



He continued drifting until the spotlight on the boat looked like a star in the sky, but he refused to quit.

"I kept thinking of my family, my wife. That's what kept me paddling like heck."

Around the 30-minute mark, as the crew struggled to get close to him through the constant lurching of the waves, fatigue began to set in.

"The water was freezing and that bilge pump was getting really heavy," Yuen said with a chuckle. "So many times I just wanted to ditch the pump, but I would've felt so guilty if I lost it because that piece of equipment is so expensive and hard to get."

Finally, after 44 minutes of Yuen treading the turbulent ocean, the *Hokule'a* got close enough for the crew to get a flotation ring around him and pull him safely aboard.

"I have never been so exhausted in my life!" exclaimed Yuen. "I was so out of breath, but so grateful to be alive," he said, laughing. "If it wasn't for our training and predictive planning, I might not be here today."

As I listened to Yuen's tale, I kept thinking of our Shipyard's responsibility to keep the Fleet's ships and submarines "Fit to fight" so the servicemen and women who sail in them, are safe out there on – and under – the sea. Each of us has a direct connection to them as we do our jobs here at Pearl, not only to ensure they can honor their duty, but also to bring our Ohana home safely. Think of all the predictive planning and precautions we take to ensure our own families' safety at home. Lest we ever take our duty for granted, we need to realize that lives are at stake and that they hinge on the quality of our job performance. The importance of predictive planning is an essential part of Pearl Harbor Naval Shipyard's success, so we can all say, in the words of Gary Yuen, "No regrets."

Predictive planning with waterfront focus

Photos by Justice Vannatta

The Program Objective Memorandum (POM) 18 Shipyard Operation Plan states the Shared Vision for Fiscal Year (FY) 16 in the strategic focus area of "Predictive Planning with Waterfront Focus" as (1) predictive planning involves creating accurate and executable plans in a timely manner to support waterfront execution of work; and (2) the accuracy of planning requires thoughtful and comprehensive input to best match workforce capacity with forecasted mission workload. As discussed in the Commander's Corner (on page 2 of this month's Shipyard Log), Shipyard Operations Officer Capt. Gus Vergara (Code 300) has the lead for Predictive Planning with Waterfront Focus. The following article details the six FY16 tactical goals for this strategic focus area.

Tactical Goal #1: Job Readiness

Job readiness means the work package, technical work document (TWD)/all references, objective quality evidence (OQE) forms and work controls are ready two to three weeks before the scheduled job start.

Job Readiness Cell (JRC) members assemble and provide the these elements, respond to deficiency log (DL) issues, support job site workers, and certify the completed work package. In order to elevate support and increase Shipyard efficiency, JRCs are adding material and tool kitting to their responsibilities.

Having all material and job specific tools staged before the job starts frees our waterfront mechanics to focus on repair and modernization work, rather than wasting work time to go off project to find and gather materials or tools. It alleviates project time delays or even work stoppages, thus saving both time and money for the Fleet and the Navy.

In its projected form, our material and tool kitting will go much further than the efforts we've made in our **Point of Use (POU)** program. Over the past few months, our production shops have worked with their mechanics to outfit POU containers or work areas with consumables, pre-expended material and tools that apply to specific jobs, like main seawater (MSW) and auxiliary seawater (ASW) valve repairs, steering and diving work, and hydrostatic testing. Ideally, material and tool kitting will become an automatic process built into the way we do business.

Phase 1 will begin next year when the USS Jefferson City Engineering Overhaul (EOH) project moves to Dry Dock #2, thanks to intensive coordination efforts by Code 300, the Engineering and Planning Department (Code 200), the Production Resources Department (Code 900) and the Defense Logistics Agency (DLA). The Shipyard is currently working with Hawaii Federal Employees Metal Trades Council (HFEMTC) representatives to plan how to convert an identified Dry Dock #2 work area and develop a new and improved work area to replace the one being converted. The plan is to have the new kitting area stocked and manned prior to the start of Phase I.

Phase 2 will begin later next year with the USS North Carolina Extended Dry-docking Selected Restricted Availability (EDSRA) in Dry Dock #1. Mechanics will receive all required materials and job specific tools in one kit. Normal everyday trade tools will still come from the tool rooms and be brought to the job site by the mechanics.

Bottom Line: The effort required to implement material and tool kitting throughout our Shipyard is a true investment in our future that will increase productive capacity, and save time and money in the process.

Tactical Goal #2: Workload programming
Tactical Goal #3: Predictability through programming
Tactical Goal #4: Improve Visibility and Performance on ECMAVs
Tactical Goal #5: Integrate ECMAV Planning into AIM

The Shipyard's Operations Department will now plan the largest and longest availabilities scheduled at our Intermediate Maintenance Facility (FMB). Some Extended Continuous Maintenance Availabilities (ECMAVs) can run six months and be similar in size to prior year Selected Restricted Availabilities (SRAs). Code 300's goal is to improve ECMAV visibility and performance by using Chief of Naval Operations (CNO) planning and execution requirements and Advanced Industrial Management (AIM) to

USS North Carolina Project Supervisor Henry Matsuoka is briefing his team on the anticipated challenges projected for the projects availability.

plan all work.

To facilitate the transition to a more robust planning effort, the **Submarine Project Planning Group (SPPG)**, which currently performs the pre-planning for minor and major CNO depot level availabilities here, will now also do the pre-planning for FMB Intermediate Level ECMAVs and DCMAVs (Docking Continuous Maintenance Availabilities). A small scale pilot of this concept was used on the USS Columbus ECMAV in September; full implementation will begin for 2016 ECMAVs.

ECMAV planning periods will begin sooner, define and review work packages earlier, and refine the scheduling process. The workload for the Engineering Planning Department (EPD/Code 200) and Nuclear Engineering Planning Department (NEPD/Code 2300) will increase as they plan all work in AIM. By writing Technical Work Documents (TWD) in AIM (instead of using AIM Express (XP), as currently used at FMB), EPD/NEPD will be able to provide the tools and products most familiar to CNO availability managers, supervisors and mechanics.

"Planning in AIM will facilitate project sequencing and scheduling," explained Roland Desilva, Assistant Project Supervisor USS North Carolina. "And WebAIM technology will help determine execution priorities and progress. Having ECMAV work included in WebAIM will also help Shipyard senior managers allocate waterfront resources and attention where they are most needed."

Other potential benefits may include increased Shipyard productivity, certification accuracy, on-time availability completion of future ECMAV and DCMAV availabilities, and earlier/more accurate production resource forecasting, ordering of long-lead material and identification of critical and controlling path work.

Tactical Goal #6: Contracting Touch and Discrete Labor Provides Required Skills at Right Time

The Shipyard has made a significant investment decision to create a more robust, in-house contracting solution, that will include warranted, procuring and administrative contracting officer, contract specialist and contracting officer representative oversight functions.

The goal of this transition is to make the Shipyard less reliant on external contracting offices that might not completely understand shipyard requirements and processes -- or our sense of urgency to get the Fleet's ships and submarines out, on time and on budget.

Logistics and Acquisition Department (Code 400) director Sandra Tichy anticipates that in 2016 her department's contract warrant authority will be expanded to include the services and nuclear material contracts currently awarded by Naval Supply Systems Command.

As Tichy explains, "Owning more of the contracting process in-house will shorten the Procurement Administrative Lead Time and permit the Shipyard to reach contract awards sooner while stringently adhering to all acquisition laws, regulations and policies. This change in contracting strategy can shorten the cycle time required to obtain needed consulting services and touch labor or discrete work resources."

Khonsavanh Phommavong USS North Carolina Assistant Project Supervisor (APS) is working closely with USS Hawaii APS Chad Nishida and Chad Renti Cruz on lessons learned and capturing current issues. They are conducting shipchecks when Difficiency Logs (DL's) on USS Hawaii is written to see if they can be implemented on the USS North Carolina project.

Within the foreseeable future, the Shipyard's projected workload does not match its available resources. Workforce attrition last year amounted to more than 700 employees. "As we work to fill vacancies and train new employees," Tichy explains, "we depend on our contracting department to obtain needed touch labor and discrete work resources, when needed, until organic capacity can catch up."

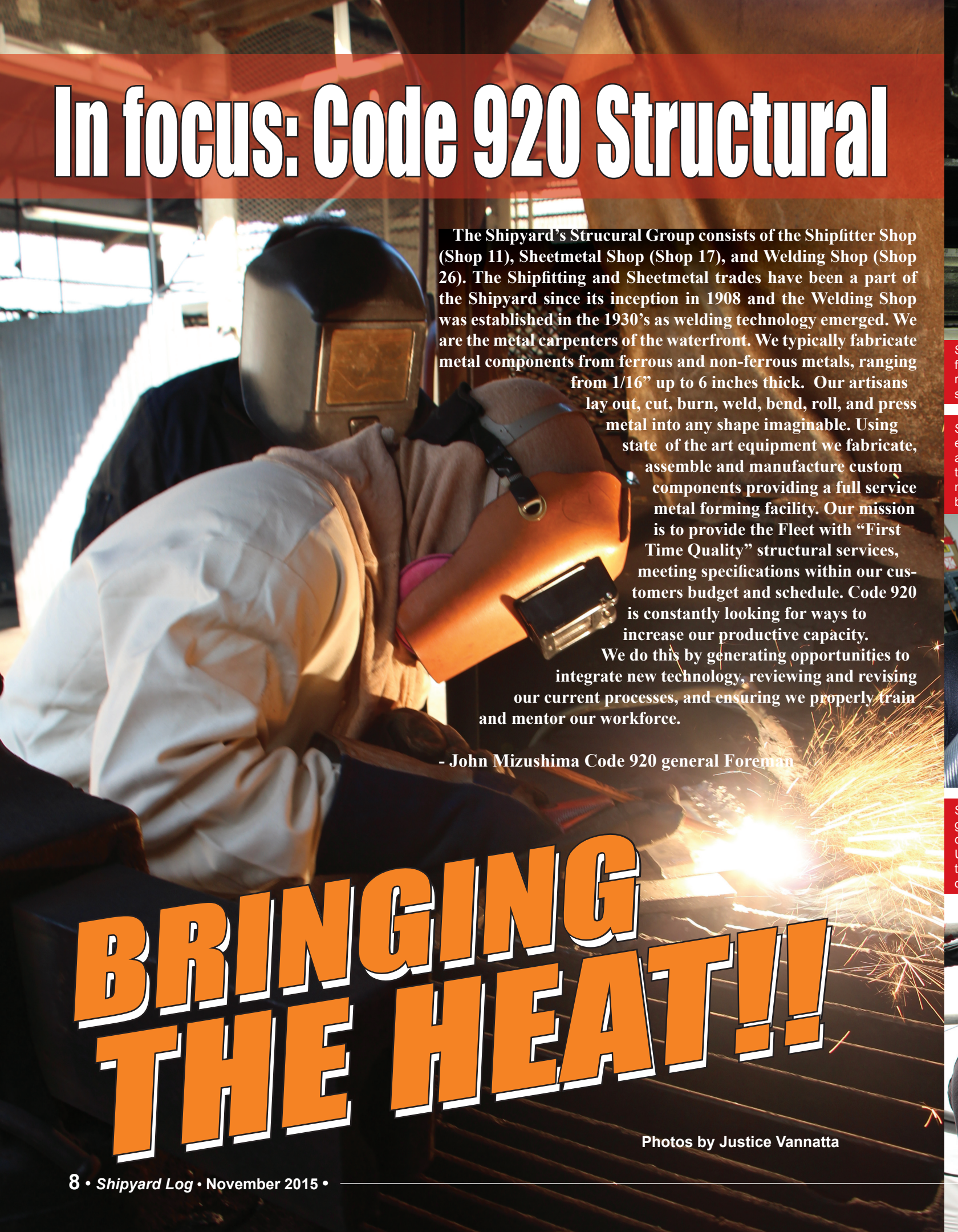
Code 400 has been working hard with the Production Resources Department (Code 900) to develop a touch labor contract for Shipyard trades that have more requirements than resources available, Tichy explained. "Generally, unless absolutely necessary, contracted resources are the last choice for buying needed capability that simply does not currently exist within the Shipyard. Organic (in-house) resources cost about a third less than contracted resources. Another consideration is the time period between engaging the contracting process and having the contracted resource available for use."

One strategy for commonly contracted requirements, Tichy says, would be to develop "Indefinite Delivery Indefinite Quantity (IDIQ)" contracts, whose terms and conditions are negotiated once, instead of whenever the requirement occurs. This would allow the Shipyard to simply place delivery orders against the existing contract, as needed, over a three- to five-year period and to take quick action whenever needed to contract discrete work to meet the demands of increased workload.

Tichy also shared that Naval Sea Systems Command (NAVSEA) has requested our Code 400 to be the corporate lead for creating flexibility through contracts.

As you can see, Predictive Planning with Waterfront Focus is a complicated process that includes even more detail than we have space to discuss here. The challenge for each of us is to examine the requirements we face every day to find and share with our planners ways we can improve concepts and processes.

In focus: Code 920 Structural

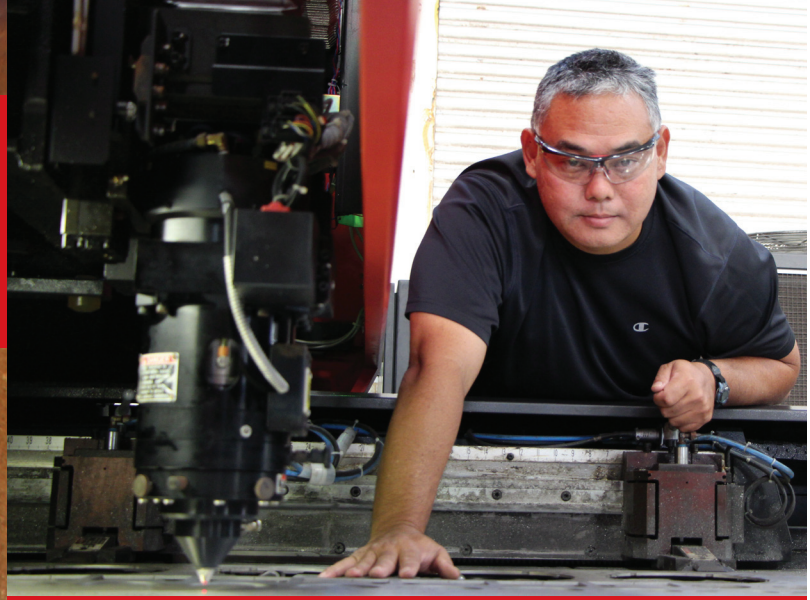


The Shipyard's Strucural Group consists of the Shipfitter Shop (Shop 11), Sheetmetal Shop (Shop 17), and Welding Shop (Shop 26). The Shipfitting and Sheetmetal trades have been a part of the Shipyard since its inception in 1908 and the Welding Shop was established in the 1930's as welding technology emerged. We are the metal carpenters of the waterfront. We typically fabricate metal components from ferrous and non-ferrous metals, ranging from 1/16" up to 6 inches thick. Our artisans lay out, cut, burn, weld, bend, roll, and press metal into any shape imaginable. Using state of the art equipment we fabricate, assemble and manufacture custom components providing a full service metal forming facility. Our mission is to provide the Fleet with "First Time Quality" structural services, meeting specifications within our customers budget and schedule. Code 920 is constantly looking for ways to increase our productive capacity. We do this by generating opportunities to integrate new technology, reviewing and revising our current processes, and ensuring we properly train and mentor our workforce.

- John Mizushima Code 920 general Foreman

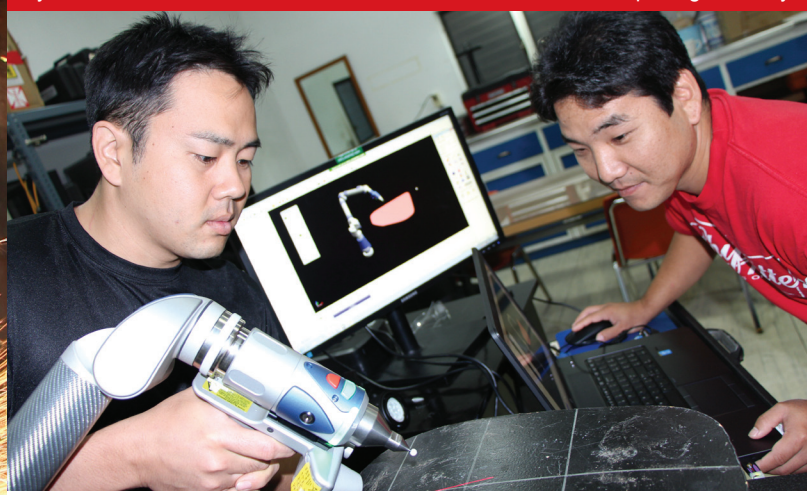
BRINGING THE HEAT!!

Photos by Justice Vannatta



Shop 17 Sheetmetal Mechanic Mike Niino loads the Amada Laser Cutter preparing for a cut. This machine has the ability to precisely cut thin gauge metal at a high rate of speed. The addition of this machine has reduced raw material prep times significantly.

Shop 11 Lofters Eric Washiashi and Jason "Woody" Nagata work together to reverse engineer a navigational light cover for a 688 class submarine using their Faro arm and Polyworks software. In the past three years, Shop 11 Lofters have expanded their ability to perform Metrology (Science of Measurement) on various shipboard and non-shipboard components requiring a high level of accuracy. Other methods used by the Lofters are laser scanners and trackers, total stations, and photogrammetry.



Shop 26 Welder Apprentice Micah Medeiros controls the VLS laser clad welding/ grinding machine using a remote pendant. The machine was developed in collaboration with Naval Undersea Warfare Center Keyport and Pennsylvania State University. The laser clad process eliminates brush plating and ultimately restores the gasket sealing area to factory specifications, which ultimately reduces the amount of work on future availabilities.

Shop 11 Flange Turner Scott Tom uses "Big Blue" which is the largest of our hydraulic brakes. Flange Turners specialize in the art of shaping metal into complex and intricate shapes for shipboard applications.

Shop 17 Apprentice Jerry Pagaduan assemble a workbench which will later be installed on the USS Asheville. Shop 17 Sheetmetal personnel specialize in fabricating parts such as lockers, vents, bunks, and trim work out of thin gauge metal.

Shop 17 Sheetmetal Mechanic Sydney Higa utilizes the Pantograph Engraver to engrave a stainless steel label plate for one of our submarines. This machine has the ability to engrave on odd shaped materials and components which make this a unique process for Shop 17.

In focus: C920

Shop 17 Supervisor Wayne Kamikawa provides oversight to Shop 17 Workleader Katherine Himoto as she installs new gaskets onto a switchboard cover. The purpose of the gaskets is to keep water and debris out of the switchboards.

Shop 11 Lofter Leader Gary Palacio operates the AXYZ Automation CNC router. Lofters use this machine to cut shapes out of wood, plastic, and aluminum which were previously done by hand. These pieces are then assembled to produce molds to assist Shop 11 Flange Turners in shaping metal parts.

Shop 26 Welder Mechanic Bernie Manibog operates the Arc Machine Incorporated (AMI) mechanized pipe welding machine.

Code 920 Supervisor Coach Bryan Alexander holds a training session for Shipfitter Supervisors RickyRay Saribay and Logan Suyat. The objective of the Coaching Program is to train our experienced Supervisors on ever-changing requirements while assisting our young Supervisor workforce with their transition into management.

(Left) Shop 26 Welder Robbie Yatchmenoff rough cuts steel plates using the oxygen-acetylene burning table. Although not as accurate, this machine is substantially faster than our waterjet.

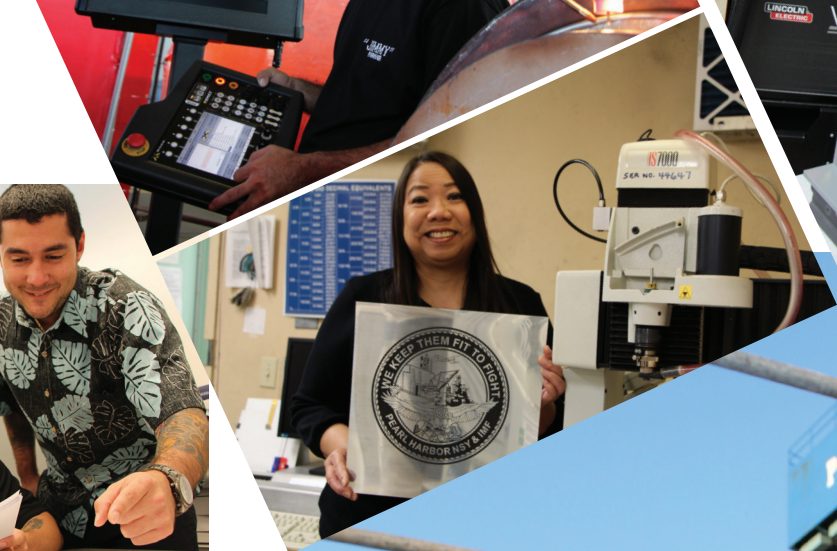
(Below) Shop 11 Shipfitter Jamie Tomisato operates the Flow waterjet. This machine is the workhorse of Shop 11 and has the ability to cut 6" steel with a high level of accuracy. It cuts using a mixture of water and sand grit at pressures over 80,000 psi.

(Clockwise from right) Shop 26 Welder Apprentice Leanne Kaya practices welding on the Lincoln Electric virtual welding machine. This machine allows trainees to learn the basics of welding without being exposed to harmful elements, reduces the cost of consumables, and taps into a new style of teaching using new technology.

Shop 11 Tank Tester Workleaders Mark Obenour and Rosemarie Raymond perform a vacuum box test on one of USS Hawaii's vent valves. Tank testers are responsible for the inspection and verification all tanks and voids, water and air testing of ships systems, and for the coordination and certification happening in ship tanks and voids.

Shop 17 Sheetmetal Mechanic Rosalyn Bohner shows off some of her work that was accomplished

Shop 26 Welder Work Leader Kyle Toyota controls the Advanced Manufacturing Engineering Tec the newest addition to the Weld Shop. This machine was primarily purchased to repair Virginia c



ox
ation of
tion of all work

ished using a Laser Engraver.

g Technology (AMET) welding machine which is
inia class hatches.

HT3 Ron Faison performs a grinding operation in Building 155. The hull technicians assigned to C920 are currently assisting heavily on the Shipfitting side of the house with future plans to get them qualified to weld shipboard.

(Below) Code 920 Administrators.

ET1 Jason Stewart, Selected as SEA 04 Sailor of the Year

Congratulations to Electronic Technician First Class Petty Officer Jason R. Stewart for winning the 2015 Naval Sea Systems Command's Logistics Maintenance and Industrial Operations (SEA 04) Sailor of the Year award. Stewart has made a major command impact here at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility. He set the standard throughout the command and his peers by qualifying as an Industrial Watch Officer which lead to an instruction re-write to encourage and allow First Class Petty Officers to stand the watch.

"I am extremely grateful to be in this position. All the nominees from the command and at the NAVSEA 04 level are all deserving of this opportunity and I feel extremely lucky to be in this position and represent the Shipyard at the next level," says a grateful Stewart.

Stewarts volunteer work culminated in his selection as a recipient of a Navy League Sea Service award and the Military Outstanding Volunteer Service Medal. ET1 is the epitome of what a Senior Sailor of the Year represents.

Stewart is the Code 950 Leading Petty Officer (LPO), responsible for the supervision of 40 technicians across seven shops, including 2M, Shipboard Instrumentation and Systems Calibration (SISCAL), nuclear electrical and calibration, non-nuclear electrical and calibration. Additionally, he has recently returned from an Individual Augmentation from the USS Ponce (AFSB(I)-15), where he served as the Laser Weapon System (LAWS) Detachment 3 Leading Chief Petty Officer.

Stewart was responsible for the safe operation and employment of the U.S. military's only deployed directed energy weapon, stepping up to fill a gapped Chief Petty Officer at sea billet. He led the LAWS division in Vindicator operations.

Stewart's leadership was instrumental in the successful joint exercises that downed three out of three drones, developing tactics, techniques, and procedures to be utilized for future weapon systems across all Department of Defense branches.

Stewart coordinated with Pennsylvania State scientists to streamline the LAWS repairs, clearing three Casualty Reports, and improving mission readiness, leading into critical joint exercises and earning a "Bravo Zulu" from the Chief of Naval Operations.

Stewart is also a Sailors Against Drunk Driving volunteer, a program to ensure safe rides for Sailors whose original plan to get home fell through. He also volunteered with ocean, beach, and tidal area clean up, First CLass Petty Officer Association burger burns, and children's Christmas party.

The next step in the SEA 04 Sailor of the Year competition is at the NAVSEA headquarters in Washington D.C. Petty Officer Stewart will compete against the six other Sailor of the Year nominees.

November Service Awardees

20 Years
Rhonda Jean Apana, C900T3

25 Years
Lawrence Debina, C220.1
Joel Santiago, C741
Jeffrey Stachowicz, C246.2

30 Years
James Lam, C210.1
Kauionapua Ng, C1121

35 Years
Harlan Kusaka, C970
Nathan Lorenzo, C900B
Alfred Lum, C930
Alan Mitsuyama, C136.2

40 years
Lawrence Birgado, C930
Robert Lillis, C930
Sanford Navarro, C950
Maximo Ponce, C970

Civilian Newcomers - November

Newell Aceret, C930
Richard Andrzejewski, C402
Jorge Castillo, C950
Craig Chang, C410.1
Lemeruel Duquez, C930
Alyssa Imai, C2380
Henry Ma, C260
Richmond Penales, C1141
Danny Robinson, C132
Sandra Tamashiro, C620
Anthony Walker, C109.33
Dean Yoro, C950
Mark Young, C430
Kevin Yu, C260

Military Newcomers - November

DC1 Cesar Alvarez, C1130
GM1 Richard Ashworth, C950
ET1 Christian Baker, C970
MM2 Curtis Chesson, C246
MM2 Samuel Duodo Jr., C930
FC3 Elizabeth Edwards, X-Div
YN3 Makaylah French, C 1170
MM2 Kevin Greene, C930
ITSC Daniel Gushard, C210
FC1 Michael Hazzard, C246
MM1 Daniel Rambow, C300N
DC3 Melissa Rubio, X-Div
EN1 Kosal Sim, C900
AD3 Lorenzo Simmons, C1130
MMC Eric Swynerberg, C300N
ET1 Joshua Wooldridge, C950
GSM2 Joshua Wharton, C930

Fair winds & following seas to November retirees

Arnold Cabalis
Gary Coleman
Cecil Hale Jr
Bradley Kaya
Jerrold Lee
George Medina
Donald Moore
Glenn Teraoka
Henry Vendiola